Vol. XLV No. 5 TWO SHILLINGS AND SIXPENCE May 1969

MOTOR SPORT

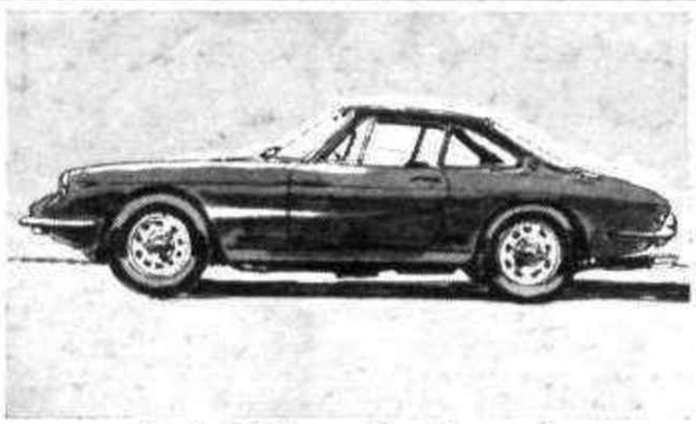
FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



ROB WALKERS



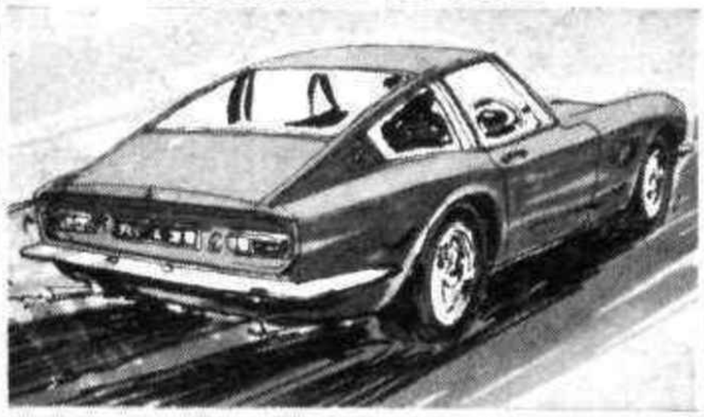
Rob Walkers for Volvo



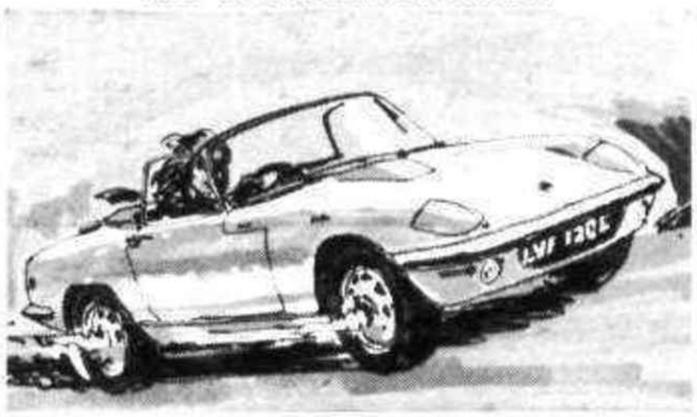
Rob Walkers for Ferrari



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Rob Walkers for Alfa Romeo

We've got them all.

Where else could you find such a choice of quality marques? Where else could you drop in and find just the model, in just the colour and finish you want, ready for immediate delivery? Let's face it, when you've chosen your car, you want it fast. We understand, we've ordered even before you've asked. So if you're after a high performance car, take advantage of the Rob Walkers forward ordering policy. It's just one of the things that has made us the big name in the motor business.

ROB WALKERS

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Telephone: Chapmanslade 383 Telex: 44880

For Lancia, Porsche, Volvo, Alfa and Lotus,
Huxhams Garage, Parkstone, Poole, Dorset.
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JOIN THE GTE SET!

with a Scimitar GTE–the family sports estate

Joining the exclusive GTE set is no longer an impossible dream. The world's first combination of elegant grand tourer and capacious estate was the sensation of the 1968 Motor Show. This 120 miles an hour, 25 miles to the gallon four-seater is backed by Reliant's unrivalled 24-hours-a-day personal service. Road tests can now be offered anywhere in Britain through 50 hand-picked dealers. For hundreds of drivers, the GTE dream is today nearer fulfilment...

SCIMITAR GTE

Write today to:
Motor Sport Road Test Offer
Reliant Motor Company Limited
Tamworth, Staffordshire

The times you wish you had a Peugeot



When it's dark and wet and still raining—that's one time. The 404 Family Estate is well shod with large section Michelin X tyres—long life, safety and reassurance for you and your family. It has fingertip controlled powerful assymetrical pattern headlamps—you really see where you're going. A fully variable air conditioning system will keep you snug and warm—yet fresh for any emergency.

When you're taking the kids out for a spin—and they invite the neighbours' kids and the neighbours' kids invite *their* neighbours' kids. The Peugeot takes them out in three rows of seats—and childproof rear door locks keep them safely in. You can stow the picnic gear behind them—as well as the muddy boots. And you ride in comfort all the way.

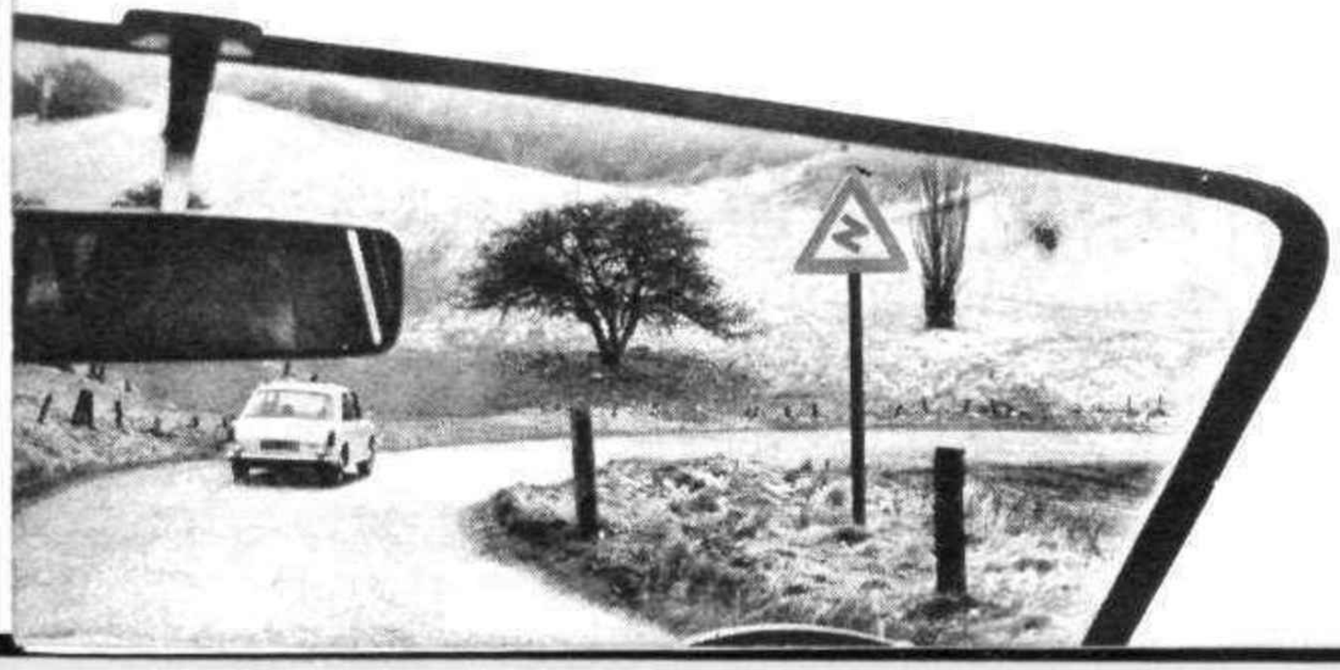
For the holidays or long weekend if there's not enough room inside there's always the roof! Six inbuilt mounting points for the rapid and secure fixing of a tailor-made roof rack are standard. If there's a boat or caravan, tow it behind. The powerful, tireless five bearing engine can take it. And the four speed, fully synchromesh gearbox with diaphragm type clutch will make light work of your driving—light work of your holiday load.



'Standard' extras on the 404 Family Estate include fully-reclining front seats, heater, screenwasher, anti-dazzle rear-view mirror, headlamp flasher, alternator, anti-theft steering lock and a thermostatically controlled engine cooling fan.

The 404 Family Estate is an unusually versatile car that can adjust itself to your kind of motoring. If you want a high quality saloon but need the capacity of a small bus—if you want economical fuel consumption—if you want quality—you'd better think about Peugeot.

When you drive inter-city or commute—the silent Peugeot takes you there quickly and without effort. Powerful, servo assisted brakes with load compensating device for balanced braking under all conditions. Rack and pinion steering for lightness and precision.



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Sole Concessionaires: Distributors Peugeot Limited, Marshall House, 468-472 Purley Way, Waddon, CR9 4BL. Telephone: 01-688 7211

Who cares enough about spark plugs to insist on Autolite?



You don't win World Championships by cutting costs.

Graham Hill insisted on Autolite spark plugs because only Autolite could deliver the performance and total reliability he needed to win the biggest prize in motor racing.

(In an incredibly successful year's racing, Autolite-equipped cars also won the British Saloon Car Championship and the World Manufacturers' Sports Car Championship.

If you take your driving as seriously as Graham Hill, you'll also insist on Autolite.

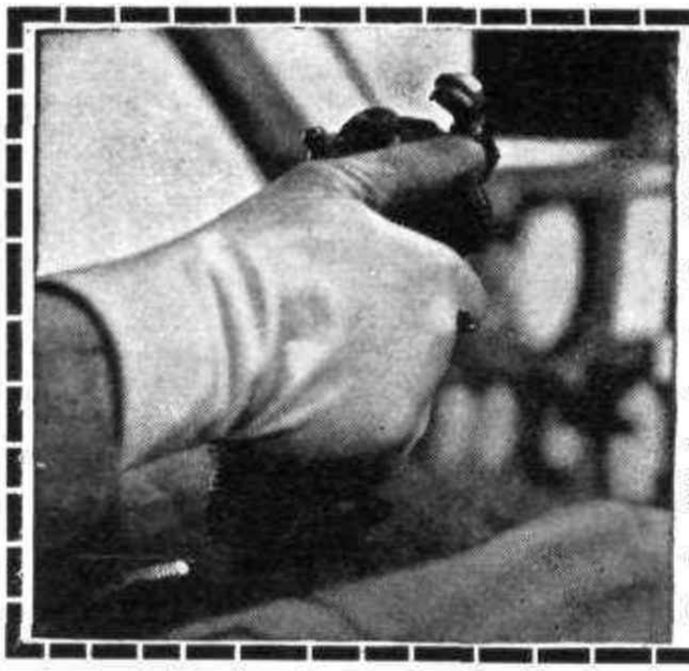
They cost around 6/- each.

You'll probably see other plugs offered at lower prices.

But you won't see Graham Hill buying them.

Autolite

AUTOLITE MOTOR PRODUCTS LTD., ENFIELD, MIDDX.



Capt. W. J. Graham, R.N., Officer Entry Sec., (894ZQ6) Old Admiralty Bldg., London, S.W.1.

Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

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Address _____

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U.K. applicants only.

ROYAL NAVY

"Submarine at one-six-zero. Torpedo attack now-now-now!"

That's the Observer. In a hunting Wessex. Directing the strike. It could well be you —as a Naval Officer.

There's a great team spirit between Pilot and Observer. There has to be, of course, because each plays an essential role in flying a naval helicopter.

As an Observer in the Fleet Air Arm you're at the very heart of the action. Imagine you're in a Wessex helicopter on the tracks of an attacking submarine. You're the man who computes the course and directs the search. You operate the sonar, pinpoint the target, and deliver the strike. Whatever the task, in fact, you're the helicopter's tactical brain. And one day the action could be for real!

Like every Naval Officer, you get early responsibility. You enjoy fringe benefits too. Travel. Great company. And a full life.

And you're well paid. As a married Lieutenant of 25, fully qualified as Observer or Pilot, you can earn up to £2,400 a year.

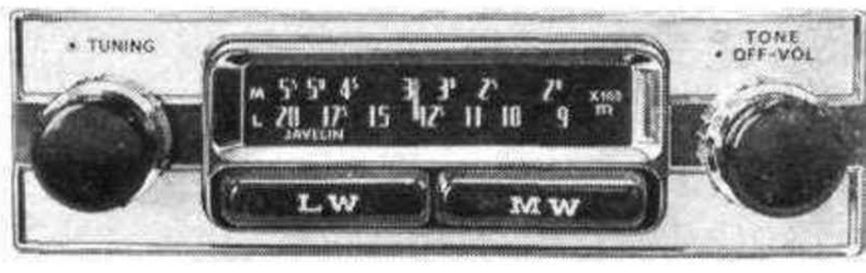
Interested? Post the coupon today.

Short Service Commission. You can serve for 8 years—with tax-free gratuity of £1,875; 12 years—with tax-free gratuity of £5,000; or 16 years (or to age 38) with a pensionable commission. You must be between 17 and 26 with at least 5 'O' levels (including Maths and English Lang.) or equivalent.

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The sort of reception only Javelin can give you.
Just looking at Javelin's smart design and finish will impress you.
A glance at the specification will tell you how advanced it is.
But it's when you hear a Javelin that you know you're on to something exceptional. Perfect, distortion-free reproduction, plenty of power, incredible range. That's why you're invited to listen.
Just fill in the coupon so we can send you a leaflet
and tell you where your nearest stockist is.
He will arrange the perfect reception for you.



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* **Price £17.19.6** (incl. p.t.).

S.R. 601 *Below*



23 gns (incl. p.t.)

Universal Fitting Kits available for both models

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THE ENTHUSIASTS RADIO

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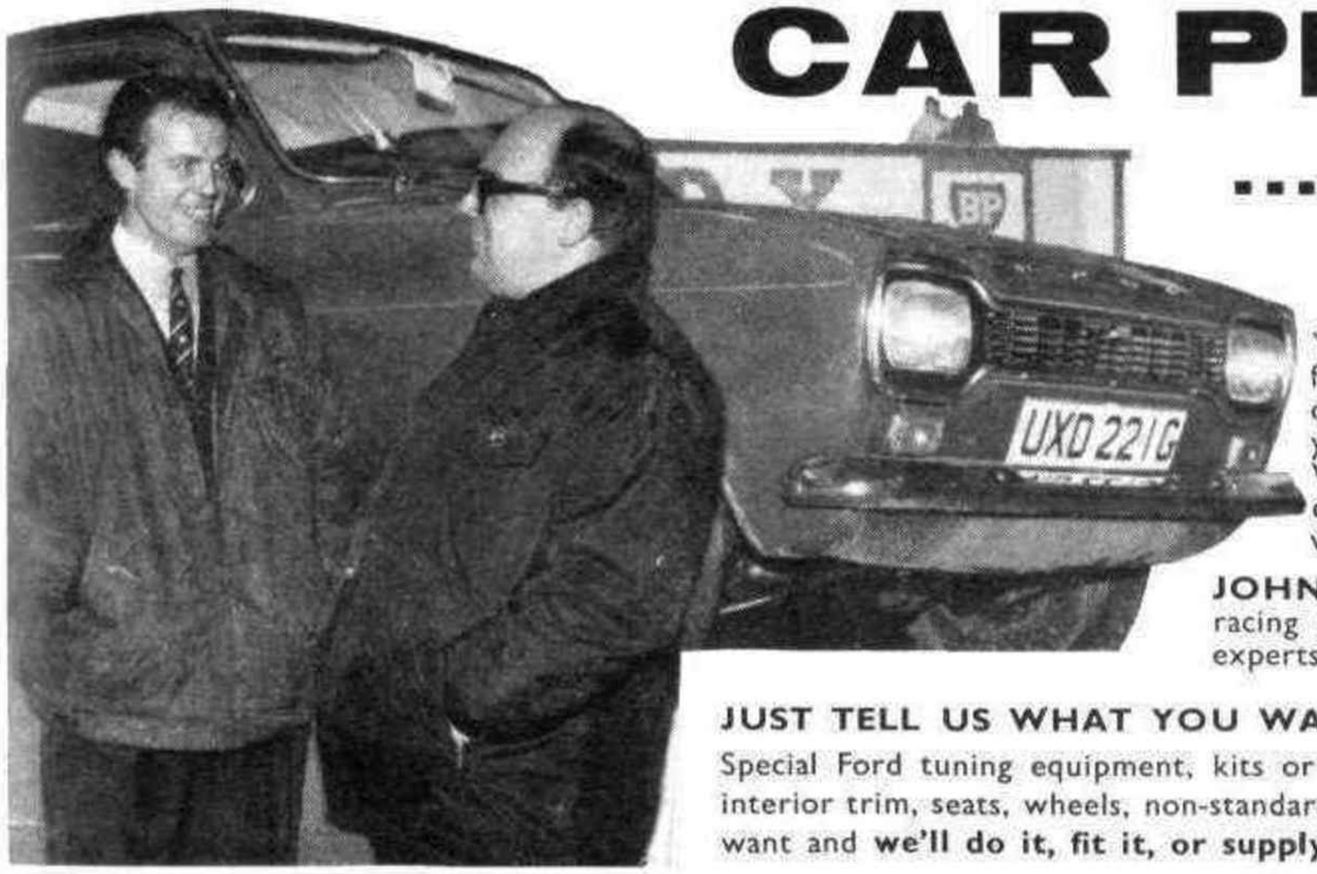
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JAVELIN ELECTRONICS LTD.
137/149 Goswell Road, London, E.C.1.

LuMo

CAR PRODUCTS



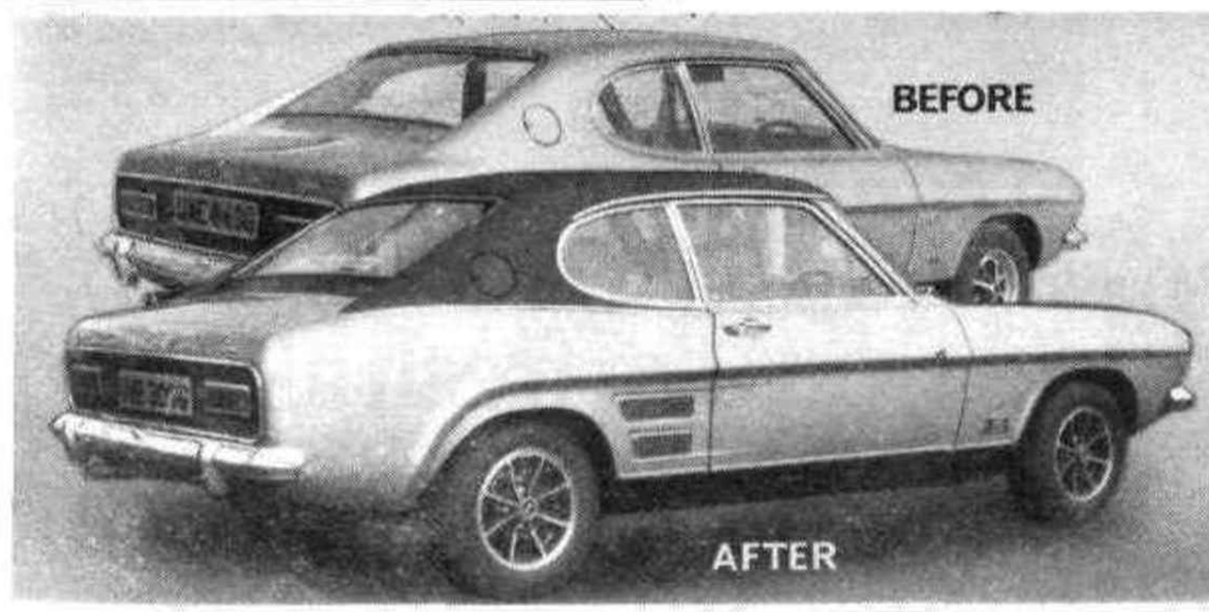
...have everything for the ENTHUSIAST!

You're an individualist. You want something *extra* in performance, looks, comfort. You want your car to be like no other on the road. Lucky you ! At last, there's a place where you can get *everything* you need — LuMo Car Products. We are a specialised department of LuMo Cars Ltd., Ford distributors with over 50 years' experience. So you're dealing with people who really know the business.

JOHN HEWITT and BOB TORRIE, two well-known racing enthusiasts, who, together with their LuMo team of experts, will be looking after your requirements.

JUST TELL US WHAT YOU WANT . . .

Special Ford tuning equipment, kits or components — either to 'bolt-on' yourself or fitted by us; interior trim, seats, wheels, non-standard colour schemes . . . in fact, ANYTHING. Tell us what you want and **we'll do it, fit it, or supply it.**



Transform *your* car with the LuMo ROOF TOP

Makes *any* car, new or old, that important bit different. Craftsman tailored in fine quality leathercloth with polyurethane underlay. Reduces unpleasant road noises. Sizes for all makes and models. Kit form (includes adhesive, mouldings and complete illustrated fitting instructions), easily fitted, or dealer or LuMo will fit. Order form below.

	Cost of kit (fitting extra)		Cost of kit (fitting extra)
1. Ford Escort	£10 13s. 9d.	7. Vauxhall Victor 2000	£13 3s. 9d.
2. Ford Cortina	£10 13s. 9d.	8. Vauxhall Cresta	£13 3s. 9d.
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6. Vauxhall Viva	£12 1s. 3d.		

ADD 12/- PER ITEM FOR POSTAGE AND PACKING

If you car is not listed above, please tell us make and model.

have you tried to tame the LuMo Pirana Escort yet?



The car that separates the MEN from the boys.

Made by Ford — re-engineered by LuMo

John Bolster (*Autosport* 14.3.69) says : "It is evident that LuMo know all the right things to do to a Ford . . . The Pirana Sprint makes a driver feel that he is an expert."

'Cars and Car Conversions' (Feb. '69) says :

"Driving the LuMo Pirana Escort is an exciting pleasure."

- **Over 100 m.p.h.**
- **0-50 in 8 secs.**
- **Up to 29 m.p.g.**
- **Room for 4 adults**

Ton-up-manship is yours for **£921.** But beware ! The Pirana Escort is *definitely* not for beginners ! Send for brochure.

EASY-TO-USE COUPON FOR YOUR ORDER OR ENQUIRY

Please send me LuMo ROOF TOP/S as follows :

Quantity	*Ref. No.*	*Make of Car*	*Model*	*Cost inc. Pkg. & Post*

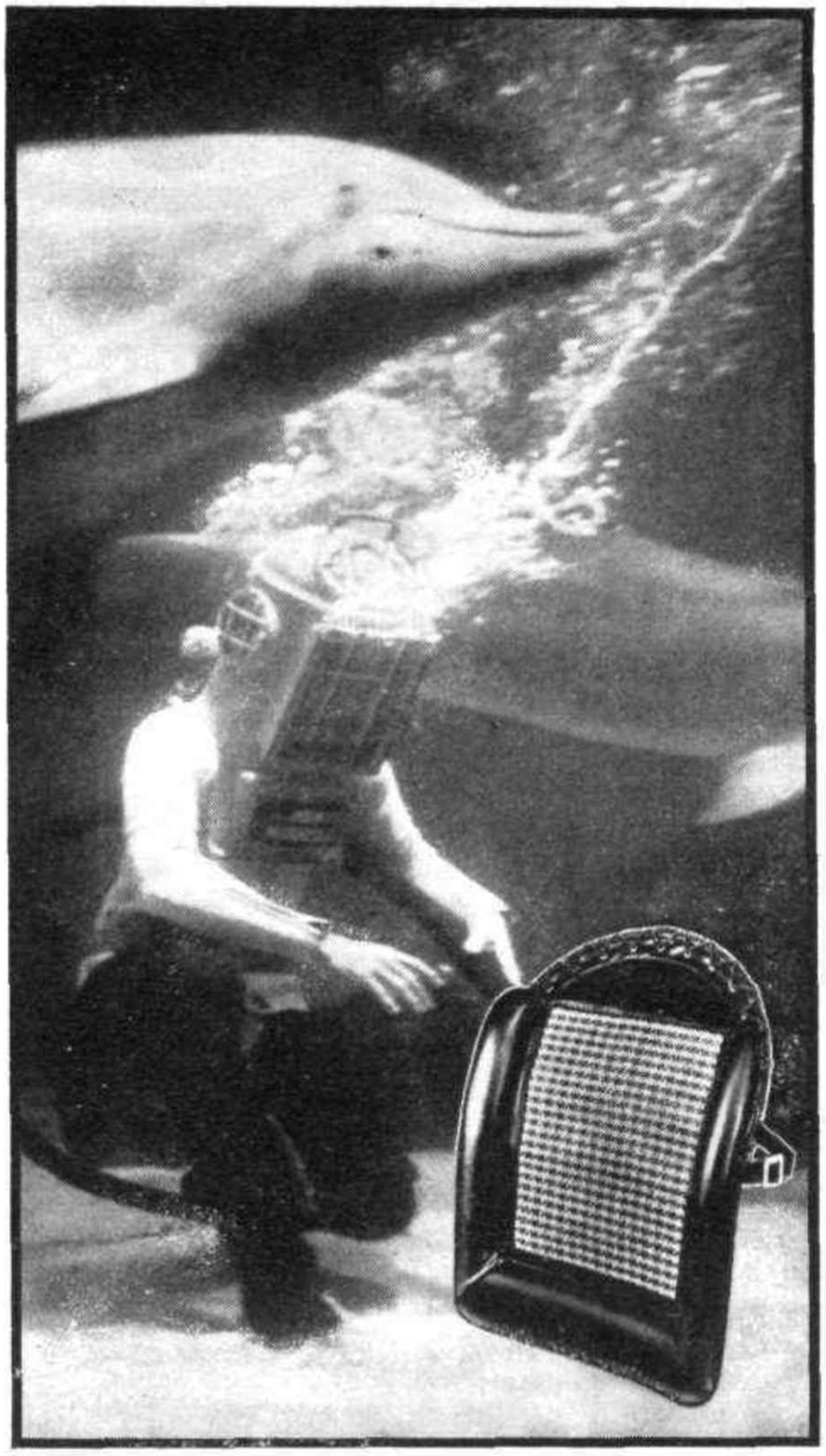
I enclose P.O./Cheque no. ..... in payment.
I understand that if I am not completely satisfied, I may return the goods within 7 days for a full refund.
Terms : Strictly cash with order. All P.O.s or cheques must be crossed and made payable to LuMo Car Products Ltd.
Tick box ☐ if you think you could tame the LuMo Pirana Escort but would like to see a brochure first.
Name .....
Address .....
Tel: .....

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LuMo CAR PRODUCTS

A Member of the Luton Motors Group

55 LONDON ROAD DUNSTABLE Tel: DUNSTABLE 67811



Suffering from the bends?

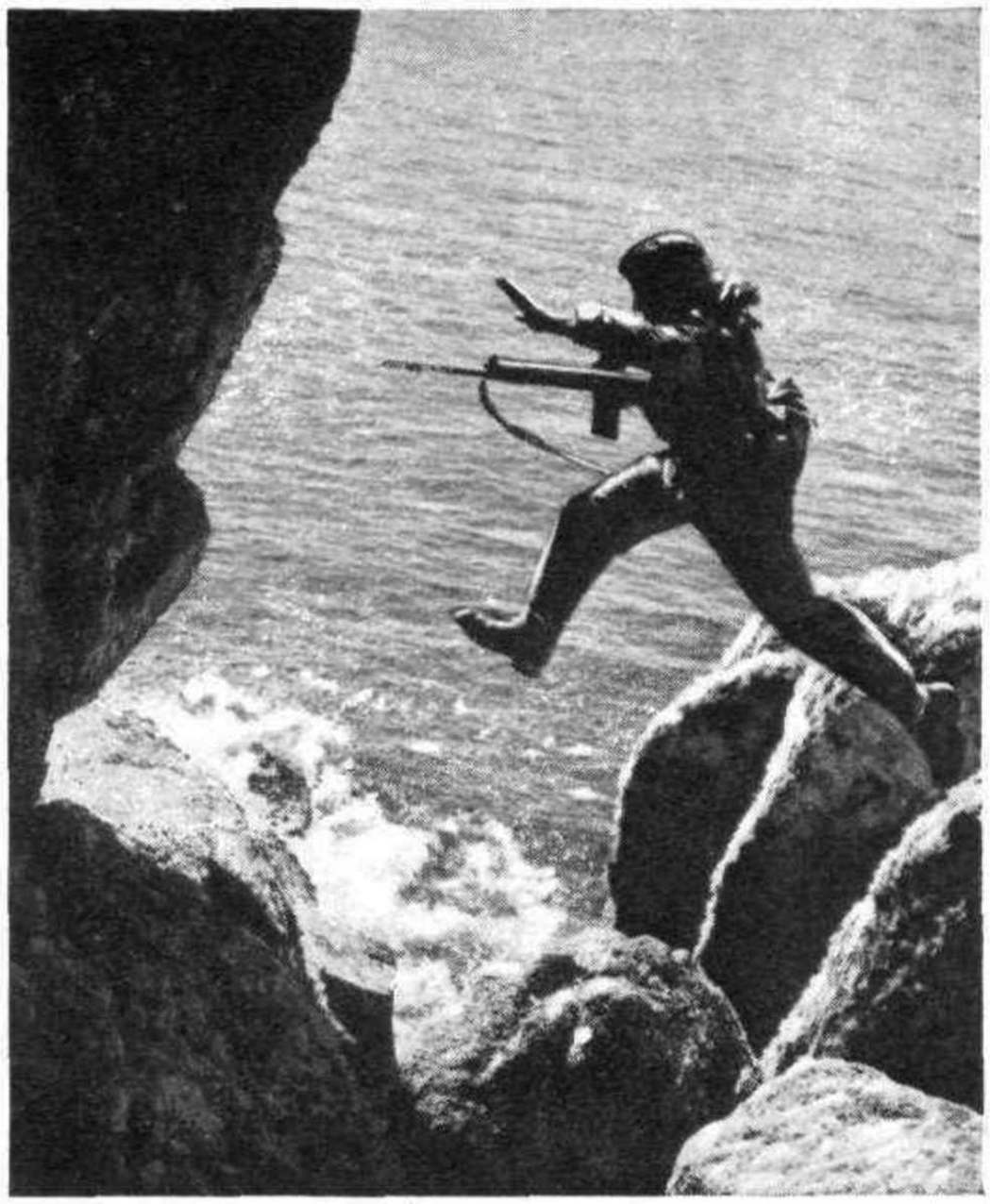
In a sea of trouble, under pressure, slow to react. Maybe you're simply used to driving in a cramped and tensed up position. A **KL GT Sitrite** will change all that. This stylish padded backrest gives all the support you need—round the bends, up the hills and on the level. Thanks to the resilient open mesh your back can 'breathe', so you never get sticky or uncomfortable. Looks great too, with its smart black padding—puts your car right into the GT class. Universal model costs only 65/-. Dive into your nearest stockist now. Slip one on and join the GT set.

Obtainable from Halfords, leading garages and accessory shops.

KL
THE EXTRA SPECIALISTS

To KL Automotive Products Ltd,
Homerton High Street, London E9.
Please send me descriptive leaflet.
Name _____
Address _____

5Ms/1/5/69 GT



So you think you like fresh air?

As a Royal Marines Officer you'll have fresh air by the boatload. But *not* for free.

To be an officer in the Royal Marines you've got to be every inch a sea-soldier. As tough if not tougher than the Commandos under you.

When they climb, you climb. When they jump, you jump. When they assault from the sea, you go too. There is one big difference. You go first.

One day the lives of an entire troop may hinge on your split-second judgement. *Their* success will depend on *your* ability to apply the lengthy and thorough training we give you.

It's a high price to pay for a little fresh air and the occasional bathe on some far-off beach.

Too high ? Only you can say. But if you like a challenge, send now for further details.

For a *permanent* commission you must be 17½-19½ with 5 G.C.E.s, two at 'A' level. For a *short-service* commission you must be 17½-23 with 5 'O' levels. (Chance to apply for permanent commission later.) If you have a place at University, ask about University Cadetships (worth up to £825 p.a. plus fees paid)—or if you have a degree, ask about Graduate Entry.

Name _____
Address _____
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Date of birth _____
My educational qualifications are/will be: _____
_____

To: Major J.C. Hardy, R.M., Officer Entry Section (894 DF1), Old Admiralty Building, London S.W.1.
Please send me details of Permanent ☐ Short Service ☐ Commissions in the Royal Marines,
University Cadetships ☐ Graduate Entry ☐ (*Tick which*).

RM
ROYAL MARINES

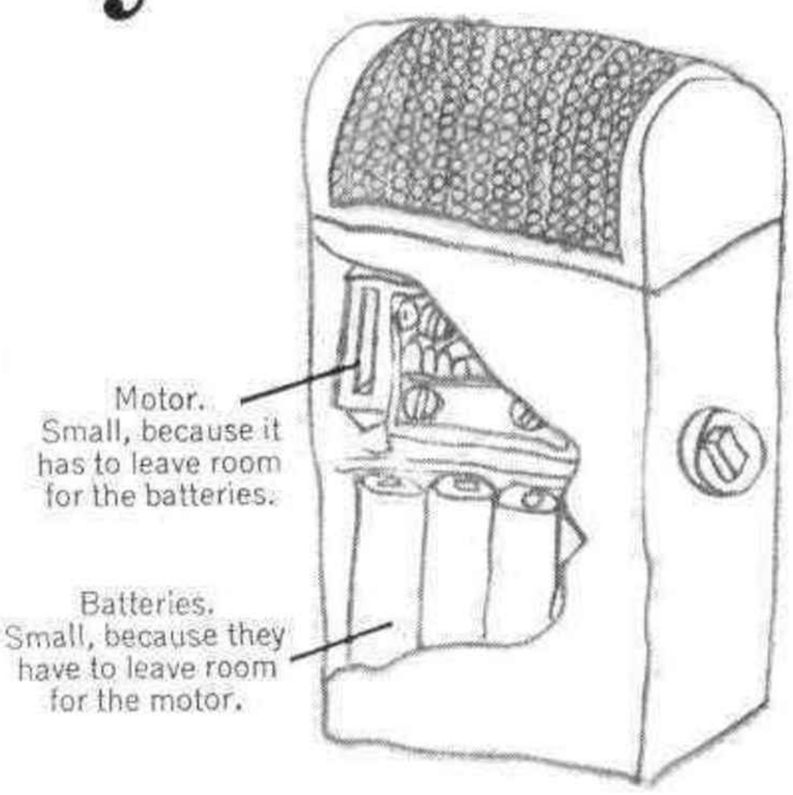
The battery shaver.

Most battery shavers are a bit of a compromise.

The motor has to be small to make way for the batteries. And the batteries have to be small to make way for the motor.

The result is usually a feeble motor powered by pen torch batteries.

And enough power to power a torch isn't necessarily enough to power a shaver.



The Ronson battery shaver.

The Ronson Wayfarer is a little different.

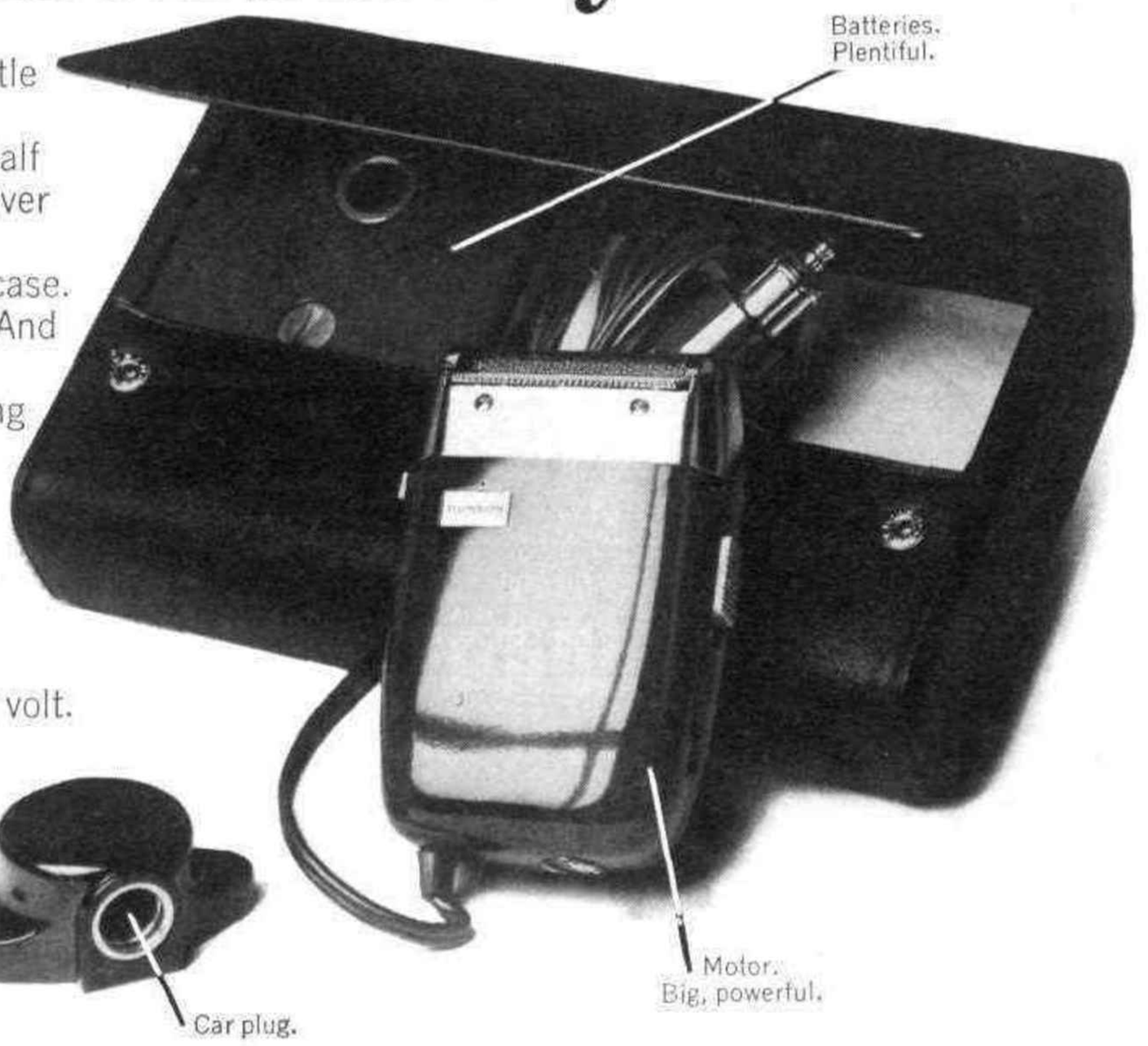
Instead of getting a shaver half filled with batteries, you get a shaver with no batteries.

The batteries fill a separate case. (Big enough for four big HPII's.) And the shaver is filled with motor.

So you get more power driving a bigger motor. And it stands to reason you should get a better shave.

The Ronson also has a plug for your car dashboard. This allows you to shave from the car battery. Whether it's 6 volt or 12 volt.

So with a Ronson Wayfarer you can shave in your car. Or on holiday. Or anywhere else where you can't use a normal electric shaver, but want a normal electric shaver shave.



RONSON ELECTRICS

The Wayfarer recommended retail price is £10.19.6. For your nearest stockist write to Ronson Products Ltd., Leatherhead, Surrey.



The Film Star Car

Built by hand for a race apart. Now *you* can join the extra special Morgan + 8 clan. Same good looks as any Morgan, but longer, wider, more comfortable and a darn sight faster.
Big V8 power (0-70 in 7·5), big Girling power brakes - it's a film star car for extra-ordinary mortals. £1,510.

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First of the real sports cars

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NAME.....
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Lightweight 6" wide wheels for minis.

Natural Aluminium Finish **£7.9.6**
Deluxe (rim mirror finished, centre matt black) **£8.15.6**
Plated wheel nuts included.

MAXIMUM BRAKE COOLING
unique overall design of wheel gives a maximum airflow around brakes to minimise fade.
LIGHT AND STRONG
each wheel only 6 lbs. of high tensile alloy. Unique semi-tangential spoke design gives maximum torsion strength during braking and acceleration. Alloy impact and corrosion resistant.
VERSATILE
wheels equally suitable for radial ply or racing tyres.

Write for full details on Mamba Mini 6" x 10" Alloy wide rim wheels to: Dept. MS6
Mamba Developments (Wheels) Ltd.
4-10 Victoria Street, Leeds 7.
England. Telephone: 689445.

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RESTALL MASTERFIT

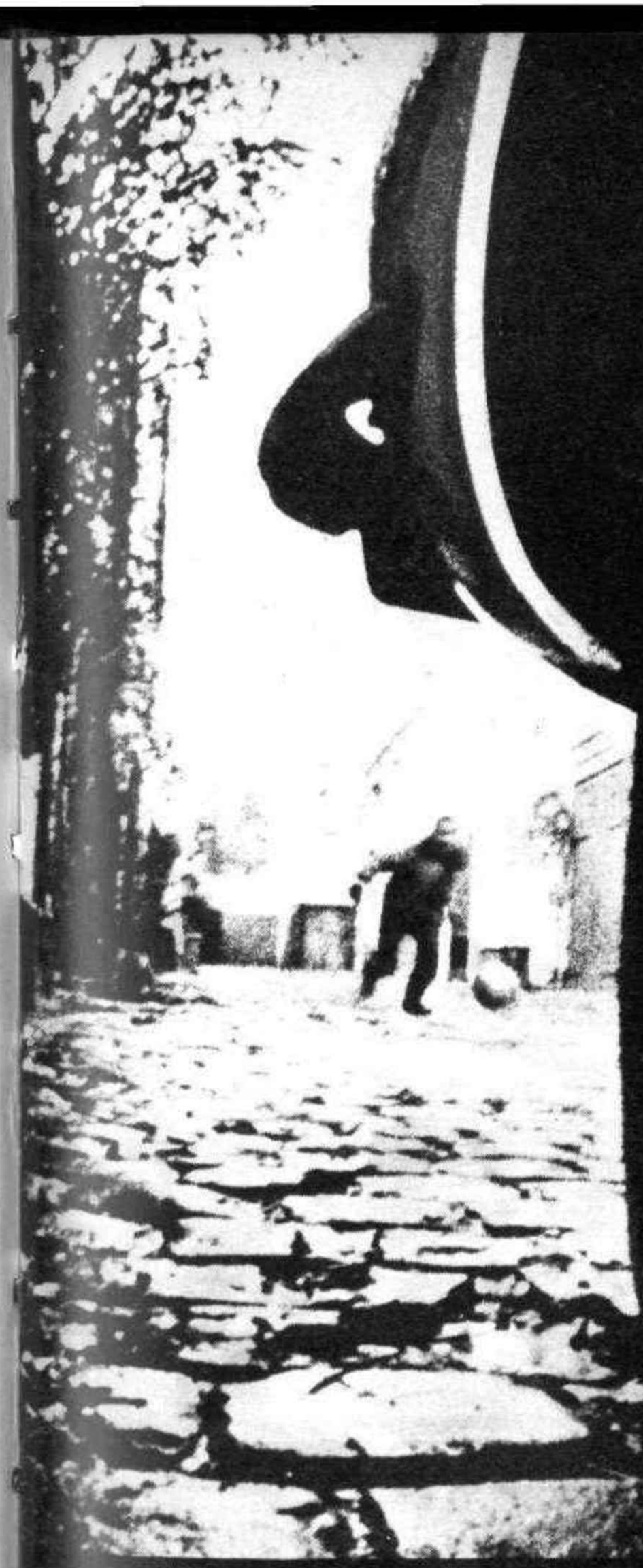
CAR SEATS from £13.10.0
Light Van REAR SEATS from £16.0.0
Explanatory literature sent free

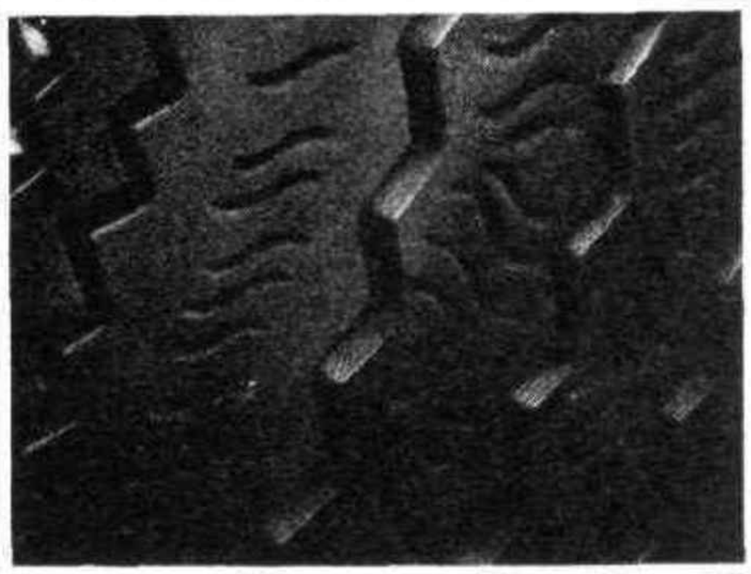
PLEASE SEND FULL DETAILS
RESTALL BROS LTD
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Telex: Chamcom Bham 338024
Prefix all messages "Rebro"

Make of car/van .....
.....



NAME .....
ADDRESS .....





Do you live and let live?

The moment you start to avoid someone, we want you to feel sure that you're going to stop yourself as well.

So we've added extra depth to the tread of our Autoband Radials. They'll stop you faster than any ordinary cross ply tyre. Because the whole width of that extra deep tread stays flat on the ground.

Nothing comes between you and the road. Even rainwater is swept clean away through the ever open grooves.

Your India dealer would like to see you soon if your present tyres are wearing thin. And make sure you drive there safely, won't you?

The Indiastructible safety tyres.

Can you live without them?

INDIA



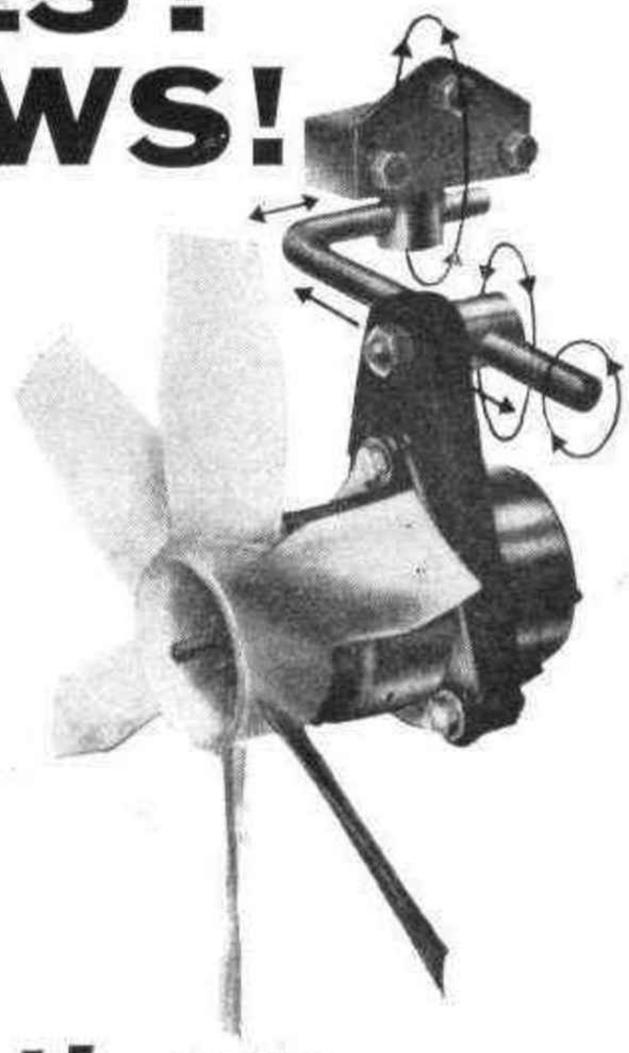
meet the long one

It's the new 'extended tip' spark plug. The switch-on-and-away plug that penetrates deeper into the cylinder.
The result? Closer contact with the mixture. More efficient sparking. More powerful self cleaning. Better all round performance. And, as a bonus, all the well known advantages of AC Fire Ring design. So help yourself to more of the switch-on-and-away feeling you really go for. Get a set of our new 'extended tip' spark plugs today.

AC 'extended tip' FIRE RING spark plugs

AC-DELCO DIVISION OF GENERAL MOTORS LTD DUNSTABLE BEDS

GOT BUDGET BLUES? HERE'S HAPPY NEWS!



As a keen motorist you are obviously very conscious of the money you pay in taxes. Particularly in petrol tax. So you'll be happy to know how you can get up to an extra 3.5 to 4.5 miles from every gallon.

You are probably already aware that the ordinary engine cooling fan is not one of the most efficient parts of a car. For instance, did you know that it takes from 3 to 18 b.h.p. to drive the mechanical fan, which when removed will save a considerable percentage of your petrol consumption over the period of a year.

The Kenlowe 'Thermomatic' Engine Cooling Fan works on a more advanced engineering principle than the ordinary fan. Fully automatic, it is electrically driven and is controlled by a thermostatic switch in the engine cooling system. When the engine temperature rises to 87°C the Kenlowe fan cuts in automatically, reducing temperature to 84°C when the fan cuts out. Special settings are manufactured to suit individual models of car. On a normal 200 miles journey the Kenlowe Fan cuts in approximately 5 times only!

With a Kenlowe fan the engine has more power for actual road performance. This is brought about because removal of a power absorbing unit can only transfer that extra power to the road wheels and so increase engine r.p.m. for a given throttle opening. If extra performance is not required then the same performance as previously obtained will be available at a smaller throttle opening and so reduce fuel consumption without a doubt. The Kenlowe eliminates fan noise, needs no maintenance, and doubles fan belt life.

The Kenlowe Fan has been proved on every popular car in the world for more than 10 years, and many thousands are in daily service. Unconditionally guaranteed for 12 months, the Kenlowe Fan is priced from £13. 14. 6, complete with hose adapter, dash indicator, and manual over-ride control. Full fitting instructions with every Fan; can be fitted by the average private motorist, and garage. No special tools, and no holes in radiator needed.

The Kenlowe Fan is obtainable through garages, service stations and accessory depots, or direct from the manufacturers.

The Kenlowe Fan has been tested and approved by the Autocar, the Motor, Hot Car, etc. Fitted as standard equipment on Alvis, Bristol 409, Facel Vega, Ford G.T.40, Gordon Keeble, Lotus, Saab Sonett, Savage, etc.

KENLOWE
Thermomatic
ENGINE COOLING FAN

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— a straight through silencer by CE-LAST. It'll give you extra zip, lower fuel consumption *and* a sporty note that's still within the noise level limits! Choose at your local stockist from the ST47 range for Minors, the ST57 range for Coopers — or write for full details quoting . MS234



ST47A
Oval straight-through silencer with twin, chromed tails. Supersedes existing models. **66/-**



ST47E
Oval straight-through silencer with single, chromed tail for centre fitting. **73/-**



ST47D
Oval straight-through silencer with twin chromed tails, for centre fitting. **72/-**



ST47C
Heavy gauge straight-through silencer with central, large bore, chromed tailpipe, for centre fitting. **72/-**



ST57
Oval straight-through silencer with twin, chromed ends. Supersedes existing models. **80/6**



ST57D
Oval straight-through silencer with twin chromed tails, for centre fitting. **80/6**



ST57C
Oval, chromed, single tail straight-through silencer for centre fitting. **80/6**

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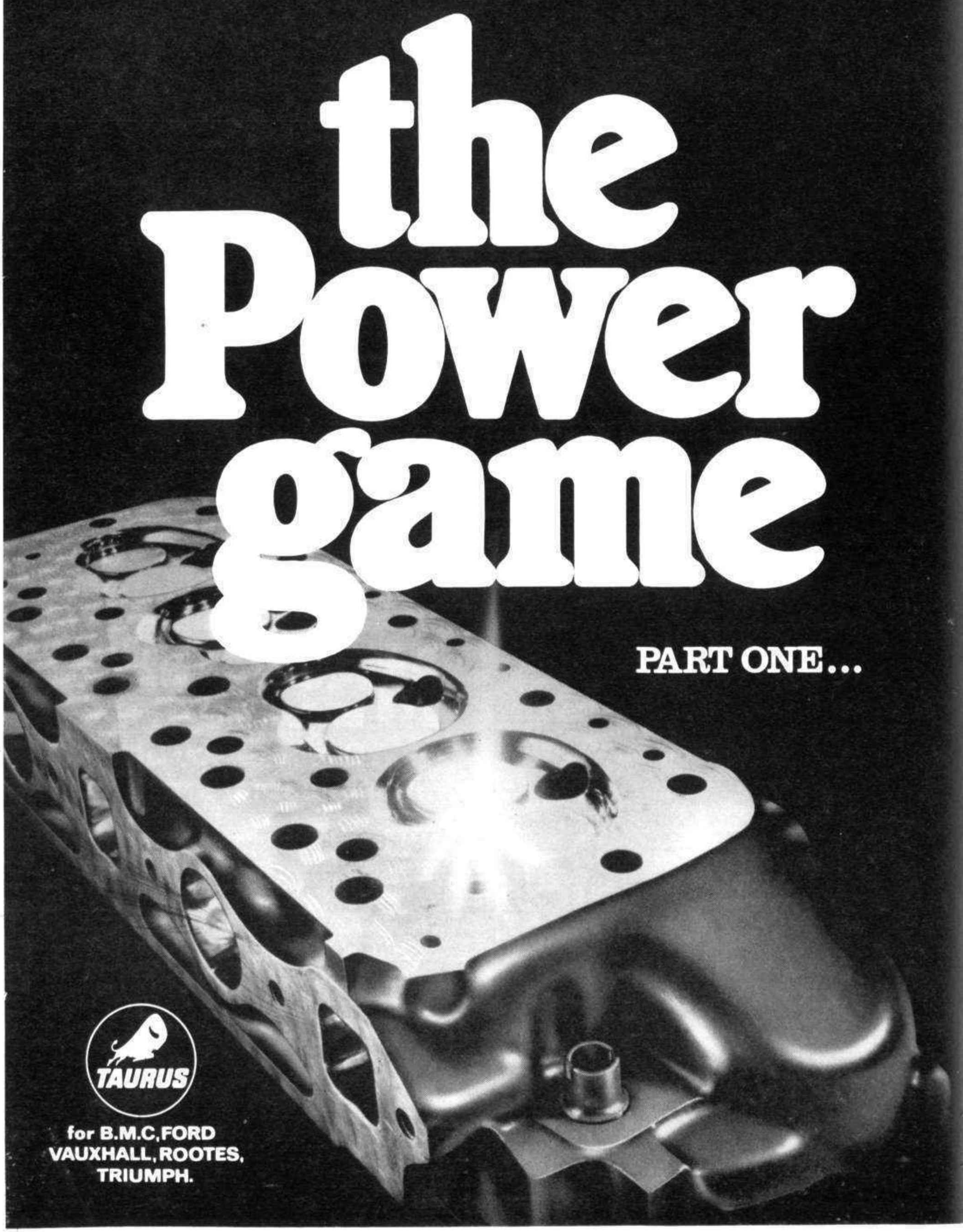
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the Power game

PART ONE...



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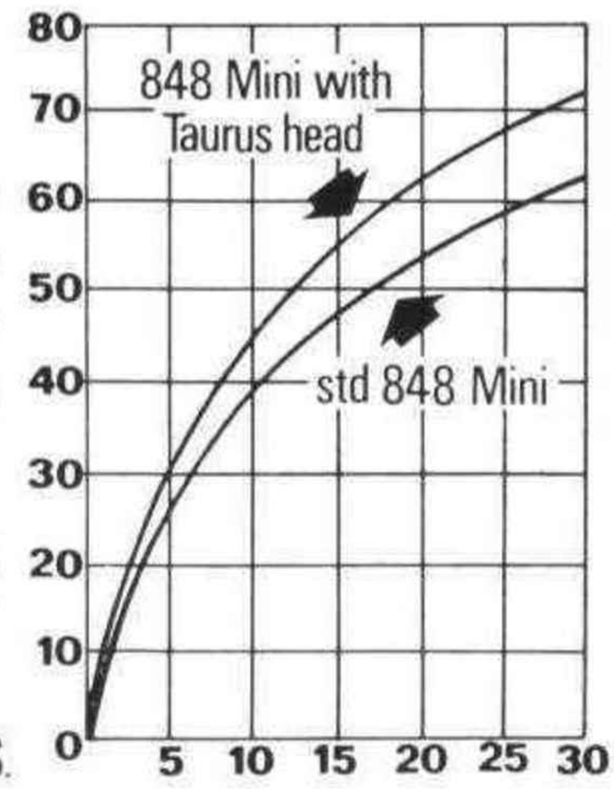
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m.p.h.	secs.	
0–30	5.0	(6.2)
0–40	7.9	(10.2)
0–50	12.8	(16.9)
0–60	19.1	(26.5)
0–70	27.3	(—)
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YORKSHIRE ASDA Queens Garage, North Bailygate, Pontefract. Garnett Motor Co., 42 Effingham St., Rotherham. Super Motor Accessories (Bridlington) 10 Fort Terrace, Bridlington. J. Mitchell (Honley) Ltd., Newtown House, Honley, Huddersfield. Rally & Speed Shop, 194 Harrogate Rd., Leeds 7. Rawmarsh Motorists Centre & Rally Shop, 116 Broad St., Parkgate, Rotherham. Sedbergh Motor Co., Sedbergh. Stockshill Garage Ltd., 59/61 Main St., Seamer, Scarborough. Super Motor Accessories, 58 Newborough, Scarborough. Champion Motor Spares, 972 Leeds Rd., Bradford 3. David James, Auto Extras, 73 Otley Rd., Shipley. Jordan & Co. (Hull) Ltd., Storey St., Hull. Browns (Witham) Ltd., Witham, Hull.

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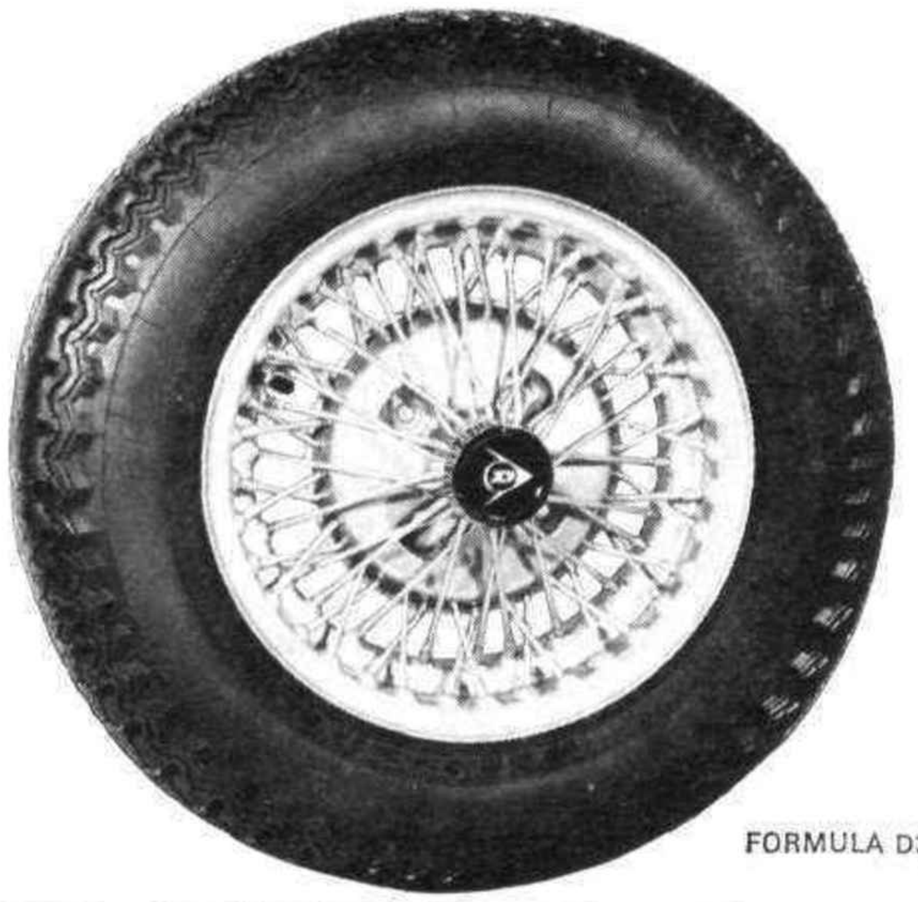
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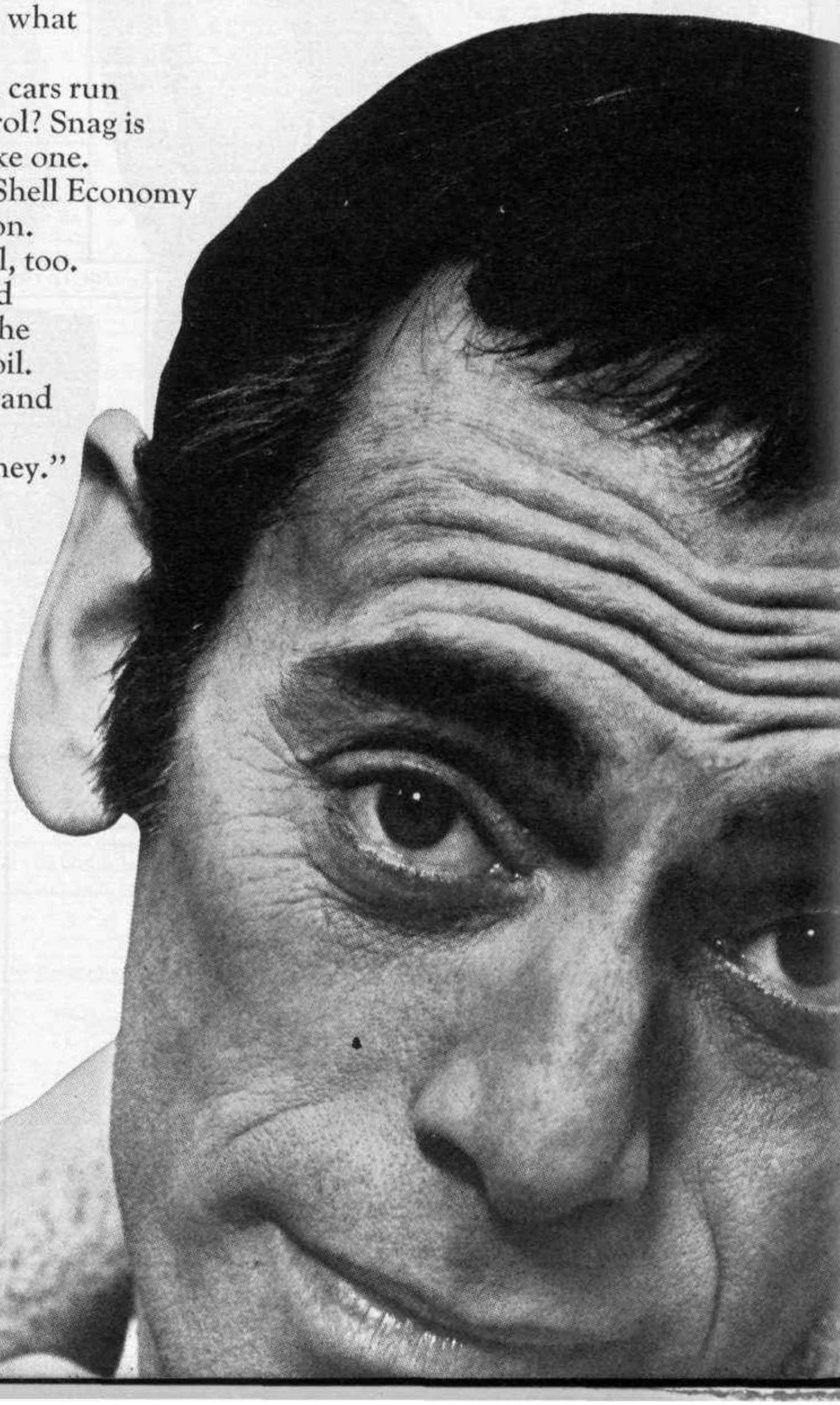
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MOTOR SPORT

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

VOL XLV No. 5 MAY 1969

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

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FRONT COVER PICTURE : THE NEW 3-litre V12 Ferrari 312P driven by Amon and Andretti at the Sebring 12 Hours Race looked a certain winner, but was delayed by overheating troubles caused by damage from debris on the track.

ANNUAL SUBSCRIPTION RATES

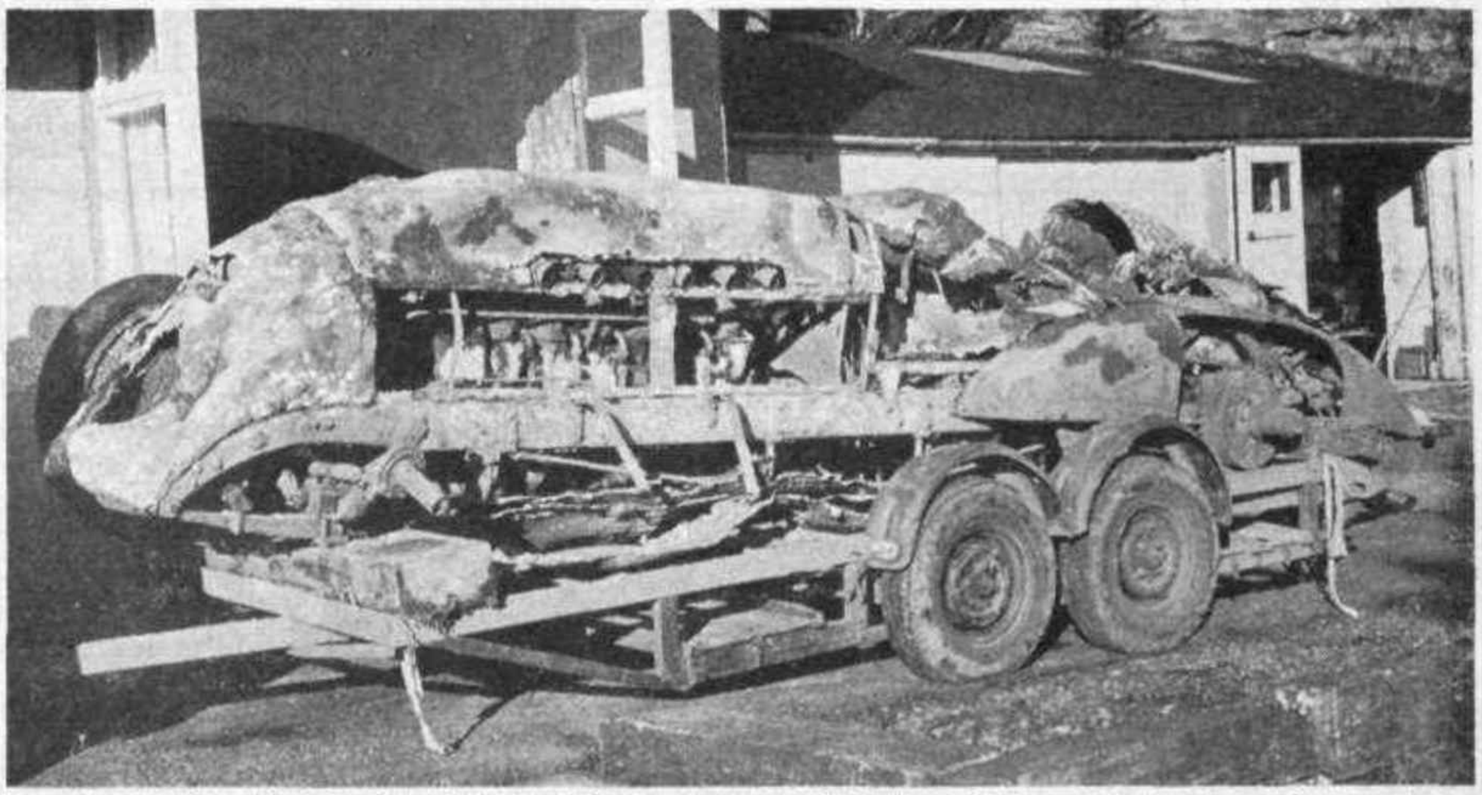
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MATTERS OF MOMENT

"BABS"

In spite of the controversy caused, Owen Wyn Owen has disinterred the 27-litre Liberty-aero-engined racing car "Babs" from the Pendine grave in which it was buried over 42 years ago, after it had killed J. G. Parry Thomas. The digging-up was watched by the local Army Commandant, the Lord Lieutenant of the County, the Deputy Lord Lieutenant, the Press, TV reporters and the public. The Army would not lend a crane but locals assisted with diggers and lifting-gear, enabling "Babs" to be removed on a trailer behind a Land Rover to a private workshop where a Speed Six Bentley and a 1908 Argyll have been rebuilt and rebodied by Mr. Owen.



The Thomas Special "Babs" about to leave Pendine. When will she return?

As the recovery of this vintage giant Zborowski/Thomas racing car from a grave which was water-logged with the tide has aroused widespread interest, the Editor drove to Capel Curig to investigate. He reports:—

Already the remains of "Babs" have been visited by many people, including Hugh Tours, who in his book about Parry Thomas said the car would never be disturbed after its burial, Brian Morgan, that connoisseur of restorations, and a well-known collector of F.1 racing machinery from Leicester. Confronted with the wreck, one cannot ignore the macabre query, does it throw any fresh light on how Thomas was killed? Yes and no. The o/s radius-arm is intact, which destroys John Bolster's theory that it broke and threw the driving chain. The hubs and wheel-retaining rings are Rudge-Whitworth, which disposes of the story that Dunlop wheels were fitted, without Thomas' approval, shortly before the last run. (The o/s front wheel is intact but reports that the Dunlop tyre had remained fully inflated for 42 years are untrue.) The cowling over the o/s chain is completely crushed against the chassis but shows no sign of having been penetrated, as it would surely do had the chain flailed through it and decapitated the driver, which was the verdict in 1927. So there is reason to think that Thomas may have been beheaded when "Babs" rolled over and back on to her wheels. Certainly the car is badly damaged at the o/s rear, the back axle being bent slightly forward until the sprocket has bitten into the otherwise undamaged radius arm. One fresh mystery has presented itself. The front axle is twisted back through about 45° on the n/s. Yet after the accident the wheel and tyre on this side appeared almost intact, on a somewhat bent stub axle. The steering-arm is also missing on this side, the track rod being free. Yet how could the substantial Leyland Eight I-section axle twist without damaging the wire wheel and how could the steering-arm have been rubbed off, with the wheel in place? It seems unthinkable that steering failure precipitated the crash, for the Coroner would have referred to it. So, unless this damage

Continued on next page

Motor Sport Fixture List For May

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list.** ★

C. = Closed Event. C.I. = Closed Invitation Event. R. = Restricted Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
May 3rd ..	Lancs. & Cheshire C.C.	Oulton Park Circuit	Tarporley	Lombank Cup Races (*R.*)	14.00
May 3rd/4th	Blackpalfrey M.C.	Mumfords Garage, Pattenden Lane	Marden	Hughes Rally (*R.*)	21.01
May 4th ..	Worksop & Dist. M.C.	Pinch Mill Autocross Circuit	Wickersley	Autocross (*R.*)	13.30
May 4th ..	H.C.V.C.	Battersea Park	London	London/Brighton Run	07.30
May 4th ..	Huddersfield M.C.	Baitings Dam, Rochdale Road	Ripponden	Hill-Climb (*R.*)	14.00
May 4th ..	Sporting C.C. of Norfolk	Harford Cattle Market	Norwich	Autotests (*N.*)	11.00
May 4th ..	Nottingham S.C.C.	Silverstone Circuit	Towcester	Race Meeting (*R.*)	14.15
May 4th ..	T.E.A.C.	Lydden Circuit	Canterbury	Race Meeting (*R.*)	14.00
May 4th ..	Armstrong-Siddeley O.C.	Woburn Park	Bedford	*Concours* (*R.*)	11.00
May 10th ..	M.G. C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	14.00
May 10/11th	**Royal A.C. de Spa**	**Francorchamps**	**Spa**	**Grand Prix de Spa (INT.)**	—
May 10/11th..	Swindon Phoenix C.C.	Swan Hill Garage	Shrivenham	Rallye Swindon (*R.*)	23.00
May 10/11th..	Kirkby Lonsdale M.C.	Crossley's Garage	Bentham	Devil's Own Rally (*R.*)	22.30
May 11th ..	**Real A.C. de Espana**	**Jarama Circuit**	**Madrid**	**F.2 Race Meeting (INT.)**	—
May 11th ..	V.S.C.C.	Curborough	Lichfield	Speed Trial (*C.*)	13.30
May 11th ..	Exeter M.C.	Triangle Car Park, Heavitree Road	Exeter	Driving Tests (*R.*)	14.30
May 11th ..	Maidstone & Mid-Kent M.C.	Brands Hatch Circuit	Fawkham	Race Meeting (*N.B.*)	14.30
May 11th ..	Mid-Cheshire M.R.C.	Mallory Park Circuit	Leicester	Race Meeting (*R.*)	14.30
May 11th ..	Scottish M.R.C.	Ingliston	Edinburgh	Race Meeting (*C.*)	14.30
May 17th ..	**Aston Martin O.C.**	**Silverstone Circuit**	**Towcester**	**Race Meeting (INT.)**	**11.00**
May 17/18th..	West Hants & Dorset C.C.	Wiscombe Park	Sidmouth	Hill-Climb (*N.B.*)	12.00
May 18th ..	**A.C. de Monaco**	**Monaco**	**Monte Carlo**	**Monaco Grand Prix (INT.)**	—
May 18th ..	M.G. C.C. (N.W.)	Heathgate Farm	Gt. Warford	Autocross (*C.*)	13.30
May 18th ..	T.E.A.C.	Snetterton Circuit	Thetford	Race Meeting (*R.*)	14.00
May 18th ..	Hagley & Dist. L.C.C.	Gt. Nobury Farm	Inkberrow	Autocross (*R.*)	14.00
May 18th ..	Mini-Seven Club	Mallory Park Circuit	Leicester	Race Meeting (*R.*)	14.00
May 23rd/25th	Manx Auto Sport	Sefton Hotel	Douglas, I.o.M.	Manx Trophy Rally (*N.B.*)	19.00
May 24/25th..	Broxbourne M.C.	Silver Ball Service Station	Royston	Badger Rally (*R.*)	20.30
May 25th ..	Jowett C.C.	Lower Royal Hall Car Park	Harrogate	Driving Tests (*C.*)	13.00
May 25th ..	Lincoln & Dist. M.C. & L.C.C.	Cadwell Park	Louth	Race Meeting (*C.*)	14.00
May 25th ..	B.A.R.C.	Gurston Down	Broadchalde	Hill-Climb (*R.*)	14.30
May 25th ..	Mini-Seven Club	Brands Hatch Stadium	Fawkham	Race Meeting (*C.I.*)	14.15
May 25th ..	B.A.R.C.	Croft Autodrome	York	Race Meeting (*R.*)	14.30
May 26th ..	Hagley & Dist. L.C.C.	Castle Combe Circuit	Chippenham	Race Meeting (*R.*)	13.30
May 26th ..	Nottingham S.C.C.	Silverstone Circuit	Towcester	Race Meeting (*R.*)	14.00
May 30th ..	**U.S.A.C.**	**Indianapolis Speedway**	**Indianapolis**	**500-Mile Race (INT.)**	—
June 1st ..	**A.D.A.C.**	**Nurburgring**	**Adenau**	**1,000-Kilometre Race (INT.)**	—

MATTERS OF MOMENT—continued from page 449

was done when the wreck was being towed by a tractor, it seems inexplicable.

Some other interesting items are revealed. The story that "Babs" was damaged extensively before being buried appears false. Mr. Owen says the bonnet top panel was too firmly jammed for this, so the damage to the o/s camshaft drive and rocker gear was presumably done when the car overturned. But there is evidence that the seat cushion was slashed before burial. Naturally the car is in poor condition, the internals of the 1908 Benz gearbox corroded and the engine internals probably likewise. The carburetter chokes have been destroyed by corrosion. But it is surprisingly complete. Three of the front wheel discs (two outer, one inner) were recovered apart from the car, but two of the wheels are missing, and the o/s rear one is just a mass of twisted spokes around the brake drum (the theory is that this wheel collapsed and caused the crash). I was surprised by the flimsiness of the chassis and the unprofessional details—bent angle-iron secures the fairings, the long tail of the body is aluminium sheet over a crude framework of heavy steel tubing, clamped to the chassis, the clutch-linkage is primitive, and odd numbers of washers pack out the bolts of the inlet piping, etc.

Owen Wyn Owen has a problem. Is he to restore "Babs" as a museum exhibit, with non-original body panelling and cleaned up mechanicals? Or should he make her run again? Now that she is up, the latter is preferable. But a new Liberty engine may be needed, not to mention a new gearbox and wheels. Dunlop no longer make the right size tyres. I left him pondering this problem, saying "Babs" isn't his but must remain in Wales and wondering whether the optimism he showed in a TV interview, that the car would be running again by 1971, wasn't premature. For a full restoration much help will be needed, from the Industry and other benefactors. And even if restored, "Babs" will not perhaps be quite the memorial Thomas would have wished to be remembered by. . . .

I append a few notes on items about the car which were new to me, to satisfy sticklers for detail, and would say that one good thing has come from this grave-snatching—for years model builders have been asking me for "Babs'" dimensions, which were never published, so I am now happy to supply them: wheelbase: 11 ft. 6 in.; overall length: approx. 20 ft. 3 in. The engine had coil ignition, with a coil-and-distributor-box on the front end of each o.h. camshaft, and a Liberty ammeter, the battery being mounted on the gearbox. Thomas sat biased to the o/s, the single-seater body being slightly offset, and had box on his left filled with lead shot, with a fire-extinguisher on its lid presumably to balance his weight. A small fuel tank is at chass level, behind the oil tank over which Thomas sat. Oil temperatur was apparently measured at the tank (dry sump?). Fuel pressur was raised with an Enots hand-pump (which has been found) an maintained by an engine-driven pump, with a two-way cock in th cockpit. Two transverse cylindrical air reservoirs seem to have bee incorporated. There are two Zenith carburetters per bank for th V12 engine, one at each end of enormously long intake pipes on th inside of the vee, with the butts of these pipes arranged for wate heating. The ram system to the intakes was not used for "Babs" last run, nor are her stub-axle fairings in evidence. The radiator is b Delaney Gallay, slightly inclined, and there is a small square heade tank down on the front of the engine. Traces of the n/s starting handl with its chain sprockets remain, but I think this was a Zborowsk device and that Thomas relied on a push. The clutch is of very sma diameter, the gearbox with its side-contracting brakes enormous. small steering box is rather crudely mounted on the o/s side-membe the column being brought inboard; the steering wheel is broken o at the spokes. The circular plates along the bonnet sides, which ha puzzled me in pictures of the car, covered access holes through whic the bonnet sides were bolted down. The n/s chain is still intact o its sprockets but very stiff: the chain run is quite short. The engin has vertical shafts at the front of each block, which drive one o.h camshaft per bank of cylinders. There are six short stub exhausts o each side.—W. B.

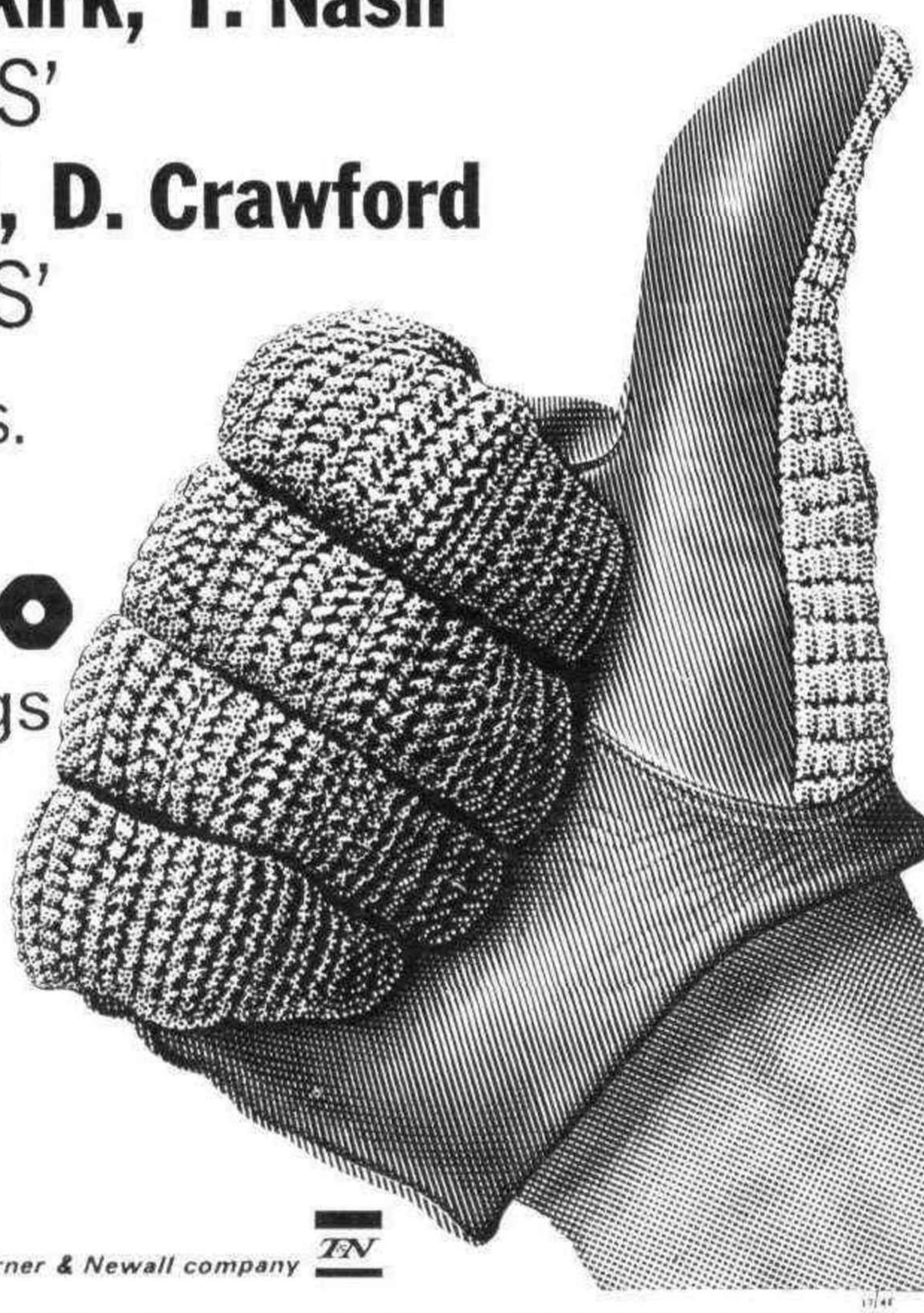
Castrol Ltd. and Carreras Ltd. are organising a Castrol-Guards Qui Competition for teams nominated by Motor Clubs, on the lines o the TV "University Challenge" Quiz. There will be substanti prizes for the successful Clubs and participants, including a carava equipped as a Club Control Vehicle with Tannoy system. The contes starts next September with Area Champions determined by Februar 1970 and the Semi-Finals and Final the following month. But entrie close at the end of this month, so entry forms should be applied fo NOW, from Roger Willis, Clubs Dept., Castrol Ltd., Castrol House Marylebone Road, London, N.W.1, or Colin Osborne, Carreras Ltd Berk House, 8, Baker Street, London, W.1.

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This Month on the International Racing Scene

OVERCROWDING on the International Calendar seems to go from bad to worse, for already in March we had the Le Mans test weekend clashing with the B.R.D.C. International Trophy meeting at Silverstone, and in April the Formula One race at Madrid clashed with the B.O.A.C. 500 at Brands Hatch and the Formula Two race at Hockenheim. Apart from events having to share the meagre number of good drivers that there are in Europe, it can involve some teams in the sort of organisation that would drive normal people crazy. At the Le Mans weekend Ferrari had to send out two teams of engineers and mechanics, one to France and one to England, while Amon had to shuttle to-and-fro by air. The Porsche team drivers were spread all over the place on that weekend, some at Le Mans, some at Silverstone, some in Sicily practising for the Targa Florio and another at a hill-climb, and the poor team-manager had to keep his finger on all their movements and arrange things so that they all came together when required.

The month of May starts off on the wrong foot right away, for on the first weekend we have the Spanish G.P. and the Targa Florio on the same day, Sunday, May 4th. How this came about is one of the mysteries of the workings of the Commission Sportive of the F.I.A., but come about it did. The Spanish G.P. is due to be held on the tricky, twisty, little circuit in the Montjuich Park in Barcelona, a circuit that seems too small for Formula Two cars, so what Grand Prix cars will be like on it I cannot imagine. The organising club have re-surfaced some of the circuit, and eased some of the corners, but it is hard to think of it as a Grand Prix circuit. The Targa Florio is something quite different, the 72-kilometre circuit through the Madonie Mountains in northern Sicily is a challenge to man and machine that nobody in their right mind would attempt to initiate in this day and age of social-security, but the event has existed almost from the beginning of motor racing and will continue to be supported by racing drivers young and old, each new generation of drivers including many who are ready and willing to pit their skill and the strength of their cars against the rugged and unchanging mountain roads. I have followed the fortunes of the Targa Florio for 15 years or more and have yet to meet the racing driver who sneered at the Circuit of the Piccolo Madonie and said he was unimpressed. Quite the opposite in fact, even hardened "slot-racing professionals", who in unguarded moments let their hair down and had a go at the Targa Florio, have said "Good grief, what a driving challenge that was". Unfortunately, or perhaps fortunately, the Sicilians are not rich enough to attract the "business-men" from today's crop of professional top drivers, so that the Targa Florio is not contested by the cream of the drivers. When you see what the professional-circus can do to old-established races and organising clubs perhaps it is just as well that the Targa Florio is left alone. Somehow, the sight of a blood-red Ferrari, or a white Porsche, snarling through the mountains or screaming up the main street of Cerda in a flurry of dust, is sufficient in itself, it does not seem to matter who is driving it. The atmosphere of the Targa Florio is unique in motor racing, which is why I have chosen it in preference to the Spanish G.P. for my choice on May 4th, and this year, for the first time, the fastest cars are starting first, which should see some new records in the opening laps.

The French town of Dijon have hopefully been trying to get a permanent circuit built nearby, to replace the airfield they have used for racing in the past, and in the hopes of having it finished they booked an International date for a Formula Two race on May 4th. Circuit building progress did not materialise so the race project had to be dropped and they have reverted to a lower status Formula Three race. Dijon is a large, rather grubby French town that holds little attraction to me other than being the point where the rain usually leaves off, when motoring from north to south in France on the east side. On the dreariest of days, once past Dijon the skies always seem to brighten and I feel I am really getting into the heart of France and the countryside and surroundings take on a new aspect.

In America on May 4th the U.S.A.C. are holding a saloon-car race for their big American V8 stock cars at Indianapolis Raceway Park, up the road a bit from the famous Indianapolis Speedway. I have always been under the impression that U.S.A.C. and N.A.S.C.A.R. give some of their stock car races International licence in order that European drivers might have a go with the big saloons; a sort of goodwill gesture. However, our American correspondent tells me this is not so and it is merely part of an internal and domestic rivalry between the two organisations. The F.I.A. International race licence ascribed to some of the races is really a status-symbol and a means o attracting the top stock car men with the lure of bigger and bette financial awards.

On the second weekend in May the 1,000-kilometre race for sport and sports-prototype cars takes place at Spa on the magnificen Francorchamps circuit. For Porsche, who are out to win the Targ Florio, this will mean some terrific organisation, getting drivers an material back from Sicily and on to Belgium, though a duplicate set o cars will be essential. If all goes well with the new Porsche 917 the the factory will no doubt pin their hopes on these 12-cylinder 4½-litr cars, whereas the smaller and more compact 3-litre eight-cylinder 90 models will contest the Sicilian event. Spa should see the new ope Ford P69 with 3-litre Cosworth V8 engine really get into its stride and the 312P Ferrari, for these new and exciting "thinly-disguised Grand Prix cars" should go very fast round the 150-m.p.h. circuit In complete contrast on the same day the Formula Two contender for the European Championship will be at the Jarama circuit, jus north of Madrid, and here the average speed will be under 90 m.p.h If you cannot race on natural road circuits like Francorchamps an want a 100% safe and simple permanent stadium instead, the Jarama is a fine example. It is the "slot-racers" delight and while th amenities are not yet finished, the circuit itself is excellently finished the rest following gradually as finance permits. In faraway Budapes on this day will be a saloon-car race of simple and rather primitiv form, but a race in the real traditions of European road racing, an as more and more of Western European racing becomes hygienic an clinical, thanks to the ministrations of "do-gooders", some of whon have never driven a racing car in their life, I am tempted more an more to forsake single-seater racing and return to the basics of th European Touring Car Championship. For Championship lover and points counters the weekend of May 11th will be a busy one. Th Spa race is the sixth in the International Championship for Manufac turers, the Madrid race is the fourth in the European Trophy fo Formula Two drivers, and the Budapest race is the fourth round in th European Saloon-Car Championship.

At Silverstone on May 17th the Aston Martin Owners' Club ar running their Martini Trophy meeting on the outer circuit, with al its speed and excitement. This is an annual event that has steadil risen in stature over the years, with all credit to the A.M.O.C., bu being relatively new to the International Calendar it suffers from being overshadowed by more important events, this time the Monaco G.P The main race at Silverstone is to be a 65-lap (304-kilometre) even for Group 4 sports cars and Group 6 prototypes, which will probabl be a sort of lesser B.O.A.C. 500 event, but interesting nevertheless Supporting races include a Formula Three wheel-to-wheel dice, saloon-car free-for-all and an Historic event for combined pre-war an post-war racing cars. For home-based enthusiasts Silverstone wil be the place on May 17th, but for the lucky ones who can get abroa Monte Carlo will be the place. There is practice on Friday and Satur day, and the classic round-the-houses Grand Prix on Sunday afte lunch, under the Patronage of Prince Rainier and Princess Grace It looks as though Gold Leaf Team Lotus are going to put all thei eggs into Graham Hill's basket, for the rest of the team will be a Indianapolis, where big money and big contracts are at stake fo Lotus. This particular weekend is the first qualifying period for th Indianapolis starting grid and Rindt and Andretti are concentratin on getting STP-Lotus cars on the front row. It is probable that Hil will do his qualifying on the second weekend, which will put him ou of contention for the opening stages of the race, but in return he wil have had the chance of winning the Monaco G.P. yet again. A Montlhéry on May 18th is another small French International Club type meeting.

On the fourth and last weekend of this busy month of May we hav Whitsun, with an International Formula Three race at the Crysta Palace, the proposed Formula Two race being cancelled due to th contestants pricing themselves out of the market. On the same day Whit-Monday, the R.A.C. have their lamented Tourist Trophy Race at Oulton Park for sports and sports/prototype cars, this time to b run as a three-hour race for the two categories for a prize of £1,000 On Whit-Sunday the European Hill-Climb Championship begins with the Spanish Montseny event up the very twisty 16.3-kilometre climb of the southern slopes of the Pyrennean Mountains that form th

Continued on page 459

MADRID G.P.

April 13th

THE ORIGINAL intention of the O.D.A.C.I.S.A., who organise the racing on the Jarama circuit near Madrid, was to hold a full-scale Grand Prix, standing on its own feet as the Madrid G.P. because the Spanish G.P. had been moved to Barcelona. When they discovered their date was clashing with two other big meetings there was little hope of the original idea being carried through, so they modified the plan to running a combined race for Formula One cars and Formula 5000 cars. Initially Team Lotus and Matra showed signs of interest along with some of the more important private teams and the field was made up with a handful of newcomers with ex-works Grand Prix cars and a few Formula 5000 cars. With Hill, Rindt, Stewart and Courage on the list a keen little race could have taken place, with newcomers having the opportunity to race in good company. At the last moment all the aces changed their minds, the works cars were withdrawn, and a very depleted field assembled. Things looked black for the organisers, but as it turned out all was well and it proved to be a very pleasant and happy little meeting, the large crowd enjoying some fine sights and sounds, the competitors being more than satisfied and the organisers relieved. The meeting illustrated that not only is there still an element of sport left in motor racing, but a meeting can be enjoyable without any big names or factory cars.

On paper eight cars would not make a race, but as it was it was all good fun and there were good prizes for nearly everyone. As it is not permitted officially to let Formula 5000 cars compete against Formula One cars there were two sets of prize money and two classifications, but the four cars in each category ran together and as far as the drivers were concerned it was a free-for-all race. Dean drove his ex-Bernard White B.R.M. with 3-litre V12 engine, Corner drove Crabbe's newly-acquired ex-works Cooper-Maserati V12, with 3-valves-per-cylinder engine, Stone drove a Brabham powered by a bored-out twin-cam Lotus-Ford engine, and Mosley drove his new square-tube chassis 1969 Lotus Formula Two car with last year's Cosworth FVA engine. Gethin had the Church Farm Racing McLaren with 5-litre fuel-injected Chevrolet engine, fresh from its two Easter victories, Holland had the Alan Fraser Team Lola-Chevrolet V8, and Russell and Lamplough had a pair of Lotus monocoques that originally had H16 B.R.M. engines attached to the rear bulkhead, but now had a tubular space-frame behind the cockpit carrying a 4.7-litre Ford V8 engine. There should have been another Lola-Chevrolet belonging to Hawkins but it was withdrawn due to lack of an engine after the Easter racing.

Race day started with the arrival at the circuit of the competitors in a local rally, after driving a 400 kilometres route through the night, and after the racing cars had had an extra practice period the rally competitors had a race which constituted their final "special stage". Then a surprisingly large collection of vintage and veteran cars assembled and made a three-lap parade of the circuit, which was greatly appreciated by the spectators. Among the old cars was a very fast Alphonso Hispano Suiza of 1912 that was most impressive, a very original and well-kept Amilcar Sport and a boat-bodied Silver Ghost Rolls-Royce 1912 that Mr. Toad would have swooned over.

The eight miscellaneous racing cars lined up for the 40-lap race and when the flag dropped Dean took off like a dragster, never having made a start with the B.R.M. before. Right opposite the main grandstand the B.R.M. went sideways on with spinning wheels and there were some anxious moments, but no-one touched anyone. At the first corner the B.R.M. arrived in neutral, and Dean spun, scattering cars in all directions, again without any damage, so the crowd were getting their money's worth of excitement even before the race was properly under way. From practice times Gethin should have been out in front, but after all the alarums and excursions it was Holland who led in the blue-and-white Lola-Chevrolet, with the orange McLaren thundering along behind and catching up. Neither the B.R.M. V12 nor the Cooper-Maserati V12 had any hope of keeping up with the two Formula 5000 cars, and when Gethin finally caught up with Holland the two big rumbling V8-powered cars put on a splendid show. Having sized up the performance of the Lola-Chevrolet Gethin followed it for a time and then he and Holland had fun together, passing and repassing, running nose-to-tail, and side-by-side. They looked and sounded splendid, complete with aerofoils on struts at the rear, and the two 5-litre engines shook the grandstands as they went down the main straight at close on 150 m.p.h. Mosley and Dean were having a little private race together, the small handleable Formula Two Lotus keeping up with the more powerful B.R.M. V12. Corner was unable to keep up with them as his Hewland gearbox was jumping out of 2nd gear, so he was forced to change from bottom to 3rd gear, which lost a lot of time on the sharp corners. Lamplough's Lotus-Ford V8 expired almost on the starting line, but Russell's similar car was rumbling along quite well and he just managed to keep ahead of the Cooper-Maserati. Stone in the under-powered, but reliable Brabham twin-cam Ford brought up the rear. Mosley's efforts came to a stop when an injector nozzle broke away from the inlet manifold, which left Dean in an undisturbed third place.

Seven laps before the finish Holland eased back a bit as his water temperature was running high, and with a clear road in front of him Gethin turned on the power for a couple of laps, just to establish a fastest lap and assert his supremacy. In the closing laps Holland decided to have a final fling and the Lola began to close on the McLaren, but Gethin had everything under control, or thought he had. As the McLaren thundered down the hill on to the main straight all was well in the cockpit, but as it crossed the line to start the last lap there was a "plop" from the engine and a connecting-rod broke! At almost the same moment, over the brow of the hill from where the McLaren had appeared, Holland had tried just a bit too hard, and spun the Lola. As Gethin coasted out of sight with a broken engine, Holland was overdue, and the race still had one lap to run. Eventually the Lola appeared, with Holland looking a little red-faced, but not knowing he was about to take the lead again. Poor Gethin had to stand beside the track with his crippled McLaren and watch the Lola sail home to a surprise victory, followed by Dean (B.R.M.), Russell (Lotus-Ford V8), Corner (Cooper-Maserati V12) and Stone (Brabham-Ford twin-cam).

Results :

MADRID G.P.—Formula One and Formula 5000—40 laps—136.2 kilometres

***1st**	K. Holland (Lola-Chevrolet V8)	1 hr. 03 min. 29.8 sec.	—128.737 k.p.h.
†2nd	A. Dean (B.R.M. V12—3-litre)	39 laps	
3rd	J. Russell (Lotus 43-Ford V8)	38 laps	
4th	N. Corner (Cooper-Maserati V12—3-litre)	38 laps	
5th	W. Stone (Brabham-Ford twin-cam 1,850 c.c.)	36 laps	

Fastest lap : P. Gethin (McLaren-Chevrolet V8), in 1 min. 30.9 sec.—134.826 k.p.h.

Retired : R. Lamplough (Lotus 43-Ford V8), lap 1, engine; M. Mosley (Lotus-Cosworth FVA), lap 16, broken injector nozzle; P. Gethin (McLaren-Chevrolet V8), lap 40, engine.

* First, Formula 5000.

† First, Formula One.

8 starters — 5 finishers.

Footnote : This race at Madrid could well be a starting point for the revival of small races for single-seater cars of Grand Prix type, at circuits that can exist without having everything on "World Championship" scale. As things stand at present there is no opportunity outside of England for newcomers to get a foot into Grand Prix racing with an ex-factory car, or even with a new one. The World Championship series is very much a "closed-shop", almost controlled by Unions, so that the sporting amateur has little encouragement. With Formula One having priced itself almost out of existence, few organisers being prepared to pay £1,200 starting money per car, and Formula Two following hard in "big brother's" footsteps, the time may be ripe to think about mixed racing once again, as we have in British Club racing. A field of Formula One, Formula Two, Formula 5000 and one-off "specials" can produce satisfactory racing, given the right circuit and the right organisation, and there is no shortage of people who want to race and who are prepared to accept good economical propositions, rather than scream for maximum starting money, and special conditions. The Spanish organisers paid good starting money, offered good prize money and, quite by chance, produced a pleasant and happy meeting. It could be that other organisers, who are getting tired of the "professional rat-race", might turn to encouraging the sporting racing driver.—D. S. J.

The B.O.A.C. 500 at BRANDS HATCH

A Porsche Domination

THIS YEAR'S B.O.A.C. 500 was the European opener in the 1969 World Sports-Car Championship and, though held in cold, windy, overcast conditions, the six-hour event proved entertaining enough to be able to live up to its reputation as a Championship qualifying round. One may argue that six hours is too long to let the teams fight it out at full stretch and too short for the repair of any damage which may arise during the course of the event; six hours of racing lacks the lustre of the Daytona 24-Hour and Sebring 12-Hour events, while the 24-*Heures du Mans* remains a classic.

Without a win since the Austrian G.P. in August last year, the Porsche team came in force with four of its open-bodied 908 Spyders for Siffert/Redman, Elford/Attwood, Mitter/Schutz and Herrmann/Stommelen. Opposing them in the Group 6 prototype class was one lone 3-litre works Ferrari 312P for Amon/P. Rodriguez. Two cars had originally been entered but Team Manager Franco Gozzi remarked that they were concentrating on getting ready for a full-scale assault at Monza two weeks later so only one car arrived. The other car with any hope of winning was the new and unraced 3-litre Mirage-B.R.M. entered by J.W. Automotive Engineering for Ickx/Oliver. After the second practice session on Saturday, there was some speculation as to whether it would start but it did, along with its team-mate, one of J.W.A.'s many Ford GT40s, for Hobbs/Hailwood. This was not the car that had won this year's Sebring but one of last year's venerable mounts which used to be driven by Hobbs/Hawkins. Along with the Hobbs/Hailwood GT40 and a few others, the Group 4 challenge for outright victory came in the form of eight T70 Lola-Chevrolets, all but two being in the new Mk. IIIB form which is based on the T160 CanAm design. The dark horses must obviously have been the two Alan Mann-entered Ford prototypes but their latest creation, the P69 which is now an illegal open-bodied car with a hole for the driver's head, didn't race; it had run its bearings the night before the race. This left the P68 (last year's more conventional model) to be driven by Hulme/Gardner, the latter replacing Gregory at the last moment, due to the other car being withdrawn.

Practice was a straight fight between the Siffert/Redman Porsche and the lone Ferrari. It also saw the tyre war heat up to near boiling point when Siffert elected to run on Firestone tyres for the race instead of the more customary Dunlops. Team Manager Rico Steinemann had no objections and as they had brought Siffert the fastest lap at 1 min. 28.8 sec. early on Saturday afternoon it seemed the best thing to do, even though it would mean more tyre changes than for the other three cars, all of which were on Dunlops. Siffert's practice lap had certainly made everybody sit up and take notice for it was faster than his old F.1 lap record at 1 min. 29.7 sec. set up at last year's British G.P. and without the aid of wings. Amon hadn't been hanging around either for he soon got the Ferrari down to 1 min. 30.0 sec. dead, while Rodriguez was only 0.6 sec. slower, thus ensuring that the Ferrari pairing were the fastest on the track.

Race-day dawned cold and windy but the circuit was dry so everybody kept to their usual dry-tyre wear. Drama struck the Siffert/Redman car with only 20 minutes to go when the transistor ignition system started playing up. By staying on the grid to the last minute, the Porsche mechanics managed to get one ignition circuit working but not two, so Siffert started the race 600 r.p.m. down and with a supposed 20 b.h.p. loss. But this handicap didn't affect the car, for at the end of the first hour Siffert/Redman had thwarted the Ferraris' early challenge and was almost 80 sec. clear of the Elford/Attwood car, which in turn was followed, a lap down, by Mitter/Schutz, with the Ferrari next up following a pit-stop after 38 min. to change the rear tyres. The Herrmann/Stommelen Porsche came next, still on 39 laps as was the leading Group 4 car, the Hawkins/J. Williams T70 Lola-Chevrolet. The new Mirage lay seventh at this point and Ickx was driving it sensibly.

The second hour saw the leading Porsche extend its lead to a lap with Elford still second, but now the Ferrari had dropped to fourth behind the Schutz/Mitter Porsche but still in front of the Stommelen/Herrmann car. It was during this period that Amon brought the Ferrari in for its first routine stop at 1.13 p.m. and Rodriguez took over. Then 22 minutes elasped before Elford brought the first of the Porsches in ahead of schedule, because he had a flat tyre. Within minutes the car was away again with Attwood at the wheel. Next to stop was the leader, Siffert, just before 1.30 p.m., followed by Mitter two minutes later and then Stommelen. The Ferrari's extra stop had given the Porsches an even bigger lead, and though both Amon and Rodriguez did well to make up the lost time throughout the course of the race, the Italian car never looked like winning if the Porsches stayed together. The Ickx/Oliver Mirage had dropped a place between the Craft/Liddell Lola T70 and the similar car of Piper/Pierpoint, while the Hobbs/Hailwood Ford GT40 had crept on to the leader-board in 10th place, following an early unscheduled stop to rectify a fuel leak.

Halfway through the third hour and just before the Ferrari's third stop, at which Amon took over, it began to rain slightly, making the track very slippery, but the Siffert/Redman Porsche continued unabated, with Attwood running like a train a lap behind. At 2.51 p.m. Attwood came in to start Porsche's second string of lightning stops while Stommelen quickly rotated on the slippery surface at the same time. At the half-way stage, Porsches lay first-second-third and fifth, with the Ferrari wedged in between. The Hawkins/J. Williams Lola still lay a good sixth, while the Hobbs/Hailwood GT40 had moved up into eighth place behind the Pierpoint/Piper Lola, following the retirement of the Mirage after 2½ hours with a broken drive-shaft.

From now onwards, the race became rather processional, with the Siffert/Redman car pulling away from Elford/Attwood. The Ferrari was proving reliable and had got back to third place after four hours, though at one point the Italian challenge was nearly wiped out when Elford spun his Porsche coming out of Clearways, rejoining in a tail-happy manner just in front of the approaching Ferrari, which swept past into what was, then, second place. Unfortunately, Ferrari joy

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Results :

THE B.O.A.C. 500—Group 6 Prototypes and Group 4 Sports Cars—Six hours' duration—Brands Hatch full circuit—Overcast

* **1st**	J. Siffert/B. Redman (Porsche 908 8-cyl.—3-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart	227 laps—6 hr. 00 min. 8.4 sec.—161.29 k.p.h. (100.22 m.p.h.	
2nd	V. Elford/R. Attwood (Porsche 908 8-cyl.—3-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart	225 laps—6 hr. 00 min. 59.6 sec.	
3rd	G. Mitter/U. Schutz (Porsche 908 8-cyl.—3-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart	223 laps—6 hr. 01 min. 3.8 sec.	
4th	C. Amon/P. Rodriguez /Ferrari 312P 12-cyl.—3-litre)	Gr. 6	Entrant: Ferrari S.p.A. Sefac	223 laps—6 hr. 01 min. 29.4 sec.	
* **5th**	D. Hobbs/M. Hailwood (Ford GT40 8-cyl.—5-litre)	Gr. 4	Entrant: J.W. Automotive Eng., Ltd.	207 laps—6 hr. 00 min. 53.6 sec.	
6th	H. Herrmann/R. Stommelen (Porsche 908 8-cyl.—3-litre)	Gr. 6	Entrant: Porsche System Eng., Stuttgart	205 laps—6 hr. 01 min. 18.2 sec.	
* **7th**	R. Wisell/J. Hine (Chevron B8-B.M.W. 4-cyl.—2-litre)	Gr. 4	Entrant: Chevron Cars	205 laps—6 hr. 01 min. 24.2 sec.	
8th	C. Craft/E. Liddell (Lola T70-Chevrolet 8-cyl.—5-litre)	Gr. 4	Entrant: Tech-Speed Racing	205 laps—6 hr. 01 min. 32.4 sec.	
9th	R. Slotemaker/T. Pilette (Alfa Romeo T33 8-cyl.—2-litre)	Gr. 4	Entrant: Racing Team V.D.S.	203 laps—6 hr. 01 min. 35.8 sec.	
10th	G. Koch/H-D. Dechant (Porsche 907 8-cyl.—2.2-litre)	Gr. 6	Entrant: German B.G. Racing Team	201 laps—6 hr. 00 min. 52.6 sec.	
11th	P. Sadler/P. Vestey (Ford GT40 8-cyl.—4.7-litre)	Gr. 4	Entrant: P. Sadler	199 laps—6 hr. 00 min. 25.2 sec.	
12th	D. Martland/R. Bröstrom (Porsche 910 6-cyl.—2-litre)	Gr. 4	Entrant: P. S. McNally	199 laps—6 hr. 00 min. 51.0 sec.	
* **13th**	J. Miles/B. Muir (Lotus Europa 62 4-cyl.—2-litre)	Gr. 6	Entrant: Golf Leaf Team Lotus	190 laps—6 hr. 00 min. 48.6 sec.	
14th	R. Enever/P. Brown (Chevron B8-B.M.W. 4-cyl.—2-litre)	Gr. 4	Entrant: C. Baker	187 laps—6 hr. 00 min. 25.0 sec.	
15th	A. Beeson/A. de Cadenet (Ferrari Dino 206S 6-cyl.—2-litre)	Gr. 6	Entrant: Scodec de Cadenet	187 laps—6 hr. 01 min. 20.0 sec.	
16th	H. Kelleners/R. Jost (Ford GT40 8-cyl.—4.7-litre)	Gr. 4	Entrant: IGFA German Racing Team	186 laps—Not running at end	
17th	D. Piper/R. Pierpoint (Lola T70-Chevrolet 8-cyl.—5-litre)	Gr. 4	Entrant: D. Piper	182 laps—Not running at end	
18th	J. Blades/J. Morley (Chevron B8-Ford 4-cyl.—1.6-litre)	Gr. 6	Entrant: Ben Sherman Originals Ltd.	181 laps—6 hr. 01 min. 1.6 sec.	
19th	T. Taylor/H. Dibley (Lola T70-Chevrolet 8-cyl.—5-litre)	Gr. 4	Entrant: Team Elite	178 laps—Not running at end	
20th	J. Bonnier/H. Muller (Lola T70-Chevrolet 8-cyl.—5-litre)	Gr. 4	Entrant: Scuderia Filipinetti Ecurie Bonnier	173 laps—Not running at end	
21st	R. Widdows/U. Norinder (Lola T70-Chevrolet 8-cyl.—5-litre)	Gr. 4	Entrant: Sportscars Switzerland	170 laps—6 hr. 00 min. 42.2 sec.	
22nd	M. Crabtree/P. Jackson (Nomad Mk. I-B.R.M. 8-cyl.—1.5-litre)	Gr. 6	Entrant: J. Hasler	157 laps—6 hr. 00 min. 26.8 sec.	
23rd	G. van Lennep/T. Hezemans (Abarth 2000S 4-cyl.—2-litre)	Gr. 6	Entrant: S.R.T. Holland	148 laps—Not running at end	

* *Class winner.*

Stopped racing : Prophet/Nelson (Lola T70), oil leak, on lap 4; Tee/W. Green (Ginetta G16-B.R.M.), oil leak, on lap 9; Hulme/Gardner (Ford F3L P68), low oil pressure, on lap 14; Gold/Fernandez (Porsche 906), broken drive shaft, on lap 40; Lins/Kauhsen (Porsche 907), crashed, on lap 44; Bridges/Lepp (Chevron B8-Ford), misfiring, on lap 50; Ickx/Oliver (Mirage M2-B.R.M.), broken drive shaft, on lap 88; Juncadella/Spice (Ford GT40), broken clutch, on lap 95; Gosselin/Bourgoignie (Alfa Romeo T33), low oil pressure, on lap 100; Revson/Axelsson/Hulme (Lola T70), overheating and brakes, on lap 120; Hawkins/J. Williams (Lola T70), broken rear wishbone, on lap 133; Hezemans/van Lennep (Abarth 2000S), engine, on lap 148; Bonnier/Muller (Lola T70), crashed, on lap 174; T. Taylor/Dibley (Lola T70), withdrawn, on lap 178; Piper/Pierpoint (Lola T70), withdrawn on lap 182; Kelleners/Jost (Ford GT40), gearbox, on lap 186.

34 *starters* — 18 *finishers* — 23 *classified by distance*

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Notes on the New Formula Two Cars

THREE brand new designs appeared for the first round of the European Formula Two Championship, the Brabham BT30, the Lotus 59B and the Pygmée MDB12. In addition, there was a slightly altered Tecno. All four cars use the 1,600 c.c. Cosworth FVA engine, which itself has been revised for its third year of Formula Two racing.

Turning first to the new cars, the Brabham is a radical departure in appearance from the BT23 and BT23C models which have proved so successful, mainly in the hands of Rindt, since the inception of the present Formula in 1967. The chassis of the new Brabham is once again of tubular construction and bears many similarities to the earlier designs, although Ron Tauranac claims that the frame offers an increase of 50 per cent in stiffness. The rear suspension is the same as on last year's car, while at the front the chassis is narrower, although the wishbones are wider to give a similar track. The most obvious alteration is to the bodywork, which at first glance appears decidedly ungainly with its high cockpit sides, shovel snout and faired-in engine compartment. First impressions are even less favourable when one sees the bulging petrol tanks on each side of the car. There is no works or works-backed Brabham team this year, so the first two BT30s have been delivered to private owners, Ahrens and Westbury, the latter a recent graduate from Formula Three.

The Lotus is an even more interesting design. It is the first non-monocoque Formula Two car to be raced by the works since the beginning of the previous 1,000 c.c. Formula Two in 1964. Both cars are being run by Winkelmann Racing Ltd., the company for which Rindt has driven Brabhams so successfully during the past three seasons. The Lotus 59B is based directly on the Formula Three car designed and manufactured by Lotus Components Ltd. It features square-tube construction for ease of manufacture, and looks to be of conventional construction, although the front wishbones are wide-based, particularly the lower components. The bodywork is novel in so far as it revives the divided-nose idea last seen on Formula One Ferraris in 1962: it serves no useful purpose, but the car as a whole is squat and purposeful. Following principles set by Matra with the first MS7 in 1967, the Lotus designers have placed the dry sump oil tanks at the rear of the chassis. The mechanics report that this helps to keep the front of the car clean, as well as reducing the amount of plumbing, but that maintenance is hampered by the necessity of disconnecting so many more bolts and unions when access to the engine or gearbox is required.

The Pygmée MDB12 is the first Formula Two car from a French factory which for several years has built Formula Three cars both with monocoque and tubular frame chassis. Claimed to have the shortest chassis of all at present, the new car is based on a previous monocoque and built along the lines of the Matra, with which it shares inboard front springs, unlike either of its British rivals. Rear-mounted oil tanks, as on the Matra, were to prove the undoing of both Pygmées —which were driven by Offenstadt and Patrick Dal Bo—at the opening race of the European series in England when they blew most of their contents on to the track. They did not appear at Hockenheim, although entries had been received.

Apart from the B.M.W. or Ferrari teams, if you are intending to take Formula Two seriously, then a four-cylinder Cosworth FVA engine, based on the Ford block, is essential. Since the Argentine Temporada, work to improve power output has been in hand at Cosworth. Last year, the accepted figure for a Cosworth FVA was 220 b.h.p. With modified camshafts, altered port shapes, stronger connecting rods and four-into-one exhaust systems, power has been increased to approximately 235 b.h.p., a figure which represents nearly 150 b.h.p. per litre. All the works teams were using this new "9-series" engine at Thruxton, while several of the more significant private equipes had also been able to obtain examples.

The two Italian teams are using 1968 designs. The Tecno driven by Cevert is a last year's chassis with a narrowed rear track, but nothing has been done to reduce the strong castor designed into the front suspension. Driving a Tecno, therefore, is a very untidy business if one is to keep up with the Brabhams or Ferraris; blisters on hands are the trade-mark of a press-on Tecno driver.

The six-cylinder Ferraris are identical with those raced so successfully in South America during December. They have not yet repeated the form which convincingly won the Temporada for De Adamich, and at Thruxton were unable to better the times recorded last year by Rindt, who could not keep up with the red cars in Argentina.

Also at Thruxton were the two Lola-B.M.W.s for Siffert and Hahne. A new, British-designed, chassis is being constructed for B.M.W. at the Dornier aircraft factory, but was not ready for the first two races of the season. Like Ferrari, B.M.W. is concentrating on the European Championship for ungraded drivers. The four-valve engine with opposed exhausts is unchanged since the end of the previous season: it produces a competitive 225 b.h.p., but drivers Siffert and Hahne have each expressed their dissatisfaction with the 1967 Lola chassis. Hahne put up a good show at Hockenheim, where handling is unimportant.

Wings have become as much a part of the Formula Two scene as the wretched things are in Formula One. Most of the Brabhams at Thruxton carried the production fore and aft devices, as seen in the Argentine, although Westbury made his own wings, the rear component of which fell off in the race. The Ferraris used chassis-mounted wings with variable incidence operated by engine oil pressure, as seen on the Formula One car last year, while the B.M.W. team had equipped its two cars with electrically-operated movable wings behind the roll bar, as seen last year. The Lotus cars were using rear wings which had been designed for the monocoque Lotus 48: they were still painted in Gold Leaf colours, although the cigarette company will have nothing to do with Formula Two this year. At Hockenheim, wings are discarded. The straights are so fast that the drag slows the cars down too much to compensate for the road-holding advantage through the slower curves.

With so many new chassis, revived interest by Cosworth Engineering and the likelihood of something new from Ferrari, Formula Two promises yet again to provide excellent second-league racing on the Continent. To judge from the crowds at Thruxton on Easter Monday, it seems that a mistake has been made in denying British enthusiasts another opportunity of seeing this excellent racing.—M. G. D.





Brabham BT30 (left) and Lotus 59B (right) represent two different lines of thought in body design. Brabham drivers claim that the clean lines give the car extra top speed, but the Lotus is winning races without so much as a rear engine cover.

AMERICAN COMMENT

SINCE I have just completed my first visit to Britain in 10 years, the Editor suggested that readers may be interested in some of my impressions of British motoring in general and British racing in particular. Within half an hour of my arrival on the Thursday before Easter I had picked up a Cortina Lotus (courtesy of Harry Calton, Ford's chief press officer) and plunged into the traffic on the "wrong" side of the road. This proved less traumatic than I had expected, but what I did not expect was the astonishing increase in the amount of traffic since I lived in England between 1946 and 1957. Almost everywhere I went during my three-week visit the roads seemed to be clogged and I don't entirely understand why the country hasn't strangled itself on the traffic. The situation must be particularly acute for the road haulage industry, with the slow point-to-point speeds and endless delays inevitably adding to the general cost of living.

The motorways provide some relief but, of course, there aren't enough of them and compared with North American freeways the standard of driving was generally low. This might have been understandable when the motorways opened more than five years ago, but in a nation of such keen motorists it is not understandable now. There are far too many drivers plodding along well below the speed limit and an even greater number paying no attention to the general traffic conditions around them. How these motorists would fare on the Los Angeles freeways, where five lanes of traffic travel almost bumper to bumper at 75 m.p.h., is a thought best not contemplated. The greatest need on the motorways is for a strictly-enforced minimum speed limit. Such minimums are now almost universal on North American freeways and are generally set at about 50 m.p.h. on roads with a maximum of 70 m.p.h.—although I recently travelled a freeway in Georgia where the minimum speed in the outside lane was 55 m.p.h.

I was also surprised that a nation which is noted abroad for being phlegmatic and generally law-abiding, shows such disrespect for the laws of motoring. Speed limits in built-up areas seem to be totally ignored and it is a brave pedestrian indeed who tries to exercise his rights at a Zebra crossing. When it comes to passing, I noted that dotted white lines appear to be totally ignored, the single solid white lines partially ignored, and only the solid double white lines treated with any degree of respect. Having said all that I would be the first to admit that if all motorists observed all the laws scrupulously, traffic probably would come to a standstill. I soon learned that the only way to get anywhere quickly was to use a judicious combination of aggressiveness and bravery. This was particularly true when passing in the middle, or "suicide", lane of three-lane roads, or when trying to get anywhere quickly in London. Indeed, it was the appalling traffic in London and other cities which led me to the conclusion that the reason the British are so keen on motor sport is that their competitive instincts are honed to a fine edge in every morning and evening rush hour!

If these remarks have been somewhat critical, I have almost universally favourable impressions of the British race meetings that I attended. These included the first two Formula 5000 races at Oulton Park and Brands Hatch, practice for the Formula Two meeting at Thruxton and three days at Brands Hatch for the B.O.A.C. 500. Among the things that impressed me at all four meetings were the smooth organisation, with a minimum of flap, shouting and strident orders being given over the P.A.; the way the marshals credited the Press with a certain amount of sense and allowed photographers to get much closer to the track than North American marshals would allow; the efficient press service (full results of the B.O.A.C. 500 were posted in the press room at Brands within 15 minutes of the end of the race, a feat never achieved in North America); far more pleasant and extensive eating and drinking facilities than are generally available at North American circuits; and, finally, the very stiff competition in the club events. I am told that the Saloon, Formula Ford and Production Sports races that I saw didn't have all the best drivers (they were scattered over so many meetings at Easter), but these events were still more closely contested, with battles going on all through the field, than the average club events in Canada and the United States.

The one suggestion I would make is that the marshals wear more distinctive clothing so that they can be more easily spotted by the drivers both when they are flagging and when they are on the track moving damaged or stalled cars. The bright green waistcoats worn by the B.R.S.C.C. marshals at Brands were an improvement over the sports coats and rally jackets worn by the Oulton marshals, but the all-white overalls used by Canadian and American marshals are both more easily seen and more practical. I should add that the standard of marshalling that I observed at all three circuits was very good.

* * *

The Maverick, Ford of America's answer to the imported car boom, went on sale two weeks ago. Like the Capri, the Maverick bears a close family resemblance to the Mustang and with an overall length of 14 ft. 9 in. it is 9 in. longer than the Capri and 10 in. shorter than the Mustang. The basic engine for the Maverick is the 2.8-litre in-line six as used in Ford's cheapest Falcon compacts. The other three U.S. car manufacturers also have sub-compacts on the way and they, as well as Ford, will be watching anxiously to see just what type of customer will buy the Maverick. The idea, of course, is that it will draw buyers away from the imports (which sold 1,000,000 cars last year, or 10 per cent. of the U.S. market), but it is quite possible, indeed likely, that it will also attract buyers away from Ford's own Falcon. If the majority of buyers do come from among imported car customers Ford of England will suffer because the Cortina was the best-selling English car in the American market last year.

* * *

Ford has dropped its plans to produce an 8-litre all-aluminium engine to oppose Chevrolet in this year's Can-Am series because it can't be made competitive in time. The decision is also believed to reflect the philosophy of Bunkie Knudsen, who moved from Chevrolet to become President of Ford last year, that a company should only race equipment that it sells to the public. (At Chevrolet, for example, a 7-litre all-aluminium engine similar to that used by the McLaren and Penske Can-Am teams last year is now available as an expensive option to Corvette customers.) Ford's decision not to make the 8-litre engine available this year is a major blow to Gurney, Shelby and Hollman and Moody, all of whom had planned to install them in McLaren M12s. (McLarens and Trojan Ltd. weren't exactly happy either, since the news came just as the F.I.A. refused to homologate the McLaren M6GT.) Gurney will probably continue with one of the smaller Ford engines fitted with his own cylinder heads and other modifications, but Shelby (for whom Revson was to drive) and Hollman and Moody (for whom Andretti was to drive) have been left somewhat high and dry. Ford is also reliably reported to be dropping further development of their Indianapolis engines—4.2-litres unsupercharged and 2.65-litres turbocharged—after this year's 500-mile race. They will then concentrate their efforts in drag racing and stock car racing, for which their new 7-litre engine has now been ruled eligible. On the brighter side, Ford have been doing a lot of work on their 5-litre stock-block engines since the Mustangs were beaten by the Camaros in last year's Trans-Am saloon championship, and once this engine is properly developed it will no doubt be bought by several drivers for use in their Formula A (Formula 5000) cars.

* * *

Andy Granatelli, still determined to win the Indianapolis 500 after 23 years of trying, has assembled one of the strongest teams ever to appear in that annual classic. In addition to buying four Lotus 64s from Chapman and all of Andretti's racing equipment, he will have two STP-Super Wedges powered by 5.25-litre Plymouth stock-block engines and a turbo-Offenhauser-powered car built by Gerhardt. Hill, Rindt and Andretti will drive Lotuses (which will be powered by turbocharged Fords) and Pollard will drive one of the STP-Super Wedges, leaving one Lotus, one Super Wedge, the Gerhardt and Andretti's 1968 Hawk in reserve.—D. G.

Results :

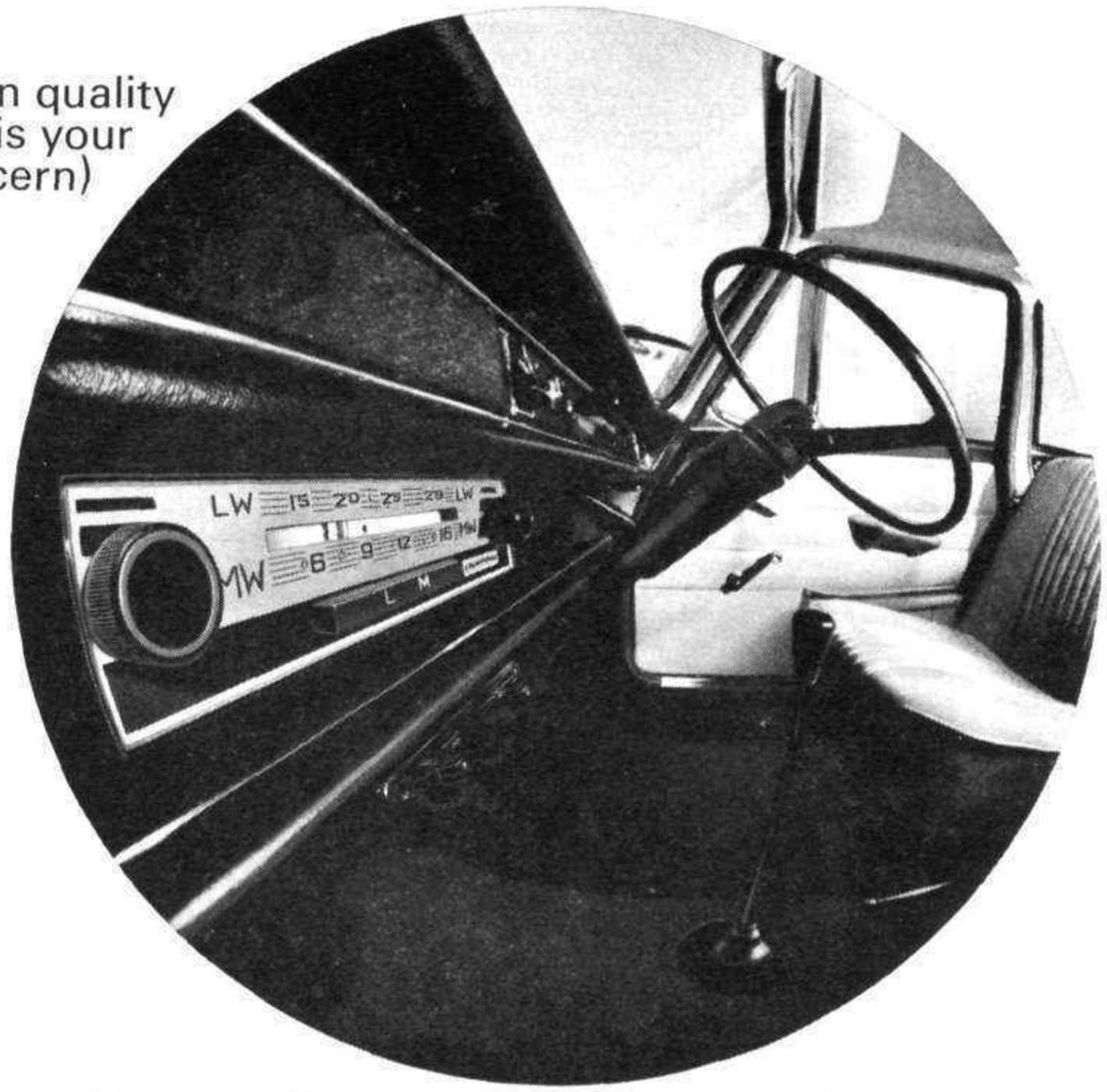
N.A.S.C.A.R. ATLANTA 500 (Mar. 30th)—Atlanta, Ga., U.S.A.—800 kilometres

1st :	Cale Yarborough (1969 Mercury V8) ..	3 hr. 46 min. 12 sec.—334 laps—212.41 k.p.h. (132.76 m.p.h.)
2nd :	D. Pearson (1969 Ford V8)	½-lap behind
3rd :	P. Goldsmith (1969 Dodge V8)	332 laps
4th :	B. Allison (1969 Dodge)	331 laps
5th :	P. Hamilton (1969 Ford V8)	329 laps
6th :	D. Marcis (1969 Dodge V8)	320 laps

40 *starters* — 17 *finishers.*

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Hockenheim Formula Two

HOCKENHEIM, GERMANY, *April 13th*

THE FIRST Formula Two race of 1968 resulted in the death of Jim Clark, and the name of the circuit will always be remembered in this connection: one year after his death, the same race was named in memory of Clark. But the drivers have little taste for the place and of those who appeared at Thruxton, Hill, Rindt and Stewart all declined to take part in the slipstreaming battles which inevitably occur at this fast and uninteresting German track.

The places of Hill and Rindt in the Winkelmann Lotus 59Bs were taken by Formula Three drivers, Pike and Rollinson, while Bell was not present to drive the third Ferrari. In the race, which was divided into two 20-lap heats, Pike's clutch failed before the American had travelled more than a few yards and both Ferraris failed miserably, Regazzoni's being disqualified while the mechanics were trying to tow-start it on the circuit, and Brambilla retiring officially with "distributor" trouble, although it was the distribution of oil and water which seemed to be giving the trouble. A queue of seven cars trooped nose-to-tail over the line at the end of the first heat in the order Pescarolo, Hahne, Beltoise, Ahrens, Courage, Servoz-Gavin and Rollinson with the two works Tecnos 20 sec. in arrears.

The second heat decided that the issue of the race overall would be settled between Hahne and Beltoise when the two of them broke away from the pack. First Pescarolo, having chosen tyres more suitable for a soaking wet surface, fell back. The followers did not overhaul his slowing car quickly enough, allowing the Matra and Lola-B.M.W. drivers to pull out a safe distance on the rest behind, with Courage usually just in front of them. But the Englishman got too enthusiastic in the "mini-circuit" which wends its way around the stadium, spinning off. He quickly rejoined, but his hopes of winning the heat were gone.

On the last lap, Beltoise feigned engine failure in front of Hahne by putting on his brakes down the straight, forcing the German to pass. Beltoise tucked in behind, taking advantage of the leading car's slipstream as they approached the stadium to pull out and lead across the line. Having scored equal points (see below), the timekeepers had to resort to the addition of times in order to separate the two, Beltoise winning in 0.61 sec. The crowds were naturally disappointed that their favourite had been outfoxed, but there will be other opportunities for the promising design.—M. G. D.

Results:

JIM CLARK MEMORIAL TROPHY—Formula Two—Hockenheim

Combined results of two races of 135.36 kilometres

1st: J-P. Beltoise (Matra-Cosworth FVA) .. .. 4 pts.—81 min. 39.6 sec.
2nd: H. Hahne (Lola-B.M.W.) .. .. 4 pts.—81 min. 40.2 sec.
3rd: P. Courage (Brabham-Cosworth FVA) .. .. 8 pts.—81 min. 43.8 sec.
4th: K. Ahrens (Brabham-Cosworth FVA) .. .. 9 pts.—82 min. 01.1 sec.
5th: H. Pescarolo (Matra-Cosworth FVA) .. .. 9 pts.—82 min. 20.3 sec.
6th: J. Servoz-Gavin (Matra-Cosworth FVA) .. .. 10 pts.—82 min. 01.4 sec.
7th: A. Rollinson (Lotus-Cosworth FVA) .. .. 14 pts.—82 min. 03.0 sec.
8th: N. Galli (Tecno-Cosworth FVA) .. .. .. 14 pts.—82 min. 23.6 sec.
9th: F. Cevert (Techno-Cosworth FVA) .. .. 18 pts.—82 min. 44.6 sec.
10th: E. Corti (Brabham-Cosworth FVA) .. .. 22 pts.—84 min. 33.3 sec.

Fastest lap: Beltoise, 1 min. 59.1 sec.—204.1 k.p.h.

Retirements: B. Hart (Merlyn-Cosworth FVA), E. Brambilla (Ferrari-Dino 166), R. Pike (Lotus-Cosworth FVA), A. Walker (Tecno-Cosworth FVA), M. Guthrie (Brabham-Cosworth FVA).

19 *starters* — 14 *finishers*.

N.B.—*Results calculated from finishing positions in heats. Combined times used only to settle ties.*

That well-documented and copiously illustrated book on an obscure subject "The German Giants", by G. W. Haddow and Peter M. Grosz (310 pp., 11½ in. × 8¾ in.), has now been issued in a revised and enlarged edition by Putnam & Company Ltd., 9, Bow Street, Covent Garden, London, W.C.2, at 105s. It covers the history and technical development of the German R-planes of the 1914-1918 war and is unique in the information it provides and the rare pictures it contains. The new edition, from study of German records, includes data on the R-plane which carried a 5-in. cannon, monoplane guided missiles, and metal monoplanes of incredible wing-span.

CARS IN BOOKS

Nothing this month, except the unexpected reference to old cars in "Atlanta My Seal" by H. G. Hurrell (William Kimber, 1963). This book, about keeping a young Atlantic seal, injured in a storm, as a pet, refers to a journey made when the author was a schoolboy, from Plymouth to Tintagel, in the family's first car; "The year we first had this car is easily remembered because of the car's registration number: CO 1912. It was a Bedford and today would be coveted as a vintage car. I do not remember what happened to it—I suppose it was broken up when it was superseded by a Belsize; but I do know that we kept our carriage and pair for reliability!"

So, you see, I never manage to escape from cars and although he means Edwardian and a Bedford-Buick, it is another interesting snippet.—W. B.

B.O.A.C. 500—continued from page 454

was shortlived, for it made yet another routine stop, letting Elford back into second place. Meanwhile, the Hobbs/Hailwood GT40 had taken over the Group 4 lead, the Hawkins/J. Williams car having retired at 3.50 p.m. with a broken rear wishbone. The Liddell/Craft car had also worked its way into eighth place, after the newer Lolas had suffered from overheating. Perhaps the greatest surprise of all was to see the tiny 2-litre works Chevron-B.M.W. driven by Wisell/Hine now in seventh place overall, after a consistent drive.

At 4.27 p.m. and only one and a half hours to go, Elford brought his Porsche in to the pits to begin the last series of stops for the Stuttgart *equipe*, and by 4.41 p.m. all four cars had been refuelled and sent on their way. But the Ferrari was now slowing due to a stretched throttle control and the car was only running on one-fifth-throttle. Amon took over at 4.49 p.m. to see out the remaining hour and 11 minutes. So, with one hour to go, the Porsches were in a happy position, with the ailing Ferrari lying third and gradually being caught by the Mitter/Schutz car.

The final hour brought much drama. After Bonnier had taken over the Scuderia Filipinetti Lola T70 from Muller, the President of the G.P.D.A., for no apparent reason, started driving well over the limit. Though many laps behind, as overheating problems had beset the car earlier on, the Swiss-based Swede charged through the field, hitting the Hobbs/Hailwood GT40 on the way and causing it to run on the rough and pick up a flat tyre. All eyes turned upon Bonnier as he came through Bottom Bend much too quickly, running wide and hitting the safety bank before somersaulting several times behind the pits. He was extracted unhurt from the wreck; could it be that he felt that the safety bank wasn't strong enough and decided to find out for himself? What courage and from the President of the G.P.D.A., too!

The works Porsches ran on unchallenged and unflustered, though the Herrmann/Stommelen car did pick up some wreckage from the Bonnier fracas which necessitated a 20-minute pit-stop at 5.20 p.m., the car finally finishing sixth behind the J.W. Ford GT40.—C. W.

INTERNATIONAL RACING SCENE—continued from page 452

frontier between France and Spain. On the same day the fifth round in the European Saloon-Car Championship takes place at Brno in Czechoslovakia, with a supporting Formula Three race.

Finally, on May 30th the Indianapolis 500 takes place, weather permitting, and this climaxes a month of trials and tribulations at the Speedway, during which 33 cars and drivers qualify to take the rolling-start. Friday, May 30th is the big day for all American racing drivers, their chance to become world famous, but during recent years the European invasion of Indianapolis has upset the balance of th ngs and changed the whole scene, but it looks as though the *status quo* is returning. Nothing would give me more personal pleasure than to see Gurney win the Indianapolis 500, and there is every possibility of that happening, for since withdrawing his A.A.R.-Eagle company from Europe and Grand Prix racing Gurney has been putting all his efforts into U.S.A.C. racing.—D. S. J.

Continental Notes

AFTER a lot of discussion and some "passing the buck" the Belgian Grand Prix has been cancelled. The reasons are numerous and varied and involve the organisers, the Belgian Government, the major factory teams, and the works drivers. It is unlikely that any one individual or group will accept responsibility, or even admit to starting the anti-Spa circuit antagonism, but does it matter? Individually, or collectively, the world of Grand Prix racing has brought about the cancellation of the race on the Spa-Francorchamps circuit. It is pointless to ask for opinions for most of them will try to pass the responsibility on to another party. The sad fact is that our premier Grand Prix racing teams will not be competing on the magnificent Belgian circuit this year. From choice they will all be out of work on June 8th, and if they go on like this some of them will be out of work for the rest of the year. It would seem that some of our Grand Prix car constructors do not want to race their cars on the 150 m.p.h. Spa-Francorchamps circuit, and some of our so-called Grand Prix drivers do not want to drive them there anyway. I do not believe the decisions were unanimous, in spite of the Drivers' Union and the Manufacturers' Union being involved. The blurb that followed the announcement in the daily papers was splendid stuff. On the same day two of our leading newspapers quoted different lengths for the Spa circuit and the general trend was to trot out a list of accidents and drivers who had been killed on the Belgian circuit, just to prove it was dangerous, and show that the people who were demanding "Safety, safety, safety" were justified. If they had published a similar list of deaths and accidents for Brands Hatch or Silverstone it would have been very difficult to have gone on racing at either circuit, on the same grounds of objection. Does it really make any difference if a dead racing driver is a star or an unknown club driver, if we are going to be impartial and unbiased, and is there any difference between dying in a crash at 100 m.p.h. or 180 m.p.h.?

I have always thought that one of the endearing features of a Grand Prix driver was that he had GUTS and would accept a challenge that normal people like you and I would not be brave enough to face; now I am not so sure. If any members of the Grand Prix Drivers' Association feel that their spokesman was not voicing *their* opinion, and that they would dearly like to drive a Grand Prix car at Spa in June, without any ifs or buts, then I would be delighted to receive a postcard from them saying so and I am sure the Editor will be only too pleased to publish them next month. Non-G.P.D.A. members need not bother to write to me, for I know personally a great number who would give anything to drive a Grand Prix car at Spa, without any reservations or conditions, but they are not considered to be Aces, in the opinion of the Aces.

If any of our so-called Grand Prix drivers would like to take up knitting, using special needles without sharp points, I am sure I could arrange some private tuition for them, or if any of our Grand Prix "special builders" would like to get down to some serious construction I will send them the current rules for Kart-racing.

If the Spa-Francorchamp circuit is so distasteful to constructors and drivers alike why make all this fuss, why not simply refrain from entering the race, and leave things to those people who might like to have entered, probably for half the starting money anyway. Maybe the 1969 Belgian G.P. would not have been a classic event, but it could have happened, and you can run a race without the top drivers, as the Italians showed some years ago when similar milk-and-water thinking boycotted the Italian G.P. at Monza. The big names stayed away and though it seemed to make a big difference at the time, it is now insignificant, and the only noticeable thing in the history of the Italian G.P. is that for one year the household names were missing.

People have been saying recently that "motor racing is sick" and complaining that the atmosphere at all levels is bad, with arguing and fighting in Formula Ford, bitching and binding in saloon car racing, protests and disputes in rallies, cheating and lying in sports-car racing, bad odours in Autocross, and so on. Is it any wonder, when the accepted pinnacle of racing, which is Formula One, is sick? The World Champions and their cohorts should set an example of what motor racing is all about. It would seem that the Grand Prix world has no idea what it is all about. Their "social security" mentality cannot see over the guard rails, but that is their worry. How long will it be before they talk themselves out of existence or up their own exhaust pipes?

Bitching and binding and grumbling and complaining seems to be fashionable at the moment, so I will continue and add to the overall "sickness". In 1966 Hollywood, in the shape of John Frankenheimer, came to Europe to film "genuine" Grand Prix races, but because factual events did not fit in with the script of "Grand Prix" the fakes and effects men got to work. Fair enough, that is part of film-making, but when they started interfering in genuine Grand Prix race practice, altering car colours, drivers' helmets, car shapes and so on, I complained bitterly and told Frankenheimer he was fouling up the history pattern of Grand Prix racing. Many were the voices raised against me, especially by those who were being well paid to appear in the film or assist with the advising. "It can only do good for the sport," they said. "It's very good publicity and will bring bigger crowds to Grand Prix races," they said. The higher paid the louder the shouting, but that was natural. Whether the resultant film did what it set out to do is a matter of opinion and beside the point just here.

Earlier this year in Italy I bought a collection of 12 coloured postcards of racing cars, principally because the top one on the pack was a very good photo of a P4 Ferrari prototype. The set cost about 10s. and were neatly packed in a cardboard frame, but as I looked through them I became a bit disturbed. Eagle, Honda and Brabham Grand Prix cars were fine, and the colours were good, but there were three in the set, of a Ferrari, a B.R.M. and a McLaren, that appeared to be driven by the same driver, at least as far as the helmet colours were concerned. The captions on the back said Amon, Stewart and McLaren, and while the first one clearly was Amon, the second one was not Stewart and the third one was obviously Rindt. "Now wait a minute," I thought, "when did Rindt ever drive a McLaren?" The photo was taken at Monza, passing an empty grandstand, which was puzzling. The B.R.M. pertaining to be Stewart in an H-16 car was very obviously the wrong colour green, whereas the other photos were very good colour reproductions. While scanning the H-16 B.R.M. photo the penny dropped, for in the background was a lot of camera equipment. Rindt was not in a McLaren, he was in an old Formula Three car faked to look like a McLaren, and the H-16 B.R.M. was another film-phoney, with a "stand-in" in the cockpit. Amon in the genuine Ferrari V12 was wearing the James Garner red, white and blue film sequence crash hat, which somehow was being worn by Rindt in the phoney McLaren at a later date, and the unknown "extra" in the B.R.M. somewhere else.

So thanks to Hollywood coming to Europe and "doing good for the sport", a very nice and well-balanced selection of colour postcards has been upset by the introduction, unwittingly I am sure, of two fake cars. However, perhaps I am wrong, for this set could become very valuable, like a series of stamps with the wrong perforations, or those classic Italian 500-lire coins on which the engraver had the sails of a boat blowing in one direction and the flag in the opposite direction! Perhaps in 20 years time my 10s. collection of picture postcards will become a collector's item and Sotheby's Auctions will raise £100 for them. Perhaps! If they do I'll buy Frankenheimer the dinner he always promised me but never got around to buying, at which he was going to ask me why I did not like his film.

I am sure Hollywood's invasion of the Grand Prix paddock did someone some good somewhere, but so far it has not been very obvious.

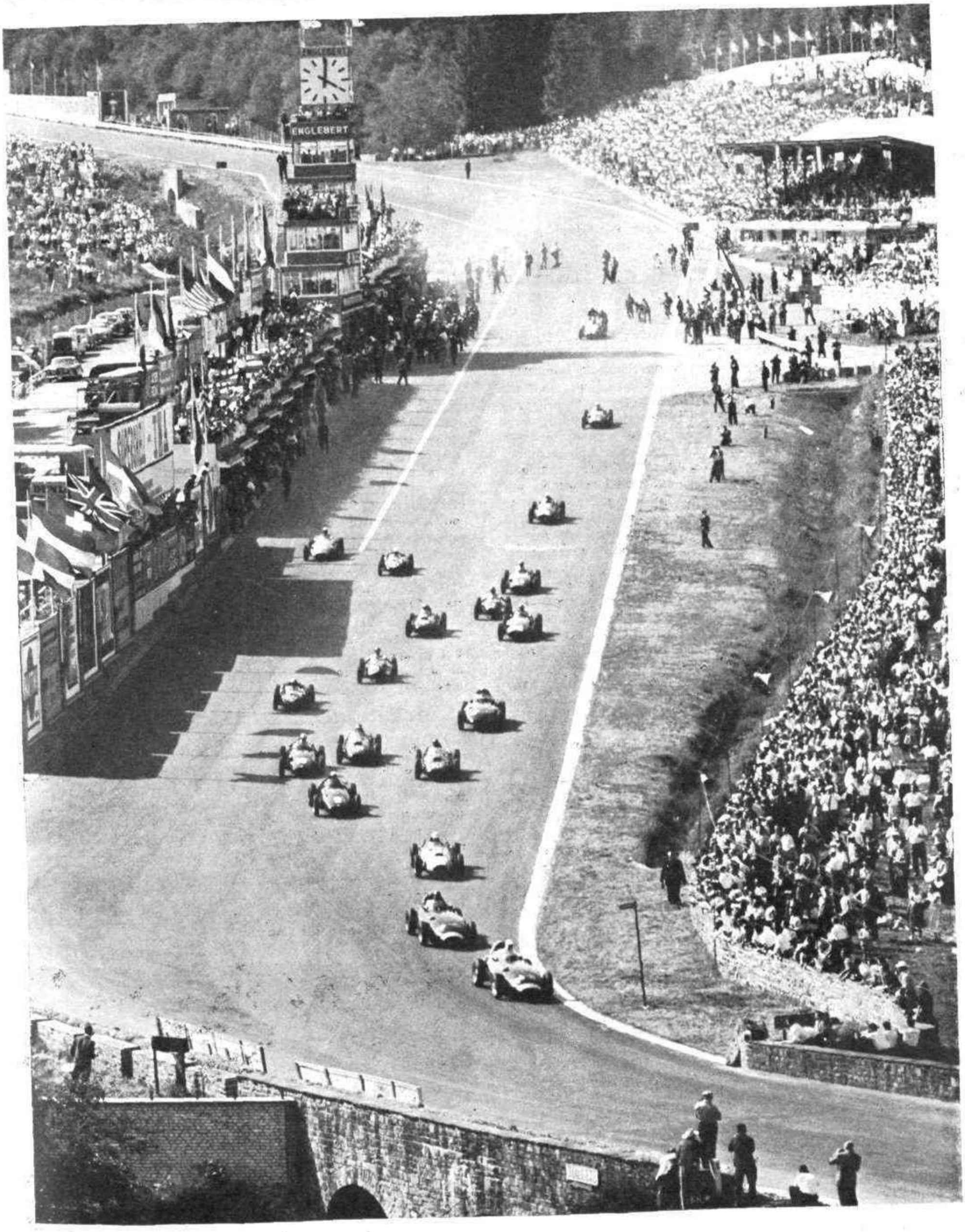
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On a more serious note the F.I.A. are altering things again. They cannot seem to leave well alone. Most people have now got the International competition car classifications firmly in their minds, from Group 1 to Group 8. We know that a limited-production racing-sports car is Group 4 and can have an engine size of up to 5-litres and a one-off "prototype" with a 3-litre engine limit is Group 6, and a 7-litre or 8-litre two-seater racer like a Can-Am McLaren or Lola is Group 7. At the end of this year it is all going to be changed, and as from 1970 it will be put into a more logical sequence, though why it was not made logical in the first place is not clear.

Appendix J as from 1970

Group 1—Series Production Touring Cars (5,000 built per 12 months).

Group 2—Special Touring Cars (1,000 off).



Spa, Francorchamps

Group 3—Series Production GT cars (500 off in 1970, afterwards 1,000 off).

Group 4—Special GT Cars (500 off).

Group 5—Sports Cars (25 off).

Group 6—Prototype—Sports Cars (one off).

For some strange reason there was a proposal that Group 6 cars should be allowed an increase of engine capacity to 3,500 c.c. from the present 3,000 c.c., but this has now been abandoned as none of the manufacturers were interested. Having been forced to a 3-litre limit by the hurried decision of the F.I.A. Ferrari, Ford and Matra have unified their Prototype programmes with their Formula One programmes and quite rightly say let well alone. So Group 6 is to continue at 3-litres until the end of 1971. The fact that the F.I.A. can suddenly alter detail rules, like the dropping of windscreens, luggage space and spare wheels from Group 6, making cars like the Ford 3L coupé and the Mirage-B.R.M. obsolete overnight, does not seem to worry officialdom.

On the subject of the existing Group 4 category (next year it will be Group 5), the Homologation Committee accepted the T70 Lola coupé, with 5-litre Chevrolet engine, long before the requisite number had been made, and everyone knew this. The reason was that the hurried decision to put limits of 3-litres on prototypes stopped Lola production instantly, just when a series of T70 coupés was being built, as 5.9-litre Group 6 cars. At the time 50 cars had to be made and sold to constitute a Group 4 sports car, and even when Lola acquired 5-litre Chevrolet engines they could not comply with the requirements straight away. The F.I.A. hurried and careless thinking nearly put Lola out of business, but pressure by various people got the F.I.A. to accept the Can-Am Group 7 Lola cars as being part of the required 50 and in that way the T70 coupé became a competitive Group 4 sports car overnight. Nobody argued with this decision at the time, feeling that the F.I.A. had played fair and in some small way had made amends for a hurried decision. Now McLaren wants to develop his successful Group 7 Can-Am car into a Group 4 coupé sports car, which is an excellent idea, and the result would be very competitive, but the F.I.A. have turned down the homologation because 25 examples of the proposed car have not been built and sold. McLaren claim, quite rightly, that they have built many more than 25 Group 7 chassis, which are the basis of the proposed Group 4 cars, but the F.I.A. will not agree to this, demanding to see 25 Group 4 coupés built. McLaren point out that Lola were allowed to get away with Group 7 cars counting in their required number, but the F.I.A. shuffle their feet and say: "Well, yes, special circumstances." The result is that McLaren has now said "Forget it" and the Group 4 McLaren coupé has been shelved.

There are times when I wonder why anyone ever bothers to play at motor racing or tries to build saleable racing cars.

* * *

There is a lighter side to motor racing, and this little scene was unconsciously enacted recently. A works driver stopped at his pit during practice, amid team manager, mechanics, trade people, Press photographers and camp-followers. He was looking all serious and dedicated, working away at being the real professional and the engineer, test-driver-cum-racing-driver. He lay back in his seat looking thoroughly miserable and unhappy, but dedicated to his profession and calling. His chief mechanic knelt down beside the car looking equally worried and everyone gathered round, for this was a star driver in a brand new factory car. Lifting his goggles and lowering his face mask, the driver said to the mechanic: "Mumble, mumble, mutter, mumble, grunt, mutter, mumble," his mouth hardly moving and his face showing no expression at all. Everyone standing around thought "what did he say, what does he think of the car," but there was such an air of secrecy that no one dared to ask.

Further along the pits were some non-professionals racing an ex-works car they had bought. The driver was comparatively new to the game, was not dedicated and serious and was merely enjoying himself. He had not discovered about special ear-plugs or fire-proof face mask and when he stopped after some practice laps his face was a bit grubby and wind-swept and he was a bit deaf from the noise of the 12-cylinder engine behind his head, and when you are deaf you tend to shout! His friends gathered round, happy that the car was still in one piece, and he said, in a voice that could be heard the length of the pits: "IT'S GREAT FUN, BUT IT WILL ONLY PULL 8,200 AND THE OIL PRESSURE IS A BIT LOW ON CORNERS."

Motor racing can absorb all types of people, some enjoy it, some do not, to some it is a job of work, to others it is a pastime, but they are all part of the scene and there never seems to be a shortage of all types.—D. S. J.

The Morgan 3-Wheeler Club is to stage a mixed three/four-wheeler race at this year's V.S.C.C. Oulton Park Race Meeting. Their own two/three-wheeler sprint takes place at Gaydon, Warwickshire, on May 18th, when it is hoped that some 50 Morgans will compete, over a s.s. ¼-mile course.

* * *

Last-minute old-car discoveries include some Model-T Ford parts, including a brand-new petrol tank, a Standard Big Nine saloon, and a pre-war Wolseley Twelve from which engine parts, gearbox and back axle should be recoverable.

* * *

A. F. Rivers Fletcher intends to run a 1936 4¼-litre Bentley Special in competition events this year. It is the ex-Pagett/Smith car, with shortened chassis and a Mann Egerton body to Rivers Fletcher's own drawings, reminiscent of those on E. R. Hall's T.T. Bentleys.

* * *

The Austin Ten D.C. National Rally takes place on July 12/13th, at Cannon Hill Park, near Edgbaston Cricket Ground, Birmingham.

* * *

A Guide to Motels in this country and Europe is published at 5s. by United Trade Press Ltd., 9, Gough Square, London, E.C.4.

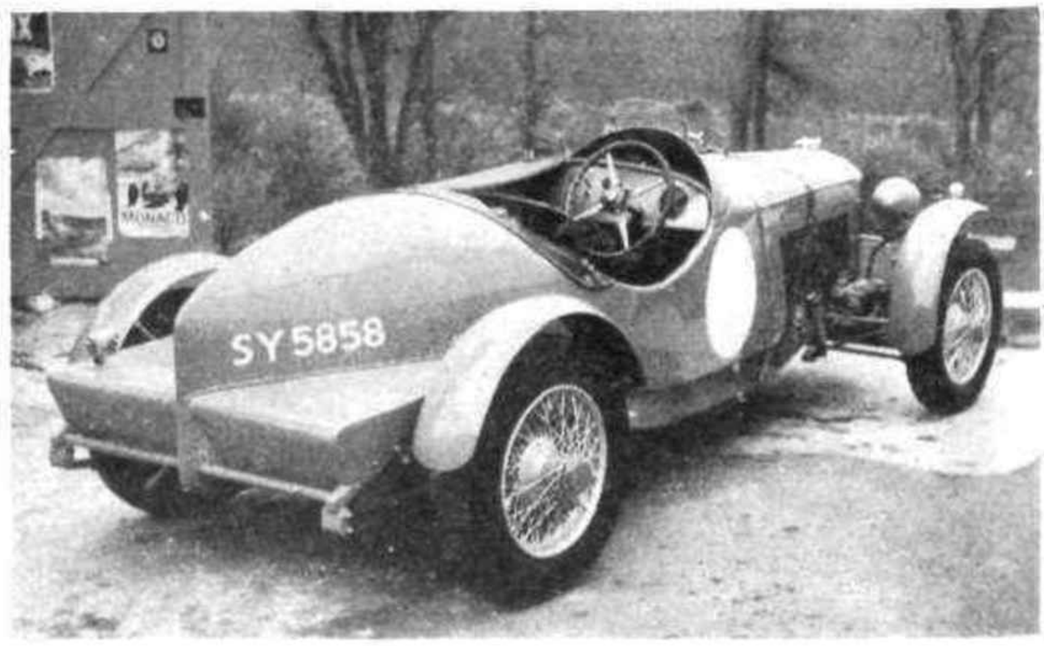
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The Chain-Gang Frazer Nash "Raid" on Bolzano, from June 30th-July 6th, looks like being an enormous success. Trade support has been forthcoming from Burmah/Castrol and Renolds Chains, Dunlop are sending a service van, and already 42 Frazer Nashes have been entered, dating from 1925 to 1936, of which five are actual Alpine Trial cars. Ten of these will compete in the Corsa Della Mendola and the rest will do a grand parade-ascent to open this event.

The Clyno Gazette, duplicated journal of the Clyno Register, had an interesting discourse in its April issue comparing the 10.8 Clyno with the 11.9 Morris Cowley. A 1927 10.8 Clyno Mulliner saloon, last used in 1941, has been found in a dry barn in Wiltshire alongside a 1926 Austin 7 and a 1925 Clyno chassis, used until recently for instructional purposes by Redhill Evening Institute, is to be restored and rebodied.

* * *

We have not received the list of entries for the H.C.V.C. Brighton Run at the time of going to Press but if all goes well the Editor hopes to go as driver's mate in the Chivers' Leyland van and is training on the appropriate jams and marmalade.



Rivers Fletcher's 1936 4¼-litre Bentley Special, which should run in appropriate races this year.

Could you drive 11,000 miles and get there?

Most people average around 11,000 miles a year.

But how many cars survive that distance without any trouble or breakdown?

Would your car?

The 1800 would and has done.

Nine 1800's drove the 11,000 miles from London to Sydney and got there with scarcely a scratch.

Out of 85 starters two 1800's finished in the first five and 1800's won 2nd and 3rd team prizes. And more 1800's finished in the first 35 places than any other car entered.

The London to Sydney Marathon may be past history now but it still tells you plenty about the strength of the 1800. About the road-holding and reliability of transverse engine front-wheel drive.

On 'E' Class roads at that, worse than you're ever likely to see.

About the comfort of independent Hydrolastic* suspension over long distances.

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BRITISH LEYLAND **AUSTIN**



V.S.C.C. Silverstone Meeting (April 19th)

WITH 150 entries ranging from a Chummy Austin to the 10½-litre Delage the first Vintage S.C.C. race meeting of 1969 was a complete success, which good weather and prompt organisation endorsed. There was a good deal of frenzied work going on in the Paddock beforehand, however. Giles' G.N. broke the crank of its A.B.C. engine, Rankin ran No. 1 big-end on the Merlin crank of his Riley 9 Special and towed it home to Hampshire, where a "cooking" engine was installed, Symondson's Type 57S Bugatti had water in its cylinders, and Cameron Millar was running his 250F Maserati, as his 8CTF has cracked blower casings. Loss of compression caused Palmer to retire the Targa Florio Mercedes. In contrast, the President's 1918 Straker Squire slept peacefully under a rain-cover, looking rather like a semi-inflated barrage balloon . . .

The first 5-lap handicap was an absolute walk-over for Barbet's "limit" 1929 Chummy Austin, which, aided by this generous handicap, twin carburetters with rampipes, hydraulic brakes, and 15 in. front, 17 in. rear Pirellis, won by 34.4 sec. from Martin's Austin Nippy, which was 9.2 sec. ahead of Hornby's Grasshopper Austin—the handicappers were caught napping! Mrs. Pilkington's Alfa Romeo made fastest lap, at 65.34 m.p.h., but with a lap to make up on the winner, this was of no avail. There was a much more stirring finish to the next 5-lapper, Crocker's "outsize" Lagonda Rapier, rebuilt since its Oulton Park crash, just winning, with Fowler's 1933 Le Mans Aston Martin coming through to second place between Crocker and Elliot-Pyle's blown Lea-Francis. Newton's H.R.G. had back-axle dance and Johnston changed gear in mid-Woodcote to keep the revs up on his odd-looking V12 Lagonda. The Carbodies Railton went on fire, but the flames were quickly extinguished.

The next 5-lap handicap was also exciting, Clark's smart ex-Bira 3½-litre Bentley tourer, screen flat, motoring unconcernedly in the lead for three laps. It was then overtaken by Knight's 12/4 four-carburetter Riley Special, now with a new body, but fuel starvation set in and the Bentley took the lead again at Becketts, to win from Martin, who was driving the Spa Aston Martin very quickly indeed from scratch. Upston's Frazer Nash tail-slid Woodcote into third place, having caught Eaton's 2-litre Frazer Nash, Pilkington's Alfa Romeo having retired on the previous lap when in third place.

Those who kept lap-charts knew that Farquhar's ex-Dixon Riley 9 took the lead from Clarke's "quite standard" Ulster Austin on lap 7 of the 10-lap Melville and Geoghegan Trophies Race for vintage sports cars, to win at 66.1 m.p.h., and that Footitt's A.C./G.N. took second place from the Austin on the last lap, after going round at 76.57 m.p.h. Things then really warmed-up, with the 15-lap All-comers' Scratch Race. Corner's 3-litre G.P. Aston Martin led all the way, making fastest lap at 89.06 m.p.h., and Boorer's Lotus, in second place, could no nothing about this. But there was excitement when Merrick, in Murray's E.R.A., was seen to be holding third position in front of Lord Clydesdale's 250F Maserati, Cottam's Connaught, Millar's 250F Maserati and Crabbe in his immaculate red 1934 2.9-litre 8CM Maserati, etc. Merrick held this place for eight laps and put the pre-war lap-record to 84.88 m.p.h. before the magneto seized and sheared the drive. Waller (E.R.A.) eventually moved up past Curtis (E.R.A.) and Crabbe to finish sixth behind Millar, taking the pre-war prize. Opposition from Brewer's 2½-litre G.P. Aston Martin was absent, because it joined in a lap in arrears, having been delayed in the Paddock while gearbox trouble was sorted out. A Cooper-Bristol had broken a stub axle and V.S.C.C. officials were worried about these cars—certainly the Club should support heavier metal. The 10-lap 1908 G.P. Itala Trophy Race promised even more intense racing, with Kain, Corner and Moffatt doing battle in single-cam 2.3 blown G.P. Bugattis. Kain had tuned his by fitting new bonnet straps and Moffatt was in St. John's car. Unfortunately a leaking petrol union caused Kain to non-start. In the opening stages Moffatt came right up alongside Corner at Woodcote, but the latter drew away as the race progressed, to win by 29.8 sec., making fastest lap at 79.08 m.p.h. It was good to see Williamson finish third in the big Delage, especially as a new head gasket had had to be made for No. 4 o/s cylinder before the race. The leading Bugatti drivers were certainly trying hard, tyres protesting, but perhaps Moffatt is unused to such huge tyres—he was on 19 in. instead of his customary 710 x 90s!

A most enjoyable day's sport concluded with three more 5-lap handicaps. In the first of these Merrett in Clutton's Type 43 Bugatti won from Fowler's Le Mans Aston Martin, and Masters' PB M.G. Special, hotly pursued by Crocker's Lagonda Rapier. Morley's fast 4½-litre Bentley Special took the next race from Merrett in the Bugatti, which hadn't been rehandicapped, third place going to Waller's scratch E.R.A., which came up strongly on the final lap, catching Freeman in the quick 2-litre Aston Martin. The last race saw Eaton's Frazer Nash take the lead on lap 4, from scratch, and win from Flitcroft's Riley, with a happy Sandy Skinner in third place, the Phoenix-G.N. having lasted the distance, obviously cured of the fuel reluctance at the twin float chambers of its single S.U. which feeds the J.A.P. engine, that had bothered it in practice. It is on a methanol diet these days. Altogether it was a splendid day, with several vintage Scott motorcycles mingling with the varied cars in the Paddock. Among the latter, Clifford's Riley was an interesting newcomer; it has a 2.1-litre 8/90 Riley V8 engine with four S.U.s in a chassis consisting of a 12/6 Kestrel front-end but underslung at the rear, a 12/6 Kestrel front axle and radiator, an Alpine prop.-shaft, and a 12/4 back axle. A lever on the pre-selector quadrant labelled "Hood" and a "Holdtite" rubber on one of the pedals give the machinery an air of mystery and the body is nicely made. Alas, a cracked head made it a non-runner. Another interesting special was Robinson's 1935 Alvis Firefly with an Arnott blower puffing at 5 lb./sq. in. and a 4.5-to-1 axle ratio, but this, too, was a non-runner.—W. B.

Results :

The Melville and Geoghegan Trophies Race (10 laps) :
1st : A. N. Farquhar (1930 Riley 9) .. .. 66.10 m.p.h.
2nd : G. R. Footitt (1925 2-litre A.C./G.N.).
3rd : B. M. Clarke (1929 Ulster Austin).
Fastest lap : Footitt, 76.57 m.p.h.

Allcomers' 15-lap Scratch Race :
1st : E. N. Corner (1959 3-litre G.P. Aston Martin) .. .. 87.13 m.p.h.
2nd : D. E. Boorer (1959 2-litre Lotus).
3rd : Lord Clydesdale (1956 2½-litre Maserati 250F).
Fastest lap : Corner, 89.06 m.p.h.

1908 G.P. Itala Trophy Race (10 laps) :
1st : E. N. Corner (1930 2.3-litre s/c. G.P. Bugatti) .. .. 77.31 m.p.h.
2nd : H. F. Moffatt (1930 2.3-litre s/c. G.P. Bugatti).
3rd : J. T. Williamson (1923 10½-litre Delage).
Fastest lap : Corner, 79.08 m.p.h.

First 5-lap Handicap : D. G. Barbet (1929 Chummy Austin) .. 56.98 m.p.h.
Second 5-lap Handicap : J. W. T. Crocker (1934 1.2-litre Lagonda) 63.59 m.p.h.
Third 5-lap Handicap : A. Clark (1934 3½-litre Bentley) .. .. 64.96 m.p.h.
Fourth 5-lap Handicap : R. A. Merrett (1928 2.3-litre s/c. Type 43 Bugatti) .. .. 69.05 m.p.h.
Fifth 5-lap Handicap : F. P. Morley (1929 4½-litre Bentley) .. 71.93 m.p.h.
Sixth 5-lap Handicap : J. Eaton (1932 2-litre Frazer Nash) .. 66.11 m.p.h.

Leaders to date in the MOTOR SPORT Brooklands Memorial Trophy Contest : R. A. Merrett (1928 Type 43 Bugatti), 31 points; W. B. Fowler (1933 Le Mans Aston Martin), 26 points; D. G. Barbet (1929 Austin 7), J. W. T. Crocker (1934 Lagonda Rapier), A. Clark (1934 3½-litre Bentley), A. N. Farquhar (1930 Riley 9), E. N. Corner (1930 G.P. Bugatti), F. P. Morley (1929 4½-litre Bentley) and J. Eaton (1932 Frazer Nash), 18 points each. **Next round :** Oulton Park, June 21st.

We do not know whether any records will be broken at the V.S.C.C. Speed Trials at Curborough on May 11th, but one has surely already been established—the pre-war admission charge prevails, 5s. per car, including all occupants. This venue will be used on May 18th by the Bentley D.C. and Lagonda C.C.

BROOKLANDS SOCIETY NEWS

THE A.G.M. was held, very conveniently, at the Headfort Place Hotel on April 15th, the Chair being taken by the senior Vice-President, Alan Hess. The report of the Committee and the audited accounts were approved by the members present. T. A. S. O. Mathieson was then unanimously voted the new President, the existing Committee and Officers, with the exception of Lord Montagu who has withdrawn, were re-elected, and five new Committee members were appointed.

A vote of thanks to Mr. Tee of MOTOR SPORT was proposed by Mr. Stanley Sedgwick, in recognition of the financial help he had provided to cover the establishment of the Society and the expenses of maintaining it in its first year. Thanks were also tendered to Mr. and Mrs. H. J. Morgan for putting the Committee room at the Society's disposal free of charge.

During general discussion such matters as the preservation of Brooklands, the co-ordination of the various bodies interested in the old Track, the future status of Associates of the Society, and the desirability of having an annual dinner and a full programme for the rest of this season were discussed, and action taken. Every effort was to be made to enrol new members and subscriptions are to run for a full 12 months from January 1st, even if taken out late in the previous year. After the A.G.M. a social was held at The Steering Wheel Club.

The following day three Committee members of the Society were at Brooklands when Cliff Michelmore was producing part of a Billy Cotton memorial programme for B.B.C. Television, to be shown on May 6th. This involved Wilky Wilkinson, who prepared Cotton's Bellevue Garage cars, being interviewed on the Byfleet banking sitting in the ex-J. H. T. Smith M.G. Magnette single-seater which had been rigged up with a 2-litre E.R.A. Brooklands' exhaust system. As Cotton drove a *two-seater* M.G. Magnette and the car used was a non-runner, it seems a pity no effort was made to use the ex-Cotton E.R.A., which is in good fettle, owned by C. P. Marsh. Freddie Thatcher, who raced an M.G., was also interviewed. Billy Cotton won his first race on Brooklands Track in 1936 and the last Mountain handicap held there, in 1939, when his 1½-litre E.R.A. beat Maclure's Riley by ⅛ of a sec. It is nice that all his fine trophies are intact, and were used in the film.

The Brooklands Society looks forward to an active future under its new President, T. A. S. O. Mathieson, who raced at the Track from 1932 to 1938 with O.M., Bugatti and Darracq cars. Those who subscriptions are overdue (Members, £2; Associates, 10s.) are asked to send them at once, to The Brooklands Society Ltd., Standard House, Bonhill Street, London, E.C.2.

Will the reader in the Andover area who mentioned to the Editor that he has a picture of one of the 1914 T.T. Humbers in France please contact us, as we would like to see this picture.

Esso's new SafetyGrip tyres are the only ones guaranteed against kerb-bumping and broken glass. See?



You'll probably never need it.

"It's hard on Esso, but when I'm waiting for a train, my favourite reading's the Bye-Laws and Conditions of Carriage . . . .

So when I read about this new Esso SafetyGrip tyre and its *no-quibble guarantee*, I thought, *guaranteed against road hazards, eh?*

Instant replacement at 3,000 Esso stations . . . ?

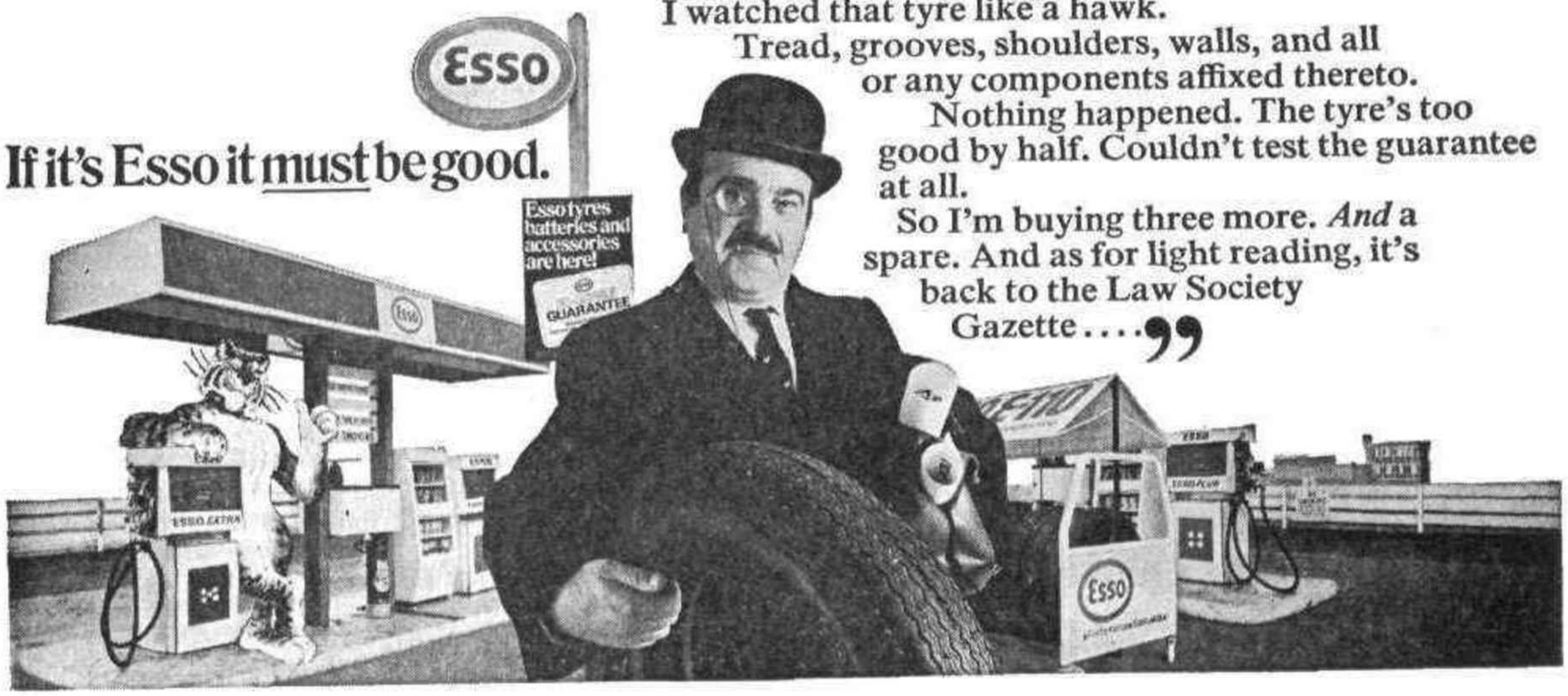
And I bought one.

Now, I'm suspicious by nature *and* training, I watched that tyre like a hawk.

Tread, grooves, shoulders, walls, and all or any components affixed thereto.

Nothing happened. The tyre's too good by half. Couldn't test the guarantee at all.

So I'm buying three more. *And* a spare. And as for light reading, it's back to the Law Society Gazette . . . ."



ROAD TEST:

The NSU Ro80

A Very Advanced Wankel-Rotary-Engined Front-Drive Saloon from Neckarsulm Which Provides Superb Road-Holding, Comfort, Speed and Safety.



GREAT FEATS OF CIVIL AND AUTOMOBILE ENGINEERING.—The pipeline and one of the aqueducts of the Elan Valley–Birmingham water supply and the Wankel rotary-engined NSU Ro80.

THERE have not been many truly revolutionary cars in all the long history of motoring. Back in 1902 Mercedes introduced that much-quoted 40-h.p. model which incorporated many up-to-date features from other makes, such as a steel channel-section frame, honeycomb radiator, gate gear-change and a variable rather than a fixed-speed engine, which, depending on how you look at it, set a fashion in sophisticated design or retarded ingenious development, almost to the present day. Dr. Lanchester had designed and constructed far more scientific and satisfactory motor-carriages much earlier, so that, there being no way of improving on them, the Lanchester can be said to have deteriorated with the passage of time.

Along the years there have been numerous instances of technical advancement in one single aspect of the motor car—front-wheel-drive, independent front suspension, elimination of leaf springs, foolproof transmissions, streamlined rear-engined pear-drops from the Rumpler onwards, the current mid-engine conception and so on—but very few entirely revolutionary projects, in the commercial field. Citroën took a courageous stride forward with the DS but came to this *via* the pre-war Citroëns which had *traction avant*, torsion-bar suspension and "a wheel at each corner" to distinguish them from the dull though useful Citroëns of the 'twenties and early 'thirties. The DS merely improved on this excellent theme of comfort and superior road-holding.



NEATNESS PERSONIFIED.—The facia layout and driving compartment of the NSU Ro80.

Rolls-Royce supremacy was based on the triumph of conscientiou construction over sober design, up to the Clouds. It is only in th Silver Shadow that Britain's best car has taken on the mantle of th revolutionary.

With NSU it has been similar. They began as makers of bicycle motorcycles, and then nicely-finished small cars of "cyclecar" typ until someone at Neckarsulm sanctioned the taking of a clean sheet drawing paper for the execution of a very sophisticated and revolu tionary (in more senses than formerly implied) medium-sized luxur family car.

It began when the German Company (which takes its initials fro the "N" and the "SU" of the town where it is situated) tested a rotar engine early in 1957. By 1964, when NSU were making more tha 200,000 cars a year, including an o.h.c. air-cooled four-cylinder, single-unit Wankel rotary power unit had been approved for the rea engined NSU Spyder. This was the outcome of road-testing a rotar engine in a Spyder over the previous four years, and experiment with boat and fire-pump versions. At this time MOTOR SPORT wen to Neckarsulm to study the prospects (we also visited the NSU Museum) but at this stage the Press was not permitted to drive th Wankel cars. What we saw impressed us, however, and it seeme certain that NSU would soon produce a rotary-engined car for th buying public.

Since then I have had experience of the single-rotor Wankel engin in an NSU Spyder and the twin-Wankel in that very fine sports ca the Mazda 110S. From comparatively inexpensive air-cooled sma cars with the sting in their tails to a twin-Wankel water-cooled front drive saloon with chassis and body-form sophistication in keepin with its revolutionary engine was a formidable step. The first aero dynamic tests on the Ro80 were done at Stuttgart Polytechnic on model nearly six years ago. At the 1935 Frankfurt Show NSU exhibited a 2×500-c.c. 110-b.h.p. twin-rotor engine. This engin was ready for the Press to sample in a truck in 1966 and meanwhil a full-size car had been aerodynamically tested. At the factory thi was known as the Type 80 and secret road tests commenced in th summer of 1966. That autumn the Wankel pattern was given a impetus when Panowitz/Stunz won the German GT Rally Champion ship with an NSU Wankel Spyder. A year later, at the 1967 Frankfur Show, the production version of the Ro80 was revealed to the public, car its makers think may have a little competition by 1978! Productio of this advanced and well-received motor car began in mid-October o that year and it was proclaimed the "Car of the Year".

We could have flown to Germany to try this new model but we preferred to wait for the initial fever to die down and the model t get into steady production before sitting in judgement on, or in, it Fashions change fast in the world of motoring and the Jaguar XJ6 has since been proclaimed superior to the Wankel-NSU by those who look after this "Car of the Year" thing, in spite of its out-date "interim" means of propulsion.

So I am writing now about a widely and wildly proclaimed car which has been out and about and freely-discussed for more than a year. I was thus able to assess it in right-hand-drive form, as Englishmen will buy it, the l.h.d. cars having all been non-starters but Sales-Link eventually having one of the latest versions available for us to collect.

Before writing further about this "new experience in motoring" let us look briefly at how NSU have contrived their largest and most significant model. The 1,990-c.c. twin-Wankel engine, which draws from side-mounted Solex 18/32HHP two-stage carburetters and has two sparking plugs per rotor, and which develops 113½ b.h.p. at 5,500 r.p.m. on a 9-to-1 c.r., is ahead of the wheels it drives, like the engine of a Lancia. It is mounted on four progressive-acting rubbers, augmented by telescopic dampers each side of the transmission casing. This unique engine is pump-cooled and has a torque-responsive fan and an oil-cooler. Electricity is generated by a 490-watt alternator feeding a 12-volt 66 amp.-hr. Varta battery. The electrics are Bosch.

This power unit drives through a Fichel & Sachs torque converter with a single dry-plate clutch operated not by a pedal but automatically by a Fichel & Sachs electro-pneumatic SM125 servo, to an NSU three-speed fully-synchronised gearbox having ratios of 9.984, 5.869 and 3.827 to 1 (reverse, 10.226). Drive shafts with homokinetic constant-velocity joints take the power, from a 4.857-to-1 drive unit, to the front wheels.

The body is of pressed-steel unit construction with box-section side- and cross-members. Suspension is all-independent, with McPherson coil-spring struts having a 7.4 in. travel at the front (wheel deflection, 188 mm.) and the back wheels sprung on trailing arms and similar struts with a 10.12 in. stroke (wheel deflection, 257 mm). The braking system uses ATE-Dunlop discs all round, 284 mm. dia. at the front, 272½ mm. dia. at the rear, actuated by two independent hydraulic systems, one circuit acting on all four wheels, the other on the front wheels. To reduce unsprung weight the discs at the front are inboard and to obviate the difficulty of getting an efficient parking brake with discs, the handbrake operates on 160-mm. drums on the back wheels. There is servo assistance of the main system and a load-dependent power regulator for the rear brakes.

Steering is rack-and-pinion, with ZF servo. Fuel feed is by diaphragm pump and although the very high standard of control makes the NSU Ro80 an essentially safe car, crash-precautions embrace a fuel tank located ahead of the rear wheels, a short steering column and a steering box mounted to absorb impacts, the aforesaid dual brake circuits and generous interior padding. If these enable you to survive, there is 360° accident warning lighting. The shape of the Ro80 is functional and has the very good claimed CW wind-resistance value of 0.355. There is a sophisticated heating, venting and cold-air system. There is an 18-months/18,000-mile warranty on the engine, a six-month/6,000-mile warranty on the rest of the car.

Driving the Ro80

The car that arrived at Standard House was a glacier white saloon, somewhat graunched along the n/s, with all-black interior. The appearance is just sufficiently unlike anything else to appeal, without being too eye-catching or unusual. The Wankel engine with its components and auxiliaries is as wide as a piston power unit but lower, and this helps the bonnet line. The initial impression is two-fold—the excellent all-round visibility from the large area of glass and the satisfying anonymity of the controls. This NSU is obviously intended for an owner who is prepared to sit down and find his way about the car before driving it and who is unlikely to lend it to all and sundry. For no ugly symbols, very little calibration, mar the neatness of the Ro80's controls and instrumentation.

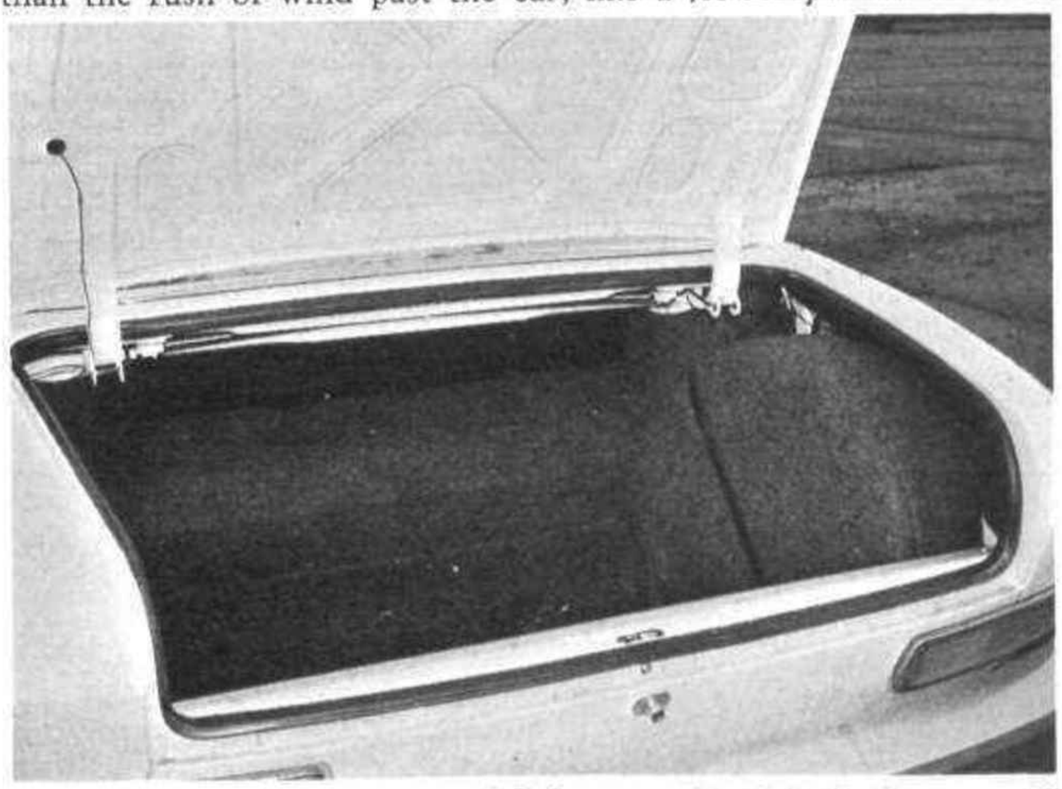
Wearing my NSU tie, I found myself sitting in a large, very comfortable driving seat which has an adjustable squab if a side lever is operated. (Height adjustment is mentioned but is not provided on r.h.d. cars.) The small steering wheel has three neat spokes and a padded hub and is free from cluttering controls. A stalk on the right operates two-speed wipers, powerful electric washers and, by pressing it down, the horn; a similar stalk on the left looks after lamps dipping, flashing, and turn-indicators. In other words, convenient finger action takes care of these vital items, once the confusing procedure has been mastered, which in other cars often call for the pressing or pulling of controls scattered about the facia. It is a characteristic of the Ro80 that common-sense has prevailed in laying out the controls. For instance, the lamps-switch is also, by turning it, a left- or right-hand parking-light selector, numerous different-coloured, very neat warning lights convey whether anything is amiss with the different services, and the four heat/ventilation controls in horizontal quadrants in the facia centre are easy to understand and supplemented by central fully-adjustable fresh-air grilles and hot-air window demisting side vents. There is a back window demister as standard and a steering-column lock.

Reverting to the facia layout, a clever touch is the method of calibration on speedometer and tachometer dials, these covering three-quarters of each dial, thus obviating blanking by the spokes of the steering wheel. The tachometer reads to 8,000 r.p.m., with a warning segment from 6,500 r.p.m., above which speed the rotary engine may be run for short periods. These are Vdo instruments, with big, nicely-marked dials and steady needles. The 140-m.p.h. speedometer has total and decimal-trip mileage recorders. To its right is a Vdo Kienzle clock, to the left of the tachometer the thermometer and fuel gauge. The latter has a red segment for reserve, to which the needle is intended to point when petrol for about 60 miles remains; it is supplemented by a light which comes on when there is enough for approximately 24 miles. As driven, these signalled at nearer 95 and 40 miles, respectively.

The unidentified, spaced-out facia buttons are for choke, accident warning, cigar-lighter, fog-lamps/back window demister, and lamps, plus a dual one which gives variable instrument-lighting (which goes to very dim but never right out) or zeros the trip mileage reading. There are pilot lights for nearly everything, including handbrake on/minimum brake fluid level and choke in use. The left of the facia is taken up by a reasonable-sized lockable cubby-hole. These neat instruments, unlettered knobs, plain facia *decor*, and black crash-padding, used also for the facia panel itself, impart that sense of quality for which the better German cars are noted. You step over sills into the Ro80, the floor is uncluttered, and moulded into the facia is a good grab-bar and a tiny oddments well.

There is a conventional handbrake between the front seats and a big central gear-lever but only two pedals, on account of the automatic clutch. If a hand is laid casually on the gear-lever the drive is disconnected and terrible judders occur as the errant hand is withdrawn. This lever has five unmarked (apart from a screen stencil) positions—park, reverse, first, second and top. Left in top there is automatic transmission, at the expense of very sluggish pick-up from low speeds and much whirring from the torque converter, far removed from the car's normal 0 to 50 m.p.h. in 9.9 sec., 0 to 60 in 14 sec. The two lower gears are held in and thus give the effect of a normal gearbox, with a somewhat baulky change if used quickly. But the normal, as distinct from quadrant, movements of the lever are appreciated. I do not like this transmission, however, which is really the "Sportomatic" which has ruined the character of the Porsche. There is no need to have a torque converter with the Wankel engine, as Mazda has proved. I would like to drive an Ro80 with a good four-speed conventional transmission but, as a compromise for the World's users, I accept that the present choice may be the wise one. But it is certainly a feature which makes the car nicer on open roads than in traffic, and even then the free-wheeling effect in top gear needs getting used to.

Indeed, it is in the wide open spaces that this remarkable NSU shows up so well. It will run up to an indicated 100 to 110 m.p.h. with consumate ease, the Wankel smooth as a turbine, and with no more noise than the rush of wind past the car, like a jet aeroplane in motion.



The Ro80's boot can be extended by removal of the back-seat squabs and is in any case uncluttered, the jacketed spare wheel being held upright on the o/s by a rubber strap. Like the engine compartment and facia cubby-hole it is automatically illuminated and behind the spare wheel there is a well-stocked tool-kit.

In town driving there is noise from the torque converter and from the cooling fan.

But on long runs the Ro80 is a superb motor car. It has impeccable power steering. It corners unperturbably. It does this with lean rather than roll, and no protest from the clinging Michelin XAs tyres. The brakes pull it up powerfully with a minimum of effort. The turning circle is excellent, even surprising for a front-drive car of this size. The wheel asks 3⅝ turns, lock-to-lock, and is accurate as well as effortless under power. As there is impressive acceleration to an indicated 90 m.p.h. in middle gear without taking the engine much above 7,000 r.p.m. and this speed in top represents 4,500 r.p.m., at our legal maximum the Wankel is scarcely running fast enough! The top speed, although I had no opportunity to check it, is in the region of 110 to 112 m.p.h., and 100-m.p.h. cruising is possible at 1,500 r.p.m. below the engine's peak speed, so this biggest NSU is no sluggard, even if the 1200TT and the TTS NSUs can out-accelerate it. Maximum torque comes at 4,500 r.p.m. (117.2 lb./ft.), so it pays to keep the Wankel revving hard, as I discovered with the Mazda 110S.

Performance figures are not everything and the Ro80 is an extremely high *average-speed* car. Its phenomenal road-holding, its effortless, one might say unburstable, high cruising-speed, allied to comfortable seats and light controls, ensure that this is so. It is, in fact, a difficult car to assess; but one thing is unquestionable—its ability to compress big mileages into a short space of time and to do this without fatigue to the occupants and with a high degree of safety. I proved this on a most enjoyable run from Wales to Hampshire, during which the Ro80 climbed Birdlip at around 4,000 r.p.m. as if it were a speed hill-climb. Moreover, discounting the low-fuel warnings, I got an absolute range of 334 miles (from a tank which is said to hold 18 gallons, but which actually takes 16½), so too much time need not be wasted over refuelling.

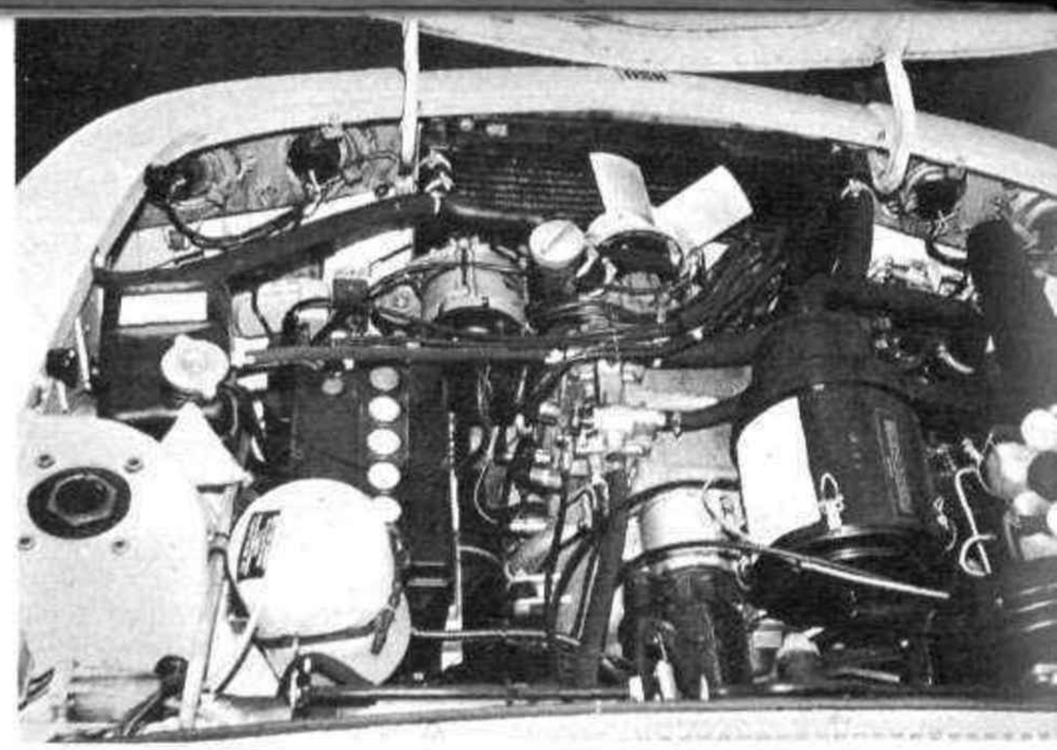
The suspension is quite firm, causing body shake and rattles over rough roads, and it transmits road noise, but it gives a pitch-free ride. At speed over bad surfaces the ride becomes choppy but the important thing is that the car still goes where it is pointed. The excellent power steering is free from kick-back and lost motion, has mild castor return, and is smooth but not too light, certainly not as light as that on a Silver Shadow. Then there are those splendid brakes, very light to apply, nicely progressive, free from squeal, and very reassuring at the speeds at which an Ro80 likes to be driven.

Apart from its ability to travel fast, the Ro80 has many refinements in keeping with its modernistic conception. The heater fan has step-less, not mere two-speed, control. Luggage-boot, engine compartment, and cubby-hole are automatically illuminated. The back seat squabs are removable to give through-space to the big boot for carrying bulky loads. There is a high-grade tool-kit in a box behind the spare wheel, containing one Beru, one Bosch plug as well as the tools. A very comprehensive instruction manual, and even a pricker for clearing a blocked screen-washer jet, were provided. These are in addition to more normally encountered items, such as sill interior locks, contoured arm-rests-cum-"pulls", an anti-dazzle mirror, an external mirror on the driver's door, pockets on the backs of the front-seat squabs, spare wheel on the o/s of the boot protected and strapped in, foam underlay for the velour-nylon floor carpets, roof grabs, coat hooks, roof lamps front and back with courtesy-action from the appropriate doors, dual silencing and exhaust systems, undersealing, hand- or electrically-operated sliding roof as an optional extra, etc. Upholstery is in black imitation leather and, applied to arm-rests, door handles, etc., adds to the air of quality.

The dual Hella headlamps give a fine driving light but the sharp cut-off makes night driving murderous. The deep anti-dazzle vizors,



Functional lines enhance the NSU Ro80.



STATUS ENGINEERING.—The bonnetful of twin-rotor 113½ b.h.p. Solex-carburetted Wankel power plant which propels the spacious NSU at some 110/112 m.p.h.

retracting into recesses in the roof, both have vanity mirrors, which makes the driver's less adaptable to its proper purpose. The efficient ventilation arrangements call for no quarter-lights but there are big non-openable dummy back quarter-lights. The recessed internal door handles, stainless-steel wrap-round bumpers and lockable fuel-filler cap and fly-deflector on the o/s wiper blade are further refinements, and fuses accessible within the cubby-hole another example of the commendable attention to detail. The r.h.d. cars have four round headlamps, and no fog-lamps as standard. The test car had those excellent Britax reel-type safety belts.

The bonnet is rear-hinged but has to be propped up. The dip-stick and oil-filler are well placed. The instruction books says that "the oil consumption is nothing to get excited about", but I was more alarmed than excited when the oil-warning lamp started to blink before I had driven 400 miles! Examination of the dip-stick after the car had been standing overnight, so that oil had had time to drain into the "oil pan" as instructed, showed practically nothing, and to restore the level required half-a-gallon of Castrolite. A further check gave a consumption of less than 200 m.p.p. So the Ro80 is an expensive car to run, especially as fuel consumption on a fast run followed by London work (when the two-pedal control was appreciated) came out at 20.1 m.p.g., and the overall consumption was 19.3 m.p.g., although there is the balancing factor that the Wankel consumes petrol with an octane rating as low as 90.

The engine starts promptly, hot or cold, and idles at 1,300 r.p.m. or at about 600 r.p.m. when held on the torque converter.

There are more comfortable cars, the Silver Shadow rides better, there are faster cars. But on all-round merit the NSU Ro80 must be rated one of the best family cars in the business. The price in Britain is £2,280.—W. B.

An Owner's Views of the Ro80

[We have been fortunate in obtaining the following article by a discerning motorist, Mr. B. Webb Ware, on what it is like to be the private owner of a Wankel-NSU in this country. This gentleman wrote for our "Cars I Have Owned" series in 1941 and has had personal experience of M.G., Frazer Nash, B.M.W., Rover, Riley, two Healeys, Aston Martin, Fiat, VW, Volvo, Porsche, Simca, Mercedes-Benz and a couple of Lancia Flavias.—ED.]

After reading all I could lay hands on about the Ro80 I had a good look at the right-hand-drive version at the last London Motor Show. Tony Brooks agreed to get a demonstrator up to try. We met at Weybridge and I was a bit taken aback to find the car was left-hand drive. Tony Brooks took over first and we tried some of the Surrey secondary roads. Only the fact that I had been driven by him several times before and kept saying to myself "This chap has won several Grands Prix", kept me from going up the side of the car with anxiety, but as a demonstration of what an Ro80 could be made to do without effort, it was fantastic.

Taking over myself, one or two things seemed queer, quite apart from the strangeness of left-hand-drive. You stirred the gear-lever around in a vague effort to find a gear, rather like an elderly Renault which I once hired in Portugal, and the vacuum-operated clutch was very much in or out. There was no question of taking it up gently. Also she rolled a bit and there was an odd indefinable delay in the steering, so that in effect she answered to the helm! Peculiarly the

When they set out again very early next morning the rain was bucketing down in a fine, freezing curtain. He swung the white car out onto the road and, immediately, the spray jetted out from his tyres like the wake of a water-skier. Then they were in the woodlands. Winding the car round the steep bends he felt his tyres biting down through the sluice of sliding water, gripping onto the black tarmac to hold them steady as he swung fiercely left, left, and left again, whipping down the hill and out toward the clear patch of skyline and the level land where the boat was waiting.....



MICHELIN ZX
go radial. go Michelin

one thing that did not seem strange was the Wankel engine.

Back at the garage we had a small council of war. Potentially the whole idea of the Ro80 seemed so good that it was rather a pity to judge solely on the demonstrator, but all the same I had an inward feeling of being a fool at parting with the two-and-a-half-year-old Mercedes 250SE, which had never given a moment's anxiety in 28,000 exemplary miles, for a potential problem child. Also I was not sure I would like a white car, but was sure that I would not put down another £90-odd for a semi-non-standard colour.

Delivery was promised in two months, but took three. Admittedly I had complicated things by stipulating a power-operated sunshine roof, after enjoying this boon to life in the Mercedes. Highly coloured and apparently authentic information came in at intervals of the passage of the car from Neckarsulm across Europe and the North Sea to Shoreham, only to be completely contradicted by news that the car had not yet left the works! My family also made their view clear that selling the Mercedes was an act of sacrilege, so I was in a critical mood when it finally arrived.

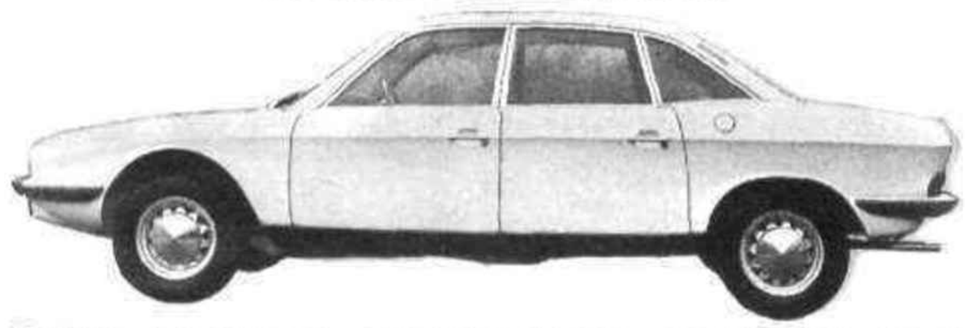
Now, five weeks and 1,660 miles later, I can't claim extensive experience of the Ro80, but I am completely won over and—even more important—so has my wife been, who is liable to be a stern critic after the two Lancias and the Porsche which preceded the Mercedes. This also despite the fact that it gradually dawned on me that something very odd was wrong with the ZF power steering. The sequence of events was that when you started full power was there. After three miles assistance began to drop off. After some twelve miles, assistance was down to only a fraction. Switching off the engine brought back full assistance for a few hundred yards. Before recognising that this was happening, I had been critical of shocks feeding back through the steering, rather painful to an arthritic hand. I got hold of one Peter Ing at Shoreham on the phone, and whatever might have been the delivery shortcomings he was first rate on servicing. On the cheerful principle that although he had never met this fault there always had to be a first time, he had her back on a day when he was trying to cope with the unscheduled delivery of about a score of Ro80s, diagnosed a fault on the pump pressurising the system, got on to the pump manufacturers and traced an intermittently seizing piston valve, and let me have the car back, all in the one day.

Criticisms? Typical of right-hand-drive conversion cars, the windscreen wiper blades have not been changed and leave a blank unwiped quadrant on the driver's side. Equally, the demisting works quicker for the passenger than the driver. The catalogue advises that the driver's seat is adjustable for height. Well, if the adjustment is there I've not found it. Due to sealing, the doors have to be slammed, instead of the well-bred "clunk" of the Mercedes. Are the bumpers stainless steel? They may be, but they look like chromium plate to me. You can beat the synchromesh on a change up, and in open traffic, approaching a roundabout for example, you have to realise that the engine does not give the braking on the over-run of a conventional four-stroke and accelerate deliberately on changing down. You have to match this rather more precisely than one is used to, because of the clutch operation characteristics. Petrol consumption of 21 m.p.g. overall is perhaps not good for a 2-litre and it definitely needs one pint of Shell 100 every 300 miles.

But in place of some of the handling oddities of the left-hand-drive demonstrator, the gear-change on my Ro80 is pleasurably precise, the power steering delightful. Starting any morning is certain in an unheated garage with an application of the choke, that can be released within seconds. Now that I have identified an irritating rattle to one of the bonnet catches and cured it by application of Selotape round the rotating pin on the catch and I know that a musical squeak on the discs only applies while reversing out of the garage, and that a slight whine in the steering is due to the fit of the plastic bush at the top of the column, I do revel in this unique car. Its visibility is first class. Once found, the seating position is just right for my long legs, and I do not mind if the suspension makes me more conscious of the road than I was in the Olympian detachment of the Mercedes.

Above all else, the NSU Ro80 has an endearing "magic carpet" quality of getting to the journey's end quicker than you expect. You can drive it as if it had a conventional three-speed box. You can drive it more or less like an automatic with the great saving grace that you can hold any gear, instead of watching it change down and spin helplessly in snow or on mud, or you can play silly tricks for fun, like starting in top, revving up to 3,000 r.p.m. and then holding the revs while the car accelerates at constant engine speed. Above all there is this seductive engine note—not silent, but getting quieter and smoother with speed. If I am clear of teething troubles and long-term reliability matches present qualities I shall be very satisfied.—B. W. W.

THE NSU Ro80 SALOON



Engine : 2 × 497.5-c.c. pistonless rotary. 9.0-to-1 c.r. 113.5 b.h.p. at 5,500 r.p.m.
Gear ratios : First, 9.98 to 1; second, 5.86 to 1; top, 3.83 to 1
Tyres : 175 × 14 Michelin XAs, on bolt-on steel disc wheels.
Weight : 23.8 cwt. (kerb weight with full tank).
Steering ratio : 3⅝th turns, lock-to-lock (power steering).
Fuel capacity : 16½ gallons. (Range, approximately 334 miles.)
Wheelbase : 9 ft. 4½ in.
Track : Front, 4 ft. 10½ in. Rear, 4 ft. 8½ in.
Dimension : 15 ft. 8 in. × 5 ft. 9 in. × 4 ft. 7½ in (high).
Price : £1,745 (£2,280 8s. 8d. inclusive of purchase tax and import duty).
Makers : NSU Motorenwerke Aktiengesellschaft, Neckarsulm, Germany.
Concessionnaires : NSU (Great Britain) Ltd., Harbour Way, Shoreham-by-Sea, Sussex.

THE ODDEST THINGS HAPPEN

According to the *Christchurch Star* a girl walked into a New Zealan hospital late one night with the ring finger of her right hand immovabl inserted into a hole in the spoke of a racing-type steering wheel. Th explanation was that she and her boy friend had used the hole to gaug the size of engagement ring her finger would take but after this interest ing exercise her knuckle trapped the finger in the hole. So th embarrassed girl had to walk into hospital wearing a large chrome an vinyl steering wheel. A doctor's efforts to release it proved unavailing so he proposed that cutting equipment be used. The girl hastil pointed out that her friend valued the wheel at 30 dollars. So, using local anaesthetic, the doctor had another try and successfully remove the wheel, but the girl fainted from the effect of the injections. S beware drilled-spoke steering wheels. Here is another motorin hazard for the authorities to get their teeth into. . . .

THE THINGS THEY SAY . . .

"Would it not be practical to fit light racing cars . . . with a coupl of ailerons, one projecting each side of the car about the back of th driver's seat . . . the adjustment could be partly by hand . . . so tha settings found suitable could quickly be made with certainty."—A correspondent of *The Autocar's* in 1925, when accidents to racing car were under discussion and they were considered so powerful for thei weight that mechanics should no longer be carried. A few years befor this it had been suggested that the mudguards of Chiribiri sports racing cars should be of aerofoil shape but in this case to provide lif not downthrust, the object being to reduce the loadings on the tyres.

The XK Register points out that it has no connection with any othe club apart from the Jaguar Drivers' Club. It remains the original an only organisation catering for XK Jaguar sports-car owners whic receives R.A.C. and Jaguar Cars Ltd. recognition. The Hon. Sec is J. E. Martens, 14, London Road, Thatcham, Near Newbury Berkshire.

Shelsley Walsh, Prescott and the Crystal Palace are racing venue which were in use before the war. To these must be added Ainsdal Beach, Southport. It may not be realised that sand racing is organise here, as it was before the war, the first 1969 meeting being held o March 23rd. Racing is organised by the Liverpool M.C. and spon sored by Carreras Ltd. Details from : D. C. Robinson, 82, Whitb Road, Ellesmere Port, Cheshire.

A reader, W. Hoad, of 1, Longloft, Windmill Lane, Cockermouth Cumberland, would like to correspond with Lotus Elite owners.

SILVERSTONE

GRAND PRIX CIRCUIT

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SILVERSTONE CIRCUIT NR. TOWCESTER NORTHANTS

THE EAST AFRICAN SAFARI

GENERAL CLASSIFICATION

1st	R. Hillyar/J. Aird (Ford 20M)	246	penalties
2nd	J. Singh/B. Bhardwaj (Volvo 142S)	280	,,
3rd	J. Din/M. Minas (Datsun P510 UWTK)	299	,,
4th	M. Armstrong/D. Pavely (Peugeot 404)	305	,,
5th	E. Herrmann/H. Schuller (Datsun P510 UWTK)	343	,,
6th	S. Zasada/M. Wachowski (Porsche 911)	348	,,
7th	R. Randall/B. Parkinson (Datsun P510 UWTK)	349	,,
8th	J. Greenly/N. Collinge (Datsun P510 UWTK)	384	,,
9th	R. Aaltonen/H. Liddon (Lancia Fulvia 1.3)	393	,,
10th	N. Nowicki/P. Cliff (Peugeot 404)	399	,,
11th	J. Saunders/H. Peatling (Datsun P510 UWTK)	410	,,
12th	J. Salt/T. Fjastad (Audi Super 90)	458	,,
13th	K. Oulton/D. McConnel (Datsun P510 UWTK)	498	,,
14th	H. Lawrence-Brown/K. Syrett (Triumph 2.5PI)	505	,,
15th	T. Fall/ L.Drews (Lancia Fulvia)	586	,,

Team Prize : Datsun.

85 *starters* — 31 *finishers.*

CYNICS, mainly those who have never been to Africa, tend to look upon the East African Safari Rally as a game of chance rather than one of skill; as a gigantic mud plug where everything depends on paying the most money to the groups of tribesmen who gather at every likely spot in order to trade pushing power for shillings. How I wish they could be made to eat their words.

The best way to look upon the Safari is as a road race, a kind of triple Mille Miglia over unmade roads with about 50 enforced stops. True the weather plays an important part, for Easter is just about the time when the heavy rains start, when dusty murram roads can be turned instantly into seas of mud, slippery as ice in some parts and deep enough to swallow up whole axles in others.

Completely unpredictable, these heavy rainstorms can gather in minutes, making a mockery of the predictions of even the most accurate forecaster and often rendering preparations not based on every weather possibility pretty futile. To me, this is one of the qualities which puts the Safari on a pedestal. The unknown, the unpredictable, are the very essences of true rallying and at a time when determined practising is changing the face of the sport in Europe (but not, thankfully, in Britain) it is refreshing to go along to a rally which retains its unknown factor to the last mile, no matter how much reconnaissance the competitors have put in.

The Safari route is always announced weeks beforehand, enabling drivers to traverse it several times over if they wish. Indeed, serious contestants would be unwise not to do this for navigation in the Bush can be difficult, despite the organisers' tulip-style road book. But that is not to say that they should prepare accurate and highly-detailed pace notes as they do on Europe's special stages. Africa is a land of sudden topographical change, and what might be a perfectly smooth dirt road one day could well be a series of body-shaking corrugations the next. "Flat over brow" may be taken at face value in Europe, but on Safari it is as well to keep just one of those vital ten tenths in reserve now and again.

The second hand is superfluous on any clock used by a Safari marshal, or control officers as they are there called. The niceties of such accurate timing aren't needed on an event where the calendar is jokingly given more significance than a watch. There are no special stages as such, just 50 road sections of varying lengths making up the total distance of 3,200 miles. Time allowances were such that the average speeds were higher this year than they have ever been; two sections, each of about 150 miles, were averaged at 85 m.p.h.—on open public roads, too, although there is a vast difference between East Africa's traffic density and that of some European countries. I can almost see the brandy bubbling in the R.A.C.'s committee rooms.

Whereas the 1968 Safari was the wettest on record, the year 1969 will probably go down in the record books as the driest. The rains kept away until Easter was past and the entire route was one endless dust cloud. In an effort to make the event more attractive to Europeans, the organisers had shunned roads which were known to become virtually impassable in wet weather. More mountain and escarpment road had been used than in past years, and it was generally accepted that the chances of an overseas driver breaking the local monopoly were greater this year than they have ever been.

But, alas, it was not to be. Even the Scandinavians have failed to beat these wily East African drivers in their own country, and with local names again occupying the top places the challenge remains for an outsider to go to Nairobi and win the Safari. Some of the organisers fear that this apparent local supremacy will act as a deterrent if allowed to continue, which is one of the reasons for the choice of more European-like roads this year. But they are quite wrong. I believe that 1970 will see even more Europeans making an effort t knock the locals off their perch.

To ship a factory team from one continent to another is costl which is probably why the Safari has never seen a straight figh between the camps of Ford, Porsche, Renault, Saab, Lancia, Volv Rootes, B.M.C., Citroën and the various other regulars and one-tim regulars in the European circus. Several of them have been in the time and they have always had to face stiff opposition from team entered by local importers and dealers. Peugeot, for instance, has n competition programme nowadays, but it always supports the effor of Marshalls Limited, the Nairobi-based Peugeot distributors; effor which have been eminently successful in previous years. Similar tactic are often employed by Ford who, although they have been *en mass* to East Africa several times, were content this year to leave the fortunes in the hands of Hughes Limited, their local distributors, wh were given a Boreham-prepared Cortina Lotus and two Cologne prepared V6 20Ms to form a team.

The rally itself was hot, dry and dusty, and many drivers wer complaining of the conditions which made overtaking extremel hazardous. But I suspect that they all secretly preferred the dust t the sticky, clinging mud which could so easily have covered the rout After all, nobody likes wading up to his knees in slime.

When conditions have been bad and the going difficult, Peugeo have been in their element, these sturdy, hardly-modified cars provin to have a high reliability factor. But the fierce pace of this year event was too much for them and faster cars were always ahea Marshalls place great stress on reliability and even entered one of th new 504s to see how it would behave. It gave remarkably little troub and finished the rally, although it was eventually disqualified becaus the crew had overlooked a missing rubber stamp on their time car at one of the controls.

The strongest team in the running were the Datsuns from Japa They had been in East Africa for some two months before the rall watching, testing, recceing and getting generally acclimatised to route which goes from sea level to many thousands of feet above. Bu something had gone wrong with their choice of drivers and they ha only one in the top seeding group, Jack Simonian. When he was time barred after being delayed through a crash their chances of an outrigh win frittered away, although they did prove their reliability by gettin all their remaining cars to the finish and winning the coveted tea prize. Edgar Herrmann, who started at number 90, was the hero the Datsun team, for he forged right through the dust of the others t finish fifth.

Lampinen's lone factory Saab went out of the rally even before could get dust on its numbers. The engine seized mysteriously when i service car was nearly a hundred miles away and it was not until th rally was over that a strip-down showed that a big-end bolt ha loosened. Lampinen's preparation had been so thorough that, althoug it was his first Safari, the local bookmakers were showing him favouri at 7 to 1, and there was much disappointment among those who hope that the first overseas win would bring them small fortunes.

Lancia were having a go at the Safari for the first time. They hav no distributor in Nairobi so rather than use the premises of a garag which would undoubtedly be preparing other cars, the team "set u shop" under safari tents in the garden of the Drews' residence in Nairobi suburb. Lofty Drews was to co-drive Britain's Tony Fal and the facilities which he laid on would have put more permanen establishments to shame. But two factory mechanics were not enoug to bring the three Fulvias up to scratch, and when the engine of P Carlsson's car started to overheat without apparent cause, and replacement was ordered from Turin, it seemed that they would nev get the work done in time, particularly as the scrutineers had objecte to the means of fixing the protective bars at the front of the Fulvi on the grounds that the body was thus strengthened, and had ordere modifications.

But when the Sestrières Rally was over in Italy, Munari winnin it for Lancia, the team manager and three more mechanics arrived an the work was completed in time.

Aaltonen and Liddon had a lump of rock hurled through the windscreen in Uganda and had to put up with more dust than anyon it for Lancia, the team manager and three more mechanics arrived an the pair finished the rally with string, bits of wood and a fragmen of Perspex telling a tale of determination and tenacity.

Not so lucky were Pat Carlsson and Susan Seigle-Morris, who lo their screen and a lot of time into the bargain. They motored on in

Continued on page 47


Another Ford Win
with Champion
SILVERSTONE Formula I
INTERNATIONAL TROPHY
30th March 1969
JACK BRABHAM
1ST BRABHAM-FORD
(Motor Racing Developments Ltd.)
SPORTS CAR RACE
DENNY HULME
1ST LOLA CHEVROLET
(John Woolfe Racing)
Champion Spark Plugs are proved continuously on the world's race tracks. For complete dependability always choose Champions for your car.
DEPENDABLE
CHAMPION
SPARK PLUGS

EASTER MOTORING

MOTORING at Easter may mean frustration, anxiety and being held up in innumerable traffic tangles for the ordinary driver, but it often represents something a bit special to enthusiasts. It used to be (and still can be) a time for taking part in the M.C.C. Land's End Trial, although it is no longer possible to hurry back from the West Country to attend the Bank Holiday Monday Meeting at Brooklands.

How fascinating it all seemed to me when I was a boy, a period made rosy now by nostalgia and the passage of time. The London traffic of the 'twenties, composed of cars of so many different makes, taxis of similar diversity and mostly satisfyingly antiquated, and solid-tyred L.G.O.C. and Tilling-Stevens 'buses, seemed intent on going somewhere with a purpose, jostling for passage to the accompaniment of a fine grinding of gears and beat of vintage-type engines. The offices of the B.A.R.C. were in Piccadilly, and away in distant Surrey a small boy visualised what might be happening at the Track, a place more prominent in his affections, more excitingly mysterious, than Heaven itself.

Today London seems to me a sprawling mess, out of which I like to drive as quickly as I can. I commenced Easter 1969 by doing just that, leaving the Standard House offices, not in a Coventry-built car of that name, which would have been appropriate (but they don't make them any more) but in a Rover 3500 which I had borrowed from the ever-helpful London Rover depot at Seagrave Road in order to try the latest automatic transmission fitted to these pleasant V8s. I was bound for my hide-out in Mid-Wales and we were on the A40 at last. It was a relief to find that the terrible tedium of the run to Oxford has been alleviated by the completion of the M40 Motorway bypassing High Wycombe. Unfortunately it ends 20 miles short of the City of Learning and B.M.C. cars. But when this Motorway links up with Oxford's ring-roads something will have been done to improve one of the most disgraceful main thoroughfares out of the Metropolis.

While I was in the lorry-made queues typical of this highway I had time to reflect about the Rover. I have no intention of writing about it in detail, because I did this when it was a brand-new model. Suffice it to say that it is a very nice gentleman's carriage, rather like buying a compact Automatic Mk. 6 Bentley or Rolls-Royce Silver Cloud, but with disc brakes, modern suspension, a better performance and a warranty, all for £1,830. Moreover, you get an all-aluminium V8 engine, which you only get in an S_2 Bentley or Cloud II . But maybe R.-R. and Bentley fanatics can destroy this comparison . . .?

Anyway, this Rover corners quite well, its acceleration is more impressive than the fact that it will wind up to some 114 m.p.h., and it is splendidly quiet and effortless and now has Hold-1 and Hold-2 positions for the Borg-Warner automatic transmission. There is de Dion rear suspension which the might of German/General Motors engineering has recently decreed to be desirable for the latest range of Opels but which Solihull has used for years. And although I am not yet quite ready for automatic transmission I confess that it was very restful in negotiating the London traffic at the commencement of this pre-Easter drive. The latest Borg-Warner installation suits the Buick-inspired Rover V8 power unit very well. And it was impressive, when I changed from 2000TC to 3500 at Seagrave Road, to be unable to tell whether the engine of the latter was running, so quiet is it at idling speed. . . .

Incidentally, I find it interesting that although Rover were said originally to have copied Citroën when planning the 2000, causing us to coin the name "Solihull Sitroëns", these cars, and the 3500, do not feel anything like a DS when cornering, whereas the NSU Ro80 which I drove immediately before I took over the V8 Rover, does. Anyway, getting tired of the Oxford-Cheltenham road, I turned off through picturesque Burford and climbed past the Slaughters to Stow-on-the-Wold and Tewkesbury and so to Ledbury with its black-and-white Tudor buildings, and on to Kington, where, although yellow no-waiting lines have arrived, time has not advanced with them, so that they are universally ignored, in spite of traffic delays, even the Kington policemen not seeming to bother about such new-fangled regulations. But then I was now quite close to Wales, with its greeting sign at the Radnorshire border. The Avon Radial-shod Rover did not seem to have been going outrageously fast but I completed the journey in four hours door to door, which I regard as good going.

On Good Friday I set off to see what Formula 5000 racing at Oulton Park was like. I had been to Silverstone the previous Sunday and



seen an interesting if not wildly exciting Formula One race, when Brabham not only won, but contrived to do so with just enough fue to last the distance of the race, Stewart failed to fulfil the promise expected of him, but Rindt made a lasting impression, whereas the Ferraris were disappointing and the works B.R.M.s not even there. And Graham Hill appeared to be asleep. I figured out that by being at the Cheshire circuit and at Thruxton over Easter I could see F.1 F.2 and F.5000 racing within a space of nine days.

Oulton Park is less than 100 miles from my Welsh house and going *via* Knighton, ancient Clun, past the letters "ER" formed by cutting down some of the trees in Clun forest as a greeting to H.M. the Queen and Prince Philip when they used that road some years ago (Welsh Nationalism was perhaps less pronounced then), and through the imposing riverside town of Shrewsbury, I had the road virtually to myself on this Easter holiday morning, so that it was possible to average not far short of 50 m.p.h. without pushing the Rover very much over 60. (Do you recall how, in vintage times, average speed was thought to be half maximum speed?) It was only when I joined the A41 just before Whitchurch that the 40-m.p.h. nose-to-tail procession began.

I have never seen a bigger crowd at Oulton. It reminded me of how the appearance of the Mercedes-Benz and Auto-Union teams at Donington in 1937 brought the first really big crowds to British motor racing. Presumably they anticipated F.5000 thrills; the programme announced that "The motoring Press are unanimous in saying that Formula 5000 is the most exciting new attraction on the circuits for many years" (MOTOR SPORT didn't!), and the commentator was busy getting everyone he could to endorse this opinion over the p.a. John Surtees was asked, amongst others; I thought he had a point when, on the subject of aerofoils, he countered criticism of them by saying he remembered when racing cars shed wheels but he didn't recall anyone advocating racing without them. . . .

The meeting commenced at the civilised hour of 14.00, when there was a saloon-car race which was a bit of a surprise to me, because it was won by a Vauxhall Viva GT, driven with verve by Gerry Marshall for Shaw & Kilburn, which beat a Ford-Lotus Cortina,



[Photo by D. Stewart

"And Graham Hill appeared to be asleep." Will he wake up in time for the Spanish Grand Prix?

whereas I was under the impression that Fords, big and small, had this kind of racing buttoned up. After this the enormous crowd had nothing to watch until 15.30 hours, because the Formula Ford race, scheduled for 14.40, was postponed, to leave the course clear for F.5000 cars to have some more practice. Andrea de Adamich had crashed a Surtees TS5 the day before, it had been frantically rebuilt at Slough overnight in typical Surtees panic-fashion, and was reputed on its way out of London at 9.00 hours. So everything came to a halt to let Adamich try the car when he arrived, but only Kroll's Lola went out, and Adamich was never in the race anyway. . . .

Then the race itself started 10 minutes late, and was a fiasco. The only drivers going quickly were Gethin, Hobbs and Hailwood, with Walker keeping them in sight. The cars were not as noisy as we had been led to expect (noisy, yes, but not in comparison with the scream of 1937 Mercedes-Benz and Auto-Unions approaching through the Donington Woods), looked about as stable as F.1 cars, but impressed by their great bursts of acceleration. (The best noise came from Mitchell's 2-litre B.R.M., which was attended by Wilky Wilkinson.)

Nor was there any close racing. Gethin in the McLaren Lola led a procession of Hobbs' Surtees, Hailwood's Lola and Walker's Lola, with the rest of a 13-car field trailing behind. The big-engined single-seaters were about as reliable as a lot of home-built specials, so retirements and pit stops were frequent; there wasn't even the fun of a Ford/GM battle, because the seven finishers were Chevrolet-powered. If I say that after 20 of the 37 laps there were only eight cars running, and that only Gethin, Hobbs and Hailwood were racing, with Gethin half-a-lap ahead of Hobbs and going about a second-a-lap faster, and that next lap Hailwood was out with a broken drive-shaft, and Hobbs was in the pits four laps later, you can judge just how much the spectators got for their money. Certainly not the "tremendous start" to F.5000 predicted in the Press hand-out from *Motor Circuit News*. . . .

Knowing how long it can take to escape from Oulton, I was in the Rover, through the Paddock gateway, over the Bailey bridge, and making for home, as Gethin was doing a lap of honour in a white Rolls-Royce Silver Shadow convertible. During this rapid drive the Smiths Radiomobile informed me, as the Rover, which accelerates very quickly, but in a gentlemanly, smooth and quiet multi-cylinder manner, in "Hold-2", swept past a line of crawling vehicles, that road accidents for the previous day were up on those of 1968 and that chancy overtaking was a killer. I wondered why such statistics are always about road and never about other kinds of even more frequent accidents, and whether stopping suddenly, without warning, on blind bends, to point out a nice piece of scenery to their passengers, which I encountered more than once over Easter, isn't just as much a killer as wild overtaking? Later bulletins had the decency to say that there were about double the number of vehicles on the roads, compared to 1968.

After tea on Easter Sunday I drove the 170 miles back to Hampshire, because my other address is within 40 miles of Thruxton, and so was more convenient for attending the B.A.R.C. races on the Monday.

I enjoyed the F.2 racing at Thruxton better than F.1 at Silverstone and F.5000 at Oulton Park. Although I am not very fond of Heats and Finals, preferring one race, on this occasion there was interest in seeing whether Rindt could get going again after his puncture in Heat 2 and thus qualify, and of seeing Hill beaten by Stewart and Beltoise in French-blue Matras in Heat 1. The Final was good because of close racing as Rindt came through the field to displace the three Matra men, Stewart, Beltoise and Pescarolo, and Courage, and take the lead, although after he had done this, on lap 19 of the 52-lap Wills Trophy race, the result was a foregone conclusion, for the Cosworth engine of the Lotus 59B sounded about the crispest on the circuit, and unlikely to break. World Champion Hill lasted less than a lap, otherwise this might have been a more intense race.

Apart from that, there were such antics as some excellent model aeroplane flying, the ascent of Duckham's hydrogen balloon "Venus", a band of H.M. Royal Marines, and a flying display, for mere motor racing on its own isn't enough for the customers, these days. The Group 4 sports-car race went on too long but there was interest when Redman poked past Bonnier, both driving Lola T70s, five laps from the end. Having to return to Wales that evening as my eldest daughter was getting married the next day (to show that we still applaud Issigonisism, she afterwards left for France in an Austin-Cooper), I did not wait for the saloon-car race. Which was just as well, because we had to make several detours to avoid some monumental traffic jams on the journey.

So that was Easter 1969. Nothing like as exciting as the runs the Continental Correspondent is accustomed to, and about which he writes in his Letters from Europe, but a fair slice of British-style motoring. When I returned the gentlemanly Rover V8 to its makers it had covered 1,324 miles since I took over and, although driven at times in a by no means gentlemanly fashion, it gave better than 21 m.p.g. and did not need any oil for the duration of the holiday.—W.B.

RALLY REVIEW—continued from page 472

the second leg, but finally gave up when it started to rain and continuing would have meant keeping mechanics at their posts longer and perhaps jeopardising the chances of the other two cars through missed rendezvous.

The Ford team were jubilant at the half-way stop in Kampala. Their three cars headed the field and, more important, Söderström and Palm were in the lead. An overseas win seemed very probable, and that would really capture some good publicity. But it was not to be, for on a very fast, wide, murram road half-way through the second leg the Swedes' Taunus hit a series of corrugations deeper than all the rest and split the rear axle casing. This put Preston's Cortina Lotus into the lead, but that evening the Boreham car crashed into the concrete parapet of a bridge and went no further. Only one works Ford remained, the 20M of Robin Hillyar and Jock Aird, and that went on to win by some half an hour or so from that very popular local man Joginder Singh in a Volvo 142S, prepared partly in Sweden and partly in the driver's own workshops.

When it was all over, a series of protests were lodged, entirely out of keeping with the Safari's reputation for sportsmanship. But it was not the organisers' doing, and the protests were turned down by the stewards. One of them, however, dragged on, and nearly caused the postponement of the prizegiving ceremony.

At final scrutineering the exhaust valve diameters on Hillyar's 20M were found to be three millimetres oversize. Claiming that the homologation papers were incomplete, he was sportingly given 24 hours to provide firm evidence of this. An hour or so before deadline confirmation came from the F.I.A. that the large exhaust valves were homologated for the car. Seemingly, that was that, but Singh and Bhardwaj protested that the papers presented at initial scrutineering should be the only ones used for determining eligibility of parts after the finish. This, too, was turned down by the stewards, but a protracted international controversy threatened to delay everything when Bhardwaj gave notice of intended appeal to the R.A.C. There seemed to be no hope of preventing a superb rally ending inconclusively in the air, with no winner declared and no awards presented. But then, with the ceremony already delayed by an hour, the announcement came that Singh and Bhardwaj had withdrawn their appeal. No reason was given, and much praise for sportsmanship was being distributed, but I did hear whispers of a suggestion to inspect a certain Volvo a little more closely! Perhaps I should say no more.

There can be no doubt that this is the toughest of rallies. Power, strength and reliability are demanded of the cars, whilst the drivers must possess as much strategic ability as they do skill and endurance. Tactics can never really be planned in advance; they must be left until weather and road conditions are apparent. On some sections flat-out speeds are required, whereas on others eagerness must be tempered by the need to preserve the car over deep ruts and rock-strewn descents.

The great pity about the Safari is that it does tend to have political undertones. Although it has always used a route which has included all three East African countries, Kenya, Uganda and Tanzania, this year the Tanzanian authorities refused to allow the rally to enter their country and denied residents, citizens or foreigners, the right to take part in the rally. This was because the organisers had refused to agree to a Tanzanian demand to have the rally start at Dar es Salaam. The route in Uganda was possible only because the half-way stop was moved from Nairobi to Kampala.

Next year it is said that the rally will start and finish at Kampala, Nairobi only being used as a centre for administration and communications. This, I feel, will be a retrograde step. The rally was born in Nairobi and it should always be based in its traditional home. I am no expert on African affairs, but I know enough about the place to say with confidence that some of the vital atmosphere will be lost if the rally is not based at Nairobi. Can you imagine what they would say in Monaco if the French authorities insisted that the Monte Carlo Rally should finish in Paris?

A superb rally held in magnificent, unspoiled country, unfettered by stunting regulations and organised by a band of enthusiasts as keen and efficient as any I've seen anywhere. Long may it continue unchanged.—G. P.

Easter Monday at Thruxton

FOR THE second year in succession, a British round in the European Formula Two Championship for non-graded drivers opened the Formula Two season at the Hampshire circuit of Thruxton. Expected to take over the role cast aside by Goodwood, perhaps the newer circuit will never have the same atmosphere as its Sussex predecessor, but it looked very pleasant in the strong Easter Monday sunshine.

This Easter meeting is, unhappily, destined to be Britain's only contributing round to the Formula Two Championship, for the powers that be in British motor racing have decided that the class does not attract enough spectators and have invented their own heavily-publicised new Formula. It will be a long time before they can offer spectators the same absorbing and closely-fought competition which Formula Two provides at present.

The European Championship rules permit organisers to accept entries from up to six graded drivers for events in the Championship in order to attract larger crowds, although for points purposes these drivers are ignored. Nevertheless, the inducements were sufficiently attractive to bring along regular Formula One men—Hill, Rindt, Siffert, Courage, Stewart and Beltoise in addition to a full Ferrari team. The two Lotus drivers had brand new cars entered by Winkelmann Racing (the team which ran the semi-works Brabhams in 1968 and has followed Rindt into the Lotus camp), while Matra was represented by four of the 1967 MS7 designs, with Servoz-Gavin and Pescarolo backing up Stewart and Beltoise in the Matra International and Matra Sports equipes.

Other works cars came from the Tecno Racing Team, the B.M.W. factory and a newcomer to the Formula, Pygmee, while two Brabham customers had taken delivery of new cars also. Fuller descriptions of the new and revised cars will be found elsewhere in this issue.

As a training ground Formula Two is highly popular with non-works drivers, several of whom are capable of giving the works drivers a good run. Thruxton was no exception to this pattern and there were some competitive non-works aspirants ready to pounce if the stars happened to run into trouble. In practice, the man who made the best showing was motorcyclist Bill Ivy, who equalled Stewart's lap time and put himself on to pole position in the second heat, his first-ever Formula Two race. The advent of wings has sliced over two seconds from lap times around Thruxton, although more powerful Cosworth FVA engines have contributed something to the increased speeds. Fastest was Rindt in the new Lotus, which seemed to require remarkably little "sorting out" apart from a minor brake problem. His practice time of 1 min. 13.2 sec. was to prove an accurate forecast of his race performance, because Ivy and Rindt were both trying hard for their 1 min. 15.4 sec.

A very strong entry of 30 cars enabled the organisers to run two eliminating heats of 15 laps with odd-numbered cars running in the first, a method which conveniently split the works teams. In the first, Stewart had an unchallenged win from Beltoise and Hill, although Hill closed rapidly after getting past Beltoise, only to spin in a moment of enthusiasm which was lacking in most of the World Champion's 1968 Formula Two appearances. Ivy succeeded in holding off the newer Brabham of Ahrens for fourth place behind a recovered Hill.

Rindt was expected to show the way in the second heat, which he did at the rate of almost two seconds per lap. Challenging the Matras in this event were Courage's 1968 Brabham and the tail-sliding Ferrari Dino of Brambilla, who could not match the performances he had produced over the winter in South America. Courage took over second place from Pescarolo by outbraking him into the chicane on lap five, and almost immediately took the lead vacated by Rindt, whose impressive Lotus sustained a puncture, although he carried on after the wheel had been replaced. Pescarolo came home second and Brambilla vanquished the remaining Matra of Servoz-Gavin after an exciting display of tail-out driving.

Rindt found himself on row eight of the grid for the 50-lap final following low placing in the heat and things did not seem too promising for Lotus on the warming-up lap when first the Austrian's tachometer broke and then transmission troubles struck Hill's car, forcing an early retirement. Stewart took command, with the works Matras of Beltoise and Pescarolo following closely from Ahrens, Courage, Ivy and Regazzoni in the first Ferrari, the latter four all being destined to retire.

Unable to judge revs, Rindt was nevertheless driving through th field in champion style. His progress was irresistible and even th mastery of Stewart was not enough to stave off the green Lotus, fo on lap 19 Rindt went past the Scotsman under braking into th chicane and pulled away at the rate of over one second per lap.

Stewart's was not the only Matra to find itself being overhaule by a British car, for Courage had taken Beltoise for second plac behind Stewart in the early stages, only to suffer the same fate a Rindt and pull into his pit with a punctured tyre. Ahrens ha troubles with his gear-change linkage, allowing Ivy to go through making his the best-placed Brabham for a while. But the mos interesting performance of the day was the progress behind Ivy o Irishman John Watson in an ex-works Lotus. Watson overtook bot works Tecnos and seemed to have remarkably little trouble gettin past the Ferraris, one of which (Bell's) soon stopped out on th circuit with fuel-feed troubles. The two-year-old Lotus then engage Servoz-Gavin, successfully, only to crash after holding fifth place fo a couple of laps when Ivy's engine had blown up. It was an expensiv way to end the day's racing for both drivers.

The final results show Rindt over half a minute ahead of Stewart who will have to find some more speed from his Matra before he ca again challenge the new Lotus driver. Strangely, it is the first tim Rindt has beaten Stewart: previously, one or the other has retire before a conclusive result was in the bag.

A round of the R.A.C. Sports Car Championship promised a exciting race with a field consisting mainly of Lolas in the larger o the two classes and Chevron GTs in the other. There were severa non-arrivals following Snetterton's toll earlier in the weekend, bu Bonnier and Redman staged a good race in their identical new Lol T.70 Mk. III B.s, with Redman getting the verdict after allowin Bonnier to hold the initiative for 20 of the 25 laps. The third-place Lola of Hawkins was a lap behind.

The smaller class produced a clash between Burton in the Worces tershire Racing Association's Chevron and Schenken in Vestey' similar car. Schenken overhauled Burton as expected but th Australian was more than a little surprised to find Burton sailin past as they headed into the chicane a few laps later. Burton's throttl had stuck open, but he recovered sufficiently soon to get away i second position, ahead of Lucas, who normally wins in this class wit McNally's six-cylinder Porsche.

Another R.A.C. Championship event, this one for Saloons in Grou 5, resulted in yet another win for an American Ford Falcon Vee 8 Initial leader, Muir, in Gartlan's car, was yet another casualty o the puncture epidemic, leaving Pierpoint (in Shaw's car which Mui drove in 1968) out ahead of the spectacular B.M.W. 2002 of Diete Quester, the former hill-climb expert. B.M.W. efforts are being con fined to Formula Two and Championship Saloon Car racing thi year, so we can expect to see more of the 2002. On this occasion however, part of the exhaust system broke, which proved to be th end of its race, for the induction system incorporates an exhaust driven turbo-charger, which promptly stopped working properly Gardner finished the race in second place driving Mann's Escort T.C Like the B.M.W., this car incorporates a fan-charger, although in thi case the idea is to put the car into a larger class rather than to increase engine horsepower.

Class winners were Mansfield (Ford Escort T.C.), Craft (Ford Escort GT) and Poole (Mini-Cooper).—M. G. D.

Results :

1st : J. Rindt (Lotus-Cosworth) .. .. 1 hr. 2 min. 44.6 sec.—182.60 k.p.h.
2nd: J. Stewart (Matra-Cosworth) .. .. 1 hr. 3 min. 14.8 sec.
3rd : J-P. Beltoise (Matra-Cosworth).
4th : H. Pescarolo (Matra-Cosworth).
5th : G. Servoz-Gavin (Matra-Cosworth).
6th : E. Brambilla (Ferrari Dino).
7th : P. Courage (Brabham-Cosworth).
8th : F. Cevert (Tecno-Cosworth).
9th : E. Corti (Brabham-Cosworth).
10th : G. Regazzoni (Ferrari Dino).

Fastest lap : Rindt, 1 min. 14.0 sec.—184.46 k.p.h.

28 *starters* — 19 *finishers.*

SPORTS CARS

1st : B. Redman (5-litre Lola T70 Mk. 3B GT-Chevrolet) .. 32 min. 55.4 sec.—107.34 m.p.h.
2nd: J. Bonnier (5-litre Lola T70 Mk. 3B GT-Chevrolet) .. 32 min. 56.8 sec.
3rd : P. Hawkins (5-litre Lola T70 Mk. 3B GT-Chevrolet).

SALOONS

1st : R. Pierpoint (Ford Falcon Sprint) .. .. 37 min. 42.6 sec.—93.72 m.p.h.
2nd: F. Gardner (Ford Escort Twin Cam s/c.).
3rd : T. Sanger (Ford Falcon Sprint).

Tuning Test—

The Mangoletsi "Hi-Torque" B.M.W. 2002

IN CONCLUDING his Road Impressions of the B.M.W. 2002 last September the Editor wrote: "Anyway, a B.M.W. will be right at the summit of my next short list; and just think of a 2002 with the 135-b.h.p. TI engine". Well, for the latest tuning test I have just completed an exciting week driving a B.M.W. 2002 with the engine tuned to give 160 b.h.p., and it has certainly been an experience I will long remember.

The car is marketed by the well-established Cheshire company of Mangoletsi and is one of their Hi-Torque conversions. They prefer to sell the car as a package deal for with the engine conversion go several other modifications which contribute towards the best saloon car I have ever driven. The engine in standard form has a tremendous amount of potential for tuning, as has been seen by the performance of these units in the back of Chevron sports cars. Obviously the first thing to do is to substitute the single Solex carburetter with instruments for pumping a lot more fuel into the combustion chambers. The Mangoletsi plan is to fit two of the large 45 DCOE-type Weber carburetters. That was the 32 m.p.g. B.M.W., that was! Petrol consumption falls to below 20 m.p.g. but what can you expect from a 2-litre car that will out-accelerate almost any sports car you like to name costing less than about £4,000.

Mangoletsi do a considerable amount of fettling on the cylinder head to improve the gas flow, and round the engine job off with much sportier camshaft. With this work done the tuners reckon on about 160 b.h.p. at 7,000 r.p.m. With this kind of power they have been able to utilise a higher final drive (3.7 to 1) yet retain quite breath-taking acceleration. With an increase of this kind one would expect the car to be rather unreliable and completely intractable. Quite the opposite is the case for the engine proved reliable throughout the test and pulls in top gear from just over 1,000 r.p.m., picking up strongly once over 3,500 r.p.m.

Added creature comforts include the re-positioning of the rather awkwardly mounted clutch pedal, and the car is finished with a two-tone paint job. The car we tested was also fitted with a set of 5½J Minilite wheels, although these are extra and in standard trim similar sized steel wheels are provided. Dunlop SP41 radials glue the car to the road.

PERFORMANCE

Acceleration :	**Standard B.M.W. 2002**	**Modified B.M.W. 2002**
0-30 m.p.h. . .	3.1 sec.	2.8 sec.
0-40 ,, . .	4.8 ,,	4.1 ,,
0-50 ,, . .	6.8 ,,	5.6 ,,
0-60 ,, . .	9.2 ,,	8.0 ,,
0-70 ,, . .	13.3 ,,	10.1 ,,
0-80 ,, . .	17.6 ,,	12.8 ,,
0-90 ,, . .	24.7 ,,	17.8 ,,
Standing-start quarter-mile :	17.3 sec.	16.2 sec.

From the performance panel readers will see the staggering acceleration of the car, while the top speed is in the region of 125 m.p.h. The only problem we experienced with the car was that under fierce acceleration the steering column vibrated alarmingly. The handling and brakes are fully up to the performance of the car. The road-holding is of quite staggering order and though when pressed hard the car initially understeers a quick dab of power can convert this to over-steer, and one can indulge in some glorious opposite-lock drifts if one is sufficiently brave.

The B.M.W. 2002 has rightly been praised very wisely and has performance which betters that of many sports cars and nearly all saloons. But in the Hi-Torque converted 2002 the driver has a car that is quite out of the ordinary. It is a car for the enthusiast who likes to drive fast, hard and long. In these days of the 70-m.p.h. limit it is a car that tempts one to blatantly ignore the law. But one can do so with complete comfort and safety. It is obviously a car that will appeal to very many MOTOR SPORT readers. Full details from Mangoletsi Ltd. at 3 Church Hill, Knutsford, Cheshire.—A.R.M.

SNETTERTON ON GOOD FRIDAY

GOOD FRIDAY'S Snetterton race meeting heralded the return of American V8 power to the flat wind-swept Norfolk circuit. Fortunately on race day, the weather was perfect but there was not a huge crowd (estimates put it at 10,000) to witness the 50-lap 132-mile Guards Trophy Race for Group 4 sports cars. Heading the entry list were no fewer than nine Lola T70-Chevrolets, seven of which were of the new Mk. IIIB variant. Practice claimed one and another was yet to be built. Opposing the Lolas in the over-2,500-c.c. class were three dated Ford GT40s, of which only one started. The smaller (up to 2-litre) class was largely a Chevron benefit with seven of the B.M.W.-powered cars challenging four Porsches, two Lotus Europas and a lone Ferrari Dino.

As expected, Lolas filled the first two rows of the grid and it was Hawkins who led away from the start into the first corner, leading Bonnier and Redman (Lola T70s). For the first half-dozen laps, Hawkins continued to extend his lead over Redman, who had now taken Bonnier for second place, while Attwood, Craft, Piper and T. Taylor (T70s) all tucked in behind. At 15 laps, Hawkins had a 3-sec. lead over Redman, who in turn had drawn clear of the Bonnier/Attwood duel. Craft was now a lonely fifth while Piper lay an ailing sixth, later to join Trevor Taylor in the pits as a retirement.

Lucas now led the 2-litre class in McNally's Porsche 910 following a poor start, and he continued to pull away from his nearest challenger, Burton (Chevron-B.M.W.) lapping him near the end. Meanwhile, Hawkins had come under pressure from Redman, who took the lead on the 22nd lap, only to spin three laps later and restart back in second place. This left Hawkins unchallenged for the remainder of the race, for Redman retired after 35 laps with a blown head-gasket, while Attwood ended his battle with Bonnier five laps later when the engine blew up. This left just two Lolas as Craft's Lola had a tyre blow-out after 21 laps, and now Lucas and Burton found themselves third and fourth overall, over three laps behind. The Ford GT40 of Juncadella had been challenging Lucas in the middle of the race but had to make a pit stop to rectify a loose exhaust system.

Results :

1st : P. Hawkins (5-litre Lola T70 Mk. 3B GT-Chevrolet)—1 hr. 14 min. 37.2 sec.—108.95 m.p.h.
2nd: J. Bonnier (5-litre Lola T70 Mk. 3B GT-Chevrolet)—1 hr. 14 min. 57.0 sec.
3rd : C. Lucas (2-litre Porsche 910) (**2-litre class winner**).
4th : J. Burton (2-litre Chevron-B.M.W.).
Fastest lap : B. Redman (Lola T70 Mk. 3B GT-Chevrolet), 1 min. 26.2 sec.—113.18 m.p.h.

Formula Three

Only two foreigners had bothered to make the trip for this International event but neither of them figured highly in the final placings. Throughout the entire event, three cars battled for the lead in great style, with victory finally going to Wisell (Chevron), who was just over a length clear of Schenken in the quasi-works Brabham. Third and a strong favourite for outright victory was Rollinson (Brabham) but he slowed on the final two laps with a broken oil pipe. Behind the leading trio, another battle had been in progress between Maskell (Chevron), Pike and Beckwith (Lotuses), the latter gradually falling back towards the end.

Results :

1st : R. Wisell (Chevron-Ford) . . . . . 23 min. 56.6 sec.—101.87 m.p.h.
2nd: T. Schenken (Brabham-Ford).
3rd : A. Rollinson (Brabham-Ford).
Fastest lap : A. Rollinson, 1 min. 34.2 sec.—103.57 m.p.h.

Saloons

The 4.7-litre Ford Falcon of Pierpoint scored yet another convincing win, leading from start to finish and never being challenged. Behind him in second place, Gardner was having a hard time in trying to get his supercharged Ford Escort TC in front of Sanger's Ford Falcon, failing in the attempt. Fourth was the ex-Elford Porsche 911 of Faure, who had an easy class win following Crabtree's problems with his clutchless Ford Escort TC.—C. W.

Results :

1st : R. Pierpoint (4.7-litre Ford Falcon V8) . . 25 min. 2.2 sec.—93.68 m.p.h.
2nd: T. Sanger (4.7-litre Ford Falcon V8).
3rd : F. Gardner (1.6-litre Ford Escort TC).
4th : N. Faure (2-litre Porsche 911).
Class Winners : R. Pierpoint, N. Faure, C. Craft (Ford Escort GT), A. Poole (Austin Cooper S).
Fastest lap overall : R. Pierpoint, 1 min. 42.6 sec.—95.09 m.p.h.

LETTER FROM EUROPE

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

Dear W.B.,

Since my last letter many kilometres have passed under numerous wheels and winter has really gone from Europe, although the mountains north of Madrid are still snow-capped, which seemed incongruous when they came into view after motoring across the arid plains from Burgos under a clear blue sky. The dark, the fog and the wet in Europe always seem much more foreboding and sinister than in England in the winter months, probably because of distances. In England 150 miles of bad weather seems a lifetime, but in Italy, France or Germany it can be 500 miles, and even then you may not have reached your objective. I'm glad to say that sunshine and light have arrived and motoring takes on a happier prospect. The Elan +2 served adequately, and did its job well and I now await the opportunity to do a trip in a "modern" Lotus, with the engine in the right place, just behind the driving compartment, and the Europa fulfils this requirement, though the engine is a bit small and puny, but the conception of the car is right.

On the way back from Modena, on the Turin Autostrada in the dark, I came across a pretty large accident, with two big lorries involved, and it brought the flow of traffic to a sudden stop. This called for some pretty heavy braking, and, being cautious, I pulled across into the inside lane well out of harm's way, knowing that I had recently overtaken quite a bit of bunched-up traffic. I was horrified to see a woman driver of a Fiat saloon stop at the end of the queue in the outside lane, switch of all her lights and then get out and stand by the car! A pile-up seemed inevitable, but fortunately the next driver along was not going too fast and obviously had good eyesight, but I was staggered by the complete lack of imagination of that woman. I must say I felt sorry for the police and the breakdown crews who were trying to clear the wreckage of the lorries in the dark, and the "rubber-necking" attitude of most of the people driving past the wrecks was depressing and did not help to get the traffic flowing again.

In broad daylight and under perfect sunny conditions I saw two motorists get pinched by motorcycle police, and they both deserve everything they got. In Europe there is a simple circular sign depicting two cars alongside each other, drawn from behind; one is red, the other blue or black, and it means quite simply "NO OVERTAKING" until the all-clear sign appears. If you have passed this sign and then overtake and are caught, you've had it, there is no way of arguing out of it. The first incident was in France, where mobile police travel in pairs on B.M.W. motorcycles that stand out a mile away. We were flowing down into a village with a "no-overtaking" sign at the entrance and half-way along the main street was a nice shiny B.M.W. motorcycle parked on the footpath, unattended. Long before we got to the sign you could see this motorcycle, and obviously the policeman was not far away, yet a driver in a Simca 1000 pulled out and started to overtake a van, almost level with the parked motorcycle. A little farther up the street, but obscured by the van and other moving traffic, the mobile was talking to his travelling partner and, of course, the Simca driver drove straight into their arms and their notebooks! The second incident was equally stupid, this time in Spain, and again a driver of a Simca 1000 (significant perhaps?). A column of traffic had formed due to two lorries nose-to-tail and going slowly, and we were crossing a railway line by way of a long ess-bend over a bridge, with the usual no-overtaking zone. Coming the other way on a clear road were two motorcycle mobiles, and they were looking back at the procession to see if the obstruction of the slow lorries could be eased, especially as the road was running into a small town with lots of parked vehicles about. By the time they got about half-way along the procession (I was at the back of it) they turned round and rode back down the centre of the road so that they could be seen in everyone's mirror as they overtook the nearly stationary column. Just over the bridge the Simca driver pulled out and overtook the car in front of him, even though it was in the forbidden zone and even though there was no obvious gap in front. While one mobile went by to the head of the queue to sort things out the other one "booked" the Simca driver well and truly. It really is amazing how stupid, dim and unobservant some motorists can be. As I said, these two deserved everything they got, to my way of thinking, not because they broke the law, we all do that, but because they were so unobservant. People who drive with their eyes that dim should not be on the roads for they will eventually bump into something, someone, or even each other. A friend of min once got pinched by an English mobile for speeding, having bee followed in a derestricted road into a restricted one. The policema told him quite frankly that he was not necessarily pinching him fo speeding, but principally for being unobservant and not looking i his mirror. It taught him a sharp lesson. If you get caught by a rada trap, that's different, there is little you can do.

On the lighter side of motoring and the roads I saw a splendi scene in France that was quite serious, but one which Jacques Ta would have put over on the screen in the most hilarious fashion. I was at a main road level crossing of the type with tubular barrier painted with red and white stripes, that hinge upwards from one sid of the road. Two men were engaged in re-painting the pole, one doin the red stripes and the other the white ones. A simple enough task except that they could only reach the pole when it was horizontal stopping the traffic flow. They could have used a long ladder u against the pole while it was vertical, but that would have complicate things when a train approached and the pole had to be lowered t stop the traffic. It was a busy road and a busy railway line, so wha they were doing was standing by with dripping brushes at the read and when a train was signalled and the pole came down they slappe away furiously until it went up again, taking a last swipe with th paint brush as it rose out of their reach. They seemed to be winning but it was not a very elegant paint job!

While Spain is nothing like as advanced as other Europea countries, as regards many mechanical things, they seem to be makin good progress and in some ways they are profiting from being behin For many years Spanish firms have been making things under-licenc from other European countries, but now they are making things fro scratch, having said to themselves: "Why do we go on making thi 'under-licence' when we can design and manufacture a better artic ourselves?" One big electrical industry in Madrid recently made contract with South America, big enough to build new factories o there for production, simply because the South Americans tried th well-established electrical firms in England, Germany and Italy an found them all fully occupied with the European motor industry, wit no time or capacity for further contracts, especially relatively sma ones. The Spaniards, however, were only too pleased to do busine with South America and the Madrid firm got the contract that wa intended for another European country.

Transport in a big country like Spain is all-important and for long while big firms like Leyland, Mercedes-Benz, Scania-Vabis an Fiat were supplying all the trucks, but today on the roads the gre proportion seem to be Spaniard Pegaso vehicles, ranging from deliver vans to really big articulated trucks with power-steering and exhaus turbo-supercharged diesel engines. While styling does not normall enter into commercial vehicle design, the cabs on the latest Pega trucks look very sleek, with sloping roof lines and built-in sun-viso across the front. They look efficient, purposeful and modern an make some of their European rivals look a bit "vintage". At th Pegaso factory they still keep a sort of "museum" of their racin days of around 1954, with two-stage supercharged V8 engines, th technically-advanced Pegaso sports car and so on, and the enginee look at the bits through misty eyes and think what might have bee but then turn to the job of designing and building modern commerci vehicles.—D. S. J.



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B.R.D.C.

Daily Express INTERNATIONAL TROPHY RACES, SILVERSTONE

TOWCESTER, *March 30th.*

AS EVER in the meeting's 21-year history, Formula One machinery topped the bill and the B.R.D.C. succeeded in assembling a better grid than had been seen at the Brands Hatch Race of Champions a couple of weeks previously. Unfortunately the works B.R.M.s for Surtees and Oliver did not turn up as the Owen Racing Organisation, due to a lack of parts, had not managed to prepare their new 48-valve V12 engine. Ferrari brought two cars, a new 1969 chassis for Amon and a 1968 chassis for Bell, but both powered by the Italian's new outside vee exhaust V12 engine. The new car had first been seen in South Africa but there it had travelled incognito to get round Customs difficulties. Apart from Parnell's B.R.M. for Rodriguez and a 1967 Cooper-Maserati from Antique Automobiles driven by Elford, the rest of the 14-car field was Cosworth D.F.V.-powered.

Rindt and Hill had works Lotuses which arrived on the second day of practice backed up by private cars from Rob Walker for Siffert and American Lovely's ex-Andretti machine. McLaren and Hulme had McLarens, Brabham and Ickx plus Courage in a private car raced Brabhams, and last, but certainly not least, was Stewart in the Matra International Matra MS80. McLaren's car was brand new and bore more similarity to the Formula A than anything else as it had the monocoque extended round the back of the cockpit. It did not have the side pannier fuel tanks used on the car McLaren has raced in the last couple of meetings. Brabham's car had new front upper wishbones but was otherwise unchanged.

Practice was held over three sessions, two one-hour stints on Friday and one two-hour session on Saturday on a damp track. Nearly all the fast times were recorded in the second Friday session and for the first time ever the Silverstone three-mile Grand Prix track was lapped at over 130 m.p.h. The man who did it was Stewart, and he recorded a lap in 1 min. 20.9 sec. But he was not having it all his own way for Brabham was only 0.1 sec. slower and Amon only 0.2 sec. down. Ickx completed the front row with a time of 1 min. 22.5 sec. Courage, Siffert and McLaren made up row two. Rindt and Hill only practised in the wet Saturday session, but Rindt in particular showed that he could have been on the front row by lapping the Lotus on a damp track at 1 min. 23.9 sec. Stewart found the new bulbous Matra MS80 rather a handful in the wet and decided that if the conditions were the same on race day he would drive the older South African Grand Prix winning MS10 unless a set of narrow wheels could be brought from France for the new car. They couldn't and, as he had not practised the MS10, he had to start at the back of the grid. The supporting events had dried off the track for the Formula Ones, but as they started to assemble a very heavy shower drenched everyone and the track. From the drop of the flag the World's most experienced Grand Prix driver and champion of the Over-40s, Jack Brabham, made an excellent start and left the others floundering in his spray.

Things looked good for Brabham, for while he quickly increased the lead second place was being contested by the other two Brabham cars in the race, Ickx's works machine and Courage in Frank Williams' similar entry. Meanwhile, Stewart was finding his way through the spray of the various back-markers and Rindt and Amon with both engines popping with water in their ignition at the back of the field. But when, after six laps, Rindt's car came on full song, the Austrian was to give one of his best performances to date. From tenth place he started gaining a place a lap and Stewart was also making good progress through the field. But on this occasion even he was no match for Rindt, who passed him for fourth place on lap 20. Brabham was still well in the lead and the Ickx *v.* Courage battle continued, but they were being caught quickly by Rindt. Just before half-distance they became mixed up in a scrap for seventh place between Hill and Rodriguez. Almost in one move Rindt took all four of them in between a couple of corners and moved into second place 28 seconds behind Brabham. So Rindt's task was to catch Brabham to the tune of just over a second a lap, but Brabham, now happy with a Ford Cosworth engine in the back of his car, is no easy man to catch in these circumstances.

It was too much for Rindt, but he made a gallant effort and with only two laps remaining had closed the gap to 12 seconds. It seemed an impossible task, but during the penultimate lap he cut the lead to 9.5 sec. What he did not know was that Brabham's car had run desperately short of fuel and on the last lap it cut out several times and Rindt quickly closed. But Brabham just made it, virtually crawling across the finish line only 2.2 sec. ahead of Rindt. Stewart had moved into third place but with Ickx hanging on well and they finished 2.5 sec. apart. Courage was a good fifth, ahead of McLaren. Hill and Rodriguez took the next two places ahead of the Ferraris of Bell and Amon, who had made a pit stop. Siffert also stopped to adjust his suspension and Elford was last, but rumour has it that Crabbe will be providing a far more competitive car in the future.

There were only two retirements on the steadily drying course. Lovely, who was on dry weather tyres, went off at Becketts on the second lap and retired with slight damage to the front end, and Hulme's engine blew up disastrously on lap 16 when a connecting rod broke opposite the pits. On the equipment front it was the race of the Gs, for Brabham's car was running on Gulf fuel and oil and Goodyear tyres.

Curtain raisers to the main race were events for Group 4 sports cars and Group 5 saloon cars. Both were qualifying events in the National R.A.C. championships. In the sports-car event the non-homologation of the McLaren GT due to a protest from a Lola-owning Swede left the race dominated by Lola T70s of varying age. Former Lotus Formula One driver, Trevor Taylor, back on form led in his brand new car for five laps and looked well in command. But a grabbing front brake got the better of him and put him off at Copse. This left the race between Redman in the Hamlyn Books/Sid Taylor Racing new Lola and the older but fuel-injected example of John Woolfe Racing driven by Hulme. The former World Champion managed to get in front of Redman but their close battle ended a couple of laps from the end when a plug fell out of the gearbox of Hulme's car. He continued at racing pace, but the resultant oil smear left Redman with next to no vision and he limped sightless into second place. The Lolas of Hawkins, Craft and Piper took the next three positions followed by the 2-litre class winner Lucas in a Porsche 910. Following Lucas home was Swedish F.3 expert Reine Wisell in the works Chevron-B.M.W. with Sadler's Ford GT40 eighth.

Pierpoint's Ford Falcon Sprint made nearly all the running in the saloon car race, but was slowed on the closing lap by a deflating tyre. Gardner in the Alan Mann Escort Twin Cam with dummy supercharger to put it in the big capacity class chased hard and at Woodcote on the last lap made to pass the Falcon on the inside. The two cars touched, almost lost control and the Escort crossed the line first. Such is saloon car racing. Crabtree's Willment Escort was a good third in front of the ex-Elford Porsche of Faure. The intense struggle in the 1,000-1,300 c.c. class came out in favour of Fitzpatrick in the Broadspeed Escort from Spice in the Britax Cooper Mini. Poole won the 1-litre class in a Cooper Mini.

The day was concluded by an interesting but hardly exciting Historic race, covered elsewhere.—A. R. M.

Results :

21st INTERNATIONAL "DAILY EXPRESS" TROPHY—52 laps—152 miles

1st : J. Brabham (Brabham BT26-Cosworth V8) .. 1 hr. 25 min. 20.8 sec.—172.26 k.p.h. (107.0 m.p.h.)
2nd : J. Rindt (Lotus 49B-Cosworth V8) .. .. 1 hr. 25 min. 23.0 sec.
3rd : J. Stewart (Matra MS10-Cosworth V8) .. 1 hr. 26 min. 31.7 sec.
4th : J. Ickx (Brabham BT26-Cosworth V8) .. 1 hr. 26 min. 34.3 sec.
5th : P. Courage (Brabham BT26-Cosworth V8) .. 51 laps
6th : B. McLaren (McLaren M7A-Cosworth V8) .. 51 laps
7th : G. Hill (Lotus 49B-Cosworth V8) .. .. 50 laps
8th : P. Rodriguez (B.R.M. V12 P126) .. .. 50 laps
9th : D. Bell (Ferrari V12) .. .. 49 laps
10th : C. Amon (Ferrari V12) .. .. .. 47 laps
11th : J. Siffert (Lotus 49B-Cosworth V8) .. .. 47 laps
12th : V. Elford (Cooper T86B-Maserati V12) .. 47 laps

Retirements : D. Hulme (McLaren M7A-Cosworth V8), 16 laps, broken connecting rod; P. Lovely (Lotus 49B-Cosworth V8), 1 lap, accident.

SPORTS CARS—20 laps

1st : D. Hulme (Lola-Chevrolet T70), 34 min. 15.5 sec.—165.08 k.p.h. (102.53 m.p.h.).
2nd : B. Redman (Lola-Chevrolet T70).
3rd : P. Hawkins (Lola-Chevrolet T70).
4th : C. Craft (Lola-Chevrolet T70).

Up to 2,000 c.c. Class : 1st : C. Lucas (Porsche 910), 19 laps; **2nd** : R. Wisell (Chevron-B.M.W.); **3rd** : C. Baker (Chevron-B.M.W.); **4th** : P. Ridgway (Chevron-B.M.W.).

Fastest lap overall : Hulme, 1 min. 40.0 sec.—169.58 k.p.h. (105.37 m.p.h.).

SALOONS CARS—20 laps

1st : F. Gardner (Ford Escort TC s/c.), 38 min. 31.5 sec.—146.71 m.p.h.
2nd : R. Pierpoint (Ford Falcon).
3rd : M. Crabtree (Ford Escort TC).
4th : N. Faure (Porsche 911).

Class Winners : F. Gardner, M. Crabtree, J. Fitzpatrick (Ford Escort GT), A. Poole (Cooper-Mini 1000).

Fastest lap : Gardner, 1 min. 51.1 sec. (94.85 m.p.h.).

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No-one cried at Sig. Mastroni's wedding. Except for the Conte de Nuovarini and that was from laughing too much.

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Sig. Mastroni is an excellent driver. On the Autostrada between Turin and Milan he sat the Alfa on 100 mph. And smiled happily. It was all so effortless. And Sig. Mastroni points out that his 'family car' is capable of yet another 12 mph. And can zip from 0-50 in 7.1 secs flat.



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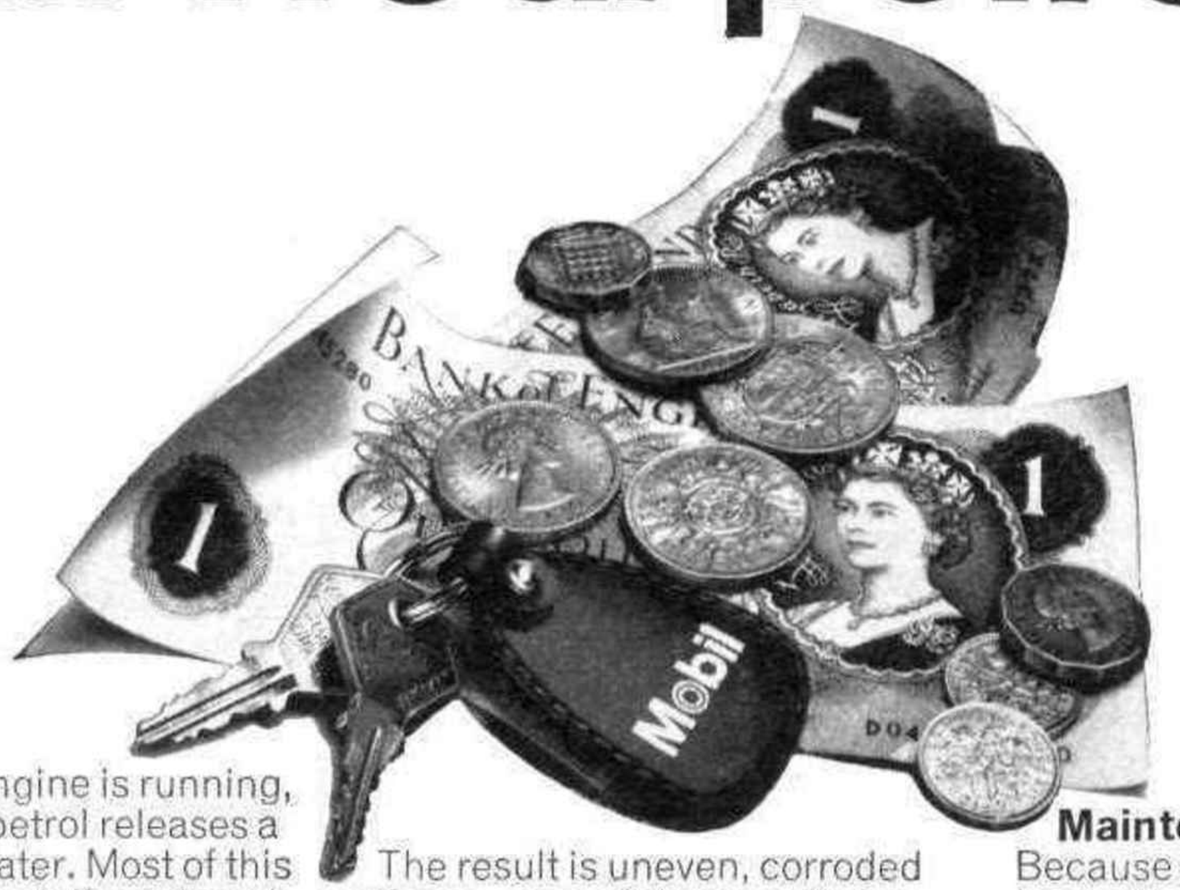
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Some Aspects of East African Motoring

NAIROBI, *March 30th.*

BEING one whose work has taken him along the rally routes of Europe, the Middle East and beyond, and sampled roads which vary from multi-track, ferro concrete ribbons to little more than goat paths, I suffer from instant scepticism whenever I hear the expression "Best car in the world". "Best for which country?" is the question I always ask myself. A car which is eminently suitable for the tarmac highways of Europe may be quite useless for earnest motoring on roads of a more natural quality.

A continent which abounds in such natural roads is Africa where, if you have the right car for the job, it is still possible to enjoy your motoring from the start of a journey all the way to its end.

Sitting here in the warm comfort of Nairobi, taking a rest from preparations for the East African Safari Rally, it is difficult to realise that not far out of the spacious, orderly Kenyan capital the tarmac roads end and in their place are those of packed dirt or murrum. They are dust-raisers *par excellence* in summer, and in the rainy season can be so incredibly muddy that accepted road classifications are "all-weather" and "dry-only".

But these are by no means the only hazards confronting motorists in Kenya. Dry or wet, murrum roads are often rutted and bumpy, and there is the occasional ditch so deep as to swallow up an entire motor car. Flooding is another problem, and if anyone has been surprised at the speed with which floods can appear in Britain, I suggest he visits East Africa, where tropical downpours in the rainy season can produce instant rivers where once roads used to be. Washaways, too, are frequent and if crossflows of water are strong enough (as they often are) entire roads can disappear.

As one can imagine, the heat has its effect on engines, and a car which tends to run hot in European climates would do no more than serve as a steam supply in Africa. But this is a question of adaptation, and even Volvos and Saabs from the cold of Sweden are made to run quite efficiently in Kenya. A greater problem is altitude variation. Nairobi stands nearly five and a half thousand feet above sea level, and the rare atmosphere renders an engine as lethargic as it does a human being. When carburation is set at optimum for Nairobi, it tends to become too weak when the cars are driven from the capital to, say, the coastal town of Mombasa.

Despite what film-makers would have us believe, Kenya is not all dense jungle, steamy swamps and crocodile-laden rivers. For the most part it is a land of open plains, so that when an oncoming vehicle is encountered on a narrow murrum road it is quite possible to take to the bush in order to pass, although one then runs the risk of punctures on the stout thorn bushes.

Animals are not really regarded as a traffic hazard in Kenya, although drivers invariably give right of way to, say, elephants which can become angry if approached and can reduce a motor car to so much scrap metal with little effort indeed. Although the greatest concentrations of animals are to be found in the game reserves, there are still plenty in the open bush and one can never really disregard the chances of meeting some of them. Baboon, for instance, seem to have an affinity for motor cars and tend to clamber up on the bonnets and roofs of those moving slowly enough. Needless to say, windows should be tightly closed whenever baboons are nearby.

But the motoring peculiarities which would be noticed by a visiting European are not given a second thought by those domiciled in the country. Of far greater import is the question of choice of motor car and here two factors seem to have the greatest bearing on which car the Kenyans buy; simplicity and strength.

Although East Africa has no motor manufacturing industry, it has plenty of importers and dealers, all of whom have to put up with a sliding scale of duty which can be as high as 80% in the case of a large capacity, eight-cylinder car. Apart from this question of price of the original purchase, Kenyans are very much concerned about the cost and availability of spares. Some parts can cost as much as three times their value in Europe, and cars with expensive innards do not sell very well in East Africa.

Strength is a quality which is obviously sought after by those who use their cars out in the bush. Simplicity goes hand in hand with reliability, and the fewer a car's complexities the lesser the chances of its breaking down. A breakdown in the bush can be embarrassing, expensive, and often dangerous, for garages are few and far between. Automatic transmission, for instance, has never caught on in Kenya and even the reliable Kugelfischer fuel injection of the Peugeot is not nearly as popular as conventional carburation.

When driving through Nairobi's streets, whether they be the wide avenues of the city centre or the narrow back streets, the sporting influence quickly becomes apparent. Although the average man in the street has no sporting ambitions himself, he appreciates the successes of others, and if a visitor did not know beforehand that a Peugeot had won the East African Safari Rally for the past three years, he would realise at once that something had occasioned the popularity of the French *marque*.

Peugeots, mainly 404s and their estate derivatives, dominate everyday motoring in East Africa. It is not uncommon to find something like half the content of a parking area made up of white Peugeots, white being the most popular colour for all cars since it doesn't attract the heat as much as other colours. The prestige car is a Mercedes Benz, and among other popular makes are Volkswagen, Datsun, Toyota, Ford, B.M.C., Renault and Fiat. There is the occasional Alfa Romeo, Porsche and Jaguar, and I even caught a glimpse of a Ferrari once, although I was told that it is the only one in the country. Taxis are mainly Mk. I and Mk. II Consuls, minibuses used for tourist safaris are mainly Volkswagens, whilst farmers and hunters opt either for Land Rovers or for Toyota Land Cruisers.

Aside from rallying, which is the most popular of East African motor sporting activities, Kenya has two racing circuits, one at Nakuru, 100 miles north of the capital, and the other at Nairobi itself. Both are tarmac surfaced, although until last year the circuit at Nairobi had a highly abrasive murrum surface. Single-seaters are rare, and those which are around are pretty ancient compared with present cars in Europe. For the most part, racing is confined to modified production cars, with Escorts, Cortinas, Porsches, Renaults and Minis forming the bulk of the entries. The drivers are highly enthusiastic, although an idea of the class of racing can be gained by watch

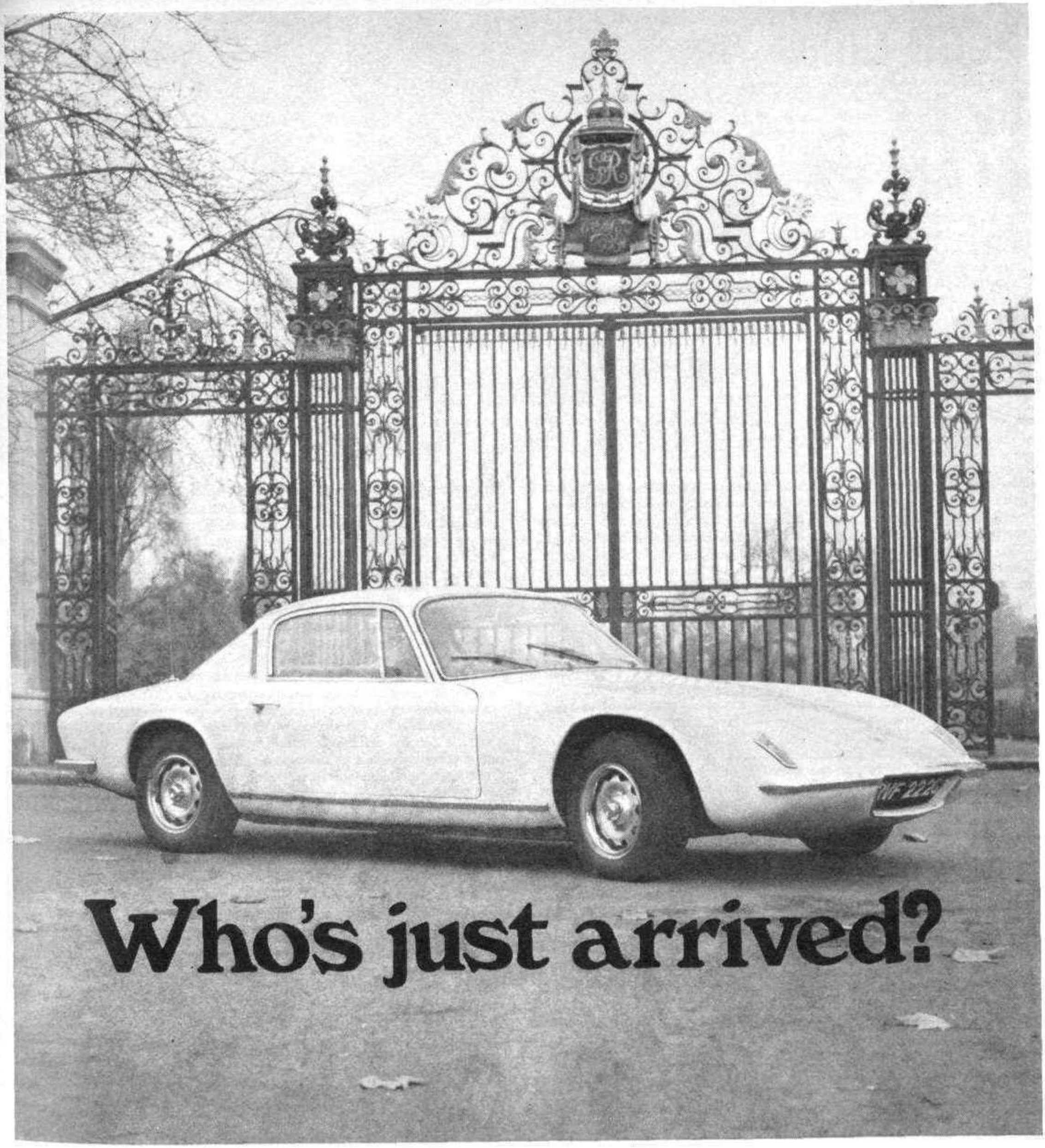
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A typical African mud road. This is the main road leading from Nairobi across the Tanzanian border to Arusha.



The main road, now all tarmac, between Nairobi and Mombasa. Elephant frequently wander along this road. They are not the docile creatures they appear to be and are always treated with caution and respect.



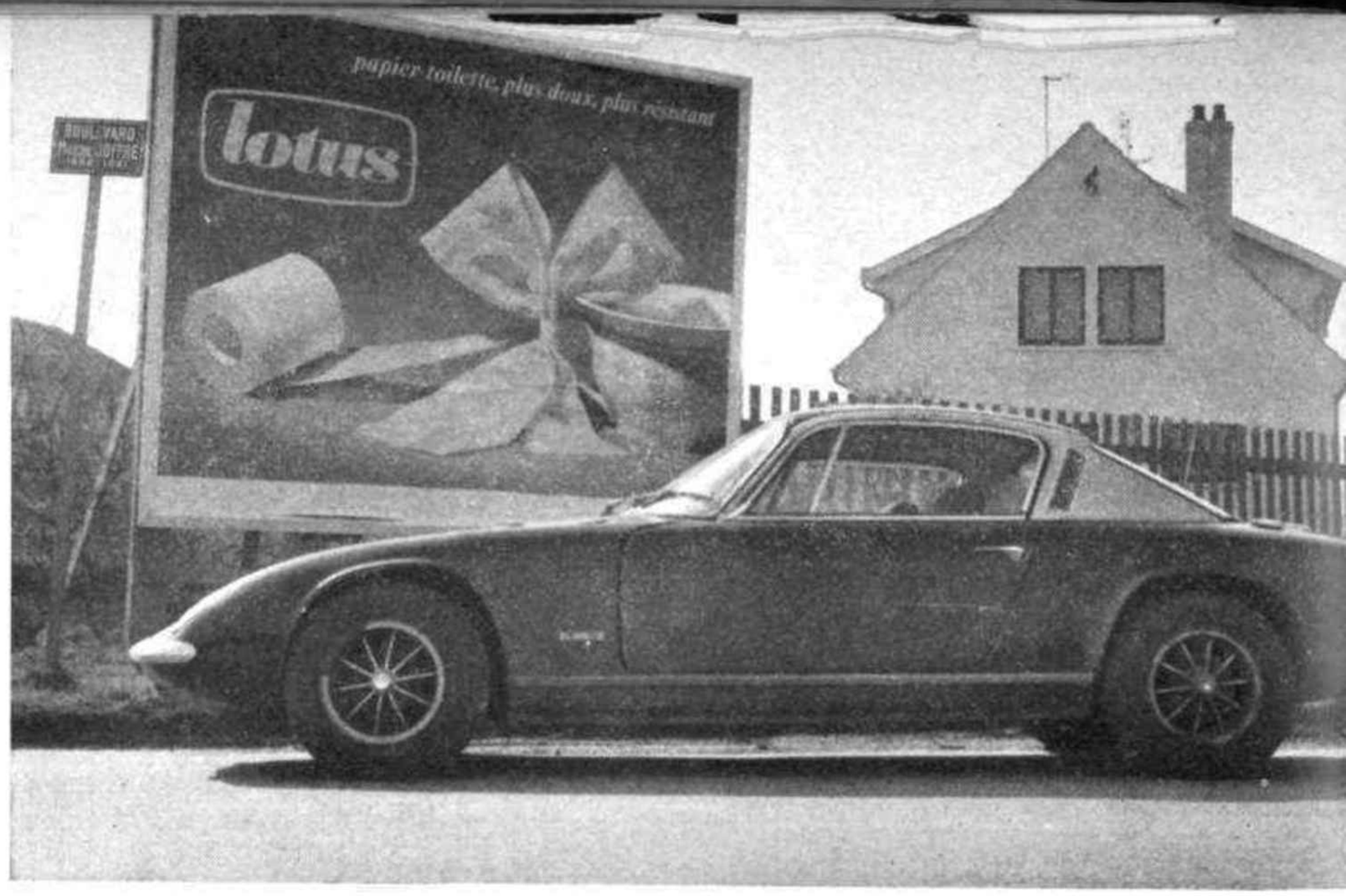
Who made it before the others? Who got here quicker than most?
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LOTUS.—Colin Chapman never would explain where the name Lotus originated. The Elan +2 is seen beside an advertisement for a useful French product on the way to Italy.

ALTHOUGH the Lotus Elan +2 has been in production for quite a time now, the opportunity to drive one had somehow been missed for too long, so a proposed visit to Turin and Modena was made the excuse for borrowing NAH 120F from Lotus Sales Director Graham Arnold. The Elan +2 follows the general plan of the Elan, having a back-bone chassis, all-independent suspension, twin-cam Lotus-Ford engine and fibreglass body. When the chubby-looking Lotus Elan appeared Colin Chapman said that Lotus had designed it as a "fun-machine", and he was absolutely right, as anyone who has driven an Elan will agree. The advent of the larger and more sophisticated Elan +2 was not heralded with any such statement for by this time Lotus were heading towards being respected motor manufacturers rather than "special" builders. Had Chapman made a statement to accompany the +2 it would have probably been to the effect that they had built a serious production car for serious motoring, rather than a "car for fun". From the styling of the body to the interior of the cockpit the Elan +2 is much more of a production motor car than a "kit-form car" as the Elan is. It retains all the desirable features of the Elan, such as lively acceleration, superb suspension characteristics, the ability to change direction suddenly, an absolute thirst for corners and a feeling of control that a lot of other makes could well try and emulate. Although the +2 is longer, wider and heavier than an Elan the difference in performance provided by the 1,600-c.c. twin-cam Lotus-Ford engine is not noticeable, although it is inferior to the Elan on twisty roads when the driver is enjoying driving. In return the + is a much more civilised car and I could almost visualise living in or whereas the cramped and spartan cockpit of the ordinary Elan beg to get irksome after a week at the wheel.

The car I borrowed had already covered 19,887 miles so it w well into the "used-car" category, but it gave very little feeling of th either in its manner of going or appearance, except for the Smit fuel tank contents gauge and the radiator temperature gauge dyi on me soon after arriving in France. Basically a standard Elan + it was being used as a pre-production test vehicle, having 5½J ma nesium wheels, special seats with built-in head-rests, and experimen dust-shields on the rear suspension to keep road dirt off the rear brak Also, it was black in colour with a silver section to the rear of the do as a styling experiment. Lotus thought the black and silver layo was a failure, but I received many favourable comments about it Italy, while the magnesium wheels were admired everywhere. M instructions were fairly simple, "use 7,000 r.p.m. all you like to blow-o 'foreign rubbish', cruise at anything up to 6,700 r.p.m. in top, ha fun and bring it back when you've finished with it".

After being spoilt by 4.2-litres of engine with enormous torque a a surplus of b.h.p. no matter what gear you are in or what r.p.m. t engine is doing, the buzzing little Lotus engine seemed all wro and I had to learn a small-car technique all over again. You do n let the clutch in at 600 r.p.m., or rather, you can but you stall t



ALLOY.—The new alloy wheels in prototype form on the borrowed Elan +2 are to become standard equipment on the "S" model. Holes in the centre of the wheel locate on pins on the hub and the wheel is retained by a single tapered nut.



A LOTUS.—The shape of the Elan +2 is very distinctive and pleasin the concealed headlamps presenting a smooth contour to the nose, eve though they have their shortcomings.

engine. If you are not to be left behind in town traffic-races you must always be in the right gear with 3,500 or more on the tachometer. This was brought home forcibly when I tried a rolling-start drag-race with a Triumph Spitfire and got left behind, hiccoughing along with no torque available in third gear. In the E-type Jaguar such a situation would have been dealt with simply and easily by giving full throttle at 1,500 r.p.m. in third gear. It did not take long to get back into "fizzer-habits", stirring on the short stubby gear-lever all the time and keeping the twin-cam engine turning over rapidly. After the lolloping way the E-type makes sudden changes of direction, such as round a bus or taxi, the Elan +2 was a revelation, the steering being beautifully light, high-geared and responsive. Out on the open road the r.p.m. went up and up and 6,500 r.p.m. in top was child's play; unfortunately at 5,100 r.p.m. a serious wind buffeting round the windscreen began and the door window frames flapped horribly, so much so that after the novelty of keeping the car cruising at 6,500 r.p.m. had worn off, the buffeting became irksome and unless in a particular hurry I kept cruising to 5,000 r.p.m., around the 80-m.p.h. mark. The twin-cam engine is so smooth at maximum r.p.m., or near maximum, that you could drive it virtually flat-out on the *Autostrada* and you did not feel you were straining anything, but the smallness and lightness of the car did not make 100 m.p.h. continuous cruising a relaxed business. Once you have learned to enjoy the seven-league-boot stride of a big effortless engine in a great "iron" motor car, the apparent pandemonium in a small fibre-glass machine is hard to live with.

On the journey across France, mostly on minor roads avoiding trunk routes and big towns, the Elan +2 really came into its own and Lotus ownership began to grow on me, just as the original Elan had done on similar going. I could now see the whole point of Lotus motoring, as it wafted along in the 75-85-m.p.h. speed range on indifferent surfaces and round corners in a most delightful manner. You could sense the suspension working away keeping the wheels on the ground in a superb fashion, and the light steering was effortless to flick the car from lock-to-lock on slow or fast bends alike, and with two people on board and full luggage in the boot and behind the seats we had no bother with grounding. My passenger, who joined me on the *Autostrada* sections of the journey, was a bit anti-Lotus, refusing to take the car very seriously, especially bearing in mind its high cost, but after an hour or two of French-road motoring he became very appreciative of the real Lotus character, which is road-holding, ride and handling. It does not encourage sloppy driving, or lazy driving, for bad clutch foot work, or wrong r.p.m. can cause "wind-up" on the rubber doughnuts in the drive-shafts, and you surge back and forth as you accelerate. It likes to be driven precisely and keenly, and then it repays with a charm and character that can only be Lotus and you realise why Lotus have been Grand Prix champions for three years.

If you design and build anything that is different or good you will always find plenty of sceptics, most of whom have never even driven the car in question. When I was a Porsche owner I was always being told how bad they were, especially by people who had never driven one, or at best drove a very early and well-worn model. When I borrowed an Elan for a trip to Sicily the "dismal jimmies" all said it would fall apart. When I started my 100,000 miles of European motoring with the E-type Jaguar, they said I'd spend all my time picking up the bits that would fall off. Even in Modena anti-Lotus people said I'd never get back to England in an Elan +2. Fortunately the "dismal jimmies" have always been proved wrong and they were wrong again on my 2,000-mile trip to Italy and back, and what's more I enjoyed it.

After this trip I was able to evaluate the Elan +2 from my own personal viewpoint, which is principally that of long journeys about Europe, and living in a car. The latest seats with built-in head-rests I found comfortable and they fitted me ideally, so that I could relax back and rest my head on the long straights, but my passenger found he was the wrong proportions and the headrest was in the wrong place for him. The idea of building a head- or neck-rest as part of the seat is admirable, but to be of any use it must be made adjustable in a vertical plane. For the first few hours I found the seat itself comfortable, but after ten hours' non-stop driving I had seat pains, and in Europe driving from 9 a.m. to 7 p.m. is quite normal practice. The heating and ventilation of the cockpit was excellent, you could have hot air on your feet and legs from the heater and fresh air on your face and hands from the adjustable air vents on the instrument panel, a first-class arrangement. The electrically-operated windows were amazingly quiet and efficient, but I found them tiresome when I inadvertently got out and left a window open. With a normal mechanical winder it only takes a moment to open the door and shut the window. In the Elan +2 you have to reach across to the centre of the instrument panel to operate the electric switch and then you cannot see when the window is fully shut! If you have a tidy and orderly mind the situation never arises, you shut the windows before getting out! It is called an Elan +2 because there are two small seats behind the main ones, but even if you do not know anyone small enough to get in them it makes a very useful luggage compartment to supplement the luggage boot in the tail of the car. I give Lotus full marks for using one key for all the locks and the ignition, for some manufacturers go so far as to have three different keys, ignition, doors and luggage boot, a ridiculous arrangement. However, the boot handle on the Lotus is diminutive and caused annoyance, to say nothing of pains in finger and thumb every time I operated it. The boot itself is adequate in size but under the neat carpeting it seemed ironical to find plywood floor boards on a fibre-glass car. The spare wheel and tools live under these wooden floor boards and there is a lot of extra space that can be used for squashable items of luggage.

A special feature on the Elan and continued on the Elan +2 is that of the vacuum-operated "pop-up" headlights. This is something that I have never liked and will never learn to live with, especially motoring in Europe where light-flashing is used intelligently and not as a demonstration of bad-temper as in England. In daylight the Lotus lamps are folded away, presenting a smooth contour to the air-flow, all very admirable, and at night they hinge upwards operated by suction. A pull-out knob on the instrument panel causes them to rise, and if the main lighting switch is in the "off" position or "sidelamps" position the headlamps rise up flashing, and continue to flash until recessed again or the lights' switch is put to the "headlamp" position. In this position a normal dipping system is operated by a steering-column stalk. The lamps take just over one second to rise up, which is fine in the showroom, but quite useless at 100 m.p.h. when you see the lorry ahead of you start to wander out into the middle of the road, or

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LOTUS ELEMENT.—The Elan +2 showed up extremely well on French by-ways, either on long rippled straights such as this one or in winding hill-country.

The Sebring 12 Hours

(March 22nd)

FERRARI *v* PORSCHE — But FORD Wins

SEBRING is a tiny township in the centre of Florida, U.S.A. Despite the image conjured up by Palm Beach and Miami, most of Florida is drab, flat and largely semi-swamplands. South of Sebring are hundreds of square miles like the Okaloacoochee Slough and the Big Cypress swamp containing areas reserved for the Seminole Indian tribes.

Its hot sunny climate and big game fish explain the popularity of the Florida coast as a holiday area but the central parts are largely under-developed. Sebring contains mostly motels and other facilities for the transient passing through to the southern coast, but once each year it comes to life when its ex-military airfield is the setting for the 12 Hours Sports Car Endurance Race.

There was a very strong entry for this, the 18th Sebring 12 hours race, counting as it does towards two World Championships, the Challenge Mondial de Vitesse et d'Endurance (first race of the series) and the International Manufacturers' Championship (after Daytona—the second race of the series).

Numerically, Porsche had the most powerful team with five new prototypes on hand for Buzzetta/Stommelen, Ahrens/Herrmann, Mitter/Schutz, Elford/Attwood and Siffert/Redman, plus a spare. These were shortened "Spyder" versions of the 908, somewhat similar to the hill-climb cars. With minimal windscreen, as allowed under the new prototype rules, the car is only 28.8 in. high to the roll bar and weighs 630 kg. (66 lb. less than the closed 908). The engine is basically identical but no longer has the "flat" configuration of crankshaft, the consequent new firing order giving smoother running. This was done in an effort to remove the cause of the cracked exhaust and alternator drives that eliminated the cars at Daytona. Additionally the intermediate idler shaft in the drive train which had to drive the re-positioned alternator at Daytona has been changed from alloy to steel for more strength.

Ferrari, making a welcome return to prototype racing, produced a new 3-litre car, the 312P (3-litre, twelve-cylinder). Based on the 612P Can-Am car and looking similar, the car has a tube and stressed panel chassis. The engine, derived from the F.1 3-litre project, is a 60° V12 with four valve heads and a compression ratio of 11.1. Power is quoted as 420 b.h.p. at 9,800 r.p.m. on Lucas fuel injection. It uses Marelli "Dinoplex" electronic ignition circuitry with triggering in the distributor body. The weight of the car was quoted as 680 kg. The drivers were Amon and Andretti (who the Americans, in the nicest way—and with respect—call "Superwop").

The Autodelta Alfa Romeo team had three new cars designated T33-3 although they bore only superficial resemblance to the 2-litre T33 of last year. The big cast tube chassis has been abandoned and the new car has an orthodox tube and sheet monocoque with large side boxes carrying foam-filled rubber fuel bags. The engine is a bored and stroked version of the 2-litre with dimensions of 86 × 64.4 mm., with four valves per cylinder. Like the Ferrari it has Lucas fuel injection and Marelli "Dinoplex" ignition. Power is quoted at 400 b.h.p. plus at 9,000 r.p.m. The car, as at Sebring, weighs 700 kg., and efforts had been made to reduce this. One idea was to use glued radiators instead of soldered. The drivers for the three Alfas were to have been Surtees/de Adamich, Vaccarella/Bianchi and Casoni/Nanni Galli/Giunti, but Surtees decided that the cars were not competitive enough in practice and returned home. Casoni was then paired with de Adamich.

The Daytona-winning Sunoco Lola entered by Roger Penske for Bucknum and Donohue had had its fuel injection replaced by carburetters. The 5-litre Traco-tuned Chevrolet engine was said to be producing 460 b.h.p. more reliably on carburetters. Bonnier shared Norunder's Lola, and James Garner's two American International Racing Lolas were entered for Patrick/Jordan and Motschenbacher/Leslie. These were fitted with new engines tuned by Art Oehrli but one of these broke in practice and a Traco engine was substituted.

The J.W.A. Team had the two Daytona GT40s for Ickx and Oliver and Hobbs/Hailwood. Ickx opted for the older car and had his special seat and wheel changed from the car he had damaged at Daytona when he hit the wall. This had been repaired for the other pair and both cars had the previously partly blanked off cylinder hea unplugged to allow the cooling water to flow to the whole head a so avoid the local overheating which cracked the cylinders at Dayto The Ickx/Oliver car had a new engine prepared by the A.A.R. ou fit—now based in the States. This was supposed to be produci 460 b.h.p.

These nine prototypes and six sports cars were the strongest co tenders for outright victory, but there was also an old 1961 muc modified P1 Ferrari entered by N.A.R.T. for Pedro Rodriguez a Parsons, and another N.A.R.T. car, a Dino, for Ricardo Rodriguez (relation) and Kolb, plus Soler-Roig and Lins in a Porsche 907.

The rest of the field included several private Porsche 906s who entrants were hoping that the works cars would have trouble, so 911s and a selection of the noisy 7-litre Trans-Am Corvettes runni in the GT category.

British Leyland were running two M.G.-C GTs for Hopki Hedges and Canadians Brack and Craig. They also had M.G.-B GT for Truitt and Blackburn from Indianapolis. These ca were all to be sold and remain in the U.S. They even sold the practice car, a black M.G.-B, to a team from Houston, Texas, who Lotus 47 had broken its engine.

At Thursday's practice Porsches set the pace with the Mitter/Schu car's time of 2 min. 42.7 sec. for the 5.2-mile circuit. This was w inside the lap record of 2 min. 48.6 sec. (110.03 m.p.h.) set up in 19 by Spence in the 7-litre Chapparal. Siffert set up 2 min. 42.9 se (114.91 m.p.h.) for second fastest and the Motschenbacher/Les Lola was third at 2 min. 44.05 sec. Bonnier/Norinder record 2 min. 44.37 sec. and Attwood/Elford 2 min. 44.38 sec.

The J.W.A. GT40s were both around the 2 min. 48 sec. mark b were ahead of the new Alfas, which had chronic fuel injection pum bothers and overheating, not helped by the fact that the drivers we cutting the corners a little, forgetting the projecting radiators a hitting them on the tyre markers at the inside of the corners.

The Ferraris spent a good deal of time in the pits while the ge linkage was repeatedly aligned and tightened. It recorded 2 mi 44.4 sec., even allowing for difficult gear selection, and later at t evening practice improved this by a second.

On Friday, after more work on the linkage, Amon made a dete mined effort and took the pole position with a startling 2 min. 40.4 se and Andretti showed that he would be no slower in the race by recordi 2 min. 41 sec. The Sunoco Lola was timed at 2 min. 40.92 sec. f second spot, proving that it would be a major threat to the prototyp

The Porsche times stood from the previous day at 2 min. 42.7 se and 2 min. 42.9 sec. respectively for the Mitter/Schutz and Siffe Redman cars, and the two James Garner-entered Lolas were next wi 2 min. 43.44 sec. for Patrick/Jordan and 2 min. 44.05 sec. for Motsche bacher/Leslie. Norinder and Bonnier were sixth fastest at 2 mi 44.37 sec., and the next Porsche was Elford/Attwood at 2 min. 44.38 se followed by Herrmann/Ahrens at 2 min. 44.51 sec. The fastest Al that of Casoni/de Adamich with 2 min. 45.64 sec., was the only o in the fastest ten. The Buzzetta/Stommelen Porsche was 11th 2 min. 45.67 sec., with the two J.W.A. GT40s 12th and 13th wi 2 min. 47.43 sec. for Ickx/Oliver and 2 min. 47.74 sec. for Hobb Hailwood. The Vaccarella/Bianchi Alfa Romeo at 2 min. 47.95 se was 14th. All these cars had beaten the previous lap record, and t previous year's fastest practice time set up by Siffert at 2 min. 49.42 se

The Race

At eleven on the Saturday morning, under the hot Florida sun, drivers sprinted across the track Le Mans style and the race was o

The Ferrari at the top end of the line momentarily refused to fi and it was Siffert who led the field away under the Mercedes bridg followed by Mitter, Elford and Herrmann, with Donohue's Lo splitting the five Porsches ahead of Stommelen. The Ferrari was seventh place. Siffert developed a lead of several seconds during t opening laps while his team-mates ran closely together behin Giunti's Alfa had shed a wheel passing the pits on lap 2, taking minutes to get mobile again.

The Porsche trio led for the first hour, then Elford had an enforc pit stop of 40 min. while a damaged front wing was repaired. T Ferrari in fourth place looked as if it was in trouble and Amon indicat his intention of making a stop. Then he decided that the sticki gear-change gate could be cleared and he stopped out on the circ and banged it into reverse. This removed the obstruction th was causing the gate to hang up, and he continued with no furth trouble.

Continued on page 4



Same Tyres. Same Price.

If you put an ordinary family car tyre on a racing car and then belted round the track at well over 100 mph, you'd expect the tyre to give up under the strain.

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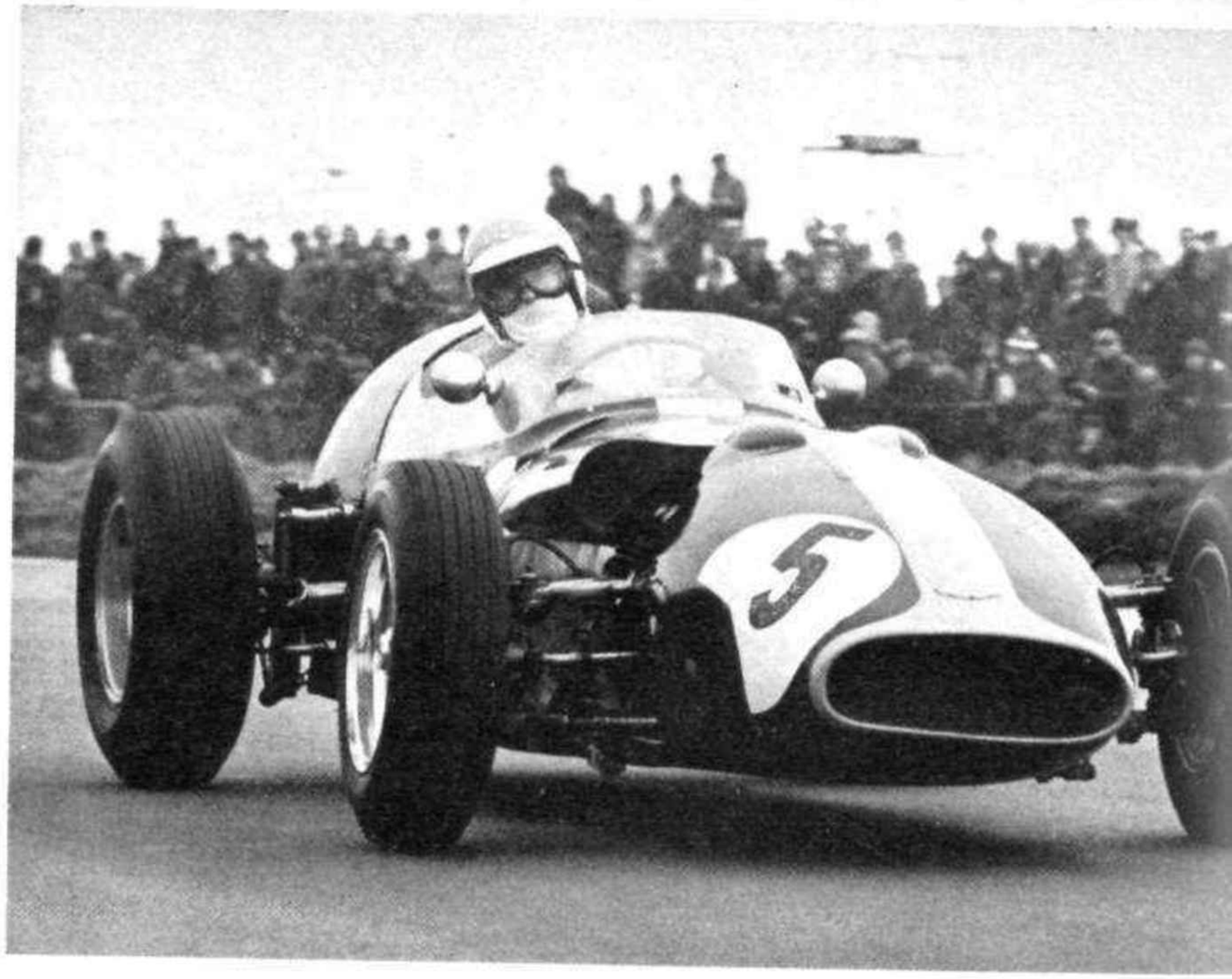
So if you want a set of really good safe radial tyres for your family car get the ones good enough to go racing.

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F100 Radials.
The family car tyres good enough to go racing.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



FAST.—Neil Corner's 3-litre G.P. Aston Martin dominated the B.R.D.C. International Trophy Historic Car Race at Silverstone on March 30th. He led all the way, averaging 91.35 m.p.h. for 12 laps of the full circuit, and in practice did a lap at 101.03 m.p.h.

THE B.R.D.C. INTERNATIONAL TROPHY HISTORIC CAR RACE (March 30th)

THE HISTORIC RACING season opened at Silverstone with a 12-lap race for these cars round the full circuit, at the *Daily Express* B.R.D.C. International Trophy Meeting. It started on a partially wet track, half-an-hour late, after Brabham had won the F.1 race. It would surely be kinder to let the old cars race *before* the main event, so that their drivers could get packed up and enjoy the main dish, instead of hanging about to the end of the day? Also, the public would appreciate it more, because unless you are a fanatic, the older racing cars cannot fail to look a bit slow after a full F.1 race.

Thirty cars entered but there were eight non-starters, including Salvage's Lago-Talbot, which was in the Paddock but was found to have a cracked head. Neil Corner's 3-litre G.P. Aston Martin, which had lapped at 101.03 m.p.h. in practice, led all the way, pulling out an ever increasing lead but hitting the wall at Beckett's and altering the nose cowling on one lap. Brewer's sister Aston Martin was behind Corner as they left the start but retired after five laps with loss of fuel pressure. This let the Hon. Patrick Lindsay's 250F Maserati into second place, followed by Merrick's Tec-Mec and Bill Wilks' Lotus. On lap 7 Wilks took second place and it was then that Corner spun and contacted the wall. He was able to continue at unabated speed but Wilks was coming up well, when an unexplained loss of engine oil covered the pedals and he stopped on lap 10.

The Tec-Mec had passed Lindsay and Boorer in his Lotus had closed right up on Merrick, having also got by the Maserati. They finished in that order, with Lord Clydesdale behind Lindsay in the other 250F Maserati, and Morris sixth in his E.R.A., the first pre-war car to finish. Colin Crabbe's Maserati retired with a split water hose.

Results :

1st : N. Corner (Aston Martin) .. 91.35 m.p.h.
2nd : A. J. Merrick (Tec-Mec).
3rd : D. E. Boorer (Lotus).
Fastest lap : Corner, 95.88 m.p.h.

TRACTION ENGINE RALLIES

Some readers like to attend traction engine rallies. These are now so numerous as to preclude a full fixture list but some important ones include the Stamford Rally at Grange Farm, Ryhall, Stamford, on June 28/29th and the annual Beaulieu Rally at the Montagu Motor Museum on May 25/26th.

V.E.V. Odds and Ends.—A reader at Lee-on-Solent who is restoring a 1911 Seabrook-R.M.C. requires a number of parts and would appreciate any reminiscences and photographs (for copying) about these cars. British Leyland Motor Corporation Ltd. has s us an enquiry they received from New Zealand relating to a 1 35-h.p. Halley Simonis six-cylinder fire-engine which a Venture Sc Group is restoring for the Auckland Museum of Technology a Transport. Apparently B.L.M.C. were able to tell their correspond that the makers, Halley of Yoker, Glasgow, were taken over by Albi but they have no technical or general data on the machine. Can readers help? Data on the fire-fighting equipment, driven by Coventry Chain power take-off, is especially requested.

We hear that Stanley Woods is still active in Ireland and sometim rides a motorcycle in the occasional trial. The current issue of *Stea ing*, the journal of the National Traction Engine Club, illustrates t rare steam wagons, a 1904 St. Pancras and a 1922 Buffalo Springfie We are also interested to note that genuine Sentinel oil is still obta able from Morris's of Shrewsbury. Not to be outdone by c reference last month to the Mex book, the Public Relations Depa ment of Gulf Oil Company—Eastern Hemisphere has sent "Since Spindletop", which covers the development of the Gulf Corporation since 1901, which they published in 1951. In connecti with recent references in MOTOR SPORT to the 1901 Panhard-Levass its present owner, Tom Lightfoot, reminds us that in recent times has lent the car to visitors from France, Spain, Holland, Italy a Czechoslovakia so that they could compete in the V.C.C. Brighto Run. The Grimsby V.V.C. holds its annual Cleethorpes Rally July 26th; details from R. Baumber, 6, Fairfield Road, Grimsby.

In Australia George Brooks has acquired the chassis of a 19 Straker Squire thought to have been raced at Brooklands in 1910-1 The car spent many years in New South Wales, where it was fitte with a Buick Six engine and gearbox. It was brought to South Au tralia in 1966. A pre-war Fordson tractor on steel back wheels w seen outside a Welsh breaker's, and a 1932 six-cylinder Comm Raider lorry is laid up in the same area. A breaker's yard in Buckin hamshire was selling up and offering Austin 7 engines, a 1929 Morr Minor o.h.c. chassis and a couple of Morris 10/4s to enthusiasts, it said for scrap-metal prices.

V.S.C.C. NIDDERDALE ROAD RALLY (March 29th)

Results :

Northern Week-end Jug : A. P. Costigan (1933 Riley Lincock).
First Class Awards : R. L. Heath (1929 Alvis), Mrs. R. E. Burke (1930 Morris) an J. A. McEwan (1930 Lea-Francis).
Second Class Awards : J. S. Sutcliffe (1922 Alvis), J. W. Rowley (1924 Vauxhall P. L. Glover (1927 Alvis) and H. P. Milling (1926 Vauxhall).
Third Class Awards : N. W. Portway (1922 Vauxhall), M. B. Johnson (192 Frazer Nash) and R. Buttle (1928 Alfa Romeo).
Light Car Award : Mrs. R. E. Burke.
Team Markings : North 100, Midlands 50, South 47, South-West 30.

A Further Peugeot Postscript

Around this time last year articles appeared in MOTOR SPORT about the pre-1914 racing Peugeot cars, trying to assess their fate. While this did not produce anything very conclusive, some interesting subsidiary facts emerged. There has now come to my notice a piece of additional information on this obscure and confusing subject. It seems that the Pirelli-shod 2½-litre Peugeot with which André Boillot won the 1919 Targa Florio in dramatic fashion was bought after the race by Prince Sazil, who had a more touring two-seater body fitted and apparently had this Peugeot shipped to Cairo for his personal use. It appears that all three of these 2½-litre racing cars, built for the 1914 Coupe de *l'Auto* race, which wasn't run because of the war, were used as fast transport by the Peugeot family and Peugeot associates during the years of hostility.

Afterwards André Boillot drove one in the 1919 Indianapolis race but had trouble with the American-supplied wire wheels. He then won the Targa Florio, reputedly in the same car, which perhaps to this day languishes somewhere on the banks of the Nile?

It seems that in 1921, when they sold the Targa Florio winner to the Egyptian Prince, Peugeot were also offering the two sister cars for sale. In his book "Targa Florio", W. F. Bradley says that Mon. Réville, son of a French Senator, bought one before the war but had to wait until the 1919 Targa Florio before he could race it, when he drove it into a wall. This might seem to conflict with *The Autocar's* story that Peugeot offered all three for sale two years after this race, after having used them throughout the war, unless we accept that the Senator's son may have staked a claim for one in 1914, which he did not take up until racing recommenced. He appears to have done quite a bit of racing with Peugeot cars, so might well have asked the Company to sell his 2½-litre with the others when it had become outdated.

Confusion is caused by a report in *The Autocar*, by Mr. Bradley, to the effect that Réville made f.t.d. at the Mont Cenis hill-climb in 1920 (incidentally beating a 1914 G.P. Fiat which had been bought by another amateur, Count Masetti) because the car Réville drove is described as a 1913 G.P. Peugeot, which this rich young Frenchman had bought, the actual one with which Georges Boillot made f.t.d. at Mont Ventoux.

Now Georges Boillot made f.t.d. for Peugeot at Mont Ventoux both in 1912 and 1913. He was killed early in the war, so the latter of these pre-1914 successes was obviously implied. However, if the correct picture was used with the Mont Cenis report, Réville drove a Peugeot with front-wheel brakes, which originally at any rate, only the 1914 G.P. 4½-l.tre and the 1914 Coupe de *l'Auto* cars possessed. I am convinced that the car depicted is, indeed, one of the latter, which would tie in with Bradley's story of how Réville had purchased one and the fact that he drove it in the 1919 Targa Florio; it could have been repaired after the accident it sustained in that race. No engine size is quoted in the Mont Cenis report, which would confirm definitely which type of Peugeot was used, and I wonder if any reader with access to French records could quote this? It seems odd that Mr. Bradley should refer to the car as a 1913 G.P. Peugeot if it were a 2½-litre, as he reported both Targa Florio and Mont Cenis in successive years and must have been well acquainted with both cars.

It could be that Réville bought *two* Peugeot racers, although this would conflict with Mr. Bradley's own statement that all the 1913 G.P. cars went to America and didn't return to Europe, and, unless *The Autocar* published a bogus picture with its hill-climb report, it would mean that f.w.b. were fitted to a Peugeot which originally did not have them.

Réville made f.t.d. at the 1921 Mont Cenis climb, possibly in the same Peugeot, again beating Masetti's Fiat, and he was second in a sports Peugeot in the 1921 Georges Boillot Cup race at Boulogne. Incidentally, in researching this, I was interested to see that Mrs. Stewart Menzies, who figured in the aforesaid articles with a 1912 7.6-litre Peugeot, drove her sports Itala in the La Turbie hill-climb in 1925, being placed third behind R. F. Cooper, Zborowski's friend, in a Ballot and Benoist's Delage—interesting, as I had not realised that she raced other than at Brooklands and Shelsley Walsh.

When offering the three 2½-litre pre-war Peugeots for sale the Company is reputed to have taken this step because it saw "no further racing utility for this class of car". However, it was not the end of Peugeot's racing endeavours, for they gained further successes with sleeve- or cuff-valve cars in André Boillot's hands.—W. B.

VINTAGE POSTBAG

A £20 Austin 7 Ruby . . . .

Sir,

Following your request to hear from owners of serviceable pre-war cars bought for less than £650, I thought you might be interested to hear about my 1935 Austin Ruby. It was bought for the great sum of £20 in November 1967, and after a few minor adjustments it passed the M.o.T. test first time. Last summer we ventured to the Austin 7 rally at Beaulieu, and apart from a broken torque-tube anchorage, and a distorted fuel pump operating lever (which caused the pump to stop functioning when the engine was hot), we had a very enjoyable time.



While we were at Beaulieu the car was awarded a Highly Commended Award. Leaving Hampshire we travelled across to Gloucestershire and spent a few days in that part of the country, and the enclosed photograph shows my wife (to-be) with the car by the new Severn Bridge. We returned to Colchester after being away for ten days and in that time completed 757 miles. The car has been used practically every day since then with no serious troubles at all.

Colchester. BOB GENTRY.

. . . and other inexpensive 30/40s cars

Sir,

I was interested to read in April's issue of pre-war but not p.v.t. models of Humber and Morris. I thought you may be interested in my car : a 1935 Triumph Gloria. I bought the car in November 1968. It had been laid up for at least a year but looked clean and bodily sound. It was towed from where it stood as at the time the engine was partially stripped. As soon as I got it home the engine was rebuilt in an afternoon but due to the fact that I had no battery it wasn't possible to start it. When two weeks later I bought a battery, it started with little or no trouble at the first attempt. The clutch was unseized rather roughly unfortunately (first gear makes a horrible noise now) and since that first drive in January it has covered roughly 3,000 miles with no trouble at all.

I must mention a few points though : First the Pre-'40 Triumph Owners' Club was instrumental in getting the car and have been most helpful since. The car had obviously been looked after during its life as the interior and mechanics, apart from the prop.-shaft, were found to be excellent.

If anyone is interested in these cars, our main meeting of the Pre-'40 Club is to be held in June at Woburn Abbey on the 22nd of the month. It is hoped that all the Triumph members will be there.

The cost of my Pre-'40 project was £35, which I feel is well invested as I have had so many people chasing me to see if they could buy it, that when I eventually have to part with it I will have no trouble at all in selling it.

Until then I will be quite content to sit back in my seat and watch the 20 s.w.g. GT's sail past and read other people's interesting views in your excellent magazine, which I feel caters for all drivers young and old, and covers from vintage to all the modern stuff.

Wattisham. M. P. TURNER.

Sir,

I purchased my 1934 Ford "Fordor" Y-model two years ago for £25. The car was then basically sound and completed a trouble-free trip to Yorkshire and back (500 miles) in two days, some two weeks after purchase.

Since that time the car has done 15,000 miles and the only replacements required have been two exhaust valves, track-rod ends and king-pins. Total cost of repairs (I do all my own servicing) has been £10, including secondhand tyres from a scrapyard. Accurate cost records have been kept and show that the cost/mile, excluding depreciation (nil), is 4d.

The car has provided me with economical, trouble-free and interesting motoring and would seem to be capable of doing so for many miles to come.

Carmyle, Scotland. R. A. MACGILLIVRAY.

* * *

Those 200-Mile Race Alvises for Children

Sir,

Following your mention in the March issue of model 200 Miles Race Alvis you may be interested to see this copy of the original publicity material. Leslie Wilson is aged 82 and lives in Cheltenham with his son, the small boy in the advertisement, who is now of course over 50.

About 50 of the models were produced and many were sold to titled families, with one even being exported to South America. They were priced at 15 guineas but apparently a more realistic price would have been nearer £25, so the project was not a financial success. Unfortunately I have not heard of any of these little cars surviving the tender attentions of their young owners but perhaps one still remains tucked away on the estate of one of the said titled families?

The models were scale copies of my 1924 200-Mile Race Alvis right down to the same registration number RW 12. I am still busy rebuilding my car but when the present rear axle problems have been overcome I hope to run it at V.S.C.C. meetings.

Harrow. ERIC BENFIELD.

VINTAGE TAILPIECE



Anthony Blight's famous Talbot in full sail.

FEAR AND MOTOR RACING

THESE days everything possible is done to make motor racing, one of the World's most dangerous undertakings, as safe as possible. The other day, for instance, a proposed new race circuit for Club-type events was being inspected and the R.A.C. advised that some fine old trees close to the course would have to be felled, not because they were actually in the way but because they might blow down on to the racers. We found ourselves wondering if anyone gave any thought to this happening at Brooklands, and, if so, how the thousands of pine trees flanking the bankings were tested.

We are certainly not adverse to proclaiming the skill and courage of those who drive fast cars of all kinds, but we hate over-dramatisation and too much emphasis on accidents in this context. We see that Ken Purdy is at it again, in the January edition of *Esquire*, with a very long article about accident-prone Mr. Masten Gregory. The by-line says, rather confusedly, "After sixteen years of car racing and seven serious crashes, his life may be his greatest work of art."

Purdy makes dramatic statements like "A racing driver can summon 220 miles per hour with his toe, using the power of a herd of 400 horses to move a vehicle weighing a little more than 1,000 lb." (true, if a bit outdated in this age of space rockets and the Concorde). He asserts that "the delight of hazard, the sensuous wonder of straight-line sheer speed, the swinging rhythmic pleasure of hills and curves taken flat-out, and the conviction of absolute environment control combine to bind the race driver so tightly to his trade that it is harder for him to abandon it, to retire, than for any other competitor, entertainer, athlete". He has devoted this enormously long article, much of which reiterates views expressed and incidents described in his remarkable book about Stirling Moss, to Gregory, ". . . the last of an almost extinct breed, the sportsmen drivers, talented, individualistic to an extreme if not eccentric, sometimes wealthy, titled, or both, who decorated and sometimes dominated grand prix and sports-car racing before and after the Hitler war." "They've gone for good, they'll never be back," Purdy tells us.

T. H. White, in that splendid book "Burke's Steerage" (Collins, 1938), "the amateur gentleman's introduction to noble sports and pastimes", namely hunting, fishing and shooting, puts the conquest of fear somewhat differently. Written light-heartedly, White nevertheless believed what he wrote about hunting when he remarked that, apart from the master, the huntsman and two whips, the rest of the 400 riders to hounds is not allowed to outwit the fox, so that "the dangerous part of the proceedings is the only one left". He goes on to say that only about 2% of these 396 actually "enjoy the dangerous difficulty of riding straight". That leaves 388 people and White, in his inimitable style, develops the theme that these hunt because they fear loss of valour or loss of social prestige. "Terrified of being terrified," says White, "all the spiritual brothers and sisters of the unfortunate Mytton hurled themselves into the hunting field to prove they were not afraid . . . Hag-ridden by those terrible doubts, ladies of kindly temperament who would otherwise be plotting dinners with their cooks drag their weary bones out of bed at unearthly hours, dip their faces in the flour bag, and bounce off on horses which bump them underneath, to the unending paper chase. Nervously cutting themselves as they shave, and far too qualmish to eat their porridge, unoffending gentlemen who might otherwise be collecting stamps, clamber upon the backs of ill-tempered chestnuts and go out to their purgation of criticism and hate".

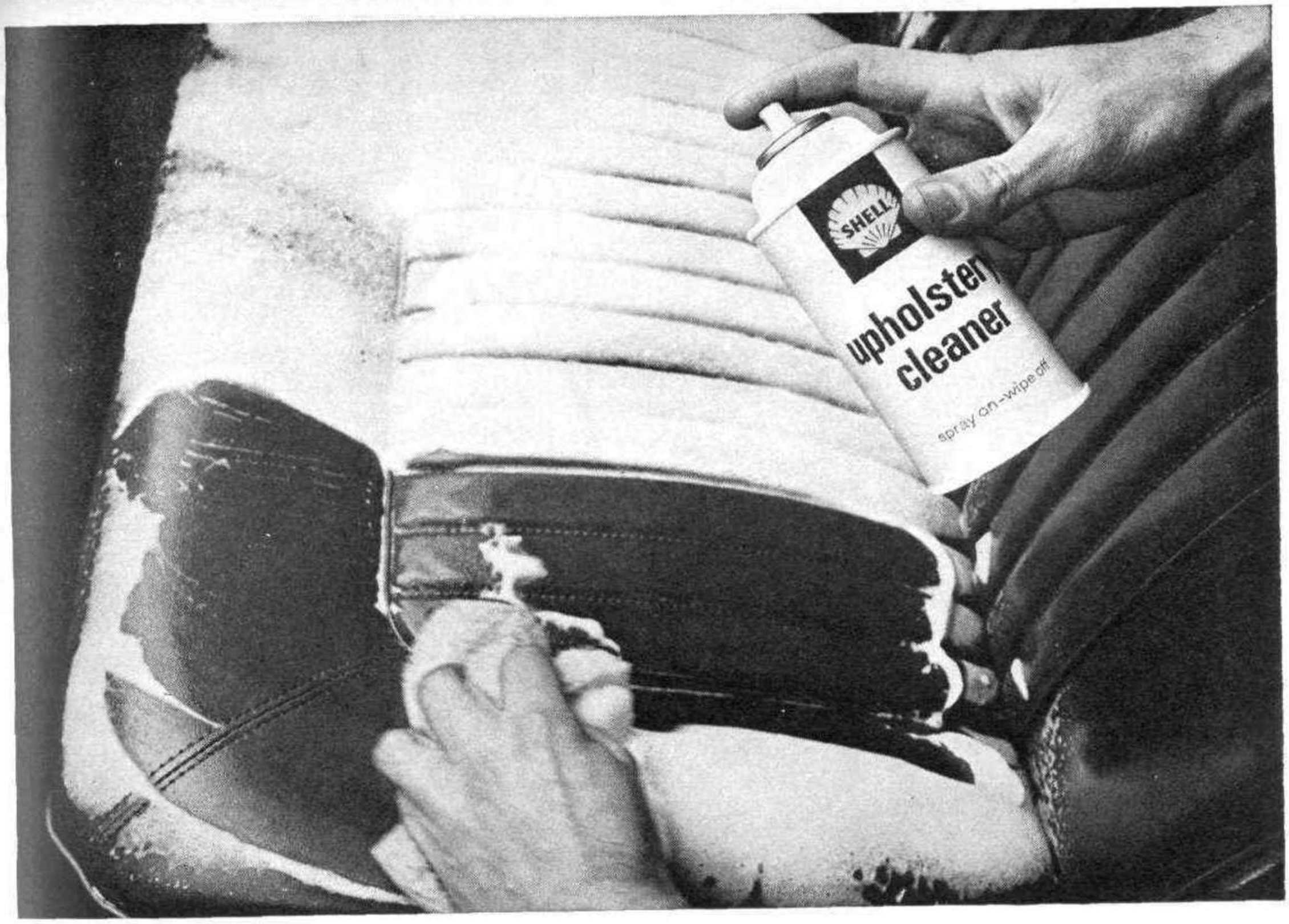
White, who enjoyed hunting, shooting and especially fishing, was writing with his tongue in his literary cheek. But when he asked: "Is it of your virility or your social status that you entertain such doubts?" pointing out that the true cure for the former is not hunting but having "a handsome wife and a large family" and that the latter can be consolidated "by becoming the proprietor of a yellow newspaper and getting a peerage", was he not making something of a parallel with the reasons why people went motor racing, in the days before it became a lucrative profession instead of sport?

Anyway, we are surprised that Purdy has not written of the dangers and horrors of the hunting field, while surely some of those who continue to motor race do so because they are, as T. H. White put it, "afraid of being afraid", or afraid of losing status, rather than because they are unusually brave or attracted by it?—W. B.

EAST AFRICAN MOTORING—continued from page 484

ing them leave the circuit in their competition cars, which are then used every day until the tyres are switched for the next race meeting.

In the space available it has been impossible to pen a complete picture of East African motoring. But perhaps the scratches I have made on the surface will serve as partial illustration of the wide gap between the driver in Kenya and his counterpart in Europe, both sporting and everyday. In this paradise of a country, motoring is still immensely pleasurable, and no doubt will remain so for decades to come. Perhaps my opinion is a little biased by an openly confessed liking for unsurfaced roads, but the unexpected always has an excitement potential—and where else in the world could you meet an elephant around one corner and half-clad spear-carrying tribesmen posing for photographs around the next?—G. P.



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The one without mudguards is a Vixen Imp. Currently Formula Four championship winner. The one with windows is a Sunbeam Imp Sport. Very comfortable. Very quick.

And blessed with the same basic engine and suspension as the Vixen.

If you can call an ally-head, twin carbs, 10:1 compression, 55bhp at 6100 revs and up to 90mph basic. Though with the Imp Sport, you get four seats, superior interior fittings, and 'of course, the usual Imp advantages' to quote Car & Car Conversions. For only £733*. The Sunbeam Imp Sport.

A wolf in sheep's clothing.

*Ex works price, inc. p.t. Seat belts extra.



SUNBEAM ROOTES

THE SEBRING 12 HOURS—continued from page 488

The Alfas had had a bitter disappointment earlier when their leading car, that of Casoni/de Adamich, was forced to retire with radiator breakage. This was obviously a fundamental defect and sure enough at 12.20 p.m. the other two cars were out of the race for the same reason. It looked as though the failure was caused by the heat attacking the glue.

Siffert led the race for the first 30 laps and had set up a new race record lap of 2 min. 44.6 sec. while in the lead. Elford's enforced stop had put him out of the running, leaving Herrmann in second place ahead of the Ferrari.

The routine pit stops let the Lola through for 10 laps but by the 42nd lap Redman, having replaced Siffert, led the field, with Bucknum in the Lola second, ahead of Amon in the Ferrari. Redman held this lead till lap 58, nearly the three-hour mark, when he had an 8-min. stop to repair a steering link. This put the Lola in front again, followed by Ahrens and Mitter. These cars had all covered 64 laps while Buzzetta and Ickx had done 62 laps, with the Hobbs/Hailwood car one lap behind.

The Lola's lead was short-lived and Amon overtook on the 64th lap. He held this lead for the next 21 laps but the Mitter/Schutz car was attacking, having overtaken Bucknum, caught Amon, and soon drew out a 10-sec. lead.

Just after 3.30 p.m., after about 500 miles' racing, the Herrmann/Ahrens car, running fourth, came into the pits and was retired with a fracture of the chassis cross-member underneath the gearbox. At almost the same time the Donohue/Bucknum Lola retired from third place with the same suspension mount breakage that had retired the Bonnier/Norinder car.

This left the Ferrari and the Mitter/Schutz Porsche in battle for the lead three laps ahead of the rest of the field.

The Hobbs/Hailwood GT40 suffered a suspension ball-joint spindle breakage, necessitating a long pit stop. This later recurred out on the circuit and Hailwood could not get the car back to the pits.

By the halfway point, the order read Mitter/Schutz (Porsche) 128 laps; Amon/Andretti (Ferrari) 128 laps; Buzzetta/Stommelen (Porsche) 124 laps; Siffert/Redman (Porsche) 124 laps; Ickx/Oliver (GT40) 123 laps; Motschenbacher/Leslie (Lola) 119 laps. The race average speed for the 128 laps covered by the leader was 110.45 m.p.h.—a new record.

The Ferrari and leading Porsche took turns to lead, dictated to some extent by their alternate pit-stop necessities. Schutz brought the car in briefly to have a bent suspension arm straightened. Soon after, Amon brought in the Ferrari with nose damage caused by running over parts of the Chevron, which had wrecked its rear end. Clearing out the broken pieces and repairing damage did not take long but it soon boiled once more due to air trapped in the cooling system after the rapid top-up during the pit stop.

The Siffert/Redman Porsche had retired earlier from fourth place, about the same time as the first Ferrari pit stop, with an identical chassis fracture to that which eliminated the Herrmann/Ahrens car.

Andretti was now using less revs. than usual in an effort to preserve the boiling engine, but was still forced to make frequent pit stops. On one of these there was a moment of drama when leaking fuel round the filler cap ignited and flames shot upwards. Alert marshals extinguished it instantly and the car then spent some time in the pits while mechanics attempted to force air out of the water system.

While Ferrari were desperately trying to keep their sole car in working order, Porsche were counting how many runners they had left and wondering when the next would crack up—literally. It happened at 7.30 p.m. when the leading car of Mitter/Schutz came into the pits with the same fracture as the others. It took frantic mechanics over half-an-hour to make a lash-up repair using steel bars bolted into place.

This put the car back to fifth place and left the fight for the lead between the ailing Ferrari and the Buzzetta/Stommelen Porsche. The Ickx/Oliver GT40 had risen to third place with the demise of the faster cars and was ahead of the Motschenbacher/Leslie Lola. In fifth place was the repaired Mitter/Schutz car, and a Porsche 907 driven by Soler-Roig and Lins had risen to sixth.

Andretti was nursing the sick Ferrari but the GT40 was within striking distance and another pit stop for more flushing and replenishment let the GT40 into the lead with 1½ hours to go. The Ferrari went off in pursuit but the GT40 had 20 minutes in hand even after making its last routine stop. Ickx was able to hold off the Ferrari until it was forced to make one more short stop, with only 15 minutes to go, which ended any chance it might have had of victory.

In the 12 hours of racing Ickx and Oliver completed 239 laps of the 5.2-mile circuit, a distance of 1,242.8 miles—their average speed, a new record, was 103.363 m.p.h.—L. A. M.

Results :
SEBRING 12 HOURS

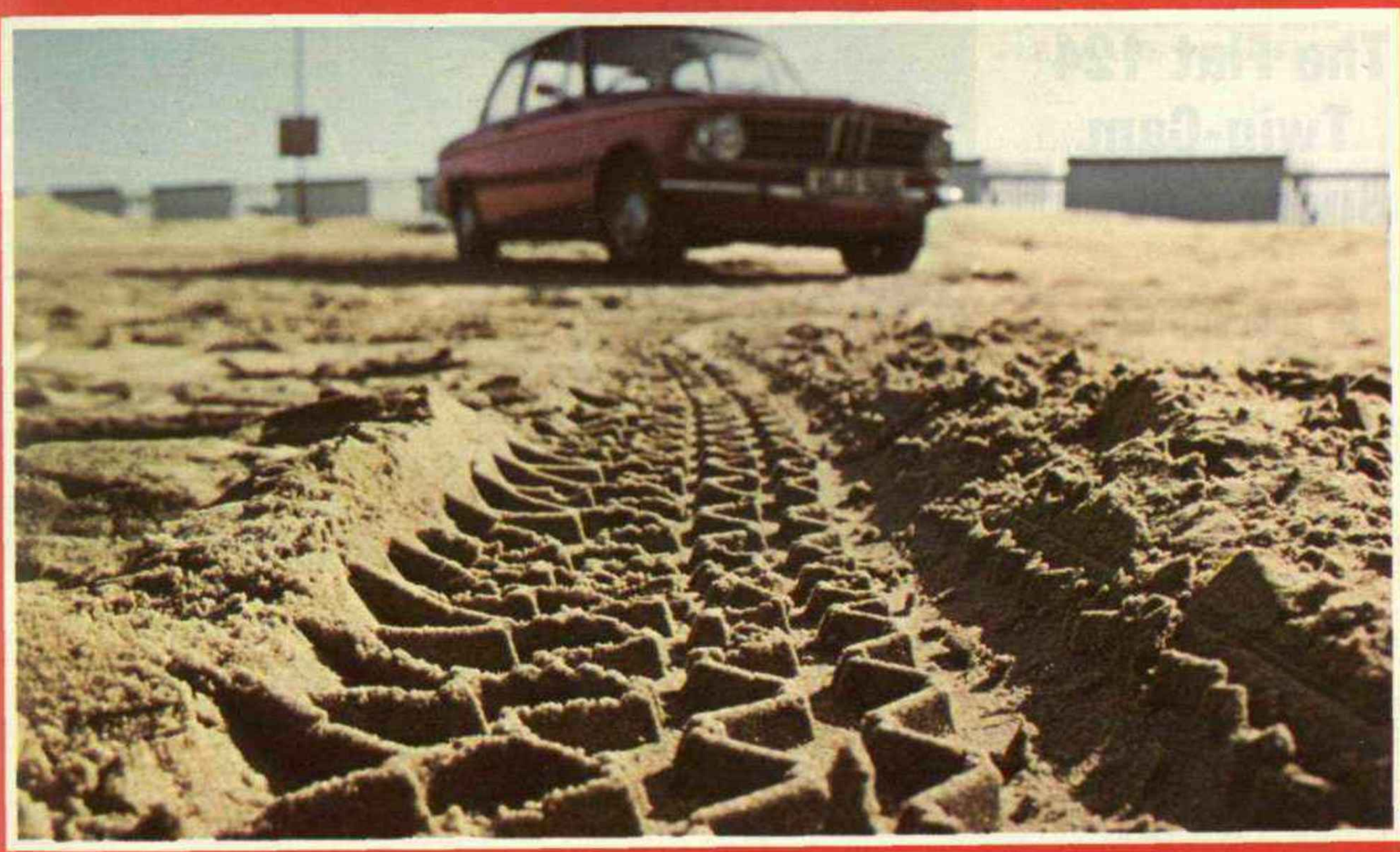
1st : J. Ickx/J. Oliver (Ford GT40), 239 laps, 1,242.8 miles, 12 hr. 1 min. 25 sec.—166.346 k.p.h. (103.363 m.p.h.)
2nd: C. Amon/M. Andretti (Ferrari 312P) .. .. 238 laps
3rd : J. Buzzetta/R. Stommelen (Porsche 908 Spyder) .. .. .. 235 laps
4th : A. Soler-Roig/R. Lins (Porsche 907) .. .. 233 laps
5th : G. Mitter/U. Schutz (Porsche 908 Spyder) .. .. 232 laps
6th : E. Leslie/L. Motschenbacher (Lola-Chevrolet) .. .. .. 229 laps
7th : V. Elford/R. Attwood (Porsche 908 Spyder) .. .. .. 228 laps
8th : D. Smothers/F. Baker (Porsche 906E) .. .. 215 laps
9th : R. Rodriguez/C. Kolb (Ferrari Dino) .. .. 215 laps
10th : D. Yenko/B. Grossman (Chevrolet Camaro) .. .. .. 203 laps
Fastest lap : V. Elford (Porsche 908 Spyder), 2 min. 43.19 sec.—184.611 k.p.h. (114.712 m.p.h.).

2000 MILES BY ELAN +2—continued from page 487

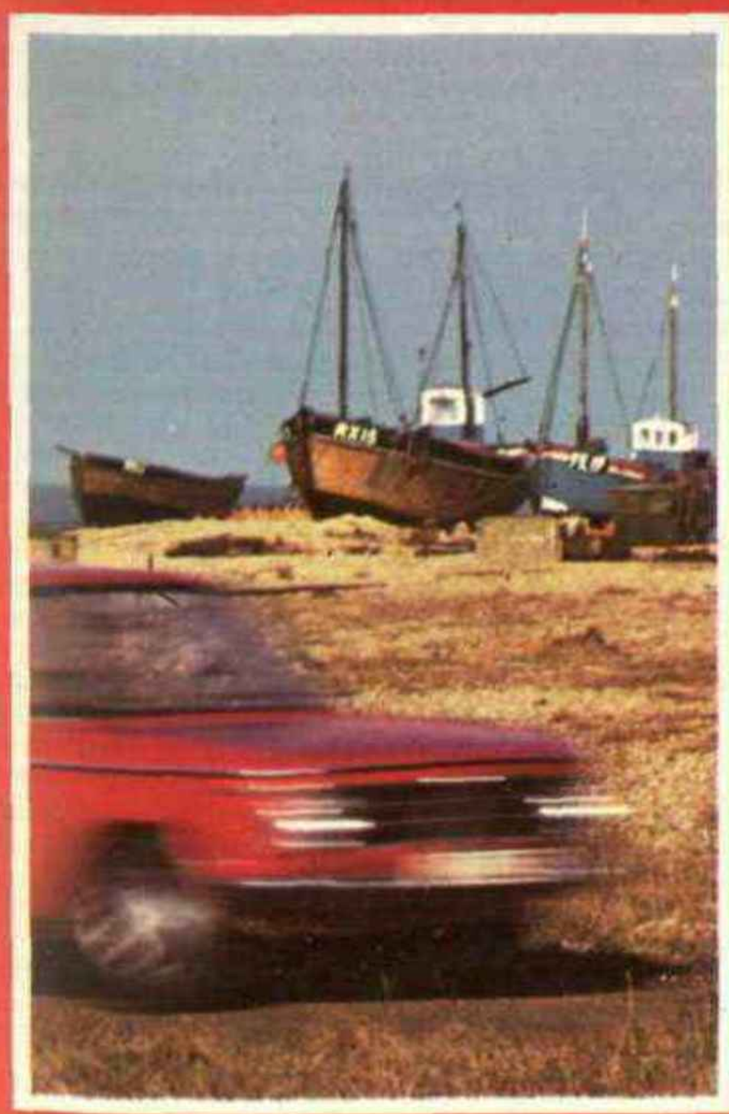
the VW that is flat-out at 68 m.p.h. puts his winker on and hopefully starts to try and overtake the Fiat that is doing 65 m.p.h. In such moments you want instant full-beam headlamps, you cannot wait for one second or even half-a-second. The Lotus Elan and Elan +2 have a lot of endearing features which I like very much, but the "pop-up" headlamps is not one of them. If I became a Lotus owner I would either fix the lamps in the up position or fit a pair of spot-lights to use for flashing. A strident Maserati or Fiamm horn is all very well, but in the modern hermetically sealed saloon you don't hear them until they are very close. Lotus must have a good reason for retaining their Vacuum Operated Headlamp System, but apart from anything else page 30 of the Owner's Handbook puts me off. It is headed Fault Diagnosis, and covers the following: Headlamps do not lift at all, lift slowly, lift halfway, lift unevenly, lift but drop immediately, only one lifts up, one stays up, both waver vertically, will not stop flashing, no flashing, no main beam, no dipped beam, no light at all. Definitely not my favourite part of the Lotus Elan +2.

The mechanical specification of the Elan +2 is exactly what you would expect with the racing associations of Lotus. The chassis is a backbone affair fabricated from steel pressings, with a very deep centre section which forks towards the front to embrace the engine and gearbox. Fork suspension is independent by double wishbones with interspersed coil-spring/damper units, rear suspension is by a wide-base lower wishbone and combined coil-spring and damper strut unit in one with the hub carrier. Disc brakes are fitted to all four wheels, the rear ones being inboard of the hub carriers, and a brake servo is fitted. The engine is a four-cylinder Ford-based unit, with Lotus aluminium cylinder head with two overhead camshafts driven by a roller-chain, and carburation is by two double-choke horizontal Weber carburetters fed by an air box and long flexible trunking from a filter in the nose of the car. The gearbox is a Ford four-speed and reverse with short central gear-lever, and rack-and-pinion steering gear is used. The body is of glass-fibre and is of coupé form with external luggage compartment at the rear, the driver's and passenger's seats are adjustable fore and aft but have fixed backs, and there are two small children's seats behind the main seats. Between the front seats is a flat box suitable only for paperwork and on the passenger's side of the instrument panel is a lockable glove compartment. In spite of being a low car the long doors give a wide opening and make entry easy, and the driver is confronted by large speedometer and r.p.m. indicator, gauges for fuel contents, oil pressure, water temperature and ammeter are spread about the centre of the panel, and under the dash is a rather ineffective "umbrella handle" type handbrake. Pressed steel "knock-on" type wheels are standard with 165×13-inch. tyres, but alloy wheels are shortly to be introduced as standard on the "S"-type Elan +2. In spite of giving the appearance of being a small car it has an overall length of 14 ft., due mostly to the long tapering nose.

Elan enthusiasts tend to look sideways at the Elan +2 and mutter about more weight, more roll, more frontal area and so on, but there is no question about the fact that the Elan +2 is a much more civilised car and has put Lotus into the manufacturer category and got them away from the "kit-car" image, and whereas the sight of an Elan would evoke the feeling "there is one of those funny little Lotus cars", the Elan +2 evokes a feeling of "Oh look, a Lotus".—D. S. J.



There can be no shadow of doubt who's been asymmetrically combing this particular beach



A tyre track is a tyre track

Unless it's made by a Michelin XAS.

For in the whole world there is only one *asymmetric* radial tyre.

And the XAS is made that way because it is the tyre expressly *designed* for *performance* driving.

Look, carefully, at its tread.

See how the web of close-ribbing on the outer shoulder broadens into widely spaced island blocks on the inner area. That is an *asymmetric* tread—the unique tread that gives the XAS these outstanding performance characteristics:

The power to shift a vast amount of water fast;

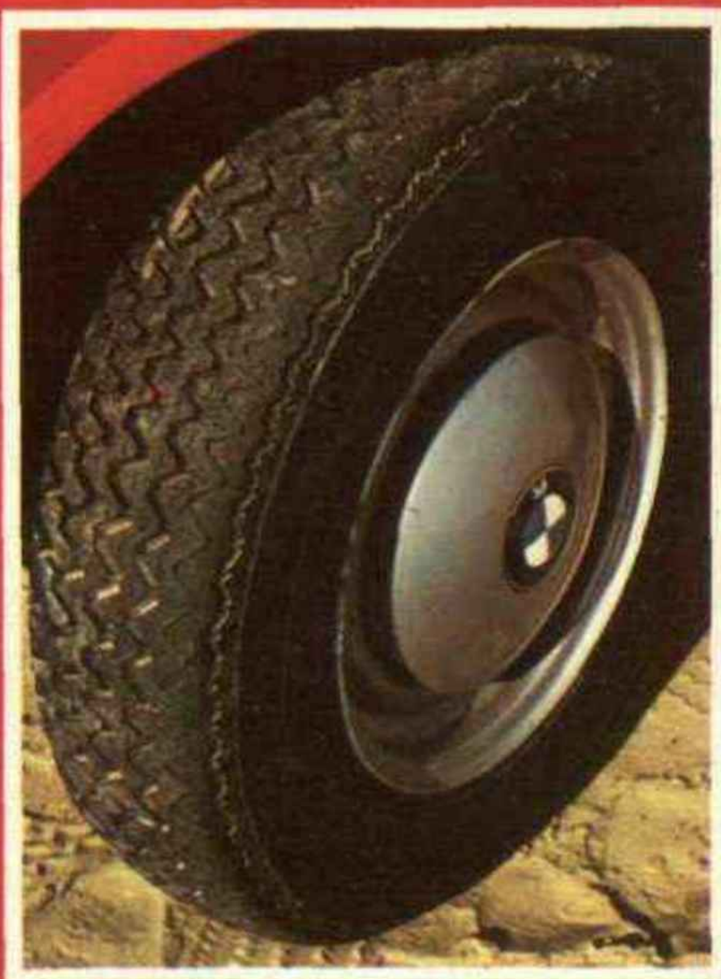
Intensely sensitive braking and cornering control;

Terrific wearing stamina (look again at its built up shoulder).

The *asymmetric* XAS is a completely different concept in tyre design. It is not cheap.

But if you want the perfect performance driving instrument, this is it.

The *asymmetric* Michelin XAS.



MICHELIN XAS
go radial, go Michelin

The Fiat 124 Twin-Cam Sport Coupe

An Appreciation



MY DICTIONARY says "appraisal" is putting a price on or fixing the value of something, a valuation by authority. So I suppose I appraise the cars I road-test. But in the case of the Fiat 124 Sport coupé I not only appraised it, I appreciated it (a rise in value) after very short acquaintance.

This Fiat personifies the Italian scene—it is fun, it is smart, it is sporting, modern and beautifully made. It provides quick transport for two or four persons, being more spacious than some so-called 2+2s, and it is competitive in price.

The Fiat 124S coupé does not make-do with the 1,100 push-rod engine from the 124 saloon, excellent as this is. Under the bonnet there is a purposeful Tipo 124AC twin-overhead-camshaft, 80 × 71½-mm. (1,438 c.c.) power unit with Weber 34DFH4 carburetter, which gives 96 b.h.p. on an 8.9-to-1 c.r.—not that this means much, as it is an S.A.E. rating. A toothed belt provides a quiet inexpensive drive for the camshafts and it is interesting that it also drives the distributor. I still find it hard not to think of belts as things which stretch, and while a slight change in valve timing may not be of much importance (Fiat quote theirs as inlet-opens, exhaust-closes at 26°; inlet-closes, exhaust-opens at 66°, with 0.018 in./0.020 in. clearances), ignition setting is more sensitive, surely? However, tensioned belts are obviously satisfactory if replaced at between 24,000 and 36,000-mile intervals; I note that the sprocket for the skew-gear-driven distributor/oil-pump shaft has 15 teeth in full contact with the belt. This is a sophisticated engine, with shim tappet-adjustment that does not involve removing the camshafts, pump cooling incorporating a thermostatic electromagnetic fan, full-flow and by-pass oil filters, and recirculatory crankcase emission control.

The car I tried had the five-speed gearbox, delightful to use and with a fifth speed which can be held down to quite modest road speeds, say 35 to 40 m.p.h. It provides 70-limit cruising at under 4,000 r.p.m. from an engine safe up to 6,600 r.p.m., where there is a clear yellow line on the tachometer—just as well, as this impressive crankshaft speed is attained very readily. Somewhat noisy in an eager sort of way, this engine gives a top speed of over 100 m.p.h. (Fiat claim 106 in 4th, 99 m.p.h. in 5th gear) and acceleration which isn't breathtaking but is more than a match for the smaller, least-expensive Alfa Romeo and Lancia Fulvia and Flavia models. Indeed, the Fiat 124 Sport coupé is a gentlemanly car. The interior is extremely tasteful, with unpolished veneer for facia and gear-lever surround (a useful tray) and black trim elsewhere, with notably high-grade fittings.

The front seats have hard shallow cushions but are shaped for full support and the reclining backs adjust up or down under fine knob control and return to the desired position after being released, for rear-seat access, by little levers on the inside edges of the cushions.

All controls, including central gear-lever and handbrake, are well placed, except that the washers' rubber button is divorced from the wipers' switch and the levers for the facia fresh-air vents are rather far forward. The Fiat 120-m.p.h. speedometer and matching electronic tachometer have clear calibrations and steady-reading needles. To the left of them are three small Veglia Borletti dials, oil gauge, fuel gauge (each with its warning light incorporated) and thermometer, calibrated in different colours for Continental and British readings—what could be neater? Oil pressure varied from approximately 20 to 40 lb./sq. in.; water heat was normally just over 90°C. The heater controls (cold and hot air levers and another which works an effective demister) are between the seats, with the tiny tumbler-switch for the two-speed heater fan behind the central parcels' tray. Thus if changes of speed or climate call for alteration of these controls it is only necessary to drop the left hand. Other refinements include knobs for varying screen-wiper speed over a considerable range and for dimming facia lighting and intensity of the turn-indicators' warning light. There are the usual Fiat twin stalk controls, and multi-switching for the lamps which the ignition key, as well as a switch, douses. A map-lamp shines above the parcels' tray, under courtesy action or its own neat switch, and there a cigarette lighter beside it.

The steering wheel has a thin wood rim and two drilled spokes, wi centre horn push, the facia is not broken by a cubby-hole, a drop-tr (not lockable) under it being substituted, with stowage wells on t facia walls, and there is an anti-dazzle mirror. The test car had Brit safety-belts.

The interior and layout of this Fiat coupé are really extremely nea There are big quarter-lights, vent-type side windows, back shelf, coa hooks, sill interior locks, steering lock, big door grabs, an unobstruct boot with a properly guttered lid, a screw-on fuel filler cap under a no lockable flap on the n/s of the body, Carello single but effective hea lamps, and two-tone air-horns. Twin roof lamps, with switches, a provided for the rear compartment and the doors have good locks.

I certainly enjoyed driving this egg-yolk Italian motor car. It hol the road splendidly on 165 × 13 Pirelli Cinturatos and responds well firm but not heavy steering, sensibly geared at just under three turn lock-to-lock, with gentle castor return and no lost motion or kick-bac There could hardly be more neutral cornering characteristics und normal conditions and, whereas Fiat saloons leave a good deal to desired so far as a level ride is concerned, I was most impressed wi the non-pitch ride of the 124 coupé, which has conventional co springs but good location of a rigid back axle, that made presence felt mildly very occasionally on rough roads. I have seen t ride described as harsh low down. A little body shake *is* promoted- but this is unimportant, as is the noise from the engine, for a car such sporting demeanour. There is adequate ground clearance a exceptional all-round visibility, except that the o/s of the screen is n fully swept by the wipers.

No car is perfect but the faults in this Fiat are few, and mino There is a faint reflection in the flat, inclined screen from the top of t polished-wood steering-wheel rim, the driver's or front passenger coats can obstruct the otherwise well-placed heater controls, and coa tails get trapped under the handbrake, and the front badge soon fl off and tumbled against the screen.

Otherwise, this is a great little car. The gear-change is lighter, think, than that of Alfa Romeo's five-speed box and reverse is easi found by lifting the lever back and down behind the fifth-spe location; the gears are quiet. The all-disc, self-adjusting, compe sated, servo brakes function extremely well. There are maxima in t lower gears, if you give the willing, responsive engine its head, of 28, 5 78 and over 100 m.p.h. Without occupants, but ready to go, with gallon of fuel, the weight was 18 cwt. 1 qtr. The Fiat is good lookin without being flamboyant. It is genuinely good fun to drive.

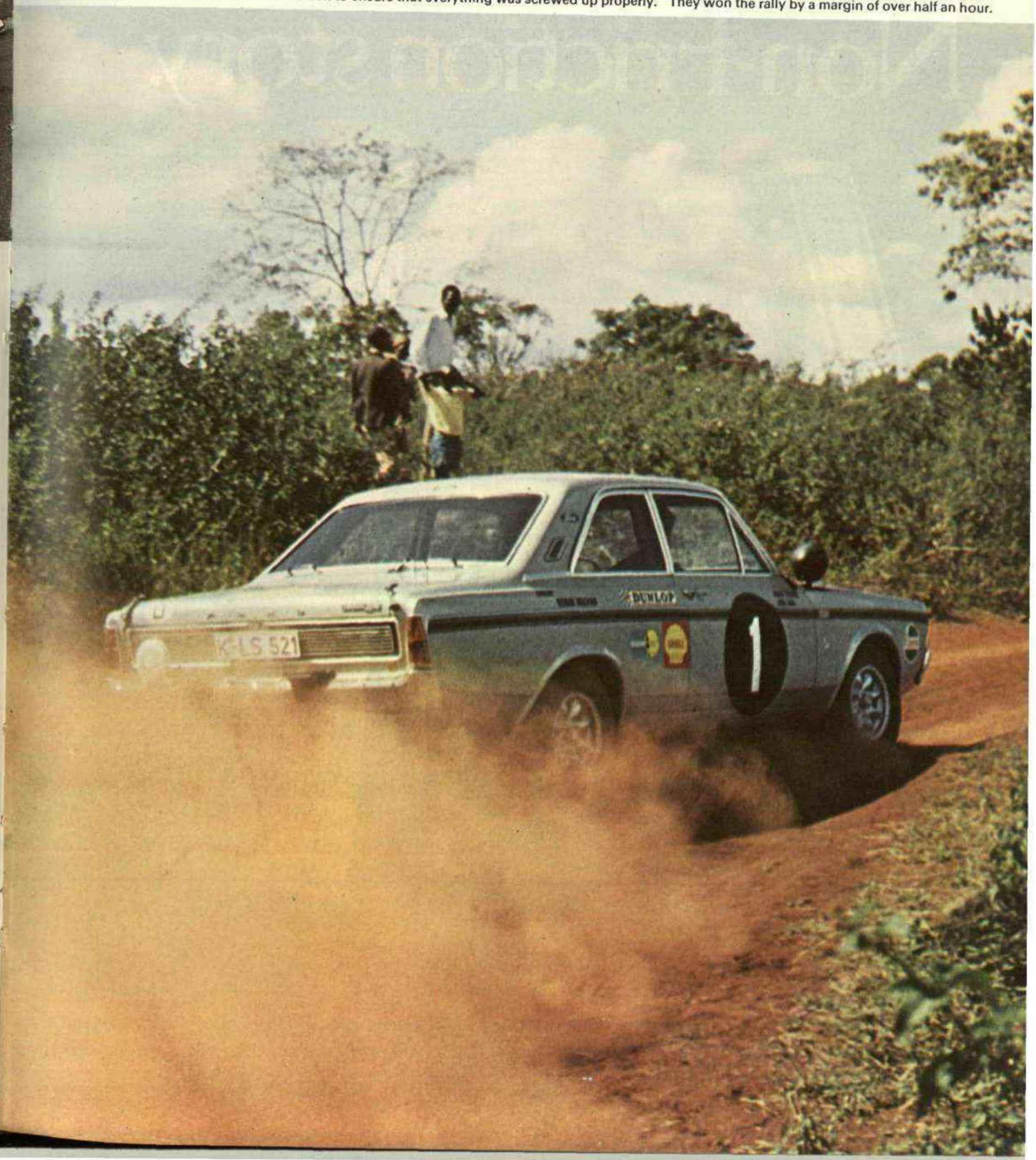
It is nice that Turin has refrained from calling this twin-cam cou a GT car, although this they might well do, for it *is* quite a miniatu GT in many ways and as it gives around 26 to 28 m.p.g. of premiu petrol and has a 9.8-gallon tank, the range is not too far short of t category. (I recorded nearly 27½ m.p.g. on a fast run over deserte Welsh roads and very little less in London, an overall consumption 27.3 m.p.g. There was a drop of about a pint in the level of the sum oil, presumably Fiat's own brand, after 700 miles.)

I have seen this captivating Fiat described by another critic "An attractive, entertaining blend of sports car and saloon for t small family". Personally, I do not consider this nearly appreciati enough. It is a car which should cause many discerning drivers wi £1,478 to spend to crumple up their short-list and throw it away.—W.

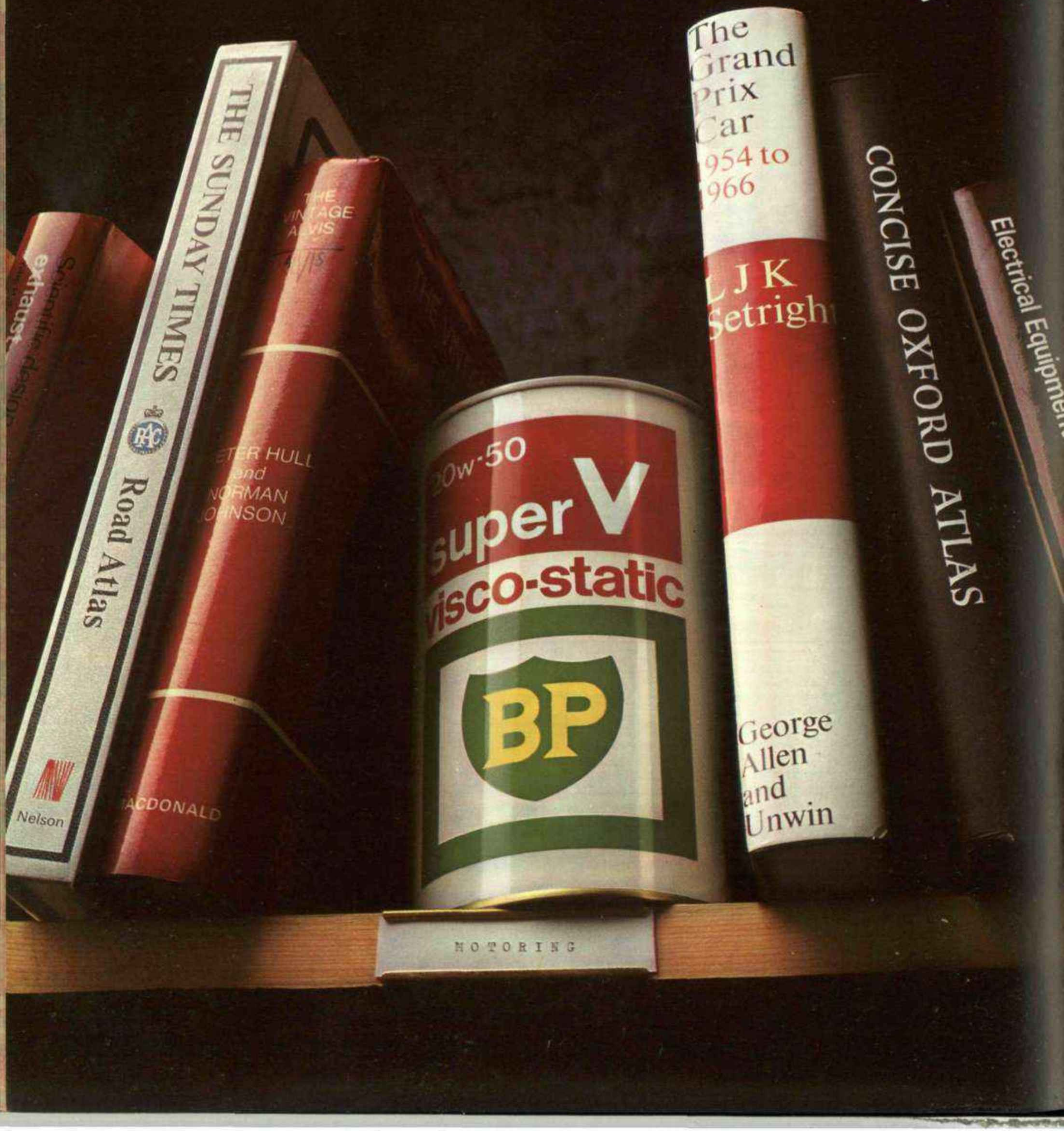
PICTORIAL REVIEW

SAFARI RALLY | **SEBRING 12 HOURS** | **B.O.A.C. 500** | **B.R.D.C. SILVERSTONE** | **FORMULA 5000 and LE MANS PRACTICE**

SECONDS AFTER this photograph was taken the whole landscape was blotted out by clouds of swirling brown dust as Robin Hillyar and Jock Aird take their Ford 20M on its final test run to ensure that everything was screwed up properly. They won the rally by a margin of over half an hour.



A great Non-Friction story.



In our book, chasing the impossible is a fact of life.

And it's something we spend £7 million a year on doing. Searching for the ultimate in lubricants – the *perfect* non-friction oil.

And we've gone a long way towards it already. With BP Super Visco-static 20-50.

We made it, then we tried to break it.

That's the part of research we call 'Product Vigilance' – a fancy way of saying we don't believe it's better than other oils you can buy until we've *proved* it.

So, on a recent test, we exposed Super V to three months of stop-start motoring in one of the coldest towns on earth: Kiruna in northern Sweden.

There, we satisfied ourselves that Super V *won't thicken up* even in temperatures as low as −41°C.

Its other strength was tested through 800,000 kilometres of rally speeds on Italy's Milan-Bologna Autostrada in the scorching heat of summer. To prove that Super V *won't thin out* when the going gets hot.

Both tests aimed to create wear in those engines.

We failed!

When stripped down, the vital engine parts were still *within* the tolerances laid down by their makers for *new* engines!

It's a good story.

We're still thrilled with it.

You should change to BP Super V 20-50.

On the strength of it.

BP sets the pace.

Use BP Super V 20·50 on the strength of it



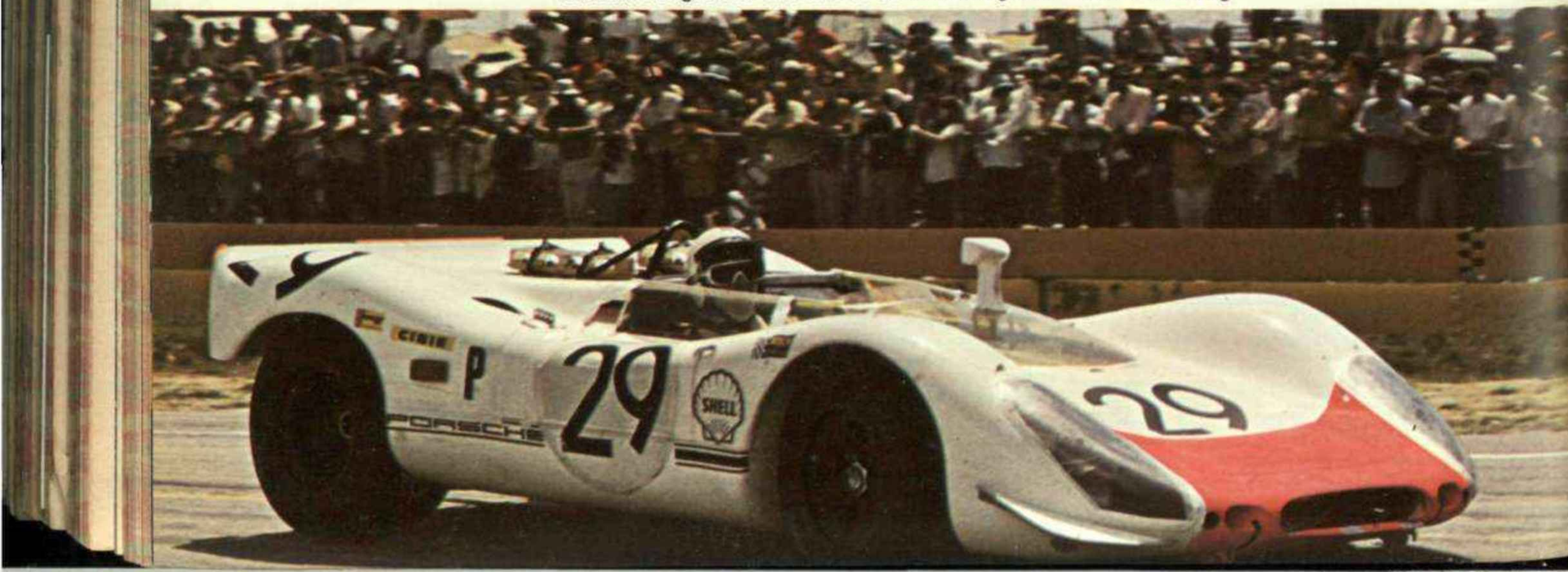


SEBRING 12 HOURS RELIABLE WINNER.—The J.W.A. GT40 of Ickx and Oliver did not feature among the leaders until late in the race. It moved into the lead two hours from the end when the Ferrari had yet another pit-stop due to overheating. Oliver is seen here passing some of the tyre markers which damaged the side radiators on the Alfa Romeos.

NEW FERRARI.—Amon and Andretti drove this Ferrari 312P into second place after leading on five occasions, covering 67 laps. Damage to the front of the car after hitting debris caused overheating, and possibly gasket failure, necessitating numerous pit-stops for water and oil. The car is a smaller version of the Can-Am 612P car with a 3-litre engine similar to that of the F.1 car.

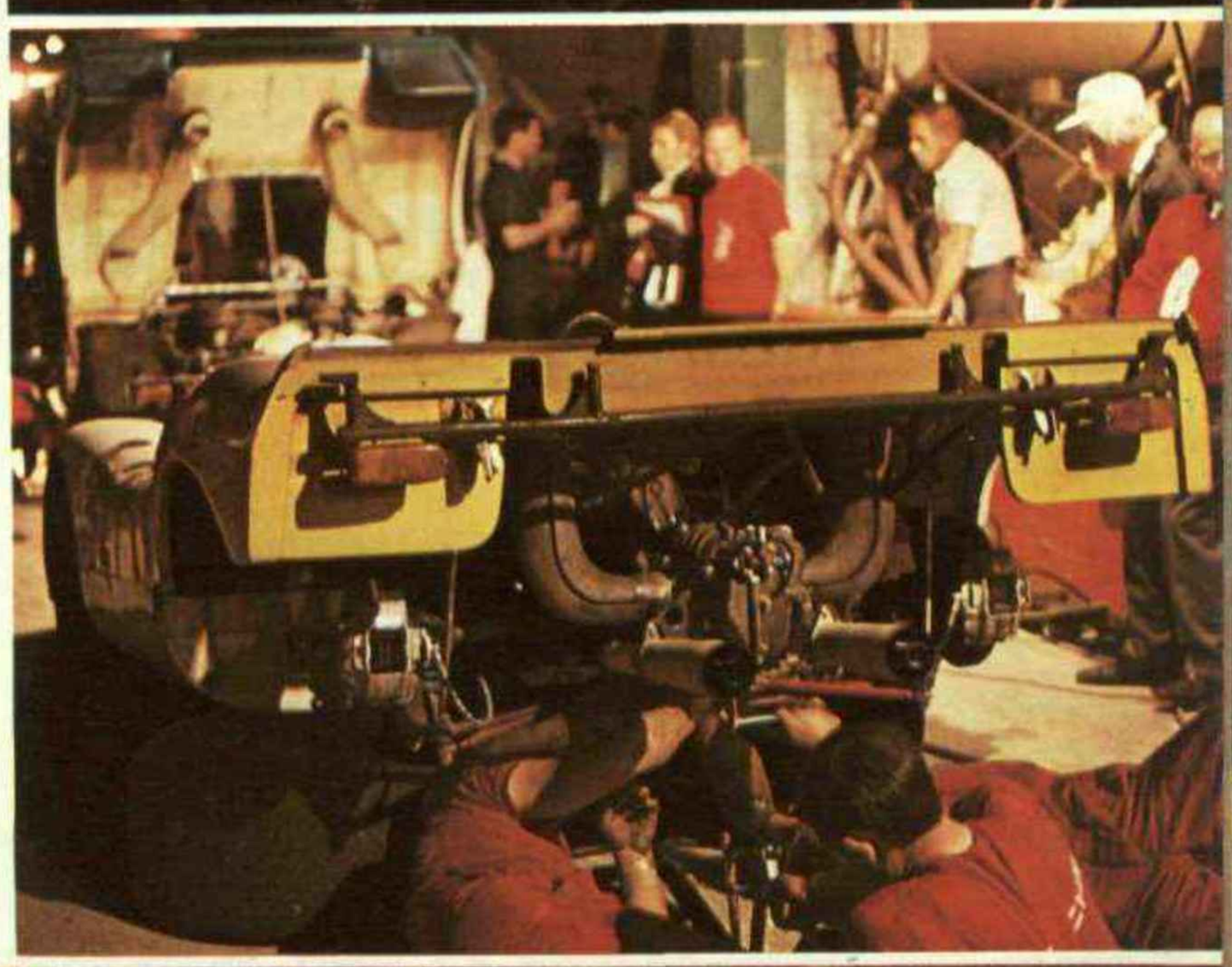


NEW PORSCHE.—One of five entered in the race, this new Spyder version of the 908, driven by Mitter and Schutz, was placed fourth overall on distance covered, despite being abandoned on the course two laps from the end. All the Porsches suffered chassis fractures of the cross-tube beneath the gearbox and had to be bolted together before continuing.







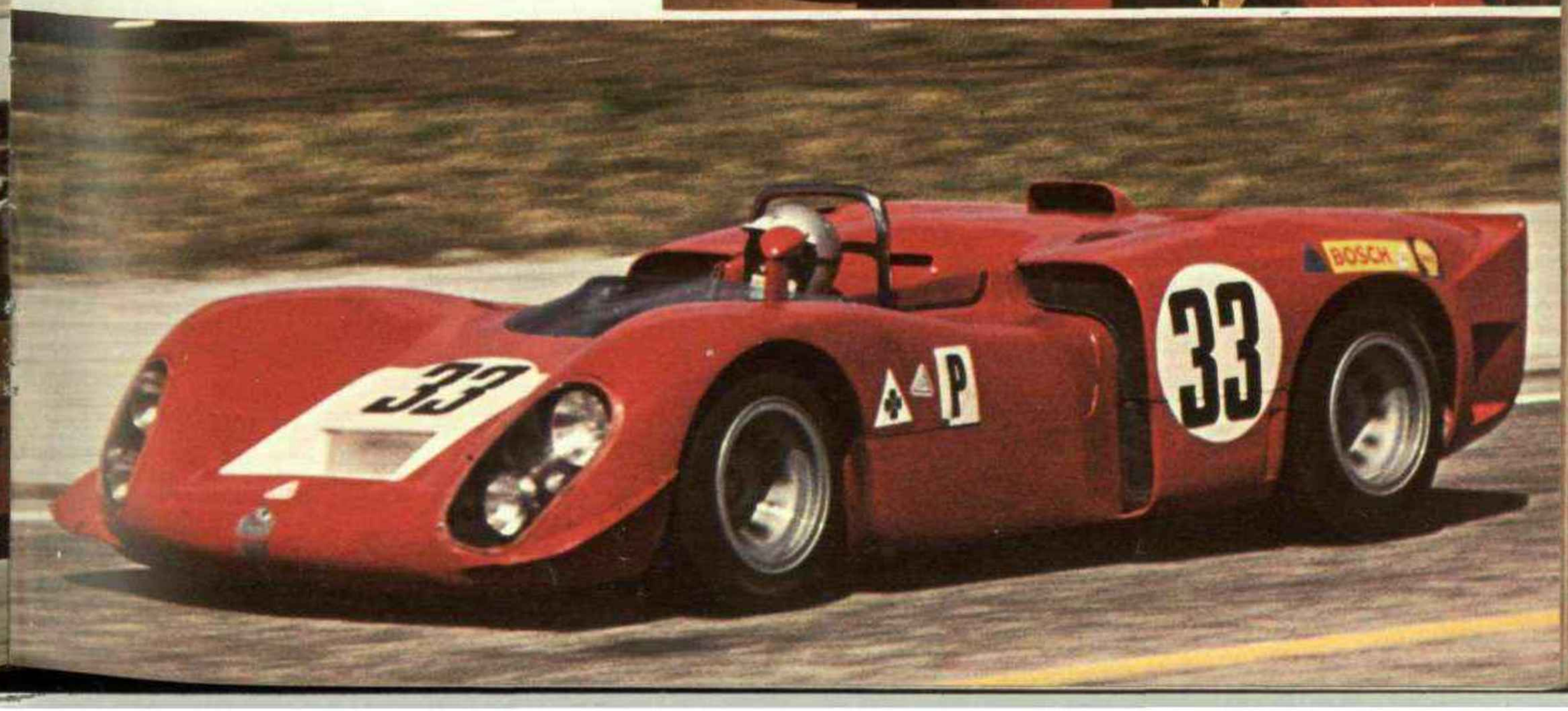


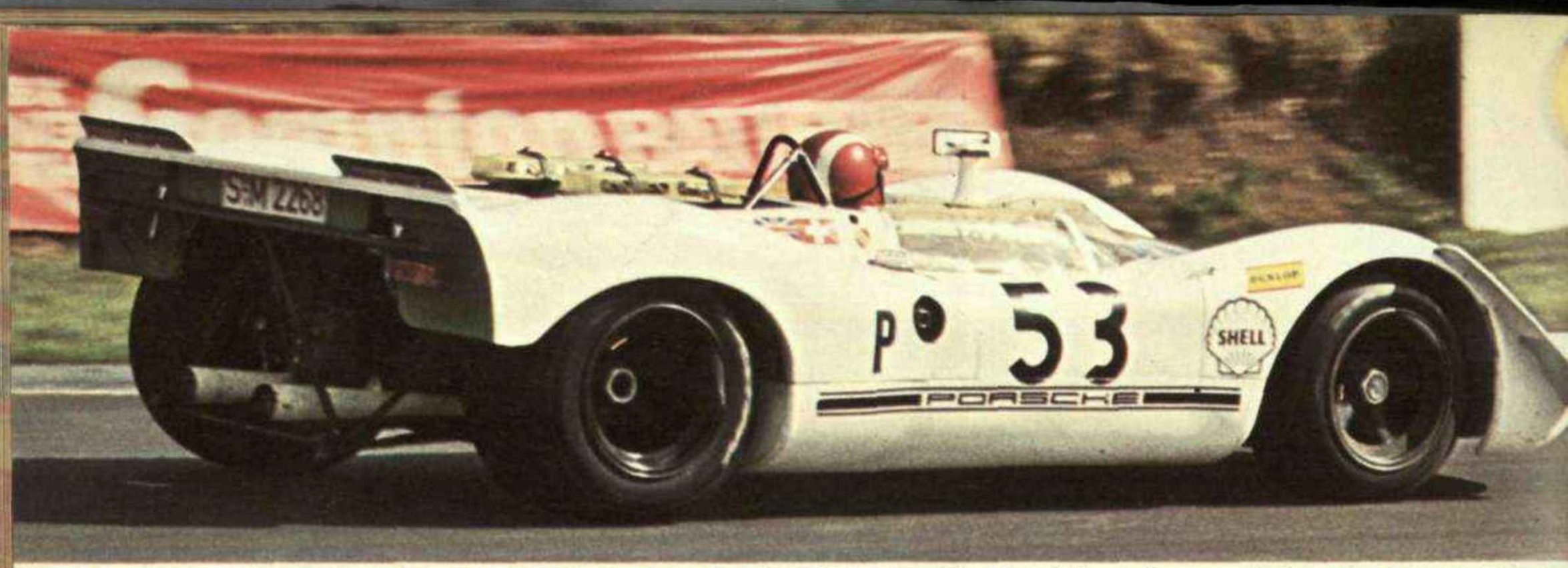
UNLUCKY.—The Daytona-winning Penske Lola driven by Donohue and Bucknum led the race for a total of 17 laps, but retired with suspension-mounting failure.

LEADER BOARD.—Under the electric sign showing Ickx leading Amon, Mitter, itself, and Stommelen, the Motschenbacher/Leslie Lola has a faulty wheel bearing replaced.

DESPERATION.—Porsche mechanics frantically bolt steel bars across the fractured chassis tube in an effort to keep the Buzzetta/Stommelen 908 in the race.

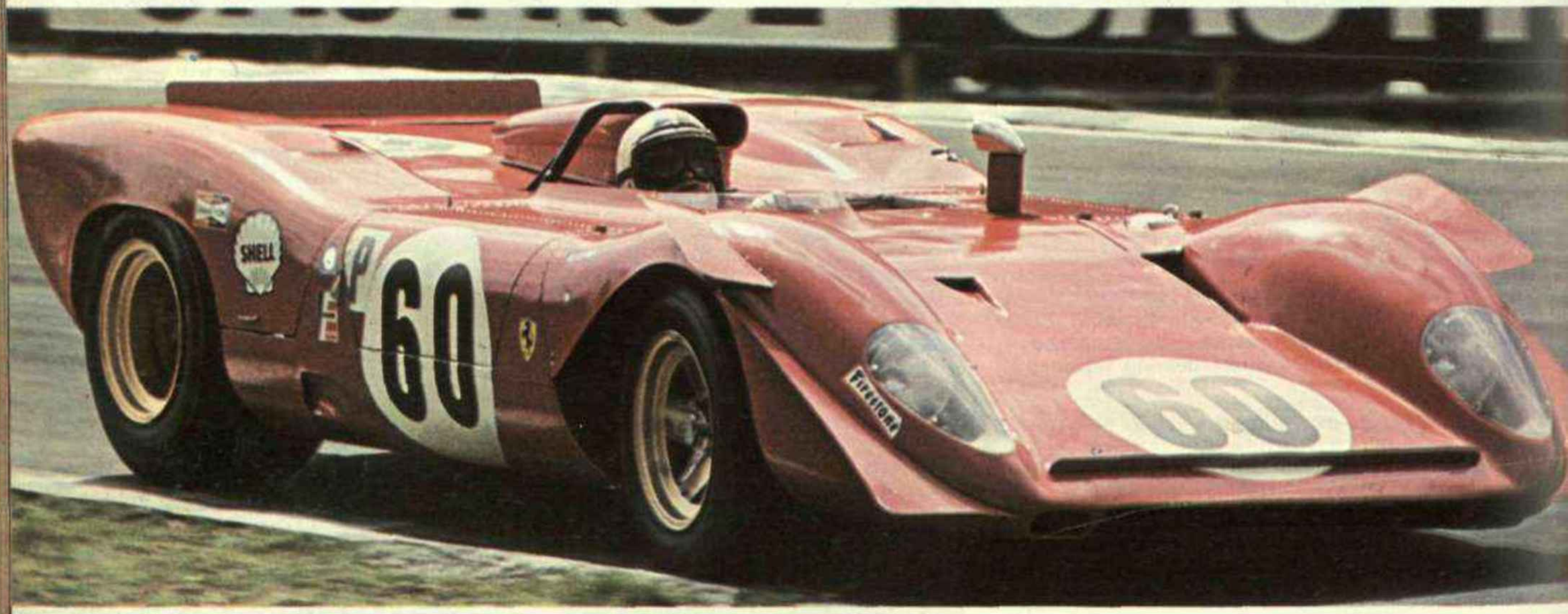
ALFA ROMEO T33-3.—Three of these new Alfa Romeos appeared at Sebring, but were eliminated within the first two hours by failure of the glue-assembled radiators, caused by the rough surface and striking markers.



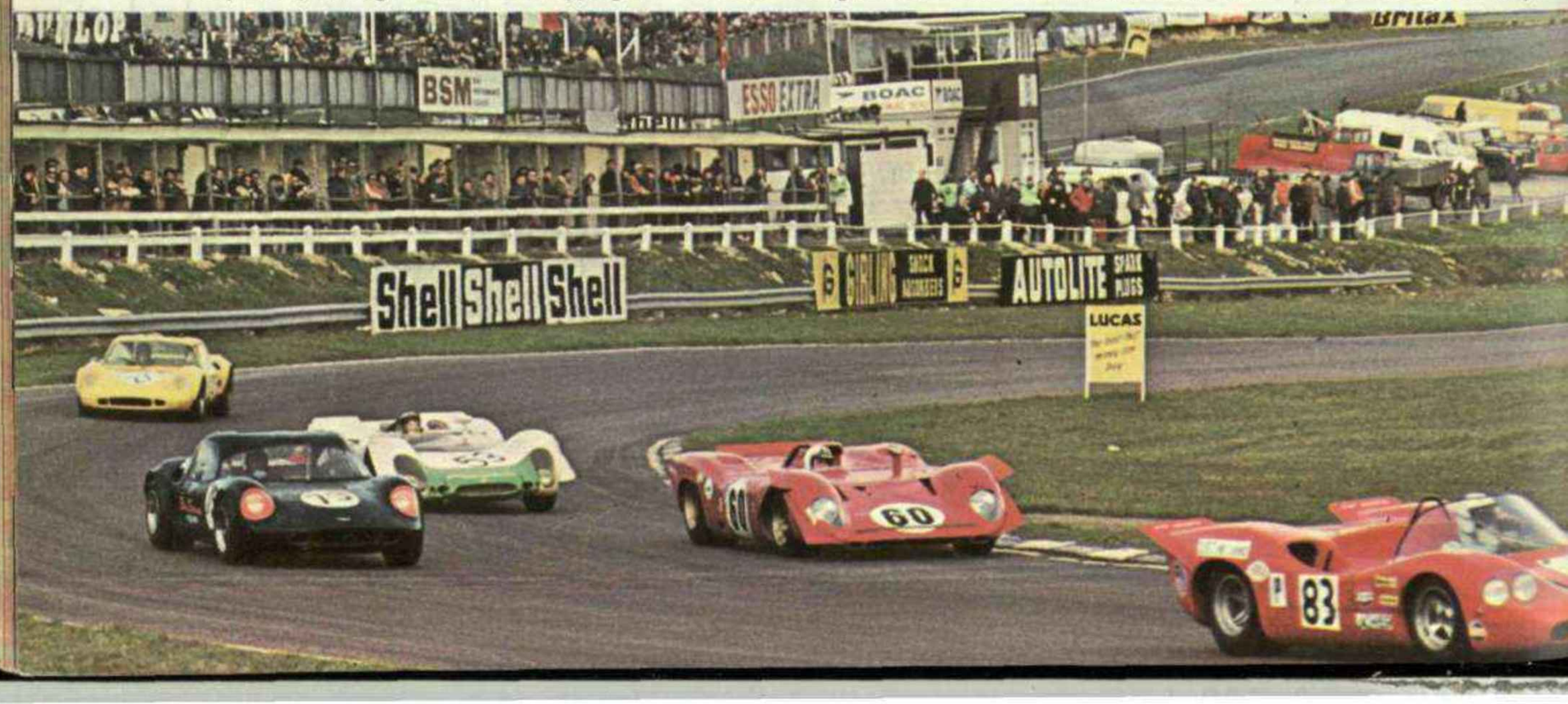


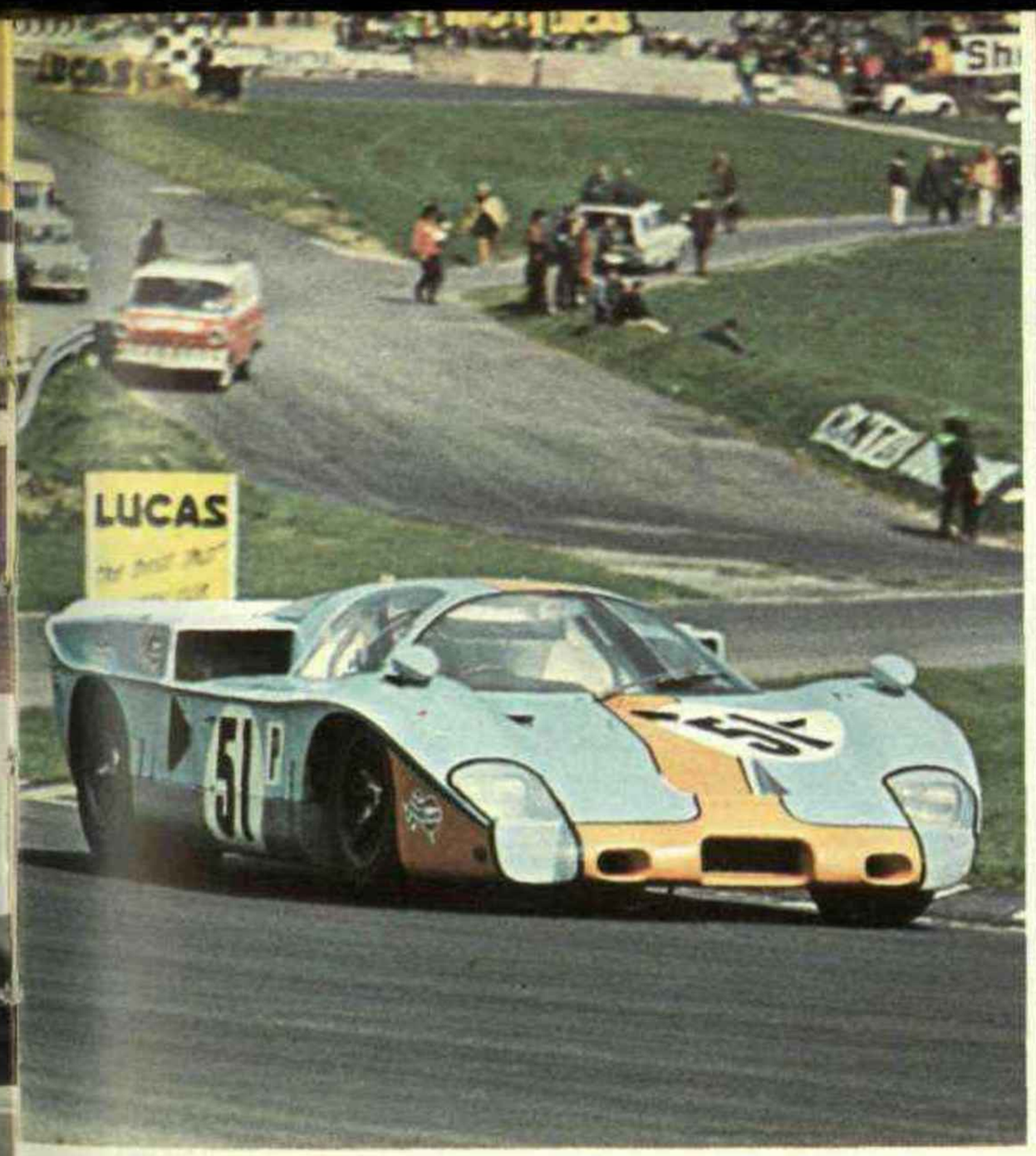
B.O.A.C. 500 DOWN ON POWER.—The winning 3-litre Porsche 908 Spyder of Jo Siffert/Brian Redman was lucky to start following ignition problems on the line, and though the car was lacking the power of its team-mates, the Siffert/Redman pairing handled it in impeccable style, leading home the Porsche procession by over two laps at a race average of over 100 m.p.h.

FULL OF PROMISE.—The Ferrari return to Group 6 racing this year has shown that the Modena establishment has lost none of its fire and deter mination to win. At Sebring, the Amon/Andretti car proved reliable and finished second. At the Brands Hatch B.O.A.C. 500, the lone factory ca again proved it can last the distance but a stretched throttle cable towards the end restricted Chris Amon and Pedro Rodriguez.



EARLY DICE.—For the first half-hour, the works Ferrari 312P of Chris Amon duelled with Jo Siffert's works Porsche 908 Spyder. Siffert soo passed the Italian machine and pulled steadily away after one of Amon's goggle lenses had dropped out when the New Zealander was adjusting then Here they sweep through South Bank, lapping the Chevrons of Roger Enever and John Blades, while Toine Hezemans leads the way.



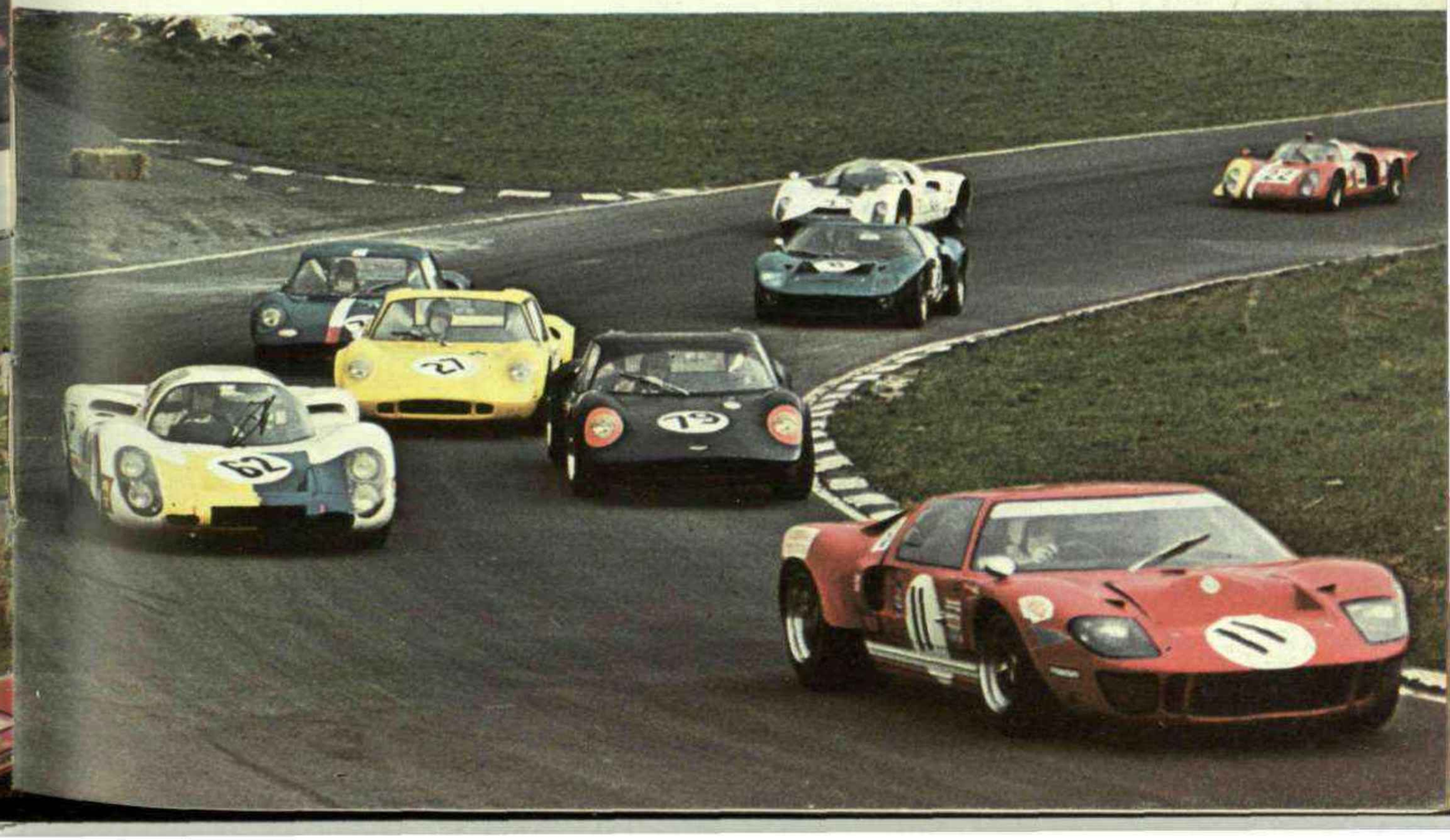


UNKNOWN QUANTITY.—Only completed on the Friday prior to the race, the J.W.A. Mirage-B.R.M. proved too new and untried to seriously challenge the Ferrari and Porsches, retiring after 2½ hours.



LOLA SANDWICH.—Trevor Taylor drove very well in the early stages with the Team Elite Lola T70 Mk. 3B, separating the works Porsches of Vic Elford and Gerhard Mitter until he gradually slowed.

MIXED BAG.—The ex-Hawkins Ford GT40 of Gordon Spice leads the ex-works 2.2-litre Porsche 907 of Gerhard Koch while the Chevron-Ford FVAs of John Blades and John Lepp sandwich the similar B.M.W.-powered car of Roger Enever. Peter Sadler's GT40 follows along with Nick Gold (Porsche 906) and the Racing Team V.D.S. Alfa Romeo T33 of Taf Gosselin.



"DAILY EXPRESS" SILVERSTONE

AMON in his Ferrari and Elford in the Cooper-Maserati stay well wide as Brabham comes through during the final stages of the Trophy race. Amon had made a pit-stop and had just re-passed the old Cooper-Maserati which was appearing in a Grand Prix for the first time since the 1967 South African G.P.

STEWART decided to use the older car in the race as the Tyrrell team did not have any narrow wheels for the new MS80 in which Stewart had made pole position. He therefore started from the back of the grid but finished third.



COURAGE drifts the Frank Williams Brabham during the Troph race on his way to fifth place. This private entry was praised for th high standard of finish. The team employ the mechanic who prepare Hill's Lotus last season.



Braking from 107 for Becketts is no time to worry about your oil.

Let's pick it up from there.

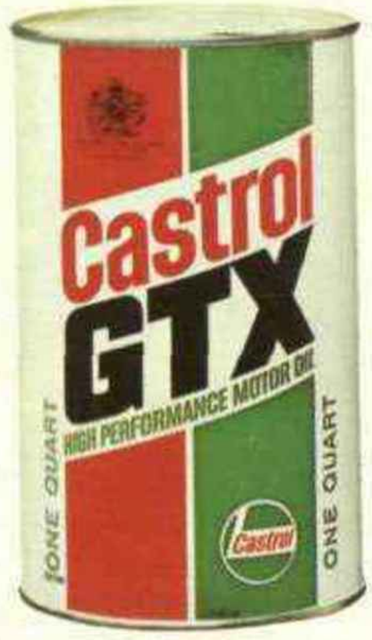
These boys have enough on their plate, without seize-ups to sort out. That's why so many of them – from club level right through to international standard – play safe and demand Castrol.

Castrol's been a big name in motor sport for more than 50 years. Competition experience played a major part in the design of GTX – our high performance motor oil.

The high performance engines we've been called on to protect over the years demand constant viscosity and maximum protection under all conditions. We give it to them. And to you too, in GTX.

What more do you want in an oil? Here's what else you get in GTX: anti-rust and anti-varnish additives, anti-corrosives, sludge dispersant. You name it.

And remember the name next oil change. Castrol GTX.



The engine protector



THERE WAS an exciting dice for most of the race between the works Brabham-Cosworth of Ickx and the private but similar car of Courage. Though he tried hard Courage never managed to pass Ickx. Initially their battle was for second place but they were both passed by Rindt and Stewart before the end of the race.

DURING his drive through the field Rindt lapped team-mate Hill, who did not seem to be enjoying the wet conditions nearly so much. At the time Hill had been dicing with the Parnell B.R.M. of Pedro Rodriguez which was going much quicker than of late. Rindt finished second, while Hill was seventh and Rodriguez eighth. Tucked in behind the two Lotuses is the Brabham of Ickx.



The 2-seater beater.

New Triumph Vitesse Mk2.

Bad news for the two-seater boys. The new Triumph Vitesse Mk2 shatters the notion that hot performance is strictly for them.

0-50 in the Vitesse Mk2 is a swift 8 seconds. A time that makes quite a few top sports cars look shame-faced. And it's a full four-seater.

This show-'em-the-way capability is what is meant by 'Triumph engineering'. Which in practice means putting more into a car so you get more out of it.

The bhp of the new Vitesse has been pushed up to 104, and the top speed to 103 mph. And to match this boosted performance there's new wishbone independent rear suspension to make sure you're as safe on the corners as on the straight.

There have been cosmetic improvements too. Note the magnum-style wheel trims, the remodelled grille, the new walnut-veneered facia.

Some things haven't changed. The light, positive steering. The fantastic 25 ft. turning circle. The 72-position driving seat. The all-independent suspension. The contoured-to-you seats that keep you snug and comfortable every mile. The double-backbone steel chassis.

Name another two-litre, six-cylinder, four-seater that out-accelerates and out-manoeuvres several leading sports cars?

And ask yourself why you aren't a Vitesse man already.

Triumph Vitesse Mk2 saloon £972 6s. 5d. Convertible £1,020 12s. 6d. Both prices include purchase tax.

Standard-Triumph Sales Ltd, Coventry. OCO 3-75511.

BRITISH LEYLAND TRIUMPH

Triumph put in what the others leave out

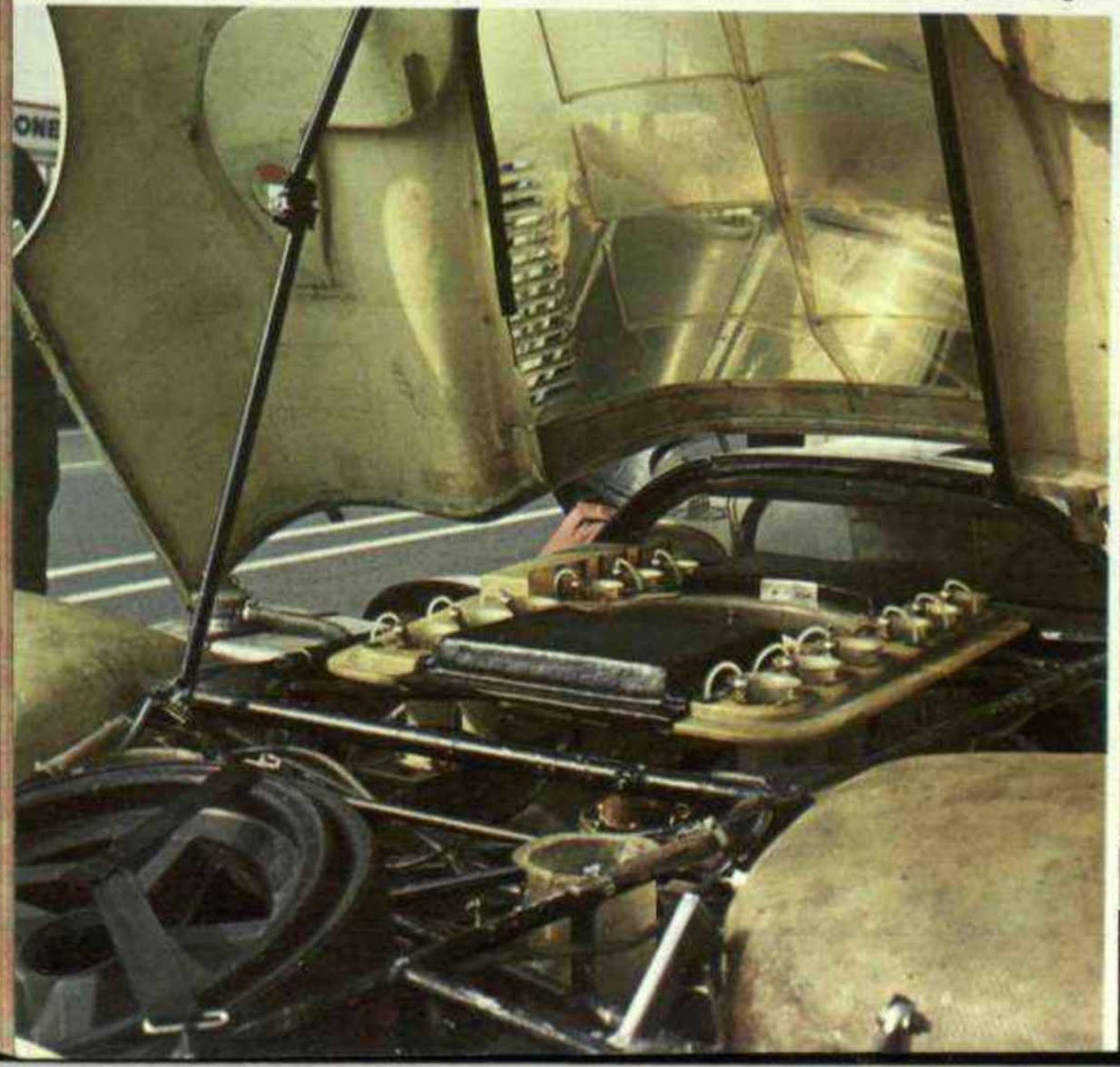
OULTON PARK F.5000

FORMULA 5000.—The new Formula 5000 got under way at Oulton Park on Good Friday and there was a second race at Brands Hatch on Easter Monday. Gethin's McLaren-Chevrolet won both the races and is seen here at Oulton Park's Cascades bend, followed by Hobbs in a TS5 and the Lolas of Hailwood, Forbes and Walker.

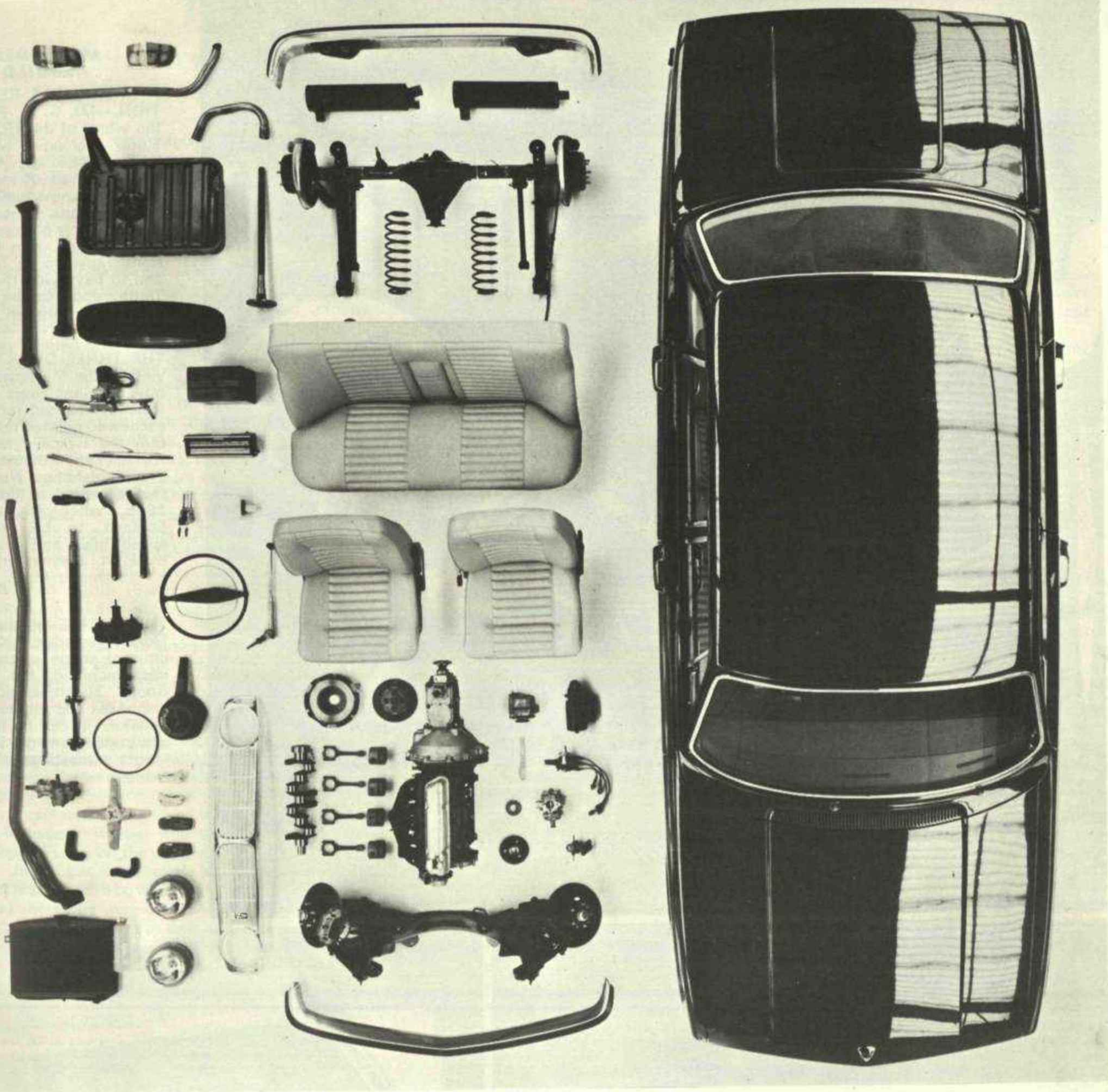
LE MANS TEST WEEK-END

PORSCHE 917.—The new flat 12-cylinder engine fills the rear of the car in an impressive fashion, the cooling fan ly horizontally on top. This sucks air through the slots in the Perspex rear window above it, and during the Le Mans tests one of cars also sucked the rear window into the fan, with disastrous results!

FRENCH MATRA.—Engineer George Martin looks on and Servoz-Gavin sits in the cockpit of the Matra 630/650 while adjustments are made. photograph shows the aluminium cockpit cover, slightly raised in front of the driver to form a wind deflector. When the passenger door is closed do it fills in the complete space to the left of the driver. On the passenger seat is recording apparatus for computing engine and road performance







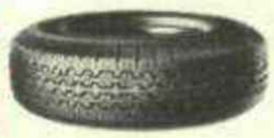
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MERCEDES REBUILD

A CREDITABLE RESTOR
TION.—Mr. G. M. Palme
the wheel of the 1924 Ta
Florio Mercedes which
has painstakingly built
over a period of more t
five years, virtually fr
boxes of parts. It is belie
to be the only Mercedes o
kind outside the Daim
Benz Museum at Stuttg
and to have won that ye
Targa and Coppa Flo
driven by Christian Wer

THE THREE-QUARTER r
view of the Mercedes sho
how the engineers respo
sible for the road-racing c
eschewed pointed tails. No
too, the typically Merce
fuel filler and exhaust syst
The Registration Numbe
that allocated to the car
1925, when it came
England, to be driven
speed trials and hill-clim
by E. A. Mayner and R
mond Mays.

THE ENGINE of the Ta
Florio Mercedes. Note
unusual shape of the br
inlet manifold, the verti
Roots supercharger, tw
camboxes and the traditio
radiator. It can be heard
action at present-day V.S.C
meetings.

TARGA FLORIO MERCEDES

A Description of the 1924 2-litre Racing Car Painstakingly Restored in Recent Times by G. M. Palmer

VINTAGE racing cars, especially those in near-original condition, are not particularly numerous, so I was delighted when, last year, Mr. G. M. Palmer, better known to me as the designer of the Jowett Javelin, the prototype twin-cam M.G. engine and the M.G. Magnette, and now an engineer with Vauxhall Motors Ltd., produced his beautifully rebuilt 1924 2-litre Targa Florio Mercedes and raced it at a V.S.C.C. Silverstone Meeting, proving that, apart from being a talented automobile engineer, he also ranks high as an enthusiast for vintage cars.

When this splendid white racing Mercedes came out again this year for the V.S.C.C. Pomeroy Memorial Trophy Competition, I decided that it was time I discovered something about it. So one Sunday I found myself on the way to a village near Oxford, in another excellent twin-cam motor car, the Fiat 124 Sport coupé, to lunch with Mr. Palmer and inspect the result of some five years of painstaking spare-time work. The notes that follow are the outcome of this most interesting visit, during which Mr. Palmer generously placed at my disposal all the data in his possession and took me out in his historic and inspiring motor car.

The Targa Florio Mercedes of 1924 was a development of the car designed and built by Paul Daimler to compete in the 1923 Indianapolis 500-Mile Race. Three of these cars were entered, and were driven by Werner, Lautenschlager and Sailer. They qualified at about 98 m.p.h. and in the race Werner held third place at half-distance at a speed of about 91 m.p.h., but they were dogged by minor mechanical troubles, and finished eighth (Sailer at 80.68 m.p.h.) and 11th (Werner at 74.65 m.p.h.). Lautenschlager hit the wall early in the race and retired. His car was sold in the U.S.A., ran in the 1924 race as a Schmidt Special, and is almost certainly the car restored by Joseph Reutershan, now owned by Henry Austen Clarke, Jnr., of New York.

The design was modified in detail during the winter of 1923 by Dr. Ferdinand Porsche, who had just joined Daimler as Chief Engineer, and three cars were entered for the Targa Florio in May 1924. A road-racing two-seater body with rear-mounted twin spare wheels replaced the taper-tailed Indianapolis body, while the supercharger was almost doubled in size, and carburetter and internal engine changes were made.

Three cars were entered, and were driven by Werner, Lautenschlager and Neubauer. Werner won the Targa Florio at 41.02 m.p.h., and the Coppa Florio, on the way, with Lautenschlager 10th and Neubauer 15th. It was Lautenschlager's last drive for Mercedes, and it was the second major race to be won by a supercharged car. During the summer of 1924 these cars were outclassed by the new six- and eight-cylinder Grand Prix cars, so were only used for European hill-climbs; they won the Klausen (driven by Werner) and the Semmering (driven by Merz). They were used as practice cars for the Italian Grand Prix at Monza in September 1924, when Mercedes entered their straight-eight 2-litre cars, which proved dangerous to handle, Zborowski being killed in one at Monza.

So far as is known, Mr. Palmer's car and that in the Daimler-Benz Museum at Stuttgart are the only survivors of these four-cylinder Targa Florio Mercedes.

The 2-litre four-cylinder engine has a bore of 70 mm. and a stroke of 129 mm. The single-piece combined cylinder head and block is of welded construction, each cylinder barrel and combustion chamber being machined from separate forgings, the four being united by sheet metal water jackets and base-plate, a form of construction pioneered by Mercedes and used for their victorious 1914 4½-litre G.P. cars. This is bolted to an aluminium crankcase with a cast ribbed oil sump housing the three-bearing built-up type counterbalanced crankshaft. Bearings were originally of the roller-type, lubricated by intermittent oil jets collected by circular troughs on the shaft. The fully-machined steel connecting rods also had roller-type big-end bearings.

Double overhead camshafts are used, directly operating four valves per cylinder set at an included angle of 50°. The valves have 12 mm. dia. stems with screwed adjusting pads at the cam end, as on Hispano-Suiza o.h.c. engines, and the exhaust valves are mercury-filled for cooling, probably the first time such valves were used in a racing-car engine. The camshafts are driven by spur and bevel gears with a vertical shaft at the flywheel end. A cross-shaft drives the magneto and water pump.

A Roots-type supercharger mounted vertically at the front of the engine is driven by a multi-disc clutch, at 1.78 times crankshaft speed, by bevel gears, is engaged on kick-down of the throttle pedal, and blows air into a 1¾-in. dia. double venturi updraught carburetter, as on other supercharged Mercedes cars at this period of history.

Power output of the original engine was claimed to be 68 b.h.p. unblown and 120 b.h.p. blown, both at 4,500 r.p.m.

The clutch is a double cone type, of 240 mm. dia. It drives a separately-mounted four-speed gearbox with a right-hand lever mounted just inside the frame. The ratios are 1, 1.22, 1.60 and 2.42 to 1.

At the rear of the gearbox is the universal joint and spherical bearing of the torque-tube-type rear axle. This is typically Mercedes, with a crown-wheel integral with each half-shaft, the differential gears being between the two pinions. The axle ratio is 3.93 to 1.

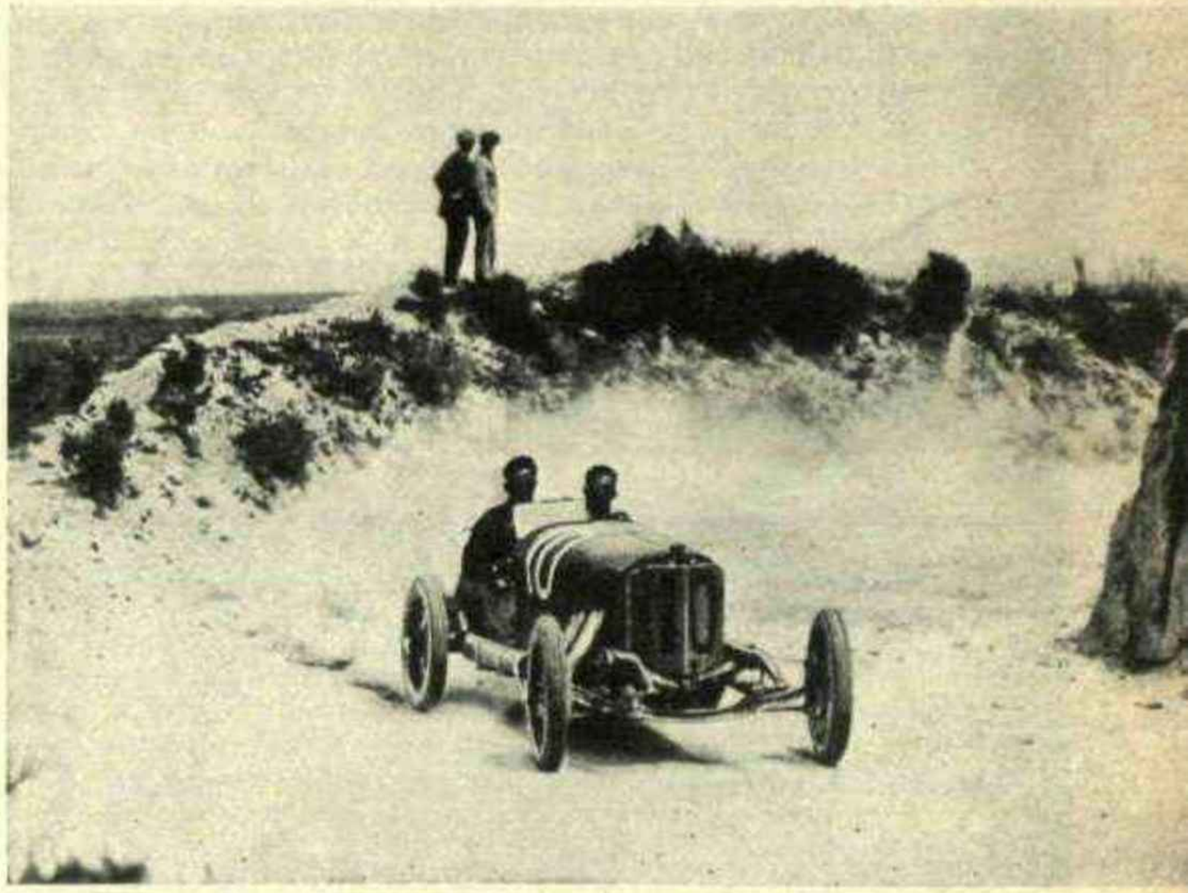
Springing is by normal half-elliptics, shock-absorbers being Mercedes lever-type with bronze/steel friction faces, the load on which is augmented by cam action either side of the laden position.

The brake pedal operates one set of shoes, through rods, in the 320 mm. dia. rear brakes, and the same size front brakes through cables. The steel brake drums are integral with the R.W. hubs. The external handbrake operates a second set of rear shoes.

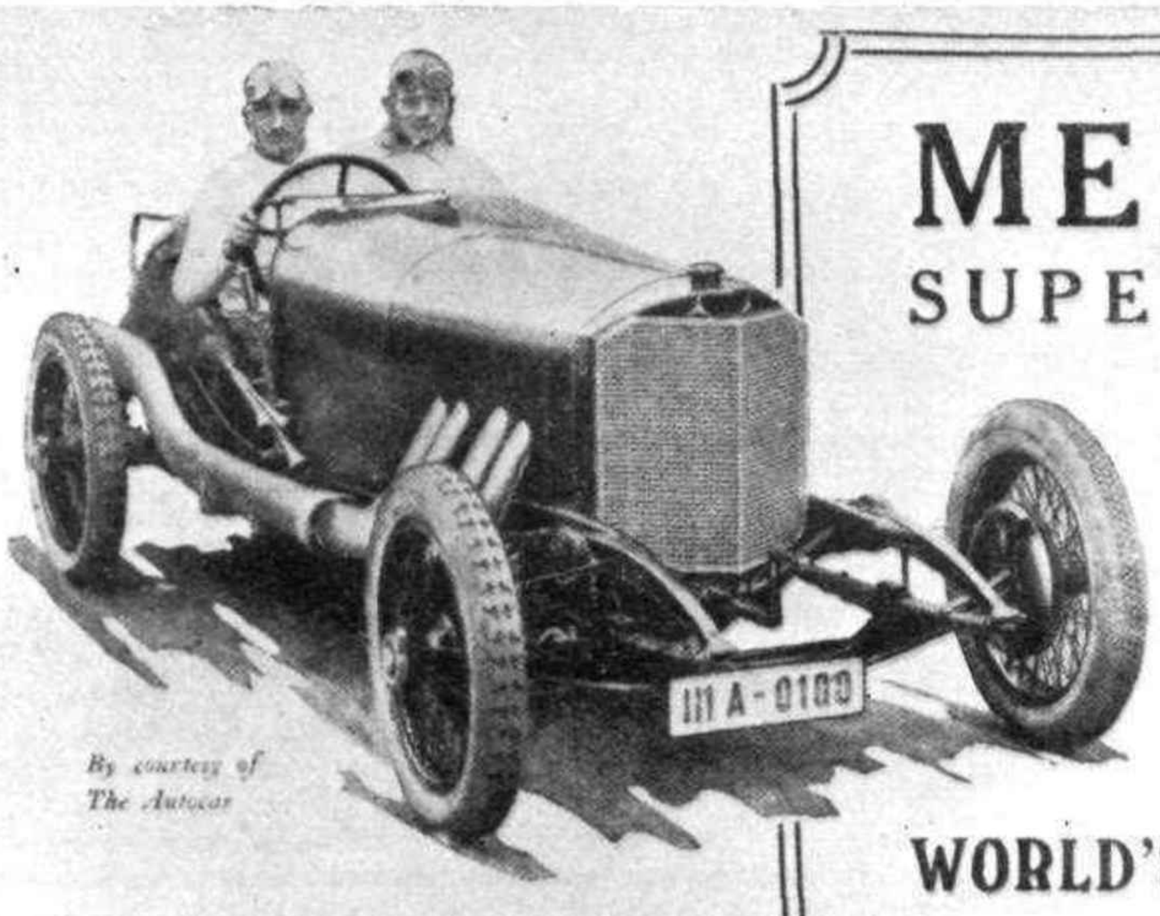
The wheelbase is 107½ in. and the track 55¾ in. Original tyres were 29×4 straight-sided but the car is now shod with 5.50 in. × 20 in. Dunlop covers. The gearing gives 105 m.p.h. at 4,500 r.p.m. As used at Monza the cars must have been higher geared, as they were said to do 115 m.p.h.

The body on the present car is a replica of the original.

After its competition career on the Continent was over this Mercedes was shipped to England and was used for sprint racing here by E. A. Mayner, who was apparently Works Manager of British Mercedes, then at premises in Camberwell (but David Scott-Moncrieff says he was on the Sales staff, at Long Acre). At the time it was reputed to be the actual car with which Werner had won the Coppa and Targa Florio but today Daimler-Benz make the same claim for the sister car in their Museum at Stuttgart. Some sources said that it had an engine out of one of the four 1923 Indianapolis Mercedes, which engine Werner had personally taken back to Germany after the American race, either the one from Werner's own car or that from the Lautenschlager/Sailer crashed car. In view of the subsequent redesign of these engines this theory must be accepted with reservation but it seems likely that Werner's mechanic delivered the Targa Florio car in person to Mr. Mayner.



The classic hand-out picture of Werner winning the 1924 Coppa and Targa Florio for Mercedes.



By courtesy of
The Autocar

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and FLORIO CUP

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16/60 h.p.	15.9 h.p.
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Mercedes found their success in the Targa Florio useful in publicising their new-fangled supercharger on their production models and put this advertisement in MOTOR SPORT *in* 1924.

This gentleman made good use of the car, which had been registered XY 4876 on May 11th, 1925, the engine No. being 1275X2 and the chassis No. 23012. At the end of that month he made second fastest time of the day at the Shelsley Walsh hill-climb, being 0.4 sec. slower than Major Segrave who was driving a supercharged 2-litre G.P. Sunbeam. The following month Mayner ran the Mercedes at the Skegness speed trials and made f.t.d., Malcolm Campbell's 350-h.p. V12 Sunbeam doing 33.4 sec., the Mercedes 33.0 sec. A week later the Mercedes won its class at the speed trials on Pendine sands, where it was third fastest, and then, on the promenade at Herne Bay, Mayner netted another f.t.d. of his own, clocking 23.2 sec., or ⅕ sec. faster than Capt. Frazer-Nash's Frazer Nash.

Before the 1925 season was over he had been placed second in the Stalybridge hill-climb, and he tidied up these performances by making second-f.t.d. over the flying kilo. on Southport sands in 24.2 sec., being beaten only by Segrave and the supercharged Sunbeam, which was 1.4 sec. faster, and by being placed second in the mile race, third in another of these races, although failing to finish in the 10-mile race.

These successes in British speed events, which were well attended and reported in the motoring Press of the day, were no doubt regarded as useful in publicising contemporary Mercedes models, which were rather stolid and Teutonic but immaculately made, and as a means of establishing the effectiveness of the Mercedes system of supercharging which could be brought in when required and which if, as claimed, doubled the power of the engine, was a very effective "extra gear" or acceleration booster; it was exploited very effectively on the subsequent production 33/180, 36/220 and 38/250 Mercedes-Benz cars.

Anyway, Mayner was out again with the Targa Florio car in 1926 making f.t.d. on the first day of the Skegness speed trials in June, which involved a f.s. kilo. in 33.8 sec., and later coming in second in the kilometre race. Then Kindell, who was as far as I can ascertain works tester in those days for British Mercedes, is said to have won the 2-litre class of the mile and 10-mile races at Southport, and the Mercedes was second to Davenport's G.N. in another short race on those sands. But when Mayner sought to close the season by competing at Shelsley Walsh he failed to complete the course due to mis



The Mercedes making one of its many sand-racing appearances. The exhaust pipes terminate higher up than in its Targa Florio guise.



Capt. E. A. Mayner about to make f.t.d. at Herne Bay speed trials t the Mercedes now owned by Gerry Palmer.

firing. Nevertheless, these performances with the old Mercedes racer, which must have been put on the drawing-board in 1921/22, were sufficient for Mr. Frank Sedden, Managing Director of British Mercedes-Benz, to sign up Raymond Mays to drive the car during the 1927 season. Mays' great runs at Shelsley Walsh, where he had held the record in his Bugatti days, must have convinced Mercedes that this would pay dividends. In his enthralling book "Split Seconds" (Foulis) Mays has told how he took over the car and what he did to it, before running it to 6,000 r.p.m. on occasions, in some events with the supercharger permanently engaged (he prepared it at Eastgate House, Bourne, which in many ways was reminiscent of Higham, near Canterbury, half-a-decade earlier). He tied with Davenport's G.N. "Spider" at the Blackpool speed trials, for f.t.d., in 27 sec. for the half-mile, won the mile race at Southport very easily, crossing the line at 118 m.p.h., was second to Eyston's Bugatti at Skegness, beaten by ⅛ of a sec., was vanquished at Shelsley Walsh by Davenport, who was 0.4 sec. quicker, but turned the tables on the G.N. at Colwyn Bay. He had also managed second-f.t.d. at the Amateur Shelsley Walsh hill-climb.

Incidentally, in those days racing cars were frequently driven to and from these meetings and it was presumably for this reason that the Targa Florio car had been registered. However, when it was being driven by Mays a 33/140 Mercedes-Benz chassis was turned into a transporter to take it about the country.

Towards the end of the 1927 season Mays was offered a seemingly more attractive proposition by Mercedes, one of their 1924 straight-eight G.P. cars, but it proved so unsuitable for Shelsley Walsh that he substituted the four-cylinder car. According to his book, Mays had sufficiently impressed Mercedes-Benz in Stuttgart to be offered a place in their official racing team (then of sports cars), as Zborowski had been before him and Seaman was to be subsequently, but this he declined. . . .

After Mays had finished with the two 1924 Mercedes the dangerous eight-cylinder was sold to the Hon. Dorothy Paget and converted into a road car, and the Targa Florio car was, it seems, also given a dynamo, starter and lamps for the same purpose. It appears that Lord Tollemache bought the Targa Florio car and there is a story that it was fitted with a closed body, which sounds improbable. Later it is said that a rod came through the side of the crankcase.

I have remarked previously that this is so far as is known the only surviving 1924 Targa Florio Mercedes outside the Mercedes Museum. Indeed, it is unlikely that any more of these cars or any of the 1923 Indianapolis cars came to this country, but this is another tangled story, which I propose to evade at present. Even that noted historian T. A. S. O. Mathieson is convinced that Capt. J. C. Davis had one of the Indianapolis Mercedes and ran it at Brooklands, but I think he may be confusing this with Peter Hampton's rebuilt 1922 Targa Florio Corsica-bodied and pansified car, which was extensively described in MOTOR SPORT in 1937, because the cars which Davis ran at Brooklands in 1931-32, with dismal results, had 2.4-litre and 2.6-litre engines.

At all events, there is no doubt about Mr. Palmer having the ex-Mayner/Mays car. He has the original log book with the same registration number and the aforesaid engine and chassis numbers, which coincide with those stamped on his car. With its papers came a couple of licence discs with a three-letter Hampshire registration on them, which presumably apply to the Mayner car when it was re-registered after the war by Comdr. Foster, R.N., who used it with, I think, a crude slab-tank two-seater body and a production 10/40 engine.

The first thing Gerry Palmer did on purchasing the chassis and box of engine bits was to make a full-size engineering drawing of the engine (which precludes any suggestion that he may have unwittingly built up a 1½-litre Targa Florio engine!).

Although the engine cylinder block had been sent to Stuttgart by Jeddere-Fisher it had come back to England, legend says in jolly fashion strapped to the carrier of a friend's 36/220, still minus its con.-rods and parts of the crankshaft assembly. Mr. Palmer decided that to make new roller main and big-end bearings was too formidable so he converted the engine to plain bearings. High Duty Alloys Ltd. made up very light alloy con.-rods, after Morris diesel rods had been tried unsuccessfully, and the late Mr. G. A. Vandervell was most helpful about the thin-shell bearings, which are of sleeve-type instead of the usual split pattern.

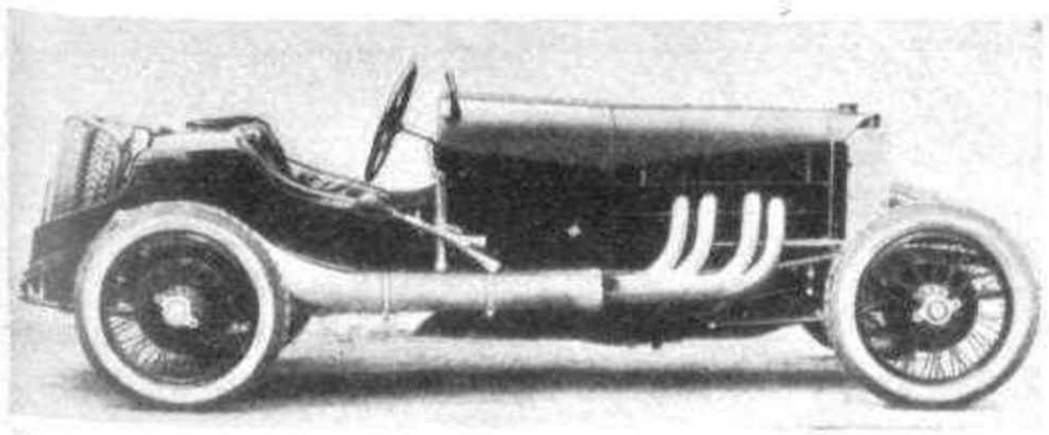
The main bearings are adapted Bedford and lubrication is contrived by using a converted Bedford oil pump driven by spur gears from the back of the crankshaft. The biggest task was to machine new spur gears to replace the original, but now useless, spiral bevels. This was done by the Vauxhall Apprentices School, and in spite of the enormous amount of work Mr. Palmer has done himself he was most anxious that credit be paid to the Vauxhall apprentices and engineers and all the other people who did so much to salvage the old engine. The new arrangement was immediately satisfactory, apart from giving 120 lb./sq. in. oil pressure, so that a double relief valve had to be introduced to bring this down to 70 lb./sq. in. The lubricant used is Duckhams 20/50.

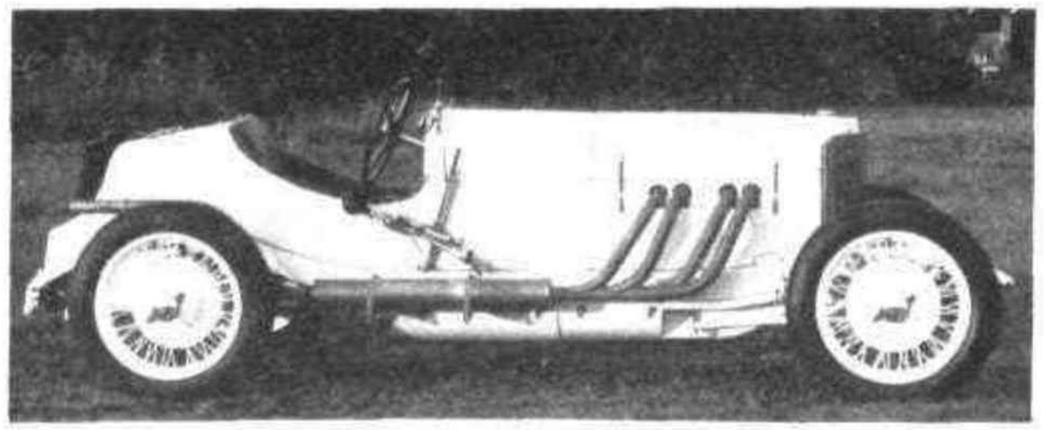
The supercharger was found to be in reasonable condition. It blows at about 8 to 9 lb./sq. in. Hepworth and Grandage Ltd. of Bradford were another very co-operative company, who made up new Hepolite alloy pistons with pent crowns, giving a c.r. of 6½ to 1, instead of the original c.r. of about 4½ to 1. A set of pistons giving a 5¾-to-1 c.r. is kept in reserve but on modern petrol the higher ratio has proved satisfactory.

The pressurised Mercedes carburetter feeding through an oddly-looped polished brass inlet manifold is retained but the pressurised Autovac was too complicated to reproduce, so it has been replaced by a C.A.V. multi-fuel engine fuel feed pump which gives a higher fuel pressure than the supercharge pressure. Dr. Uhlenhaut was most helpful in sending from Stuttgart drawings of the complicated throttle linkage but Mr. Palmer has to some extent used new linkage of his own design. A by-pass thermostat has been incorporated in the cooling system but the original honeycomb radiator was in good order, even to its Mercedes stars on the casing. Ignition is now by a Bosch sleeve-inductor magneto to single plugs per cylinder in the centre of the heads. This magneto was generously supplied by Bosch of Stuttgart after Mr. Palmer had happened to mention his problems in the sparks department; it is probably a mid-1930s instrument.

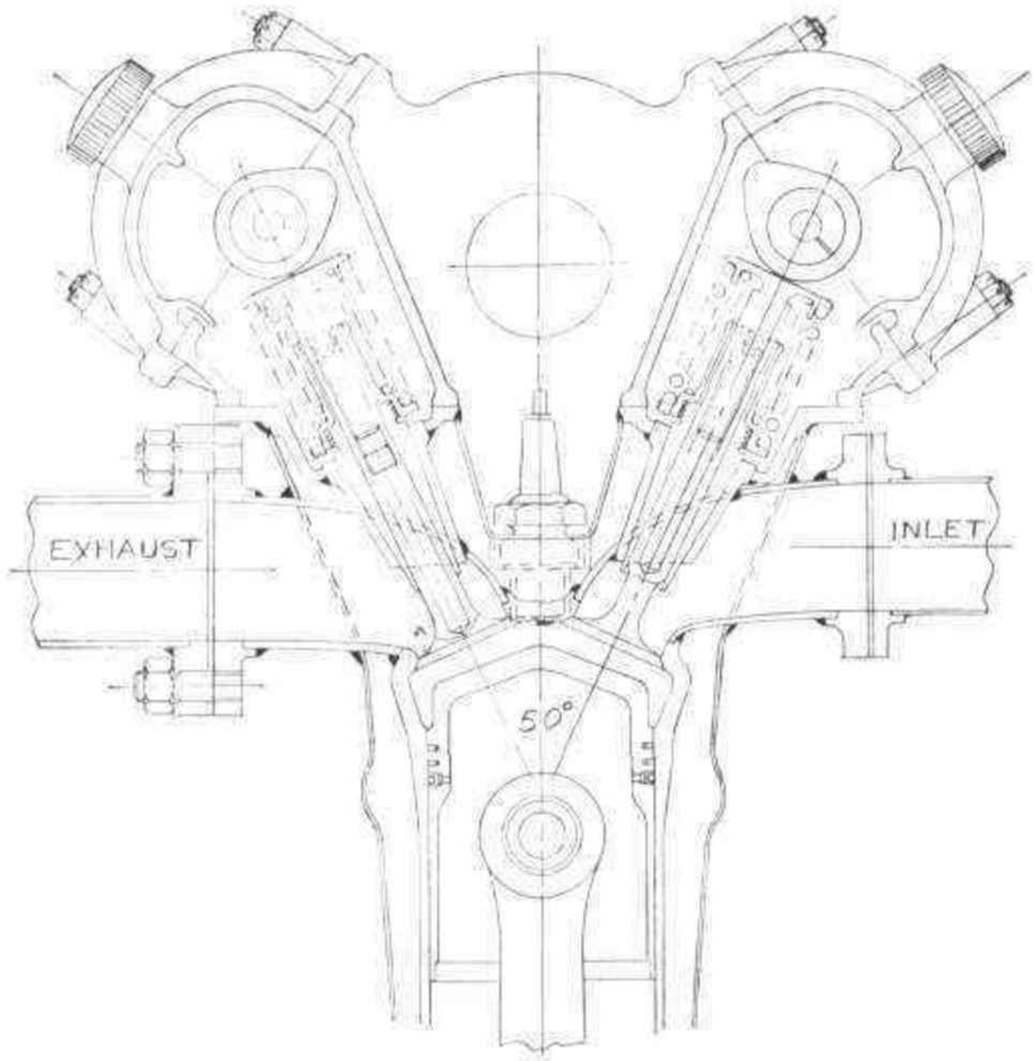
The Mercedes chassis was in very reasonable condition and has needed comparatively little restoration. A previous owner had changed the brake cable run, from one along each side of the frame, to a single cable on the o/s, with a cross-over to a transverse cable running out to the front brakes. Mr. Palmer tidied up the change-over box. These are typical Mercedes brakes of the period, with neat convex back-plates and gear compensators at the ends of the cable runs, the cables looking astonishingly thin. The original shock-absorbers, similar to those used on the 1914 G.P. Mercedes, are retained.

Although Jeddere-Fisher was in process of making a body for the car, Mr. Palmer scrapped this and made a very fine replica of the Targa Florio body, even to mudguards and undertray. The angle-iron framework was made up by a local blacksmith and covered with alloy panelling in the home garage. The white paint was renewed, and it is interesting that when the chassis was scraped-down traces of





On the left, a picture from the Daimler-Benz archives of the Targa Florio Mercedes as it was in 1924. On the right, a picture taken by Mr. Palmer of the car he has recently restored.



This sectional view of the Targa Florio Mercedes cylinder head was prepared by Mr. Palmer and is believed to be the only one to be published.

red paint were found. When Mercedes went to Sicily for the Targa and Coppa Florio races they feared that if the cars were raced in their National colour so soon after the war they would be stoned by patriotic peasants. So they were painted red, like the Alfa Romeos they vanquished. But later, certainly by the time one of them came to England in 1925, they were white. So either this is some of the original red paint or a subsequent owner, perhaps tickled by the legend, reverted to the red colour. A fine three-trumpet bulb horn was a prominent feature of the cars in 1924, so it was poetic justice that, while looking at antique furniture in Dunstable, Mr. Palmer should come upon a brass four-trumpet horn, which is very appropriate to his Mercedes. A Lucas starter motor, a generator hidden up under the scuttle, and sidelamps out of sight under the front mudguards, were fitted and this historic motor car was ready for the road again.

As Mr. Palmer is a fully qualified automobile engineer, I asked him if he had any comments to make, adverse or otherwise, about the racing engine Mercedes had designed more than 46 years ago. He said he was astonished that they were content to use a three-bearing crankshaft when they had used a five-bearing shaft for the 1914 G.P. engine, and that he had been surprised that there was only one universal joint between the separately mounted engine and gearbox, this being behind the clutch and so about a foot aft of the rear main bearing. Any misalignment of the two units or flexure of the frame thus applied load to the rear main. The original roller bearing might well have been able to cope with this but he was doubtful about the ability of a plain bearing to do so. So a degree of flexibility was introduced by driving the clutch by six studs fixed in the flywheel with nylon bushes in the clutch. These lasted only about 150 miles, were replaced by bronze bushes which lasted 80 miles, which in turn were replaced by bonded rubber bushes which lasted about 40 miles and caused retirement from the recent V.S.C.C. Pomeroy Trophy. Nylon bushes of a different design have now been fitted.

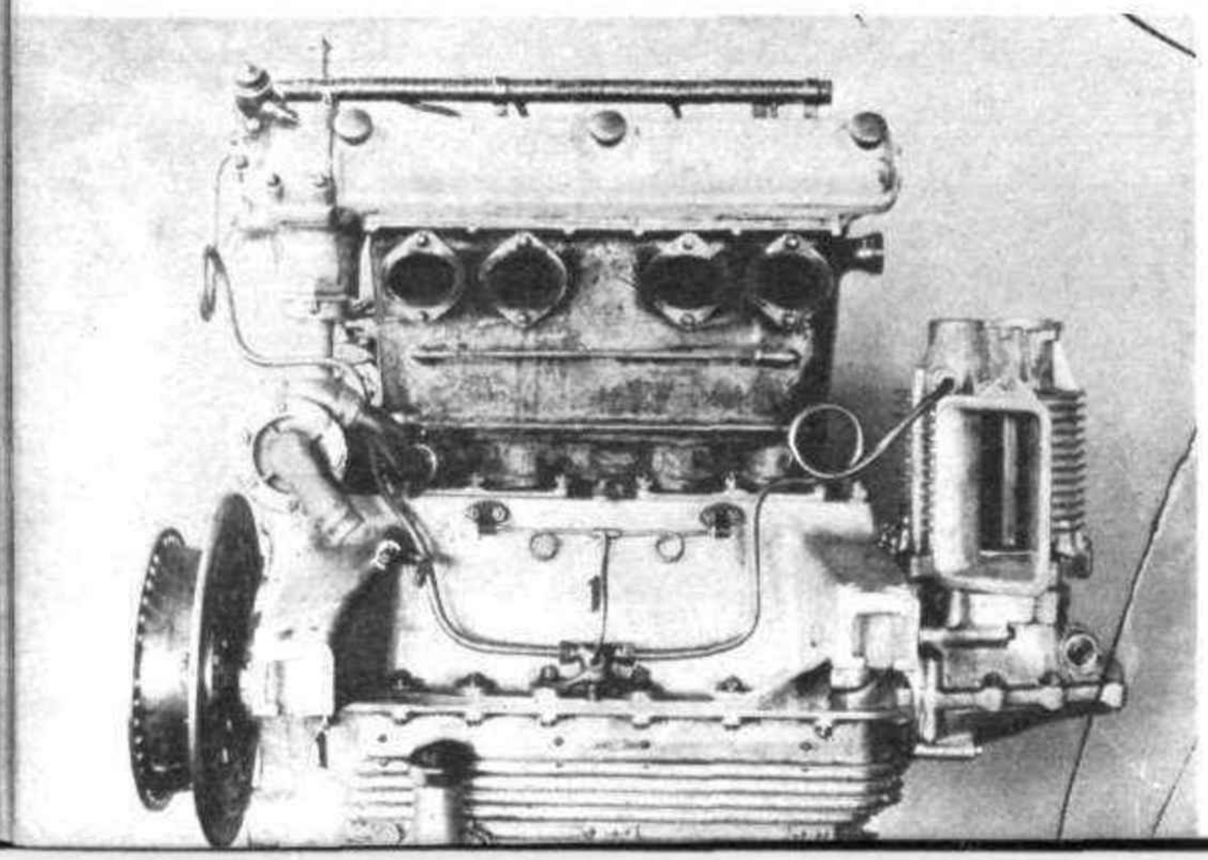
After our photographer had taken some colour photographs and departed Londonwards in his Morris 1100 we set about going for a ride in the Mercedes. Pressure is pumped up in the typically-Mercedes tail tank, a few pumps are given with the Ki-gass, and the starter button pressed. Starting is rendered a bit reluctant because the supercharger clutch tends to drag from cold, so the car's owner prefers to use the electric starter, saying that the way the mechanics used to hand-crank these engines is just another thing he admires about the racing personnel of contemporary times. At present the starter is a too eager to jam, for no apparent reason, and is to be replaced by a pre-engagement starter. It jammed on this occasion but Mr. Palmer quickly had the undertray and the starter off, working like a surgeon who is thoroughly conversant with his patient.

Then the engine broke into life, was allowed to warm up, and we were away. The sense of power puts this Mercedes definitely in the vintage racer as distinct from fast vintage sports-car category, and above the howl of the wintery wind round my tight-strapped flying helmet (there is not even an aero-screen on the passenger's side and the noise of the indirect gears, the scream of the blower could just be defined as the accelerator was pressed to the floor. Mr. Palmer estimates the present maximum in road trim as about 95 m.p.h. I do not know what we did during this brief spin but it was sheer joy to feel the white car accelerate, to rush past modern saloons, brake securely for the roundabouts on the Cowley ring-road, weaving a little under the strong retardation, and corner firmly on stiff half-elliptic springs. It was all much as they must have found it during that long-ago Targa Florio, similar to the view Lautenschlager had of the Lyons road in 1914 when he was in pursuit of Boillot's blue Peugeot. . . .

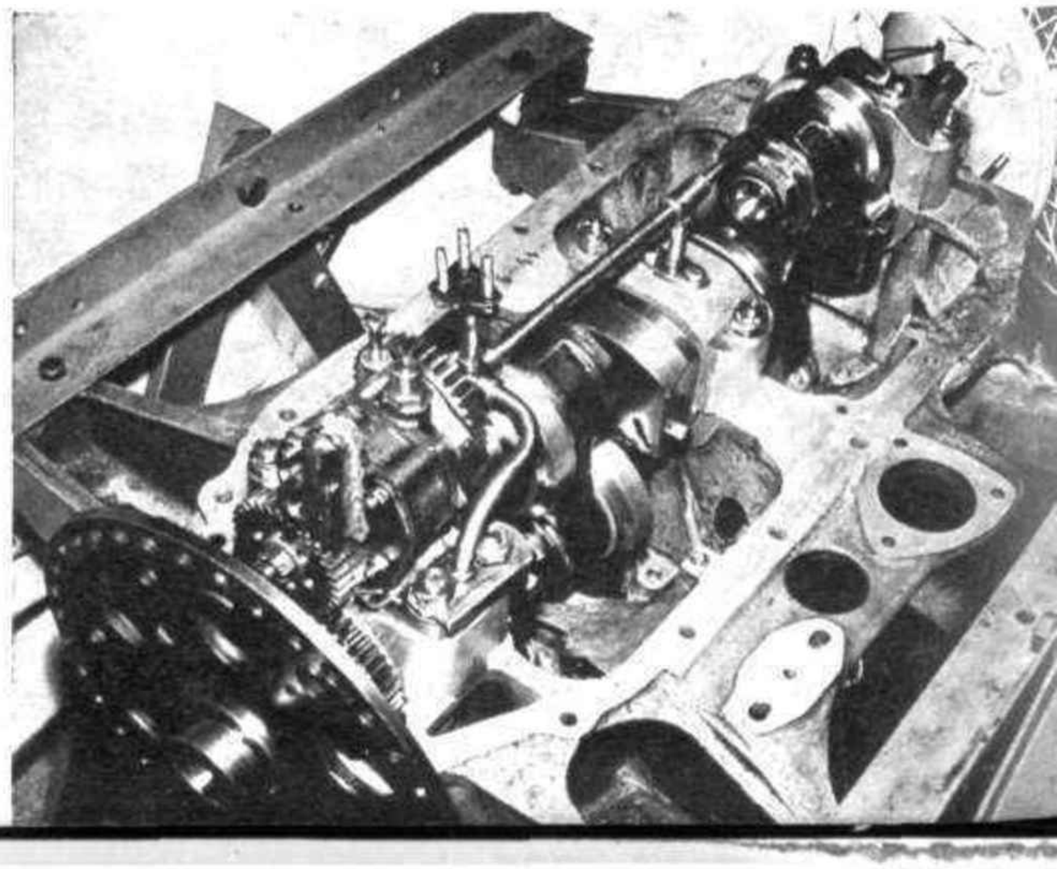
The present owner says he finds the gear-change tricky; if it is any consolation I believe that Mays broke the gearbox on two occasions and that the selectors were altered at his request to make gear-changing less difficult. What Werner and his team-mates thought of it I do not know.

Mr. Palmer is to be warmly congratulated on so splendidly restoring a very historic vintage racing car. He is a pretty versatile motorist, too, for apart from the faithful Vauxhall Velox estate-car that accompanies the Mercedes to race meetings, he is rebuilding a Type 44 Bugatti and owns an Alfa Romeo Giulia. But I am sure pride of place goes to the 1924 Targa Florio Mercedes.—W. B.

The engine of the 1924 Targa Florio Mercedes, with intake manifolding removed.



The base of the engine as rebuilt by Mr. Palmer, using plain bearings and an adapted Bedford oil-pump.



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There's a little bit of Scotland just 38 Geneva.



Jackie Stewart is at home

It's not really too different from certain parts of Jackie's native land. This tiny hilltop village of Begnins in Switzerland, where Jackie spends his few days off. The mountain peaks that tower in the background are the Alps, not the Grampians. But the effect is pretty much the same.

For Jackie this hilltop fastness represents a welcome haven of quiet after the roar of the race-track. We met him during a brief break in the hectic preparations for the coming season. Pretty, auburn haired Helen does a good job of maintaining the quiet home atmosphere for Jackie and the kids, but it's obvious Jackie doesn't find it easy to relax, and his mind is still thinking ahead: 'You can never say how well you're going to do, of course. But I think we have a competitive car. In fact, it will be rather unusual, in that I have four cars available to me.
One completely new car. One fairly revolutionary. Two from last season.'

He expects it to be an interesting season technically. 'I think we're going to see much more stress on the aerodynamics of the thing.
You can see this from the aerofoil activity. We were using wings last season. In addition, four-wheel drive will be here very soon. In time for this season. But I don't think this will eliminate aerofoils. They give much greater adhesion, because they press the car so hard on the road, and so allow much greater cornering speed. Up till now, they've been rather Heath Robinson affairs, but I think by the end of the season we'll see much more sophisticated forms of aerodynamics being involved.'

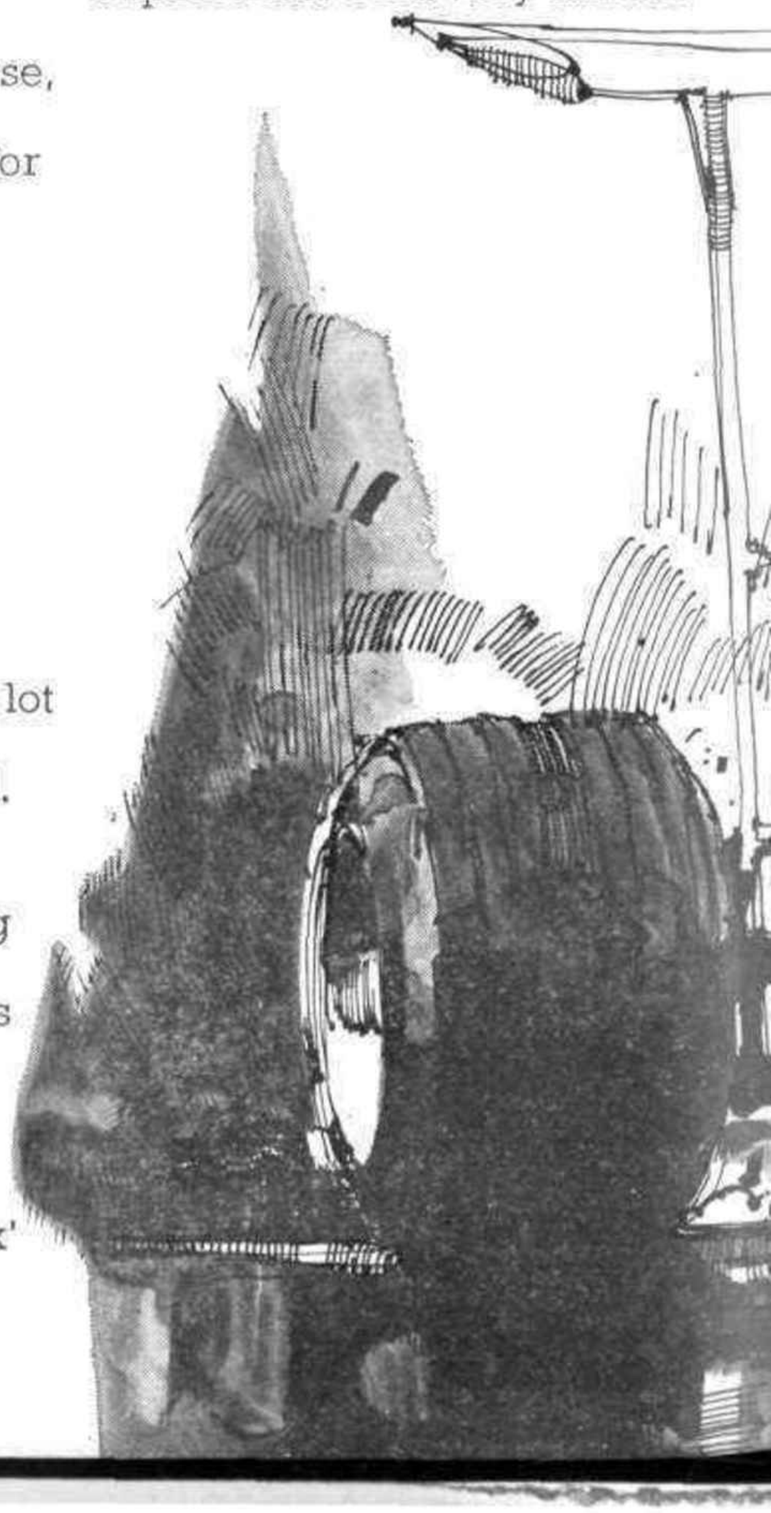
Hot Stuff in South Africa

Grand Prix races are won or lost on the corners, and with this in mind Jackie recently completed an exhaustive series of tyre tests, in preparation for this year's South African Grand Prix. (Which, of course, he went on to win.) In the blazing heat of South Africa's hottest spell for 40 years he did 500 laps on the Kyalami circuit—more than six times the length of the Grand Prix race. 'If you have a tyre that isn't competitive' he says, 'you can lose at least a second a lap in cornering. In an eighty-lap race, that means you've lost eighty seconds before you start.
So Ken Tyrrell and I work very closely with the Dunlop tyre team. Actually, I'd worked with Dunlop a lot even before I joined Matra.
And we've always got on very well. In fact, every Grand Prix I've won I've won on Dunlop.

'On this last test we were testing eighteen variations of pattern and compound, and changing tyres every eight or ten laps, as soon as they'd bedded in. You have to do this if the technical people are to get meaningful results.
We were using a kind of 'black box' measuring device on this test, to give a record of tyre temperatures, acceleration, brakin forces, and sideways forces.
In the heat, we practically went off the graph, because at its highest th track temperature was 143 degree Fahrenheit. But I think we've got some interesting results out of it, particularly in the area of dry compounds, on which Dunlop have been working very hard.'

Wet-Weather Friends

Apart from the brilliant hot-weathe win at Watkins Glen of course, Jackie's most memorable 1968 victories were in the wet. He recall his dramatic victory on the Nurburgring in last year's German Grand Prix, in torrential rain and mist. 'The worst weather in my experience. On a very difficult



kilometres outside

Exclusive Interview

circuit at the best of times.
The biggest problem was visibility. The fog was so bad we just couldn't see where we were.

'And then there was spray from the cars ahead of you. Also there were literally rivers running across the road. And you couldn't see them. So you didn't know when you might be in danger of aquaplaning. In race driving, that means not only that the car goes numb, you have no control. But if the water's a little bit deeper on one side than the other you can start to veer off. Because you've got grip on one side only. Dunlop have done a lot of research into aquaplaning. Which has shown up in their road tyres, too. And I think this is where the Dunlop wet weather tyres were a big help to me in cutting the aquaplaning bogey to a minimum.' He was using Dunlop's 'wet-wet' weather tyres in the high-adhesion compound 226, with the centre rib removed to form a drainage channel (an idea pioneered by Dunlop). He says quite frankly that without them, he couldn't have won.

Easy Does It

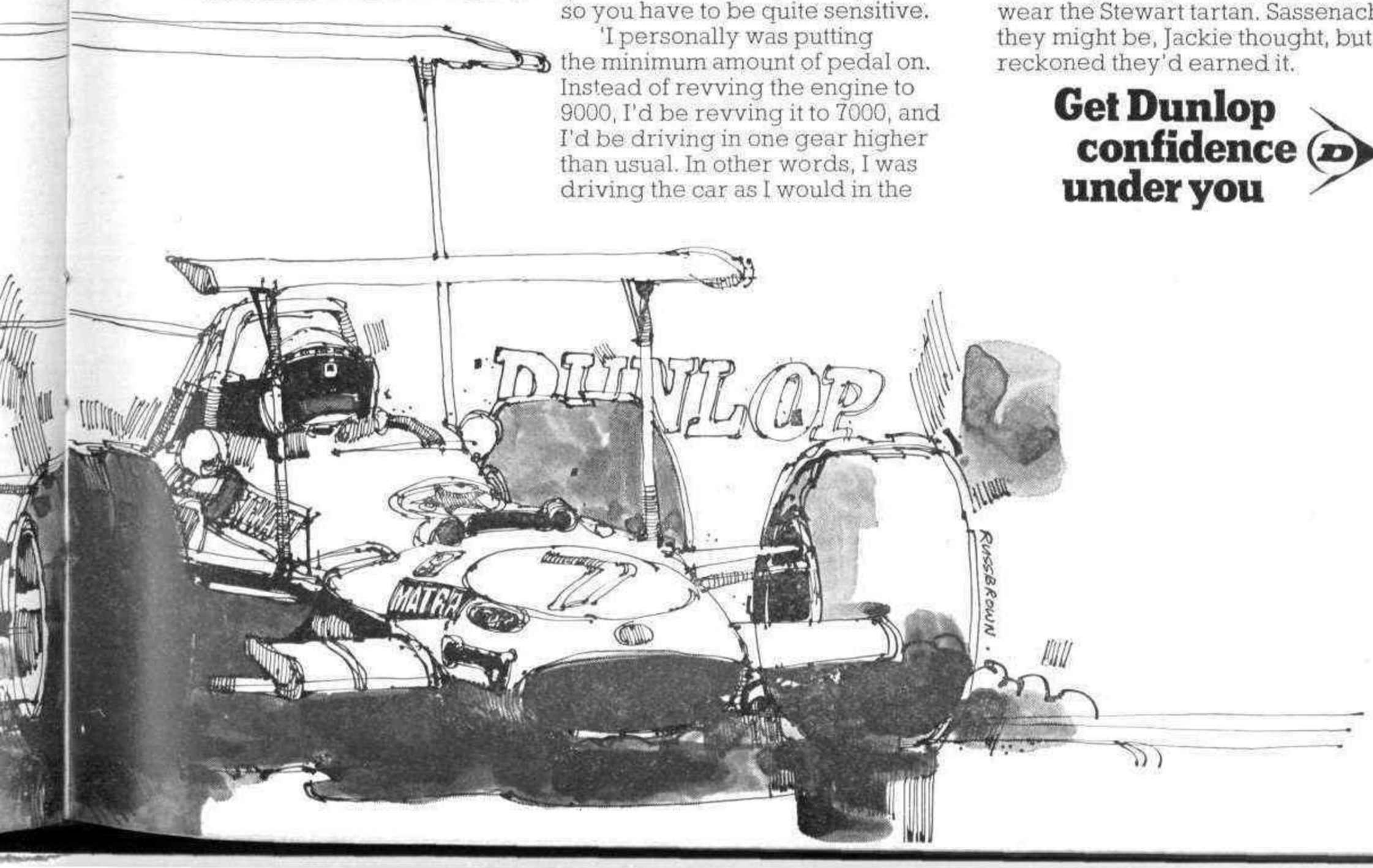
'Anyway in the German Grand Prix, I decided to try to get out front right at the start, and in fact I was in the clear at the end of the first lap. After that the biggest thing was to drive as quietly and as smoothly as possible, to get the maximum adhesion from the car. This is a very gentle way of driving, because you're handling say 420 h.p. so you have to be quite sensitive.

'I personally was putting the minimum amount of pedal on. Instead of revving the engine to 9000, I'd be revving it to 7000, and I'd be driving in one gear higher than usual. In other words, I was driving the car as I would in the snow, almost. You think that you're going so slowly that everyone's going to laugh at you. But in fact, though it's less spectacular, the smoothness pays off.'

Helen Stewart at the wheel of the big stereo-gram upstairs puts on the Beatles LP, and comes in with a cup of tea. 'Rocky Racoon checked into his room only to find Gideon's bible . . .' the words float through the house. They might be a theme song for racing drivers. Next day it's another aeroplane. Another hotel room.

But even as he flies out, a little bit of Scotland will ride along with him—in the shape of his distinctive Stewart tartan helmet. A couple of the Dunlop men were asking the other day if they were entitled to wear the Stewart tartan. Sassenachs they might be, Jackie thought, but he reckoned they'd earned it.

Get Dunlop confidence under you



Le Mans Prospects and Long-Distance Racing

THE Le Mans 24-Hour Race has many shortcomings, as anyone will agree who has been there, but in spite of them all it still holds an attraction and lure that makes people go to it year after year, whether they be potential winners, hopeless also-rans, spectators or mere supporters. From the motor-racing enthusiast's point of view it has the attraction of being held on a real road circuit, and going on for 24 hours, as well as being the oldest and most historic 24-hour race. The Belgians tried to emulate Le Mans with a 24-hour event on the magnificent Francorchamps circuit, but it was always lacking in spectator *ambience*, and Daytona is still trying but suffers from being too small and cramped as regards circuit, and too artificial. In these days of ever-increasing "slot-racing" on specially prepared circuits, the Circuit of the Sarthe becomes more and more alluring to driver and spectator alike. To drive round the 13½-kilometre circuit on a non-race day is fascinating. As you cruise down the Mulsanne straight at 80 m.p.h., passing the *Café de la Hippodrome* and *Les Hunaudieres* restaurants, you cannot help thinking, "fabulous, the fast cars will be doing 180 m.p.h. at this point, and further on they will be close to 200 m.p.h.". Through the wiggles of Mulsanne, Indianapolis, Arnage and White House, the feeling is "all this and the average for a good lap is around 140 m.p.h.—this is what road-racing is all about". Even if you have a good belt round the Le Mans circuit, you still end up thinking "Crikey, that was in a 140-m.p.h. touring car, what must it be like in a 190-m.p.h. Sports/Prototype racing car?" You can spend a million pounds or many millions of dollars on a racing circuit, but you will never quite design and build a circuit like one that developed from public roads, that in the beginning were not designed, but just happened according to the lie of the land, natural obstacles, or personal property. If you have never explored beyond the confined spaces of Brands Hatch or Mallory Park, or the wastes of Snetterton or Silverstone, you will not know what I am talking about, but British drivers like Moss, Hawthorn, Collins, Brooks, Clark, Hill, or "foreign" drivers like Fangio, Behra, von Trips, Musso, Herrmann, Siffert, would know what I am going on about. Praise be, there are still some new young drivers who think the same way, and the likes of Jonathan Williams, Gaydon, Pescarolo, Derek Bell, and other up-and-coming lads, appreciate the real value of "road-racing", and accept all it means and the calculated risks involved in becoming a road-racing driver rather than a slot-racing driver.

If you must participate in a long-distance event, and why not for goodness sake, then *Les Vingt-Quatre Heures du Mans* cannot be beaten. For this reason the happenings on the Sarthe circuit are important and significant, though they may not be vital to the health and wealth of today's "social security" type of driver. No matter how much racing a team or factory does, the ultimate victory is to win the Le Mans 24-hour race. It may not be the best race, or the best circuit, but it is the longest on a very good circuit. To win the Targa Florio is great, or to win the 1,000 kilometres at Nurburgring, Spa, Monza, or Montlhéry, or even the B.O.A.C. 500 is satisfactory, but they are all preliminaries to winning the "big one". Somehow the Sebring 12-hour race has never risen above an "airfield race" and a way of selling cars to the naive Americans, and the Daytona 24-hour race has merely perpetuated what Sebring started many years before. Talk to any retired racing driver or team that is no longer racing and nostalgia brings out "the good old days" of winning in Sicily or on the Nurburgring, or at Spa or Monza, it is seldom at Sebring, Daytona or even in Buenos Aires, for the Argentinians used to have a 1,000-kilometre race.

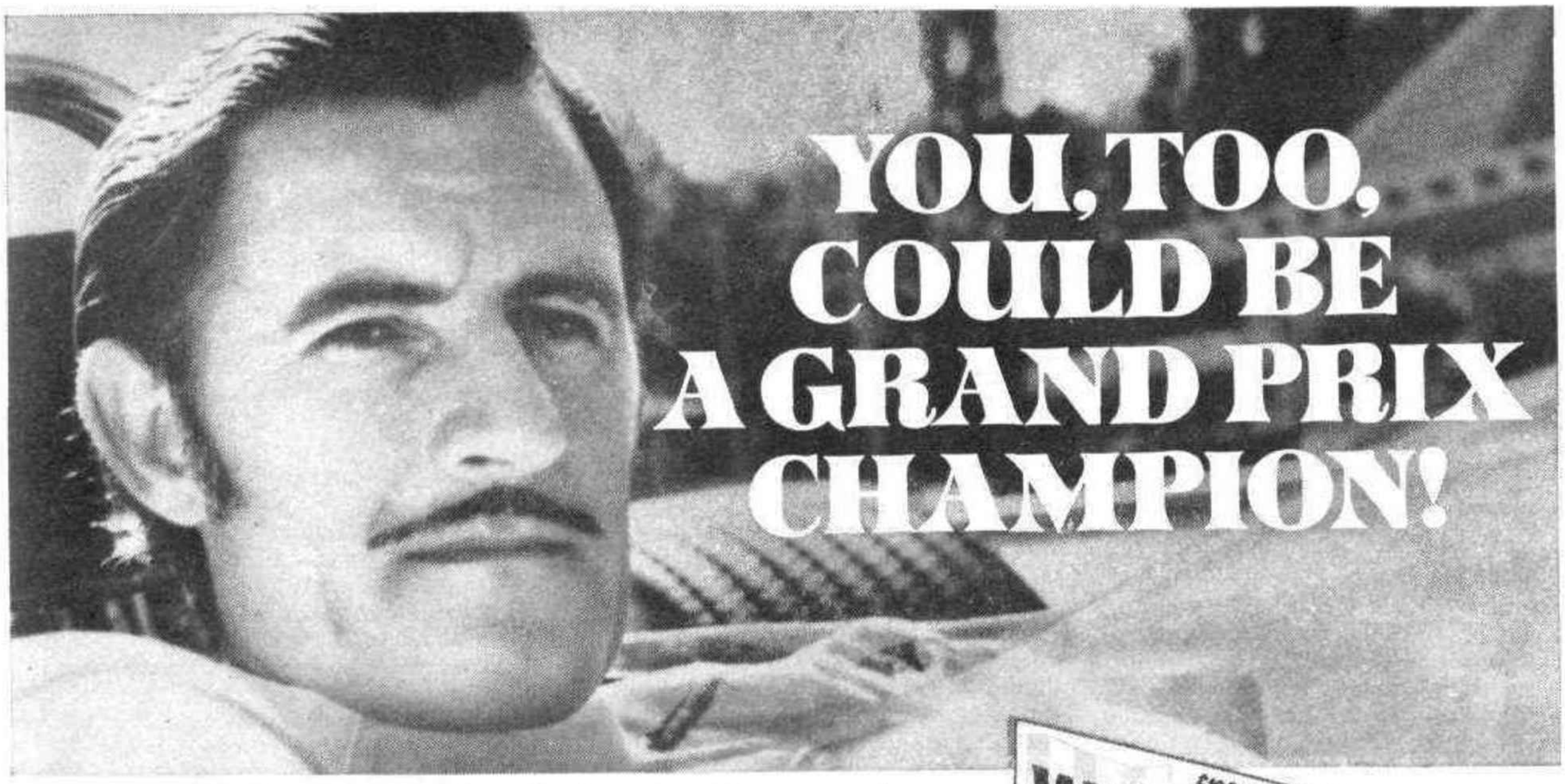
The Automobile Club de l'Ouest who run the Le Mans race are not held in the same esteem as their event, for no British enthusiast will ever forget the scurrilous way that the Lotus 23 was excluded from taking part some years ago, simply because it was going to make the little French cars look stupid, nor will anyone forget how they panicked after the 1955 accident and rebuilt the pit area so quickly that it only "looked" safer, nor how they brought about a 3-litre limit in 1957 and the Ecurie Ecosse Jaguars took the mickey out of the rules, or in present times how they influence the Group 6 limit of 3 litres that stopped Ford, Chapparal, Lola and others who were working with 7-litre engines, yet it secretly encouraged Alpine-Renault, Matra and Porsche who had 3-litre engines already under way.

As I said at the beginning, in spite of all the shortcomings no-one who really believes in long-distance motor racing on road circuits will miss supporting Le Mans. The event to be held this coming June, from 4 p.m. on Saturday, June 14th, until 4 p.m. on Sunday, June 15th, looks like being a good one. Porsche are still smarting at having goofed last year when victory for them seemed certain, Ferrari is back, having boycotted the race for one year as a protest after the 3-litre limit was "fiddled" in, Matra are putting all their efforts into the race, having achieved more than they dreamed of last year, Alfa Romeo are steadily progressing towards better things, Alpine must do better to justify the Renault support, Lola feel they ought to be able to make a long-distance winner, and the J.W. Ford-Gulf team just know that a properly organised attempt must succeed, especially if the opposition gets too smart, and stumbles.

At the end of March a week-end of testing was provided at Le Mans, and the roads were closed to the public all day Saturday and Sunday. Ferrari, Matra, Lola, Porsche, Alpine and Alfa Romeo, as well as numerous private teams, took the opportunity to try out new cars, experiment with old ones or give drivers an opportunity to learn the very fast circuit. The works Porsche team had two of their new 4½-litre flat-12-cylinder-engined cars for testing, which Herrmann and Stommelen were driving, and a 908 model with 3-litre 8-cylinder engine, which Ahrens and Buchet drove. The new 917 model was first introduced at the Geneva Motor Show in March, until which time it had been kept remarkably secret, although there were mutterings last December, but I for one did not take them seriously. The overall shape of the 917 follows that of the 907 and 908 factory cars, with tiny coupé cockpit and long tapering tail and very domed front wings. The driving position is very far forward, almost between the front wheels, and the car is reminiscent of the Ferdinand Porsche-designed Auto-Union of 1933. The chassis is a space-frame made of aluminium tubing of very small diameter, and the body structure is fibre-glass bonded on to the tubing. The engine is a horizontally-opposed 12-cylinder of 85 mm. bore and 66 mm. stroke, giving 4,494 c.c. Each bank of cylinders has two camshafts operating two valves per cylinder, and there are two sparking plugs per cylinder fired from two distributors mounted one at each end of the crankcase in a vertical position. The drive to the camshafts is from the centre of the crankshaft and from the same train of gears a vertical shaft drives a horizontal cooling fan mounted above the crankcase and just below the very sloping rear window. The ducting is of fibre-glass, as are the inlet pipes on top of the engine. The exhaust pipes are underneath, the front three on each side having tail-pipes out of each side of the car, just in front of the rear wheels, and the rear three on each side having tail-pipes out the back. The engine is coupled directly to the five-speed gearbox/differential unit, with massive drive shafts taking the power out to the wheels. Suspension follows the pattern of the eight-cylinder cars, being all-independent by wishbones, radius rods and coil-spring damper units, and very thick ventilated disc brakes are used. On the extremity of the long tapering tail are two horizontal stabilising flaps, coupled by links to the rear suspension so that they move up and down as the suspension functions.

The first 917 appeared at Geneva, the second and third at Le Mans, and an assembly line is well under way to build 25, and by the time this is being read there should be a full 25 of these exciting new Porsches in existence and it will be homologated as a Group 4 sports car. Only Porsche would dare to do this, in complete opposition to the intentions of the F.I.A. When the rules for Group 6 sports/prototypes and Group 4 sports cars were first thought up there were no capacity limits on engines, so it was reasonable to suppose that a manufacturer would build a Group 6 prototype, race it until it was proven, and then put it into production, and in those days 100 cars constituted "production", this figure being reduced first to 50 and now to 25. All this seemed logical, but when the Le Mans people influenced the F.I.A. into making engine capacity limits, the whole system became a nonsense. Group 6 prototypes were limited to 3-litres and Group 4 sports cars to 5-litres, so the idea of race-proving a 3-litre prototype and then putting it into production was made impossible, unless of course you wanted to make a 3-litre sports car, but this would be giving away 2 litres unnecessarily. What Porsche have done is to take the F.I.A. rules to their illogical conclusion and they have built 25 production 4½-litre cars that can be homologated as Group 4 sports cars, and can be let loose on the circuits of the world completely untried and unproven, which is not what the F.I.A. meant, though no-one could see just what they did mean.

What Porsche have done in fact, and at a tremendous financial outlay, is to equip themselves with a brand new 4½-litre prototype-type of car to race against the 3-litres of Ferrari, Matra, Alpine, etc., even



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Rules and conditions of contest on request to Colgate-Palmolive Limited

though it is officially a Group 4 sports car and should be competing against the GT40 and the Lola T70. Quite how the F.I.A. are going to justify this situation is difficult to see and the chances are they will not even try, but will no doubt cover up the whole nonsense by changing the rules yet again, without warning. As Porsche say, "We do not want to sell Group 4 sports cars that have not been race-proved, but under the existing rules we can do nothing else." If an unskilled customer buys a 917, and some will to be sure, let us hope that he will not try and race it until the factory team have proved that it is a good raceworthy car. The factory are continuing with the flat-eight-cylinder 3-litre 908 prototype, and, in fact, are pinning their hopes on it for victory at Le Mans and elsewhere this year, but the 917 will undoubtedly be used as a pacemaker. Some idea of the potential of the 917 was seen at the test week-end when Stommelen turned a lap at 3 min. 30.7 sec., compared with his 1968 lap record in a 3-litre at 3 min. 38.1 sec. and Siffert's best practice time in a similar car in 3 min. 35.4 sec. Porsche claim a figure of 520 b.h.p. for the 4½-litre, which is 115 b.h.p. per litre, whereas the 3-litre eight-cylinder engine was struggling to get 110 b.h.p. per litre. If the increase in capacity and the number of cylinders has increased the specific output as easily as that then there must have been something very wrong with the 3-litre engine. Whatever the answer the 917 is a big powerful car and is more than fast enough for circuits like Le Mans, Spa or Monza.

Ferrari was on test with a single 3-litre P312 prototype, as raced at Sebring, the 12-cylinder engine having inlets in the centre-of-the-vee and exhausts on the outside. Amon drove the car on Saturday, before returning to England for the B.R.D.C. Silverstone meeting, and then Brambilla drove the car. Like Ferrari the Matra team have taken advantage of the revised Group 6 rules that do not call for a windscreen, a spare wheel or any luggage space, and the 1968 Matra 630 with V12 Grand Prix engine and five-speed ZF gearbox was fitted with a very pretty and functional open bodywork, with two small "air-straighteners" across the tail. Servoz-Gavin and Pescarolo drove this single car, designated 630/650, round and round for what seemed like the whole week-end.

Alfa Romeo arrived with a Tipo 33-3, the new 3-litre V8-engined car straight from Sebring, still with the glued radiators that gave trouble in America, to find out whether the leaking trouble was caused by heat or the vibration on the rough Sebring airfield. They leaked again on the smooth Le Mans circuit, convincing the team that their problem was one of heat. On Sunday morning they were out very early and just before 9 a.m. Lucien Bianchi crashed just before the Mulsanne corner and was killed instantly. The death of this amiable and friendly Belgian, of Italian origin, was a sad blow to everyone and to motor racing and rallying in general. The circumstances of the crash would indicate that something went wrong with the car, poor compensation indeed for the relatives and friends of last year's Le Mans winner, but comforting in a way. Needless to say this was the end of the Autodelta Alfa Romeo activity, though the Belgian VDS Alfa Romeo team stayed on with their 1968 cars, one with 2-litre engine, the other with 2.5-litre engine.

Lola Cars were testing with one brand new T70 coupé with 5-litre Chevrolet engine, driven by Hawkins, but much time was spent patching up the nose with aluminium plates after the fibre-glass had been rubbed away when the nose grounded under braking. Hawkins put in a best lap of 3 min. 35.2 sec. but the engine lacked power and the car did not seem fast enough down the straight so they did not stay long. Alpine were getting some good results with two of their 1968 cars with 3-litre V8 engines, modified as regards suspension and the aerodynamics of the tail, but they await improved V8 engines from Gordini and Renault. They took the opportunity of trying numerous drivers, led by Mauro Bianchi, brother of the lamented Lucien, and himself only recently recovered from the burns he received at Le Mans last year.

The peculiar mid-engined Healey that raced briefly last year, powered by a 2-litre V8 Coventry-Climax engine that dates back to the dark ages, was driven by John Harris, but the engine and gearbox looked as though they had been left outside all winter. Equally peculiar was a little yellow Unipower with a Mini engine transversely in the tail, and very wide Firestone tyres on its podgy little wheels. It was immaculate in bright yellow, and was driven by Weld-Forester, who owns the Unipower firm. There were various European private owners practising with Porsche 911, GT40 and Alpine-Renault four-cylinders, and though the number of cars did not appear to justify the organisation to run the Le Mans circuit it was a useful week-end that indicated that the week-end in June will not be lacking in potent machinery, except for a competitive all-British entry.—D. S. J.

BOOK REVIEWS

"Donald Campbell, C.B.E.", by Arthur Knowles and Dorothy, Lady Campbell. 134 pp. 8¾ in. × 5¾ in. (*George Allen & Unwin Ltd., Ruskin House, Museum Street, London, W.C.1.* 35*s.*)

This is a very readable biography of the late Donald Campbell, commencing with his childhood and schooldays and detailing his attacks on the Land Speed Record and the Water Speed Record. Because Donald's mother has helped with the compilation of this book fresh and fascinating facts emerge about this controversial character. The technical facts about his boats and the Bluebird car repeat those contained in earlier, excellent books, "Into the Water Barrier", "Bluebird and the Dead Lake" and "With Campbell at Coniston", but at least the information is now in one volume and presented as a chronological story.

The closing part of this book, dealing as it does with Campbell's last speed bid, that ended in disaster, recalls for me the journey I made to see one of the disappointing practice runs at Coniston. Of how, spurred on by a news bulletin over the car radio we raced to get there, to find little happening and, on that afternoon, Bluebird's thunder stolen by a radio-controlled model hydroplane. We could have driven into Campbell's boatyard, but, somewhat guilty of what I had written about his long-delayed Land Speed Record attempt and not wishing to intrude, we mingled instead with the non-official watchers. So I was never able to wish Campbell luck, which alas deserted him soon afterwards. If envy was felt for the central figure in this drama of mechanical speed, it was tempered with the thought that if the opportunity arose to change places with the pilot on whom all eyes were fixed, one couldn't and wouldn't. It was Campbell and no one else who had to bear the brunt of the project and who went down with his racing boat—not the critics, the self-styled experts, the admirers or the hangers-on.

This book puts the anxieties experienced, the occasional good moments enjoyed by Campbell in his dedicated career into perspective. The illustrations are good if mostly previously published, and there is a Foreword by His Grace the Duke of Richmond and Gordon and the Address given by Mr. Victor Mishcon, D.L., at the Memorial Service held at St. Martins-in-the-Fields is published in full.—W. B.

"Birds And Fools Fly", by John Urmston. 169 pp. 8¾in. × 5¼ in. (*Vernon & Yates Ltd.*, 138, *New Bond Street, London, W.1.* 30*s.*)

This is a book which no enthusiast for private flying, for aeroplanes as opposed to aircraft, should miss. It is the story of how a country doctor, in need of a hobby, was taught to fly at Thruxton and how he built at home an aeroplane of his own, a Curry Wot biplane with Walter Micron engine. There have been other books about learning to fly, with all the intimate details, but none which captures the atmosphere better than Dr. Urmston's. Moreover, he is writing about a fairly recent aeronautical baptism, not of how it was done pre-war.

Apart from the flying, the aeroplanes, and the flying types he describes so delightfully, anyone who has ever made anything, done any welding, in a home workshop should enjoy the account of how the Curry Wot gradually took shape. The first test-flight, undertaken by the builder himself, is an epic.

Here, then, is a book about private flying written with much gusty humour and infectious enthusiasm. Dr. Urmston quite seriously thinks that the World is populated by two classes of people, those who can fly aeroplanes and those who have never tried. I belong to the latter category (apart from about 0.5 of a minute in a Tiger Moth) but I think I can appreciate what he means. For those who read him and get the bug, which even he admits is incurable, he estimates that his single-seater sporting biplane cost him about £600, complete with engine (was it C. G. G. who told me that because I had been born an Englishman I must never call this a *motor*) and propeller. To this he adds £72 a year for hangarage, £25 for insurance, £5 for maintenance and £50 for petrol. But start with this entertaining book, which costs 30 bob. It is a pity that the only illustrations are confined to a frontispiece of the builder and his machine and a cut-away drawing of G-ARZW, by the doctor's "partner in crime" John Isaacs.—W. B.



IF POWER CORRUPTS THIS COULD BE A VERY WICKED CAR.

Wicked the way it shows up other cars. Which is a bit embarrassing, when some of those other cars have a GT badge on their boot-lids.

The Opel Rekord Coupé goes very quick. 2-litre, 102 bhp cam-in-head. Twin choke. And it goes quiet. Quiet enough at ninety to hear the sirens wailing a mile away.



4-door Saloon

And it stops quick. The Rekords have a boosted dual-circuit brake system, with front discs that make up for the mistakes of the car ahead.

Wickedly unfair it is, too, as far as the trim in other cars goes. Seats that are padded and shaped for posture—not just for show. And flow-through ventilation to keep you awake to the power at your feet.

But if the coupé is a bit too wicked for your liking, there's always the four-door saloon. Same power, same comfort, it just doesn't look as wild as the coupé. All the Rekords are built for power and luxury, but the five-door luxury Estate has all that and a bit more, such as cavernous load space with wall-to-wall carpeting. So now that we've gone and corrupted you, there's really nothing for it but to try an Opel for size.

The Opel Rekord Coupé, as illustrated, costs £1,433 and includes heated rear window, seat belts and P.T. For information, contact your local Opel dealer, or write to General Motors Ltd, (Dept MS/5), Vehicle Division, Stag Lane, London NW9.

5-door Estate



Opel Rekord

A product of General Motors

LETTERS FROM READERS

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

HOW LONG DO LOTUS ELANS LAST?

Sir,

In reply to Mr. J. Holmes' letter, I would just like to point out that the Lotus-Ford twin-cam engine is quite capable of exceeding 60,000 miles without any undue trouble, but unfortunately other troubles will occur with the car itself in quite a short space of time, mainly electric window failure, constant water leaks, wheel bearing failure (6,000 miles), rear doughnut failure, silencer failure.

My present car, an S4 S/E Elan, has covered a nominal mileage and up to date I have experienced the following problems:

(1) Electric windows have fouled five times.
(2) Halfshafts have broken.
(3) Silencer replaced twice.
(4) Handbrake is "useless".
(5) Headlamp system is *not* reliable.
(6) Constant water leak, even after undersealing car.
(7) Wind noise is very excessive.
(8) Doors vibrate.
(9) Constant rattles from all four corners of the car.
(10) Brakes lock up and pull to the left during wet road conditions.

Apart from the above problems, Lotus service agents are quite good, but they do not carry many parts in stock. This is probably due to Lotus, who can never supply the parts anyway!

My advice to you, Mr. Holmes, is buy an Elan because overall you just cannot find another car quite like it, but be prepared for annoying problems, and particularly non-existent service!

I would also like to take the opportunity of thanking MOTOR SPORT for such an excellent magazine.

Kingswood. A. G. I. J. COSGROVE.

Sir,

I am wondering if the quotation that Lotus Elans "don't do 40,000 miles without a rebuild" is just a well-timed joke for April 1st.

This is not at all my experience; my 1964 Elan was purchased 18 months ago with 39,000 miles on the clock; it has now 59,000 and the following have been necessary :—

Five new tyres.
Two front shock-absorbers.
One set brake pads.
One new silencer.
One set of points.
Two top steering ball-joints.
One fan belt.
One water pump.

The water pump job was just one of those things which can happen to any car; the steering ball-joints were renewed due to penetration of grit through the rubber bellows. The remainder are items which I think you will agree are common renewals on any vehicle which is fairly used in all weathers and properly maintained. Most people would have carried on with the old shock-absorbers but the handling was becoming rather less than 100% Elan. During the water-pump job the head was removed and the bores found to have no noticeable wear, nor the valve-gear. Bottom end is still nearly perfect, holding normal oil pressure. The car has been raced at Silverstone once and pounded about in various corners of England, the Alps and down to Salerno on the *autostrada* at up to 1.6 Castle.

It shows no sign of falling to bits and I fully expect to keep it. Final note—it had *not* been rebuilt before I bought it!

Reading. V. S. DOSWELL.

* * *

OH DEAR!

Sir,

Through your correspondence columns I would like to apologise, if I may, to any of your readers who had difficulty getting into Silverstone on the occasion of the recent International Trophy meeting, March 30th.

Those of us who are older than we would wish will remember that, in the early days of Silverstone, it was necessary to start early to avoid the traffic congestion. Thanks to the pulling power of MOTOR SPORT and other journals in which we now advertise, we had a big crowd on March 30th and there were some delays.

Towcester. P. C. T. CLARK,
Chairman, Silverstone Circuits Ltd.

[Which could be why, at Brooklands, before they ever saw a race there, they built a bridge over and a car tunnel under the course, not to mention garages and covered shelters in the Paddock, etc., etc. We were delayed longer on the new Silverstone Bridge than if we had driven across the track, but have no complaints, because if you are impatient to leave you cannot be much of a motor racing enthusiast. You can, of course, watch the British G.P. on TV.—ED.]

* * *

BRITISH PRODUCTS IN SINGAPORE

Sir,

I should like to put Mr. Springett's letter in perspective, having no axe to grind whatsoever. He talks of old, decrepit British buses being replaced in Singapore by fast, comfortable, reliable Japanese ones. The Singapore Traction Company did indeed buy a large number of rear-engined Isuzas, which were much in evidence in 1965. However, the drivers could not hear the engines and over-revved them badly. Replacements are not available, and the crankshafts have to be returned to Japan for rebuilding. Consequently, S.T.C. are now (1968) back to running their ever-reliable fleet of pre-select Guys.

Also, surely even Mr. Springett has noticed that in Kuala Lumpur there is hardly a bus on the road other than semi-automatic Tigers and Tiger Cubs.

I feel that while his comments about M.G. spares are no doubt based on bitter fact, had he been running a Leyland bus the story would have been far different.

Exeter. R. S. BRISTOWE.

* * *

BEATING THE PETROL TAX

Sir,

Extrapolating your line of thought about model replicas and road-going miniatures in the other direction, there is a growing area of development in high-performance pedal-cars. Many would dismiss pedal-cars as purely "kids' play", but at the competitive level there is the National Pedal-Car 24-Hours Race held annually at Bristol to coincide with Bristol Universities' Rag Week, and similar shorter races around the country. The competition at these races is very fierce and the winner of this year's Bristol race won at an average speed in excess of 10 m.p.h., although limited to a 1:1 drive, reciprocating (as opposed to rotating) pedal motion, and 20 in. driving wheels. Sophistication shows itself in variable stroke mechanisms, and independent suspension systems.

Suitably equipped with a bell and lights these pedal-cars also make excellent road transport for those without the balance for a bicycle.

Hardly MOTOR SPORT material, but a common interest in high-performance machinery (?) prompts me to write this letter.

Southampton. PATRICK FOSSETT.

* * *

THE FIRST POWER-TOP?

Sir,

I feel we really must take you to task over your statement that the Aston Martin Volante is the first European production car to have a power hood fitted as standard.

The 1954-6 Daimler Conquest coupé was probably the first and it was electro-hydraulically operated, too, though not having seen the mechanics of the Aston hood I cannot say what similarities, if any, exist.

Stretton. IAN VENABLES,
For The Daimler and Lanchester O.C.

[See explanation last month.—ED.]

* * *

MOTOR RACING IN SOUTH AFRICA

Sir,

I was born in London and educated there. I served my country from 1938 to 1946 in the Royal Armoured Corps. I emigrated to South Africa in 1947, the best thing I ever did, except to serve my country. I have spent many years in motor sport in South Africa as a competitor, official and administrator.

I am prompted to write this letter to you, sir, after reading a letter entitled "Motor Racing and the Colour Bar Question" signed by "R. E. Wright".

Who is this person who presumes to inflict his opinions on motoring enthusiasts? What is his standing in the matter? We in South Africa have observed these busybodies at all levels, including heads of State, U.N. hierarchy, etc. When will all these people learn to mind their own damned business and get busy sorting out their own problems. We South Africans don't poke our noses into other people's business, so may I suggest that "R. E. Wright", whoever he is, learns to do the same thing. Surely he will have noted what happened to the illustrious M.C.C. when they were pressured into combining politics with international cricket. And what happened to them when they took a "next best" alternative to the S.A. Tour?

Please can we leave politics out of motor sport, all sport, for politics corrupt as shown by their influence on international sport from the Olympics downwards. Let's return to sanity, Mr. (or Mrs.?) R. E. Wright, and respect another man's desire to lead his life as he wishes, provided he doesn't poke his nose into your domestic affairs.

Johannesburg. PETER THEOBALD.

Sir,

Letters appearing in your magazine by Mr. Wright and Mr. Lawrence force one reluctantly to take pen in hand and reply. We in South Africa have the right to admit to our country any person of our own choice. No ruling body of any sport or any other activity has the right to dictate to us whom we must or must not invite. When the time comes that a gentleman of colour reaches the position of competing in an event counting towards a World Championship, and that event is being held here in South Africa, and he is refused leave to compete, then I will grant that the controlling body will have the right to withdraw World Championship status from such an event. I personally would be very surprised if such permission were withheld.

Further, I resent Mr. Wright's reference to "Afrikaaners". We in this country are "South Africans" and should be addressed as such when English is used. After all courtesy costs nothing. I also appeal to you to keep your magazine, which has given me so much enjoyment over the past ten years, clear of the thorny problem of racial prejudice. Or, at very least, seek the assurance, before printing contentious matter, that the author of such matter is unconnected with organised bodies such as the anti-apartheid and black power movements, otherwise your magazine will merely be used as a tool.

In any event I consider that Messrs. Wright and Company would be better off concerning themselves with events much nearer home, such as Czechoslovakia, or, if further afield, the supply of weapons to Nigeria for the slaughter of Biafrans.

Durban. M. A. BECHARD.

Sir,

I could not resist a snigger of amused contempt at R. E. Wright's letter in your February issue regarding motor racing and the colour bar question.

This question has not yet arisen in motor sport in South Africa, nor is it likely to, unless deliberately promoted and provoked by the malice of politically motivated persons of R. E. Wright's ilk. But let me say this: If the question does arise it will be decided in the traditional South African manner. And let R. E. Wright and other people of his political persuasion mark this, and mark it well: South Africans would bring no pressure whatsoever to bear on our Government, with whose policies in these matters we are all very largely in agreement.

Who would be the sufferers if this unhappy position were to arise? Certainly not South Africans, or in only a small way, denied the dubious pleasure of watching the usual Ford procession in any kind of racing you care to name. (Remember Henry Ford's great slogan: "Watch the Fords go by?") No, sir, the greatest sufferers would be British exports and accordingly the British people. Week after week, month after month, we have British Trade Missions coming here. And welcome they are, and very necessary their task, as witness Britain's declining share of the wealthy South African market, both in cars and general merchandise. These Trade Missions know full well the value of South African money, one of the hardest currencies in the world. They see a peaceful and tremendously prosperous country, and they want a bigger slice of the cake. South Africans, by and large a tolerant and generous people, would be quite happy to grant it them, but when political nosey-parkers start shooting off their big mouths, South Africans might very well show an even greater tendency to switch their buying tendency from a Cortina to Toyota Corona, or a Datsun, or a Renault, or a Fiat, or a Volkswagen. And could you blame them?

Johannesburg. B. E. CLARKE.

[This correspondence is now closed.—ED.]

FANLESS

Sir,

The correspondence on radiator fans has been of interest to me because I have now motored some 80,000 miles in cars without fan blades.

I first removed the fan blades from my Anglia van, and since then have treated my Cortina 1200, and now my Cortina GT in the same way. The nearest any of these three cars have come to boiling up was climbing the Wrynose Pass in early summer with five up after a fast run from Yorkshire. My Cortina GT had four blades on when I used it in Africa.

All three cars have had an accurate temperature gauge and I would consider this an essential instrument if one is to motor without a fan.

Midlothian. J. FORD.

* * *

POLICE VIEWPOINT

Sir,

April's edition benefits the Anti-Police Brigade with your correspondent quoting the minor indiscretion of one of my Lancashire colleagues. The editions of January and February went to our supporters. Your own comments suggest that you are anti-Police on the points raised.

Can't we call a halt to these bickerings? We seem to be getting nowhere. If this mistake of one policeman is to be borne by his entire force (and myself by inference) then the rule must be extended. Any policeman on today's roads and in contact with the motoring public could fill a book with his experiences of the public's indiscretions. And so the argument seems endless.

You express regret at the rift between the Police and the motorist yet seem quite happy to open it wider. Perhaps one day we will have a Traffic Police independent of the Criminal Force; when that day dawns the motorist won't know what's hit him! I know which force I shall join.

Stop rocking the boat, Boddy; this can go on for ever. I enjoy your magazine and am willing to tolerate your attitude. Surely we are all at one in our love of the horseless carriage, let's try concentrating on the vehicle and forgetting its driver.

SURREY P.C.

[Name and address supplied.—ED.]

* * *

CUT MOTOR TAXES

Sir,

The other day, as I walked through the over-heated, claustrophobic corridors of the "Ideal Home Exhibition", I came upon the A.A. Stand. A vague interest showed on my face and immediately I was pounced upon by an Irish-speaking, Yankee-orientated, high-powered salesman-type disguised as "Your friendly A.A. Patrol-Man".

"Are you a member, sir?"

"Well, no . . ."

"Well . . ." and then followed all the usual whys and wherefores of how I should join the A.A.

When I asked if I could have a pamphlet he said: "Why not join now?" When I showed reluctance he pointed out that it was the kind thing to do because he and the girls would get a commission from the "sale". I grabbed a pamphlet and got away quick!

A similar charade took place at the R.A.C. Stand where the salesman again tried to relieve me of four guineas of my hard-earned money in exchange for a service which I would probably have rare cause to call upon.

Meanwhile, I still pay £25 per annum for the privilege of using our police-infested, over-restricted, antique road system. I pay a crippling 6s. 4d. a gallon for petrol and purchase tax on my car which increases rapidly.

Concerning these matters, the A.A. does nothing which is evident, and the R.A.C. merely dole out rear screen stickers in a pathetic attempt to draw somebody's attention to our plight.

The sooner the motoring organisations get together and fight effectively for the motorist and give us some of the legal aid mentioned in their pamphlets against the swindling powers that be, the sooner they will find motorists taking an active interest in their organisations.

Until then, I shall stay four guineas richer, and so, I am sure, will many others.

West Wickham. ALAN CASTLE.

JAGUAR MASCOTS

Sir,

Mr. Walker's letter (April issue) regarding absence of leaping Jaguar emblem on XJ6 model.

I think you will find that the figure has been omitted, not for the purpose of cost saving, but in keeping with stringent American safety regulations. In observing these standards the change from the projecting "flick" switches to the non-projecting tumbler switches, etc., will be noted.

I agree that the omission of the emblem will be something of a prestige blow and it may be of interest to readers that the company I am employed by have produced Flying Lady emblems, for Rolls-Royce, in polyurethane so as to retain the prestige symbol on export models and yet obviate the rigid metal figure which could prove to be an impaling instrument in accidents involving pedestrians, etc.

Best regards and congratulations on quality magazine.

Blackburn. D. ENTWISTLE.

[How safe can you get?!—ED.]

* * *

RACE CIRCUIT SHORTCOMINGS

Sir,

In an age when cars are advancing rapidly in design and performance, and general interest in motoring sport is rising, why is it that the standard of entry, exit and spectator amenities at race tracks has remained static.

I have been to Snetterton several times and on a recent Sunday visited Silverstone for the *Daily Express* Trophy meeting. If the latter circuit is supposed to be one of the best in the country I should imagine foreign visitors are not particularly impressed, especially when British constructors and teams are among the leaders in World racing, if not the leaders. Although the *Daily Express* and R.A.C. had comprehensively signposted the approach roads, the way from Silverstone village into the Brown Car Park was more appropriate for the use of cattle. Could not some type of hard road surface be laid down. Once on the circuit we found, due to the morning rain, that the way to the special trackside enclosures was an expanse of mud (oh, those poor dollies with their smart shoes and slacks, I thought). The slopes of the supposed special enclosures were almost as bad—surely concrete pathways could be built.

With reference to the toilet facilities, I think my friend summed it up quite well: "I have seen better holes in the ground." [And at Thruxton.—ED.]

I would have thought that some improvements could be made when entrance for each person is quite expensive (in this case 17s. 6d.). Why can't we have a race track which we can be really proud of. Possibly the track organisations have many explanations and if so I would like to hear about them.

Thetford. PETE THORPE.

* * *

GOOD FOR IRELAND

Sir,

I was very pleased to see Mr. A. P. Brown's letter drawing attention to Ulster's splendid roads, which have the added attraction of having no blanket 70 m.p.h. speed limit imposed on them.

I was in Northern Ireland in June and July, 1968, and I was delighted by the progress made since my first visit in May, 1962.

So far 38 miles of the M1 Motorway have been opened from Belfast to Dungannon and this is to be extended another four miles to by-pass Dungannon. Four miles of the Belfast Northern Approach road known as the M2 have also been completed, so that 42 miles of Motorway have been completed in a land of 1½ million people.

A great deal has also been done to improve the general road network and in several places derelict railways have been converted into roads such as the line south of Markethill, which now forms part of the main road between Newry and Armagh.

In Northern Ireland road expenditure works out at about three times as much per head of the population as in the rest of the United Kingdom and until the recent absurd increases in motor taxation it must have been one of the few places in the world where most of the motor taxation was used for its rightful purpose of providing the road system that both industry and the individual so badly need.

Harrogate, Yorks. A. I. WATKINSON.

[Regrettably, since this letter was received, a 60 m.p.h. speed limit has been imposed on the roads of Eire.—ED.]

AUSTIN MAXI

THE NEW AUSTIN MAXI, announced last week, is not a car which we as enthusiasts are likely to rush out and buy, but there is little doubt that British Leyland have produced a car which will appeal to the family man. We never got excited about the Austin A60, for instance, but it has found a huge sale amongst the non-enthusiastic driver. The Maxi, though it supplements the range, is a very great improvement on the A60 type of car.

We are sure that quite a lot of British motorists know little or nothing about the Renault R16, although this sort of car would appeal to them. The Maxi does everything the R16 does and just as well. There is a door at the rear, the back seats fold down to make room for luggage in the back and they even convert into a double bed.

To introduce the car to the motoring press, British Leyland ran an excellently organised trip to Portugal based on Estoril. Here on roads ranging from Motorway standard to non-tarmacadam tracks we were given the chance to drive the machine for a day, some people following the route and others, like myself, rather more ambitiously were able to fit in 250 miles of varied motoring.

The Maxi scores on road-holding, for it is a front-wheel-drive, transverse-engined machine in Mini/1100/1800 tradition. Surprisingly the road-holding fell much nearer the Mini mark than that of the larger cars so it can be driven along twisty roads with a good deal of enterprise and speed. Naturally it had hydrolastic suspension which gave an excellent ride at all times and, though others found it a little harsh, MOTOR SPORT did not share this view.

The engine is the long-awaited E series 1,500 c.c. cast-iron unit with single overhead camshaft. Leyland have not followed the popular trend of driving this with a belt but instead have retained a chain drive. The tuning people are not terribly enthusiastic about the possibilities of the engine, although the cast integral exhaust and inlet manifold could certainly be superseded by something more efficient. No doubt Daniel Richmond will have an antidote up his sleeve.

One feature we did not expect to find on the car was a five-speed gearbox—such luxuries usually only being found on Porsches and the like. We came to the conclusion that there will be a Joe Muggins somewhere who never even discovers fifth gear or at least never gets into it. There is a normal straightforward gate with fifth being tacked on as extra, forward and towards the driver. The gearbox, which is operated by a system of exposed cables running underneath the car in a vulnerable position, was rather vague and owners will certainly take time getting used to it. Fifth is in effect an overdrive gear for Motorway and similar work and gives a top speed around 85 m.p.h.

Acceleration is moderately good, the brakes are excellent and the finish is to a good production car standard. Interior noise is perhaps a little high, but the seats are very comfortable indeed. Fuel consumption is a most personal thing and few people will drive the car as hard and fast as we did in obtaining 26 miles to the gallon.

If the car proves to have the qualities of robustness and longevity it could prove to be one of British Leyland's most popular cars for many years to come. No doubt the Editor as a family man but also a great enthusiast will give the Austin Maxi a full road-test as soon as he can obtain the car and we refrain from further judgment until then. On the face of it, however, a car that has a very large market potential.—A. R. M.

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Engine: Four cylinders, 76.2×81.28 mm. (1,485 c.c.). Overhead camshaft operated overhead valves, 9.0:1 compression ratio, 14 b.h.p. at 5,500 r.p.m., 84 lb./ft. at 3,500 r.p.m.

Gear ratios: 1st, 3.4131; 2nd, 2.1365; 3rd, 1.4624; 4th, 1.0667; 5th, 0.8478.

Tyres: 155×13 Dunlop SP41 on steel wheels.

Weight: 2,158 lb.

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Fuel capacity: 10 gallons.

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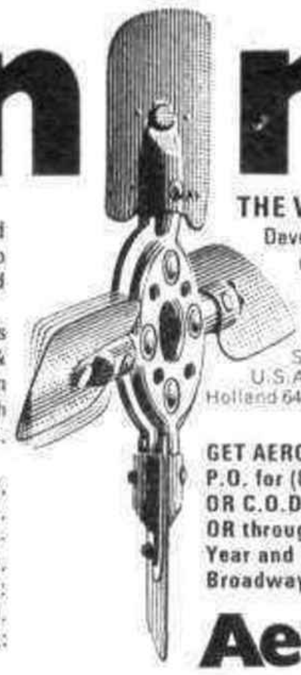
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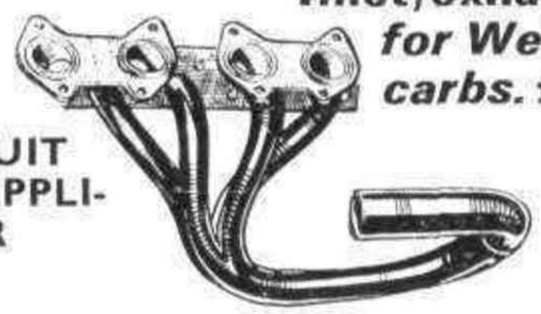
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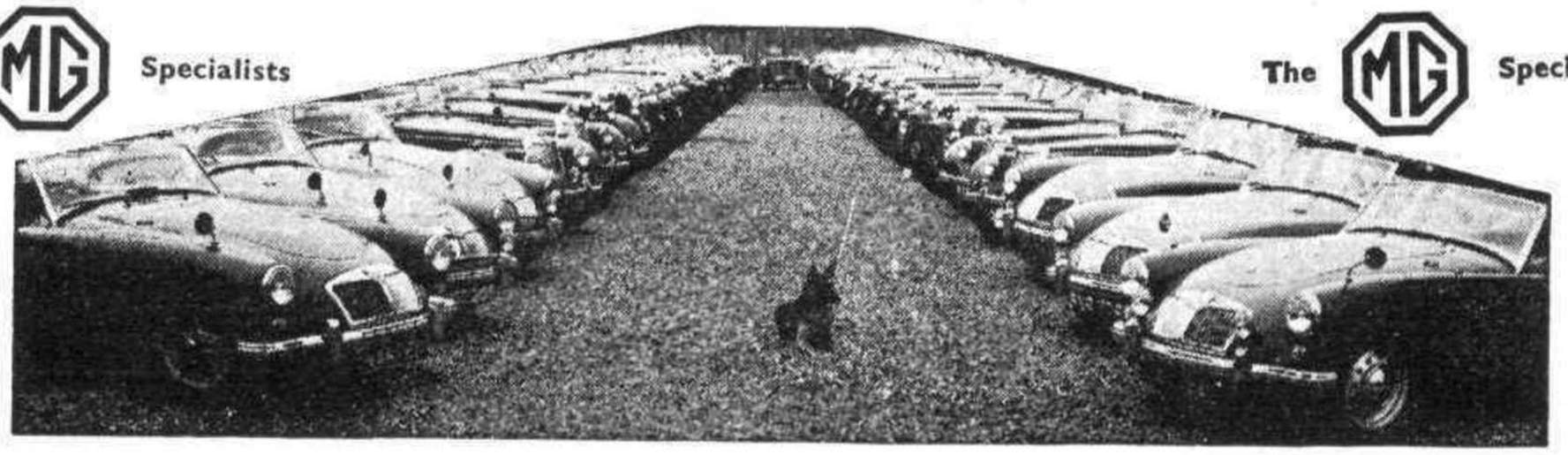
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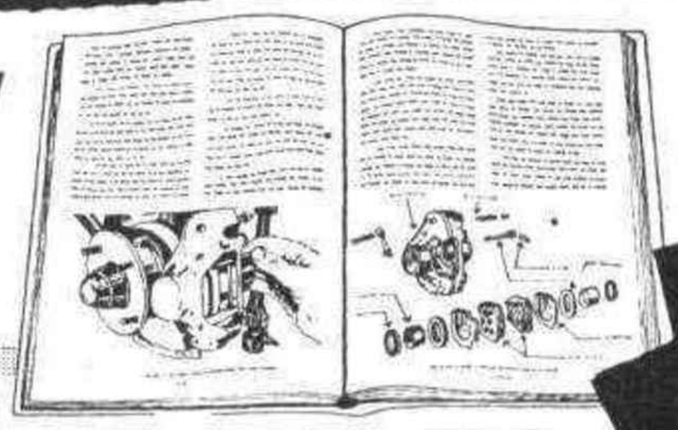
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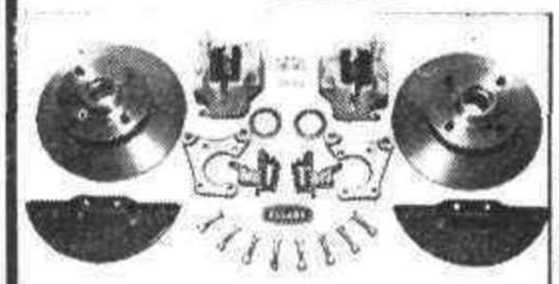
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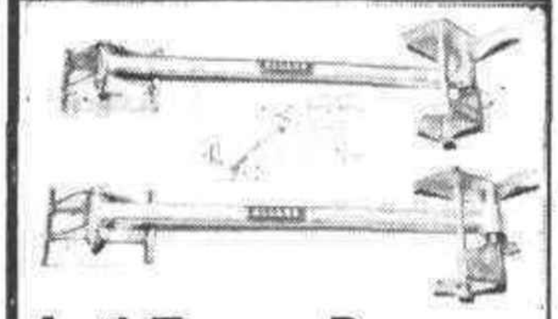
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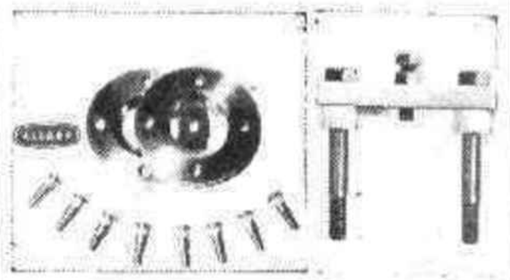
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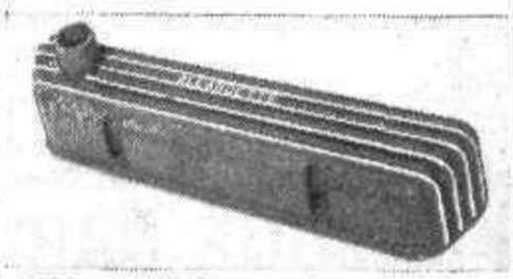


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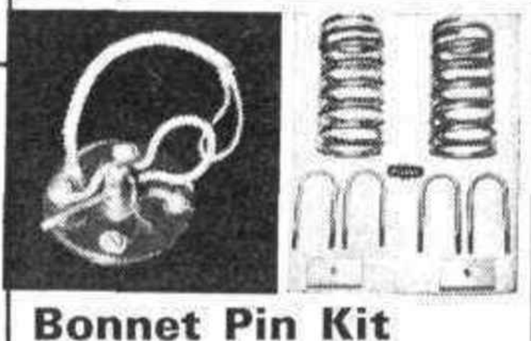
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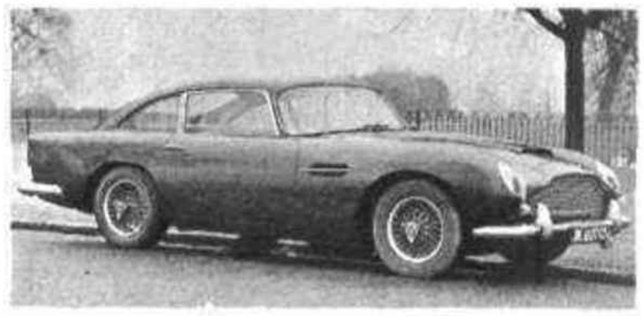
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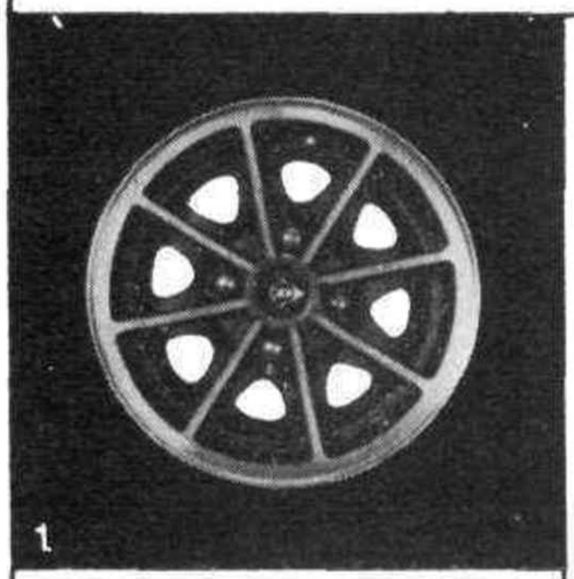
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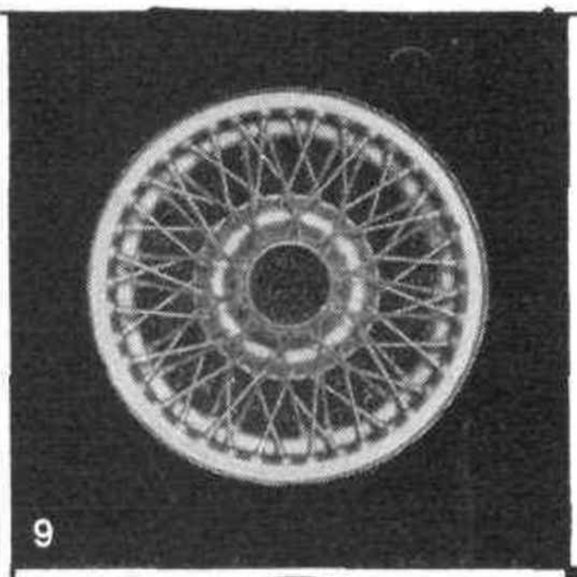
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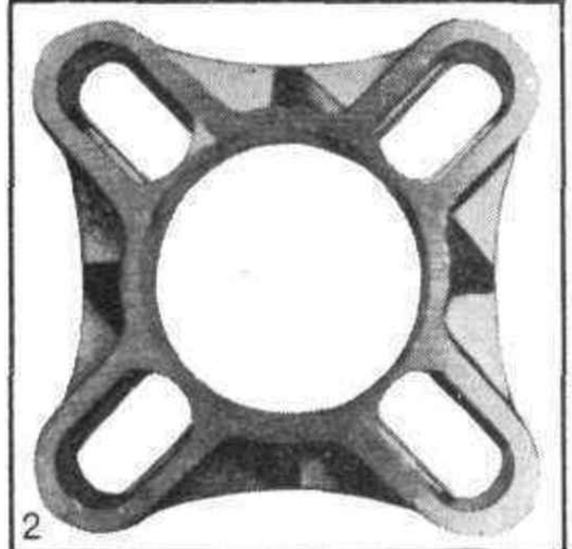
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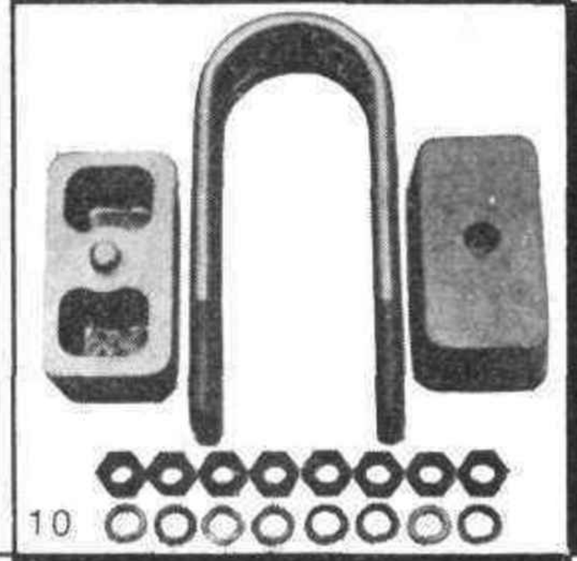
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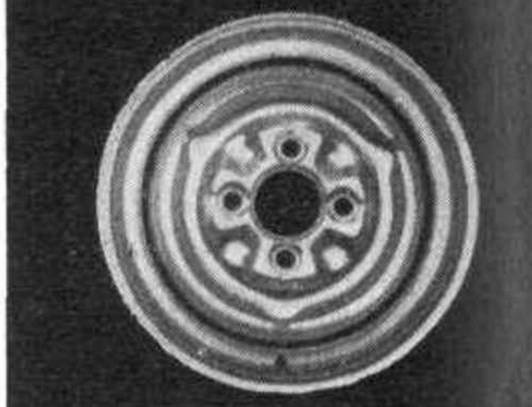
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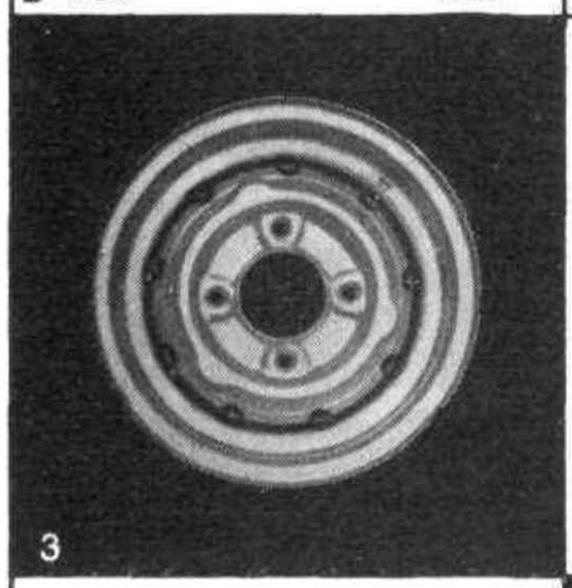

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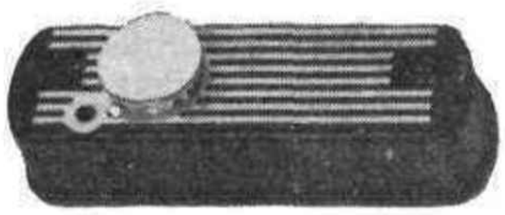

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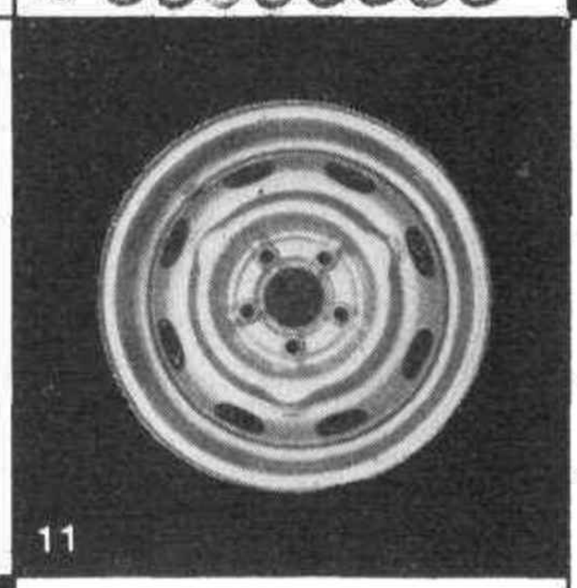

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11 5½J x 15″ Volvo 122/144
£7 19 0

12 Speedi-Grip Gear knob
£1 1 6

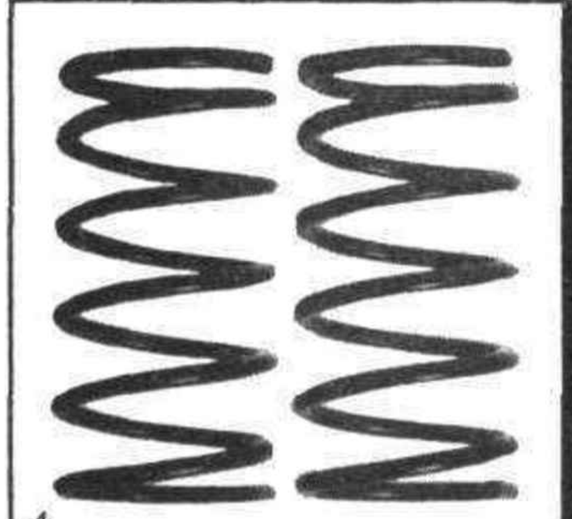
13 4½J x 13″ Triumph Herald Vitesse, Spitfire
£3 15 6

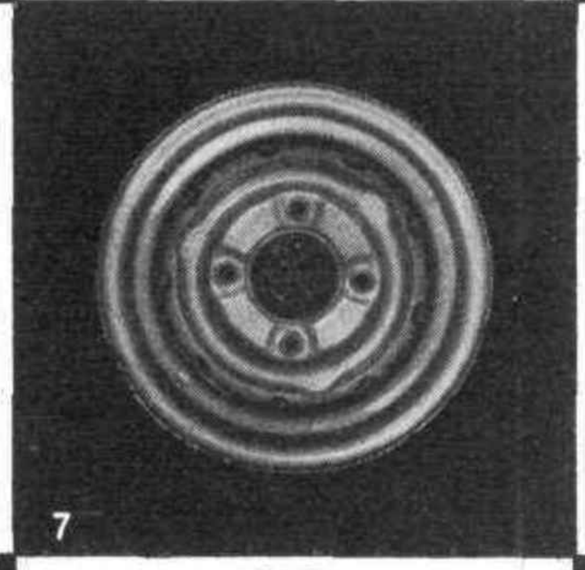
14 John Surtees driving gloves £2 19 6

15 4½J x 13″ Ford Anglia Cortina, Corsair
£3 5 0

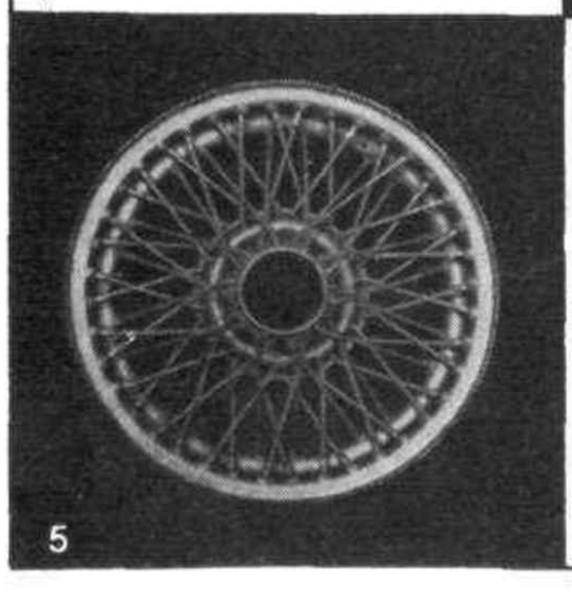
16 Chrome knock-on nuts 42mm £3 0 0

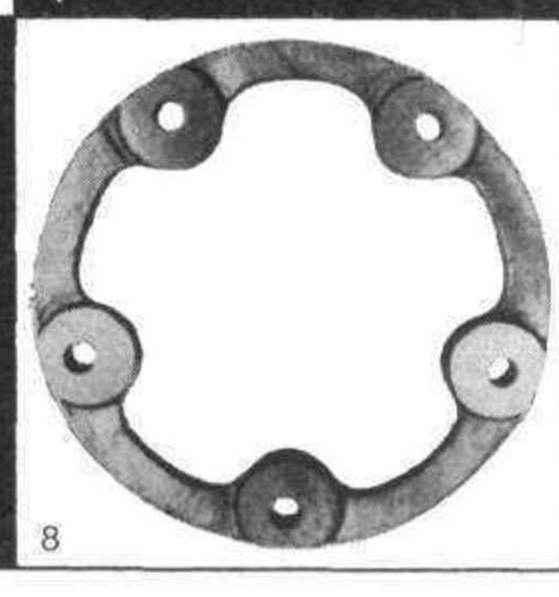
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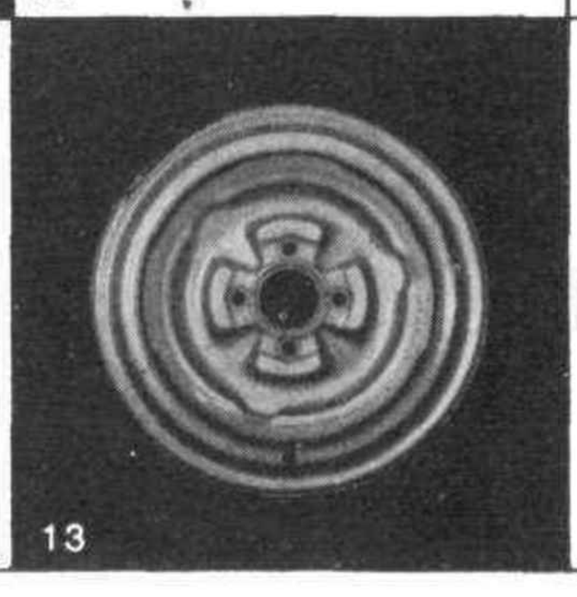

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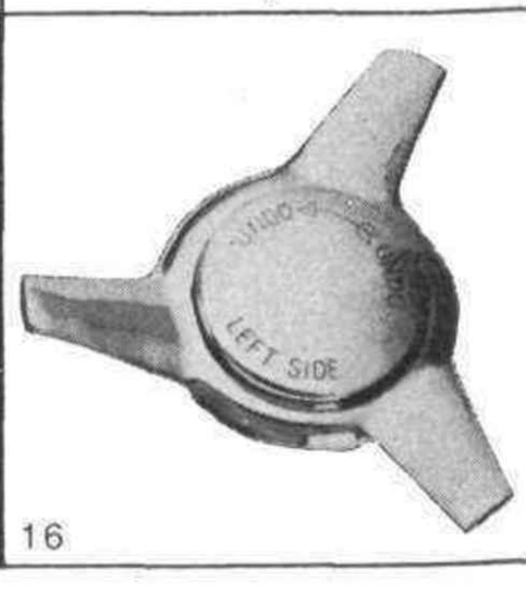

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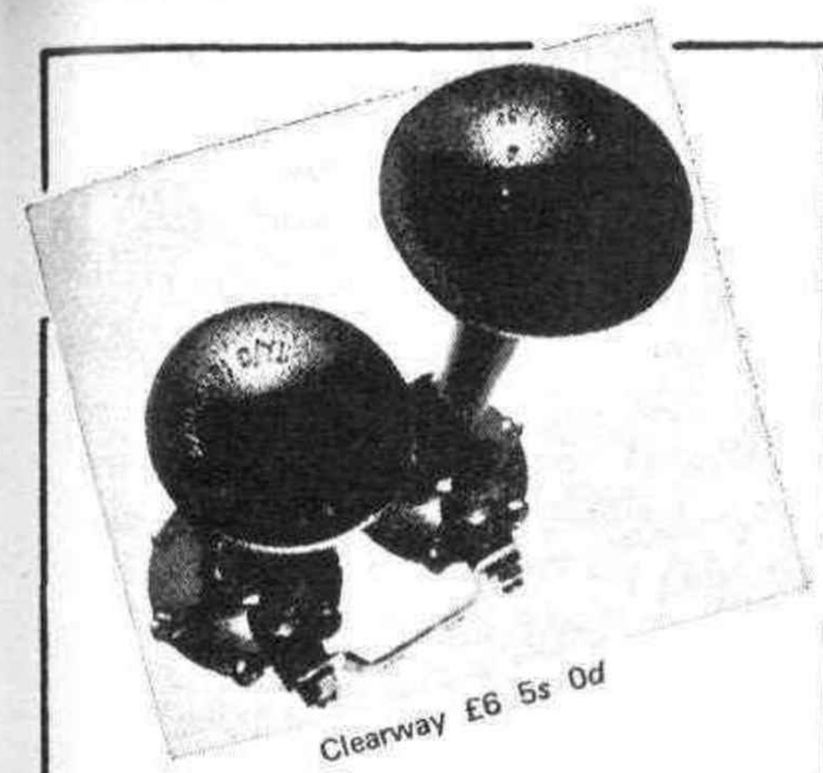

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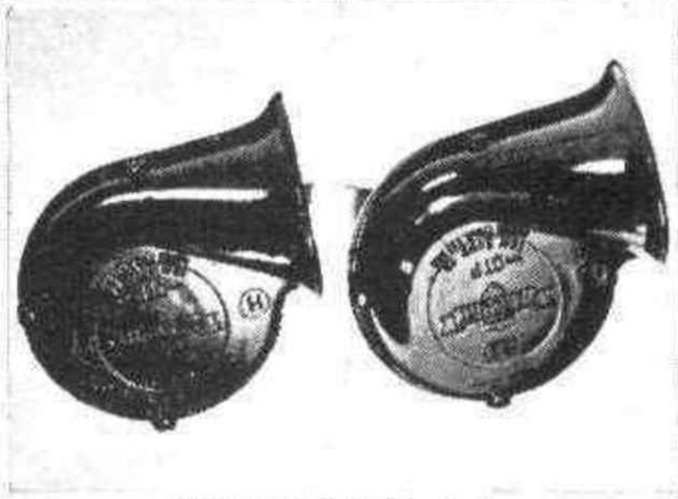

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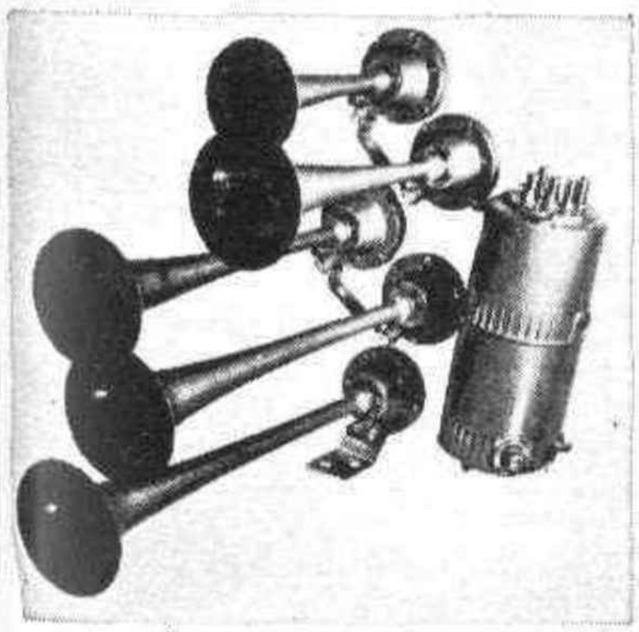
Mustang £9 9s 0d

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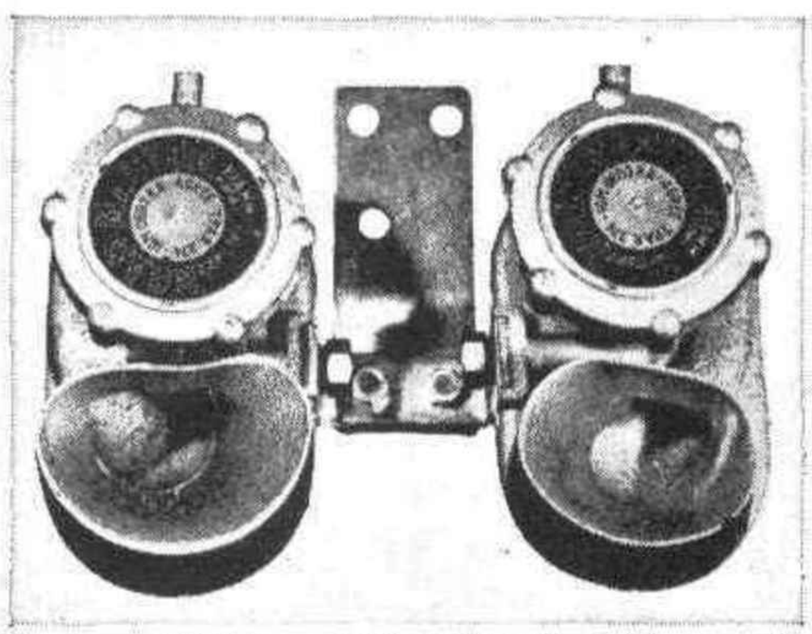
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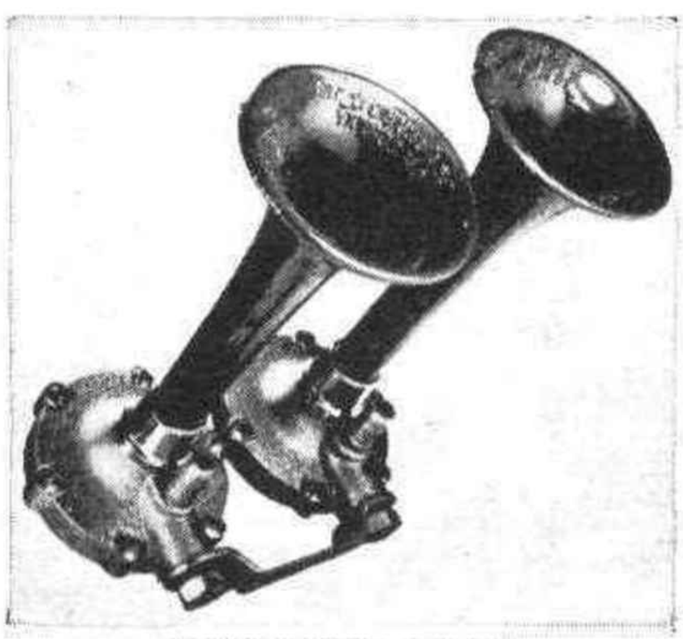
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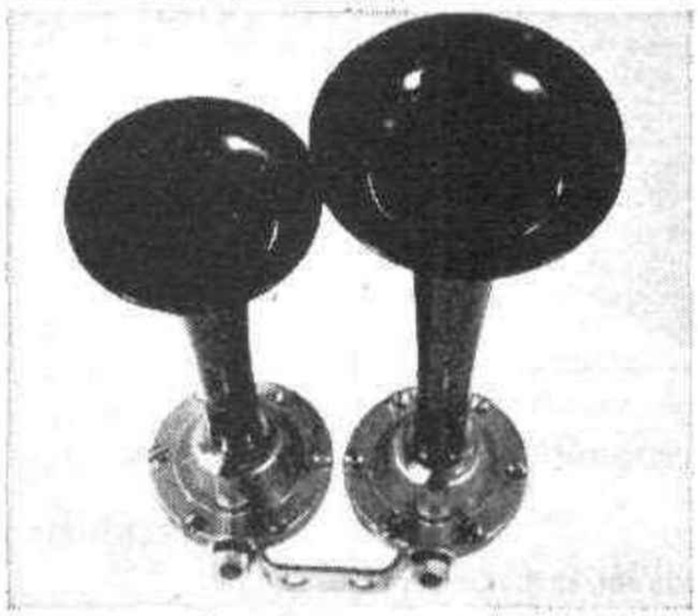
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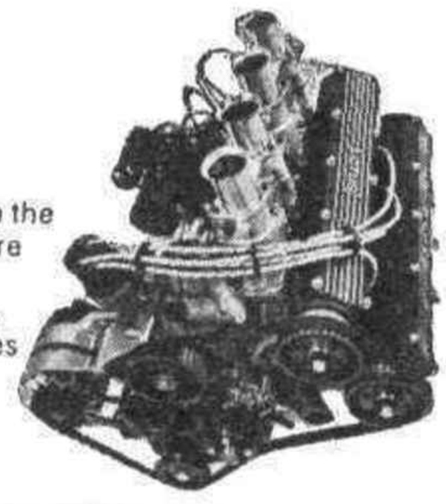


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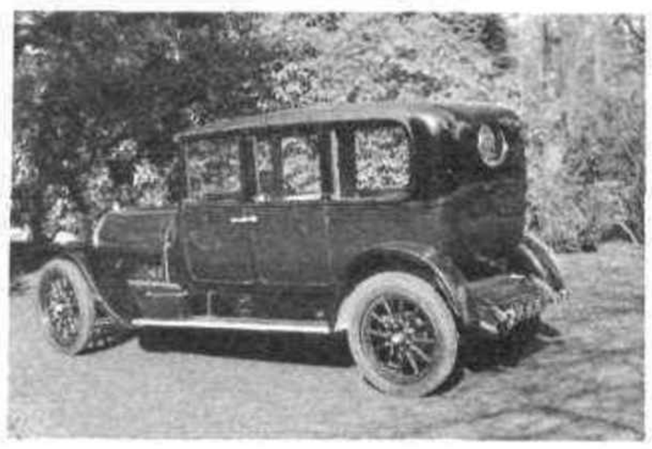
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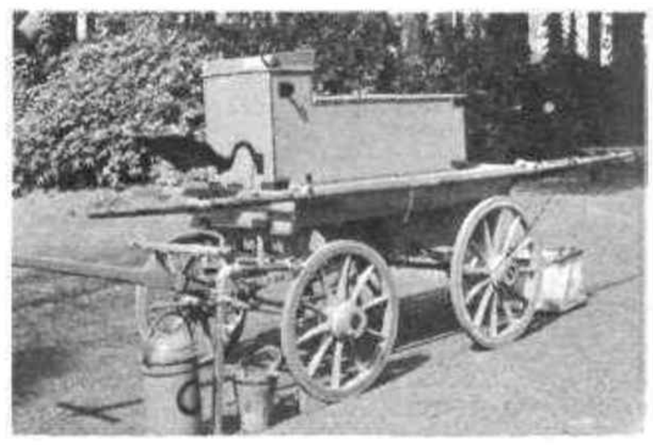
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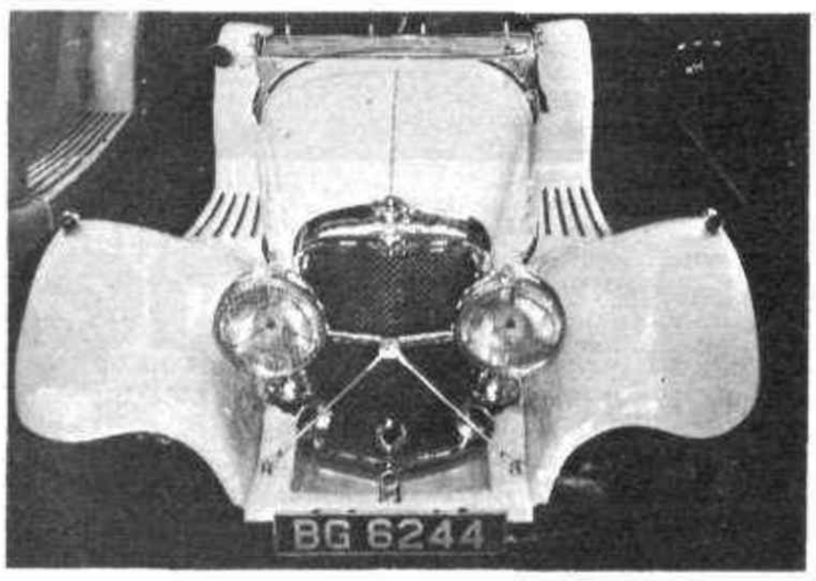
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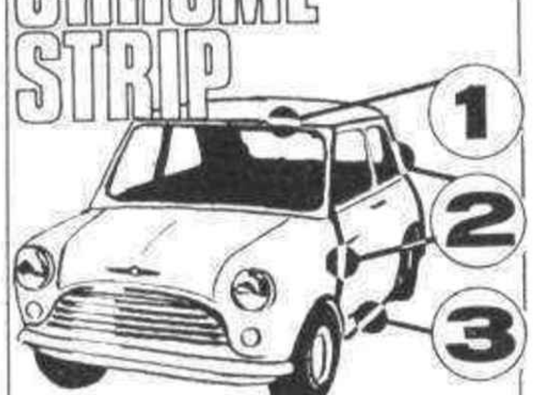
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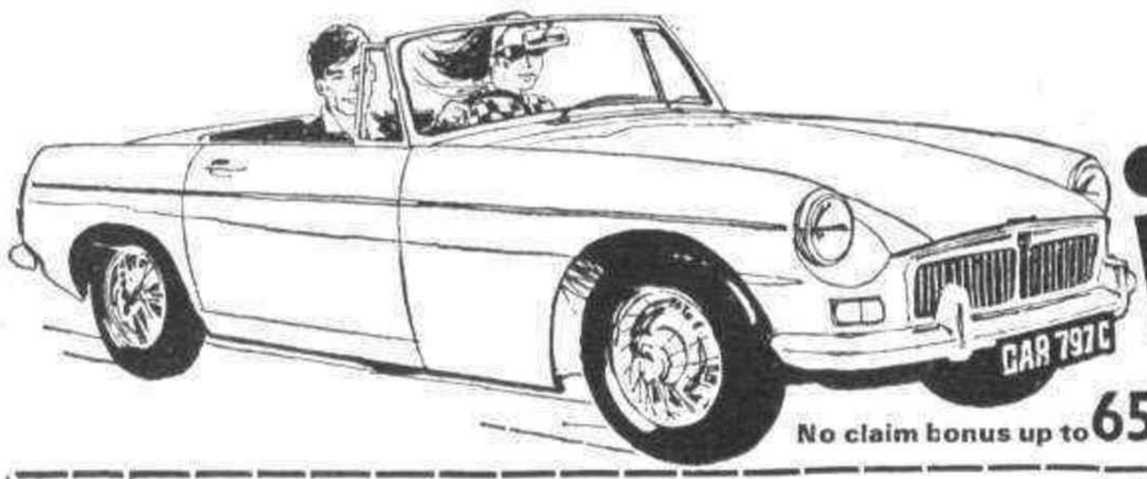
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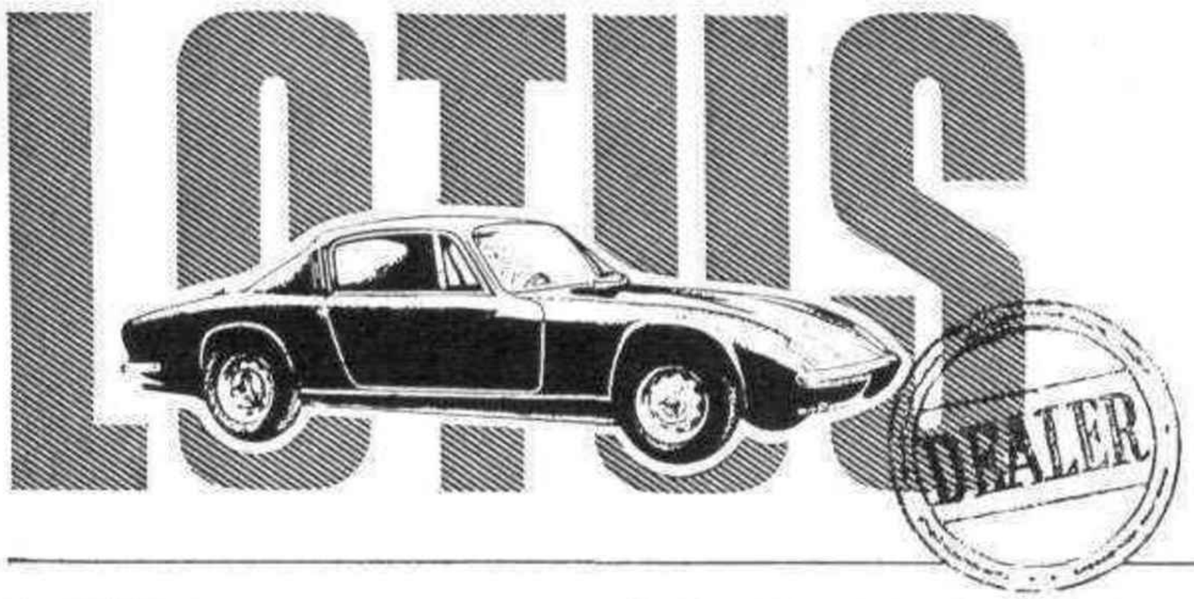
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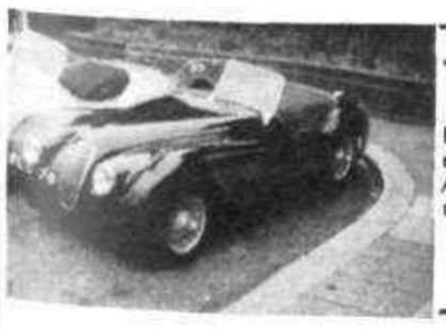
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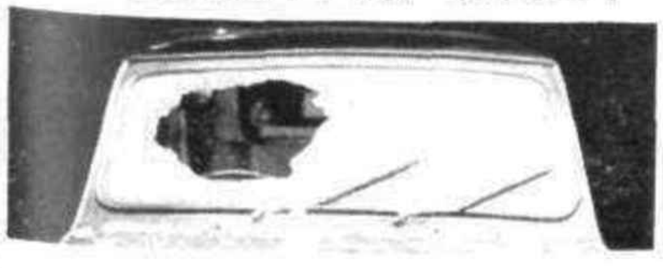


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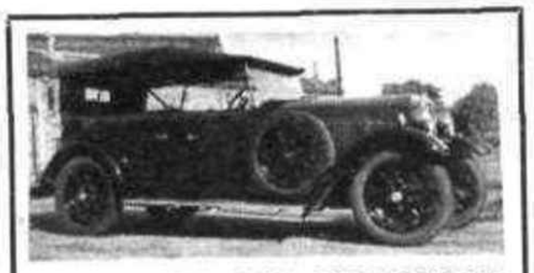
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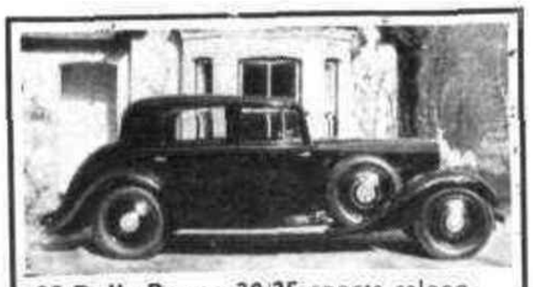


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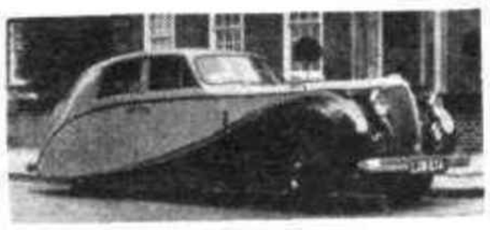
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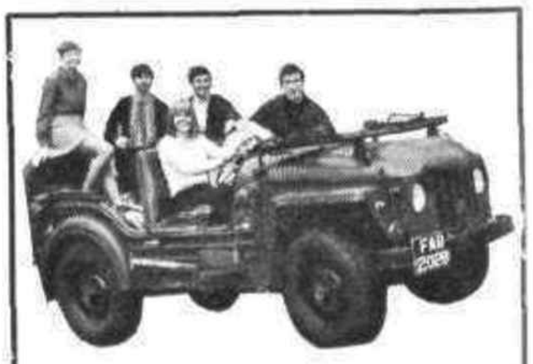
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FOR SALE—continued

BENTLEY LE MANS REPLICA 2/4-seater open tourer fitted slab tank with spare wheel on boot. Actual replica of 1934 T.T. winner on 1935 Derby Bentley chassis, with 3½-litre engine. Could be mistaken for 1928/1929 model, being advertised at over £4,000. My price only £1,500 and would possibly accept modern car in part exchange. Please telephone Wansford 591 (evenings), or Peterborough 67177 (office hours). (2838

1936 MORRIS 8 SALOON. WIRE wheels, clean-looking. £85. Reasonable offer considered. 302 Chesterfield Rd. North, Mansfield, Nottinghamshire. (2839

1946 ROVER 12 H.P. SPORTS SALOON. Good condition. In daily use, taxed and M.o.T. to June, 1969. £70 o.n.o. Box 1520. (2840

SUNBEAM ALPINE, 1964, SERIES IV. Exceptional condition, 44,000 miles, new Weber carburetter conversion giving improved performance and petrol consumption, overdrive, radio, Cinturatos, M.o.T., taxed until Aug. Genuine reason for sale. £430. Part exchange considered. Tel.: Batley (Yorks.) 3314 (business hours). (2841

1939 VAUXHALL 25. TESTED 5/3/1970. Completely original and absolutely superb throughout. Handbook. £150. Tel.: 01-856 0772 (Blackheath). (2842

HUMBER SUPER SNIPE TICKFORD d.h. coupé. 1949 Motor Show exhibit. Radio, heater. Impressive, rare, magnificent. £125. Tel.: 01-856 0772 (S.E.3). (2843

RILEY 1½ R.M.E., 1954. MAGNIFICENT condition. Genuine 52,000, new M.o.T. Overseas posting, hence bargain price, £195 o.n.o. Tel.: Bristol 674291. (2844

1966 M.G. MIDGET. GUARANTEED 16,500 miles only. Blue. Almost indistinguishable from new. Spare tyre unused. Possibly there are cheaper, but none better. £515 o.n.o. Tel.: Farnham Common 4599 or Iver 1168. (2845

1934 DAIMLER, 15 H.P., MULLINER. Fabric top, twin wing mounted spares, wires, shotblasted, rechrome, rewire, repaint. £125. Tel.: Halifax 21048. (2846

1935 GREEN STANDARD 12. EXCEL-lent condition bodily and mechanically, near-new tyres, many spares. Offers 101 Parkfield Ave., Northampton. Tel.: 61478 (evenings). (2847

M.G.-A 1622 MK. II, 1962, F.H.C. IRIS blue. Bodywork excellent, engine/clutch replaced in last 1,000 miles, radio, luggage rack. H.P. available. £435. Tel.: Mold (Flintshire) 3083 (evenings). (2848

XK150 SE, 1958, F.H.C. EXCELLENT condition. B.R.G. with black interior, overdrive, radio, new RS5s, clutch, road springs, fuel pump. £425. Farley, 217 Radley Rd., Abingdon, Berks. (2849

FOR SALE—continued

1951 LEA-FRANCIS. 1,767 C.C. ESTATE. Grey/varnish. Rear of body rebuilt, mechanics, battery and tyres first class. Possibly the best in existence. £125, including similar vehicle as spares. "Kingsley", Badsey Lane, Evesham, Worcs. (2850

1963 SIMCA MONTLHERY SPECIAL. Rush engine. Immaculate. White/red coachwork, reclining seats, fast, 35 m.p.g., taxed, M.o.T. Bargain. £165 o.n.o. 17 Goring Way, Greenford, Middlesex. (2851

LE MANS REPLICA MORGAN 4/4. Coventry Climax engine. Many spares. Tel.: Cradley Heath 66731. (2852

1935 ROVER 12, FOR COLLECTOR'S OR Concours interest. Enquiries or offers (two figure) by telephoning Roslin (Midlothian) 393 (evenings). (2853

M.G. TF 1250. B.R.G. EXCELLENT condition Taxed, M.o.T. £350. Tel.: Cradley Heath 66108. (2854

SPRITE, 1967, APRIL. GENUINE 10,500 mileage. Used for wife's shopping only. Regrettably too small for family. £495 o.n.o. Terms available. 31 Leake Rd., Gotham, Nottingham. Tel.: ONO2 30353. (2855

DAIMLER, 1950, 2½-LITRE. CLASSIC lines. Silver grey, radio, heater, five good tyres, M.o.T. £200 recently spent, £185 o.n.o. Weybourne Springs, Weybourne, Holt, Norfolk. Tel.: 281. (2856

ALVIS TD/21 SALOON. W/WHEELS. Although registered in Nov., 1965, this car is in Concours condition. In 1967 £250 was spent on body restoration wtih leading Midland body specialists, including respray in metallic Alice blue. Fastidious owner rebuilt it mechanically making a total cost of £500, so it is now virtually as new. All bills and history available. Reluctantly offered at £475 o.n.o. Consider estate car in part exchange. Padwicke, 66 Hall Green, Malvern, Worcs. Tel.: Malvern 61568. (2857

ALVIS 4.3 CHARLESWORTH SPORTS saloon. Registered Nov., 1938. This car has just had the body replaced after complete chassis restoration and is now in excellent condition. There may still be a few small jobs to do on the interior which we can haggle over. £385 o.n.o. Padwicke, 66 Hall Green, Malvern, Worcs. Tel.: Malvern 61568. (2858

1962 ELVA COURIER 1600 CON-vertible. Cinturatos, 34 m.p.g., excellent condition. Reluctant sale at £360. Tel.: Retford (Notts.) 4402 (evenings), or 26 Avon Rise. (2859

LANCIA FLAM'NIA FARINA COUPE. Lancia blue with light brown leather upholstery. Special conversion with three twin-choke Weber carburetters, r.h.d., 1961. Has had brakes overhauled, new wheel bearings, battery, exhaust recently. Motorola radio. This is a very fast, elegant five-seat sports coupé. £520 or part exchange for Cortina, Herald 1100 or similar. Tel.: 01-952 7217 (Stanmore) (evenings/weekends). (2860

FOR SALE—continued

LANCIA APPIA, SERIES III, 1963. GREY. Superb condition throughout. One owner. Fitted radio, heater, Michelin X. £325. Consider exchange. Tel.: Potters Bar (Herts.) 58668. (2861

TME 22 ON 1948 ROVER 60, M.o.T. Dec. Good bodywork, golden brown on black. Excellent sliding head. £65. Tel.: 01-979 5097 (Hampton). (2863

ASTON DB4. SUSPENSION REBUILT, late type clutch, new brake pads, servo and cylinders, new turbo speeds, rechromed, resprayed (10 coats). Any inspection. Must sell business reasons. £1,250 o.n.o. Smith, Tel.: Markfield (Leicestershire) 2750. (2864

PEERLESS. RELUCTANT SALE DIC-tated by bank manager. New TR3A engine, interior trim, discs and battery, real leather upholstery, Strombergs, wood steering wheel, good Cinturatos, overdrive. Very fast and economical. Taxed, M.o.T. Many extras. No reasonable offer refused. £265. Tel.: Cambridge 0223 48532. (2865

M.G. PA. 1934. 6,000 MILES ONLY since complete restoration, including engine, back axle, brakes, electrics, bodywork, upholstery, new tyres, hood and tonneau. In superb condition and offered to genuine buyers at £500. Box 1521. (2866

1961 ASTON MARTIN SUPERLEGGERA. Wedgwood blue/grey hide. Extras include Motorola, triple air horns, reclining seats, quartz spots, Sundimn rear window. Exceptional condition throughout. M.o.T., taxed. £825. Tel.: Harpenden 61034. (2867

1964 TRIUMPH SPITFIRE. CONIFER green. Excellent condition. Four new tyres, new gearbox. £390 o.n.o. Tel.: Hemel Hempstead 55213 or Nottingham 285461. (2868

LOTUS SUPER SEVEN. BUILT AND painted by the works 1968. Just run-in. Heater, screen washer, fuel gauge, UK exhaust and other mods. Export model, l.h.d. Available in Europe. Sale or exchange. *Interesting car.* £800 o.n.o. Box 1522. (2869

COOPER S SPRINT, STEWART AND Arden conversion, 1967. Radio, 7,500 miles only. Polychromatic blue. £850. Tel.: 623 6853 (during day). (2870

1964 LANCIA FLAVIA FARINA F.H. coupé. R.h.d. Blue. Radio, heater, etc. In excellent condition. £850. Tel.: 01-727 2860 (evenings). (2871

ROLLS-ROYCE 20 H.P. TOURER, 1928. Chassis completely overhauled, new body fitted, exact replica of Barker 4-seat tourer. Tel.: Halifax 31475. (2873

B.M.W. 700 L.S., 1964. A MINI car with a difference. Comprehensively equipped, economical. Must be seen. £195. Tel.: Potters Bar 58668. (2862

FOR SALE—continued

SUNBEAM, 23.8s. TWO SALOONS. 1934, 1935 models. Thirty-year enthusiast disposing of garage contents. Spares too numerous to list. Includes 12 new 6.50 x 18 tyres, 2 new fibre cam gears, complete reconditioned engine (not fitted), shaft ground line bored, new HEP pistons, plus .030, 2 gearboxes, literally spare everything, 2 heads, etc., etc. Want to sell as one lot. All cars driveable. £1,000. Genuinely interested parties only please. Tel.: 464 3972 (Kent) (evenings). (2872

FIRE ENGINE, 1919 APPROX. DAIMLER sleeve valve. One owner, low mileage, good running order. Tel.: Halifax 31475. (2874

M.G.-B, NOV., 1965. OVERDRIVE. wires, hard-top. B.R.G. Black interior, new G800s, excellent condition throughout. £595. Tel.: Formby (Lancs.) 72778. (2875

M.G. TF 1250, 1954. RED. WIRES EX-tremely sound throughout, new Xs and some chrome. £315. Tel.: Formby (Lancs.) 72778. (2876

1939 VAUXHALL 14. ONE OWNER. 42,000 miles, excellent original condition, tools, handbook, etc. Offers invited for early sale. 1 Sutcliffe Drive, Harbury, near Leamington Spa. (2877

TRIUMPH GT6, 1967 (JUNE). UNIQUE. Black, overdrive, wire wheels, radio, wing mirrors, Cinturatos, spot lights, S.A.H. *Stage II engine conversion and modified* rear suspension, oil cooler, one owner. Well maintained, very fast. £725. Marron, 9 Hermitage Walk, Little Hallam Lane, Ilkeston, Derbys. (2878

M.G. WA 2.6-LITRE, 1939, TICKFORD 5-seater coupé complete. New tyres, batteries, dynamo, etc. All in good working order. Rare and luxurious car. £395. Tel.: Reigate 42233 (daytime only). (2879

1965 AUSTIN HEALEY 3000 MK. III. 33,000 miles. B.R.G. O/d, extras various. £725 o.n.o. Douglas. Tel.: Shanklin 2820. (2880

SUPERB SPITFIRE, JULY, 1966. SPOT-less red. Radio, tonneau, underseal, Cints., *second car purchased new, used by wife.* £500. Seen Midlands. Tel.: Wolverhampton 62399. (2881

FIAT 500 TOPOLINO, 1939. EXCELLENT condition for year. Cheaper road tax. M.o.T. till Feb., 1970. Recently rebuilt, resprayed. £75. Tel.: Warwick 41519. (2882

FROG-EYE SPRITE, NOV., 1959. WHITE with black hard-top, Cinturatos rear. £165. Tel.: Lyminge (Folkestone) 87359. (2883

ALVIS, 1952, TA21 SALOON. EXCEL-lent condition. History. £190 o.n.o. Tel.: Norwich 23801. (2884

JAGUAR 2.4 MK. II. OVERDRIVE, 1961. Good Cinturatos towing hitch (unused last two years), sound throughout. M.o.T. until Dec. £195. *Slater, 20 Farm Rd., Hardgate,* Dumbartonshire. Tel.: Bishopton 2929 (office), Duntocher 5237 (home). (2885



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1964 FORD Cortina GT **£420**

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1966 FORD Cortina GT, radio **£525**

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NEW T.V.R. TUSCAN V6 FOR EARLY DELIVERY, £1,473

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1922 ROLLS-ROYCE tourer by Van den Plas, restored and in superb condition... ... ... **£2,500**

1928 ROLLS-ROYCE 20 by H. J. Mulliner. A small saloon, original and in fine condition **£1,250**

1957 ROLLS-ROYCE Silver Cloud I, black with red interior; two owners and 80,000 miles, history **£1,750**

1953 BENTLEY "R"-type two-tone green standard car with manual gearbox, in nice condition **£750**

1949 BENTLEY Mk. VI, just resprayed in black and sand **£350**

Always a good selection of Rolls-Royce and Bentley Motor Cars.

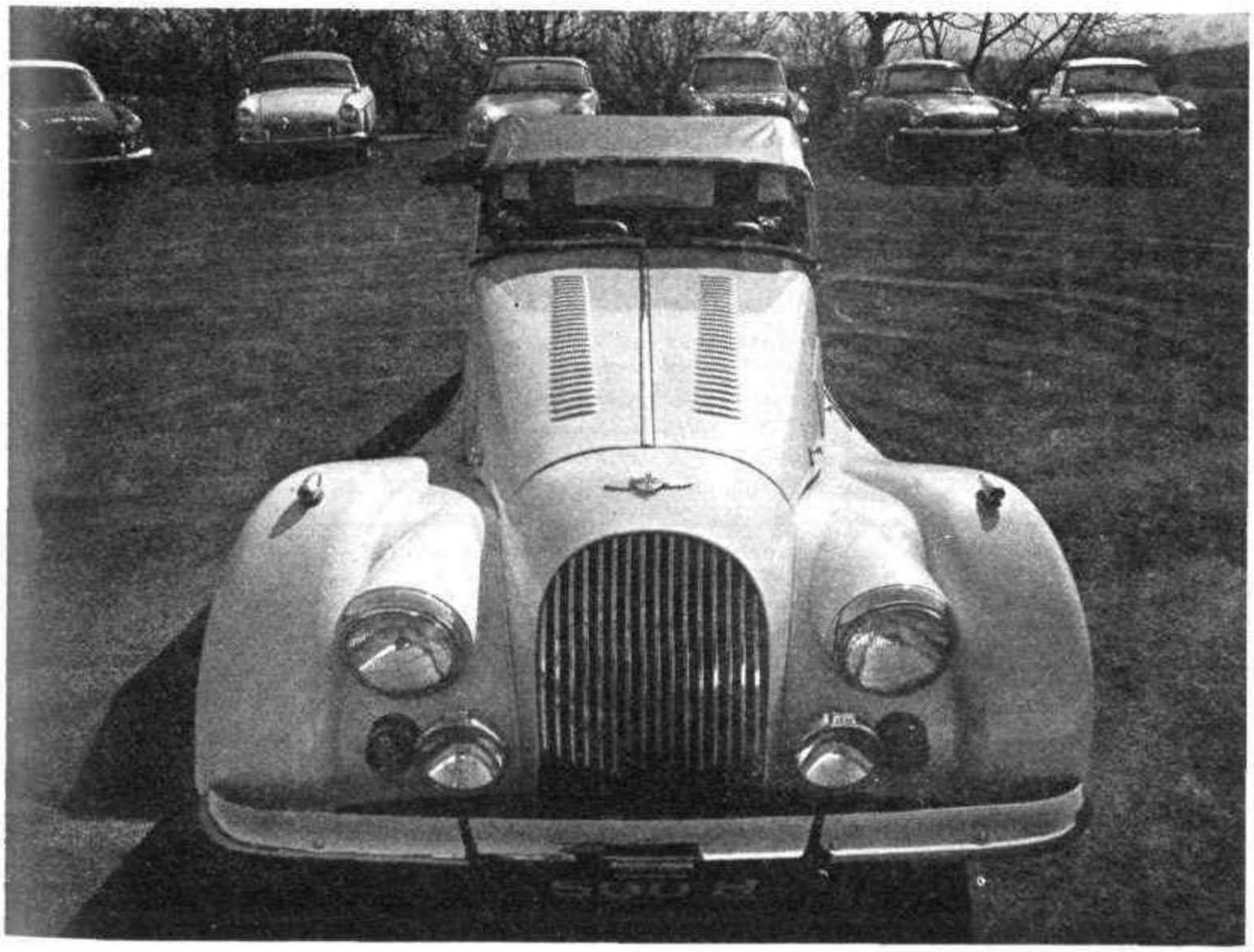
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TVR



Under Arkley's springtime blossom; 2 doz. sports cars playing possum. Also a gi-normous number of new cars: a white Morgan 4/4 competition model with black interior and wire wheels, *powered by the GT Cortina engine*, MG-B roadster in black with black works hardtop, tonneau, chrome wire wheels, SP tyres and overdrive, and less lavishly kitted out sister cars in Mineral blue and Tartan red. MG-B GTs with wire wheels and ovedrive, one in Tartan red and a yellow one coming this week. A row of four MG Midgets in red, white, blue and green, some of them have wire wheels, etc. MG 1300 Mk II saloon, both new, and a used 1969 one in blue with 4,000 miles and £100 off the price; I have just driven to Switzerland in a sister car and really the Mk IIs with 11-stud head, close-ratio gears and extractor exhaust manifold has an amazing performance; although BMC only claim 70bhp, production-line examples *actually* achieve 77/78bhp, one hears. This is a very good time to think about getting a new MG as your old car will still be worth a good price in part exchange and new car prices have remained unchanged for a long time in spite of quite a few improvements like reclining seats and sealed cooling systems which have been introduced without fuss or flourish. And of course you get a 12-month/12,000-mile parts and labour warranty, so that your running costs for the first year are a known quantity. If you are anything of a handyman and have a weekend free you should think about a new TVR in component form, on which one saves £100s of purchase tax. Never mind about making a mistake; it is part of the deal that as soon as you have the car running under its own steam you just steam it along to us and we give *it a 100%* end to end inspection and put right any mistakes you might have made, and you don't have to pay for this. The Vixen 1600 costs £1,150 complete and we have several in stock, as well as our demonstrator which bears the well known digits TVR 4, and by the time your tired eyes have read this far I also hope to have at least one of the new V6 Tuscans with 3-litre Ford power unit at £1,492, although you should really get one with overdrive which is an extra. At our Bayswater branch we are due to have some more GTE Scimitars arriving by May 1st; if you like sports-car performance/handling coupled with estate car habitability and menacing styling this is your cuppa. So many second-hand sports cars that words fail me but will have a try. Triumph Spitfire, 1966, white, black trim, radial plies, one grey-haired owner, some doubt about the price. But I've also got a similar one in conifer green at £530 which should give you some idea. MG-B GT, 1966, sandy beige, overdrive, wire wheels, Cinturatos, Webasto roof, black leather interior, £895. Commer Imp van, 1966, obviously delivered in error, blue, folding rear seat, privately used, radials, sports-car wanted in part exchange. MG Midget Mk III 1,275cc, 1967, white, black interior, radials, 1 owner, £580. Triumph TR4A, 1965, white, overdrive, soft-top, £660. Austin Healey Sprite Mk IV, 1967 "F" registration. Basilica blue, radio, one solicitor owner, harmonious registration number, £610. Triumph Spitfire, white, 1963, hard and soft tops, radio, leather for your hands, £360. Lotus Elan S4, 1968, French blue, many, many extras, £1,320. Austin Healey 3000, 1965, red, overdrive, wire wheels, radio, Cinturatos, £770. Austin Healey Sprite, 1959, green, hardtop, £220. TVR Grantura, 1964, MG-B power unit, metallic blue with black sills, overdrive, wire wheels, alloy rocker cover, radials, £625. MG-B, 1965, black, overdrive, Cinturatos, £650. Triumph Spitfire Mk III, 1967 "F" regd., conifer green, hardtop, one owner, £675. MG Midget, 1966, O.E. white with black trim, fitted with Ashley GT hardtop (the long one with its own little boot lid), also has the standard lid and soft top, Cinturatos, one owner, £520. MG-B GT, 1967 "F", BRG, OD, WW and nearly all the other letters of the alphabet except X as we put 5 new Cinturatos on, £1,075. Triumph Spitfire, or Spitifer as my dear secretary's typewriter insists on spelling them, 1963, red, black inside, hard and soft tops, Cinturatos, £360. MG-B, 1967 'F', white, Classic Bermuda hardtop, wire wheels, Downton Stage 1 engine, Kenlowe fan, Michelin XAs, but don't drool excessively as we might already have sold it. TVR Vixen 1600, 1968, and just missed being a "G", diamond blue, wide wire wheels, radio, stereo tape, £1,025. Triumph Spitfire, 1967, blue, £560 and it only had one owner, I do believe. Austin Healey 3000 2 + 2, 1961, red, black hardtop, 5½J wire wheels with fat SP41s, overdrive; the price is at present a bit of a mystery but will confide it to you when you ring up. We do have several other sports cars in stock but I am afraid of boring you. All but one or two of the oldest cars are sold with a very good parts + labour guarantee and also have a thorough and searching pre-sales service and inspection, fresh oil and filter, probe brake linings/suspension/steering/exhaust and two independent road tests before being passed as fit for sale. We fix your insurance and HP with trustworthy companies, and can sometimes do HP with 3rd party insurance. At Arkley we have a good sports car stores and also sell Cinturatos at 25% discount as ever. And we have our workshop wall decorated with antique tin posters which you must come and see. Mrs Gabriel Konig and I pit our privately entered orange racing MG Midgets against the might of the Gold Seal/Pete Cox Spitfires in F. W. Dixon and Amasco championship races around the circuits most weekends. The score is at present pretty even but although they are all dear fellows it is a British (not to mention Brittenish) tradition that the underdog wins in the end. We have quite a few Things for sale this month, including an 1,100cc BMC racing engine, just fitted with new crank and bearings and decoked at £110, shop-soiled Spridget racing fibreglass hardtop/rear end at 20% discount, steel TR2/3A hardtop in black with swivel spotlamp in roof at £25, new Mk IV 1,275cc Spridget pistons at £3 per set c/w rings and gudgeons. Works hardtop for current Spridget, black, new, 25% discount. Used tonneau covers, most models, £1 to £5. Used racing tyres, Dunlop 450M-13, wet compound, modest prices, Goodyear 500-13 semi-low-profile, nearly bald, 4 at £3 the lot. Odds and ends of new radial ply seconds at 35% to 40% off. I am thinking of employing some extra staff at Arkley and would like to meet someone with car sales experience but not of the old boy/camel coat/suede shoes variety, and not afraid of getting his hands dirty occasionally. Also a service bay mechanic. Moscow Road is parallel with the top edge of Hyde Park and in the left hand corner. Arkley is near Barnet but you don't usually approach it that way as it is only just off the A1, along the A411 from Stirling Corner roundabout. Both places are open from dawn to dusk, and our particular sun sets at 7pm except Saturdays when it's 6spm. Sundays we lie in bed counting our money (and wondering where it's all gone).

John Britten Garages Ltd,
Barnet Road, Arkley, Barnet, Herts.
01-449 1144.

More sports cars at:
John Britten Garages Ltd,
31 Moscow Road, Bayswater, W2. 01-727 2707.

FOR SALE—continued

ALVIS 3-LITRE PARK WARD SALOON, 1962. 58,000 miles. New gearbox, clutch, battery, clock, tyres, twin-speaker radio, disc brakes, year's M.o.T. Pure English quality. £695. Exchange considered. Tel.: Eversley (near Camberley) 2365. (2782

JAGUAR E-TYPE D.H.C., 1966. REG. GOJ 6. White. Motorola radio, C.W.W. racing wheel. £1,460 o.n.o. View Surrey. Box 1516. (2783

ASTON MARTIN, SPECIAL SERIES, DB/24 Mk. II hard-top. Ex-David Brown Junior, known service history. Immaculate. Red exterior, black interior. Genuine enquiries only please. Tel.: Whitby (Yorks.) 3376. (2784

BENTLEY 3½ PARK WARD SPORTS saloon, 1936. Excellent body, mechanics good. £280. Tel.: Nottingham 66987. (2785

1953 RILEY 1½-LITRE IN EGREGIOUS condition. Jaguar racing green. Unparalleled acquisition to a connoisseur. Bills for £250 over six months of redintegration. At the risk of being tantologic—a darlin' motor. Reluctantly selling at £395 o.n.o. Valerie Duncan. Tel.: Southend 68609 (evenings or weekends). (2786

1928 LEA-FRANCIS TWO-SEATER AND dickey. Doctor's coupé by Mann Egerton. Substantiated 69,000 miles. Recent £120 *engine rebuild, new hood, dynamo, battery*, etc., sound chassis, k.o. wheels. Absolutely original. Classic body. Regularly used. £525. Box 1517. (2787

SPRITE MK. I, 1958, RECONDITIONED engine, new tyres, battery, clutch, heater, radio, hard-top, soft-top, safety belts, original tune, excellent condition. M.o.T. Jan., 1970. £240. 152 Blackbrook Rd., Fareham, Hants. (after 7 p.m. or weekends). (2788

LEA-FRANCIS SPORTS, 1,767 C.C., 1949. Red, good mechanical condition, interior needs a little attention. Haggle around £200. Pearson, 43 Forester St., Derby. (2789

GREY JAGUAR 3.4 S, 1964. ALL EX-tras. Immaculate. £695. Owner posted. Tel.: Narborough 261, ext. 224 (work). (2790

LOTUS CORTINA, APRIL, 1968. WHITE/ black trim. One owner, 17,000 miles. £865. Terms, exchange possible. Gordon Vickers, 74 Highfield Lane, Newbold, Chesterfield. Tel.: Chesterfield 77503 (office). (2791

1961 DAIMLER SP250. RECENT XASs, battery, exhaust system, steering, rebuild, top end overhaul, extras. £425. Tel.: Long Sutton (Hants.) 480. (2792

1949 TRIUMPH 2000 ROADSTER. R-cent respray, exceptional condition, washers, blinkers, twin spots, dickey seats. £210. M.o.T. Aug. 106 Walton Rd., Chesterfield. (2793

RILEY 2½ SALOON, 1949. GREEN. NEW roof, shock-absorbers (front), etc., regularly serviced, heater, taxed, etc. £95 o.n.o. 36 Overmead, Mill Lane, Shoreham, Sussex (evenings). (2794

ALVIS, 1923, BRAKELESS FRONT AXLE, with hubs, steering arms, also clutch shaft with crank. £30. Vintage underbonnet trumpet horn (15 in.), 12 volt. £5. Quayle, The Way, Brixton, Plymouth. (2795

TR3A. THIS CAR IS ONE OF THE BEST left in the country. Full history. Immaculate in every way, soft- and hard-tops. Many other extras. If you want a TR3A you will buy this one. £380. 104 Grand Ave., Surbiton, Surrey. Tel.: 01-946 6239 (evening). (2796

M.G. TF 1250. CREAM. COLLECTOR'S piece. Resprayed, chromed, trimmed, carpeted, reconditioned engine, gearbox, front suspension, radiator, electrics, new tyres, s/screens, carbs. £500 o.n.o. Exchange considered. K. Gardner, Burmington, Shipston-on-Stour, Warwicks. (2797

LOTUS ELAN S3. WHITE. FIXED HEAD coupé. Unsold following last month's advertisement. Emigration forces rapid sale at ridiculous price. First £950 secures. Specification, countless extras, new clutch, brakes and tyres. Complete engine overhaul. Genuine 32,000 miles. Carefully used (I.A.M.). Immaculate. Brutton, 21 Warwick Close, Neston, Wirral. Tel.: 051-336 4704. (2798

1961 ALPINE I. MOONSTONE. H/S tops, overdrive, Cinturatos, M.o.T., excellent condition. £200. Tel.: Burgh Heath (Epsom) 54106. (2799

EIGHT-LITRE BENTLEY SALOON. A restored model recently reached £8,900 at Brooks Blenheim auction. I offer mine at a pre-auction cash sale price in the Bentley Jubilee Year of £600 per litre. No comedians with large hacksaws and only £600 need telephone Gerrards Cross 84707 (after 7 p.m.). A higher offer will secure. (2800

TRIUMPH SPITFIRE MK. II, 1967. Green. One owner. Hard- and soft-tops, tonneau cover, heater, undersealed, steering lock, safety belts, 19,000 miles. £575. Tel.: Epsom 22273. (2801

PORSCHE 356A/1600S, OWNED BY EX-*racing* driver. Maintained regardless cost. Most outstanding condition. Exceptional fawn hide upholstery, reclining seats, excellent carpets, perfect body with unmarked blue cellulose. Special engine. Most impressive vehicle. Not to be confused with usual tired examples. £345. Tel.: 01-360 8467 (N. London) (evenings). (2802

1955 ASTON MARTIN DB2. CLASSIC collector's piece and without any doubt the most immaculate example available. New exhaust system, reupholstered in yellow ambler, recarpeted in Shaw's carpet to match, resprayed in snowberry white, and all chrome has been replated. Dashboard re-covered in black ambler, bumper bars fitted to front and rear, wire wheels. This car is *mechanically excellent*. Photograph with all information available. Write to: David Baker, 237 Queens Drive, Liverpool 15. Tel.: 051 722 5724 (evenings), 051-645 1095 (daytime). (2803

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1965 TVR Griffith V8, finished in blue, with wire wheels, radial tyres. Very quick **£1,045**
1963 TVR Mk. 3, finished in flame, fitted wire wheels, radial tyres. Very good condition **£565**
1967 (F) LOTUS Elan fixed-head, finished in blue, with radial tyres, knock-on wheels; one owner **£1,185**
1967 LOTUS Elan fixed-head, S.E., finished in white, with k/o. wheels, radial tyres. Special Equipment engine **£1,195**
1965 TRIUMPH TR4A, finished in green, with wire wheels, radial tyres, overdrive, new clutch, radio. Excellent **£685**
1964 JAGUAR 3.8 saloon, manual and overdrive, finished in golden sand with red interior **£595**
Racing SPRIDGET, fitted lightweight fibreglass body, Minilite wheels, fully sorted suspension. Complete with trailer and various spares but less engine **£450**

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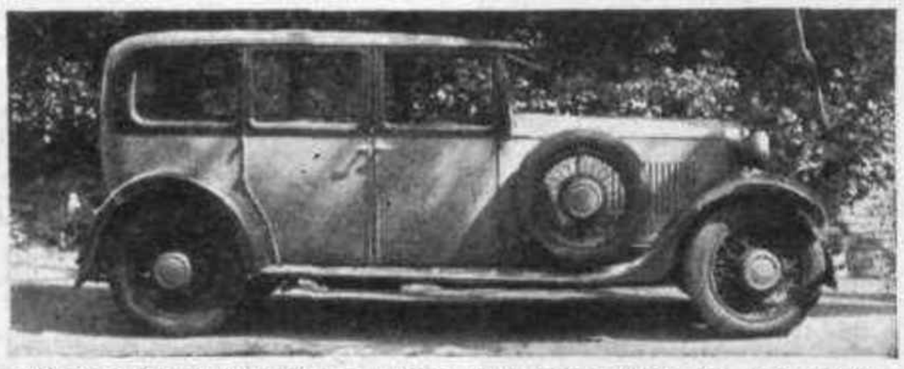
LOTUS Elan S4, 5,000 miles only, radio; fixed-head £1,395
M.G.-B GT, 1967, Capri blue, sunshine roof, radio, overdrive, wire wheels; excellent condition throughout £895
SUNBEAM Alpine, 1964, Automatic, GT hard-top, red; radio, seat belts £425
SUNBEAM Rapier Mk. IV, 1964, export model. Beautifully preserved, stainless steel, etc.; radio £485
MORRIS 1100, Automatic, 1967. Exceptionally low mileage, as new ... £575

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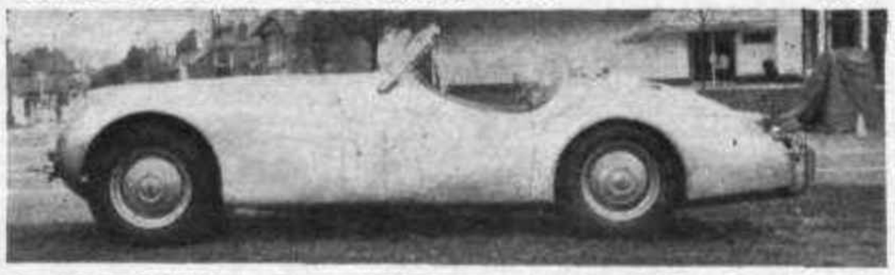
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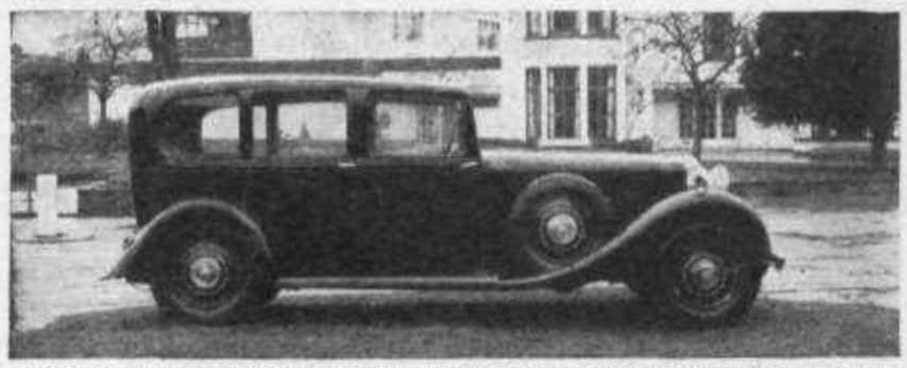


Vintage SUNBEAM 18-h.p. saloon, 1931 model (first reg. Dec. 1930), stored since 1950; original grey paintwork still presentable, interior leather quite sound, excellent bodywork, all original lamps, instruments, etc., good tyres, and in fair running order. **£395**

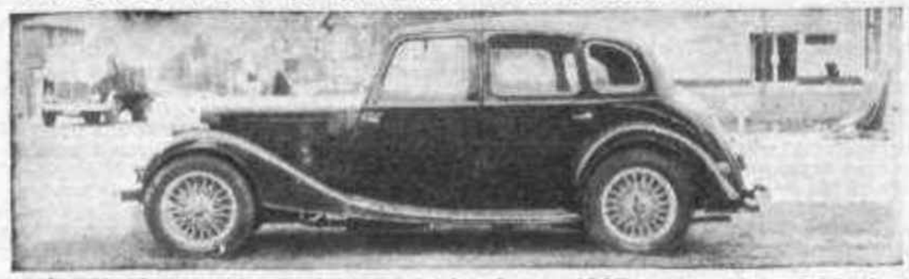


JAGUAR XK120 roadster, 1953, silver grey with red trim; a well above average specimen seemingly exceptionally rust free; indicated mileage of 63,000 could be genuine; virtually new tyres and hood. **£295**

ROLLS-ROYCE Phantom III 1938, sports saloon by Hooper with projecting boot and electric division, superb black paintwork, outstanding interior in original brown hide throughout, new radiator just fitted; distinguished previous ownership and indicated mileage of approximately 75,000 could possibly be genuine. **£1,445**
BENTLEY S.1, 1957, automatic, power-steering, silver grey on black, beige interior; we have overhauled steering, suspension and brakes, renovated paintwork and plating fitted new tyres, and consider that this car is well above average and represents good value at **£1,290**
BENTLEY R-Type, 1954, automatic, black on silver grey, brown hide, paintwork excellent; brakes, steering and suspension have received attention and the car fully serviced by us; a very sound specimen. **£795**
TATRA saloon, *circa* 1937/38; the rare 3.7-litre rear engine V8; engine rebuilt by us and the car is in excellent running order with good interior but shabby paintwork; nevertheless a most interesting vehicle.
TRIUMPH Gloria Six sports saloon, 1935, in very original order, good coachwork and interior, excellent tyres, but oil pressure very low, hence realistic price of **£135**



DAIMLER limousine by Barker, 1936, original 32-h.p. 8-cylinder engine replaced by modern 4-litre B.M.C. engine and gearbox; excellent running order, outstandingly good coachwork, black, brown hide interior throughout, excellent tyres; an impressive yet practical car. **£295**



RILEY 1½-litre (4-cylinder) Adelphi saloon, 1937; the original black paintwork and excellent brown hide interior indicate careful past ownership; excellent tyres and in very fair mechanical order. **£195**

VINTAGE : RENAULT 9 h.p. Weymann fabric saloon, 1928, highly original, nicely restored on new tyres and in excellent running order. **£575**
1919 SUNBEAM 12-16 touring car, identical in appearance to 1915 model, but fitted electric lighting and starting, all original lamps, instruments and leather, good though not *concours* paintwork, new tyres and ready to use. **£1,200**
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M.G.-B roadster, white, wire wheels, overdrive.
M.G.-B roadster, mineral blue, wire wheels.
M.G.-B roadster, white, wire wheels.
M.G.-B roadster, tartan red, wire wheels, overdrive.
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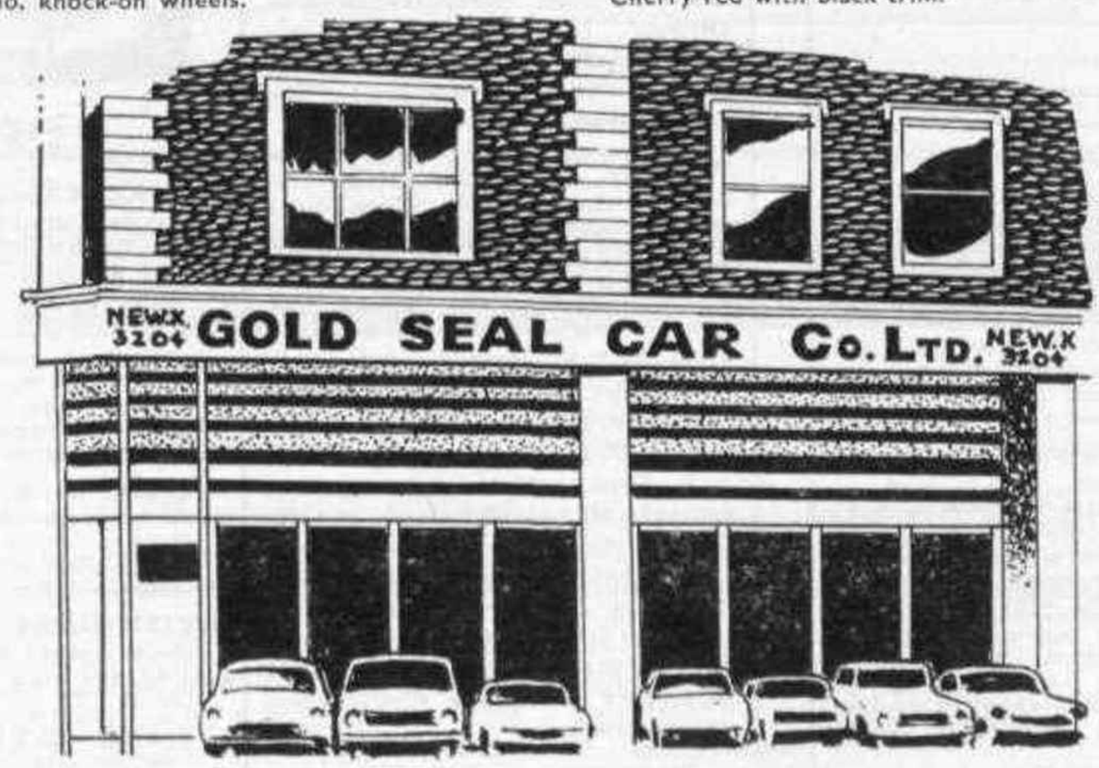
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£1,695 LOTUS +2. White with black trim; recorded mileage 12,000.
£1,645 ASTON MARTIN DB5 saloon, 1964. Pearl grey with black leather interior; recent overhaul; history available.
£1,495 T.V.R. Tuscan, 1967. Rolls-Royce regal red; short wheelbase. New engine just fitted.
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£1,245 TRIUMPH TR5 convertible, 'G' Reg., in white with black trim; overdrive, wire wheels, radio, spot lamps, tonneau, etc.; 3,000 miles.
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£1,195 LOTUS Elan d.h.c., 1967. Cobalt blue, knock-on wheels, radio; full service history, 1 owner from new.
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£865 RELIANT Scimitar GT, 1965. White with black interior. Extras include ZF gearbox, wire wheels, radio.
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£785 FORD Escort GT 1300, 1968 'G' Reg. Metallic ice blue with black interior.
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£625 JAGUAR E-Type roadster, 1961. Black with silver grey hard-top; excellent value for money.
£625 MORRIS Mini-Cooper Mk. II, 1968. Red and black, radio, steering lock.
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£585 TRIUMPH TR4, 1964 (Dec.). White with black interior, hard and soft tops.
£565 AUSTIN Mini-Cooper 1275S. Almond green and white. 1966.
£545 BOND Equipe, 1966. Ivory with black int.
£545 LOTUS Cortina, 1964. B.R.G. with black trim.
£495 M.G.-B roadster, 1963. Red with black trim, overdrive, fastback hard-top, soft-top, radio.
£465 AUSTIN HEALEY Sprite Mk. III, 1965. Extras include Ashley bonnet, wire wheels, Cint. tyres.
£395 M.G. TD Mk. II, Aug. 1953. Bills available for recent engine overhaul.
£365 TRIUMPH Spitfire, 1963. Red/black, radio.
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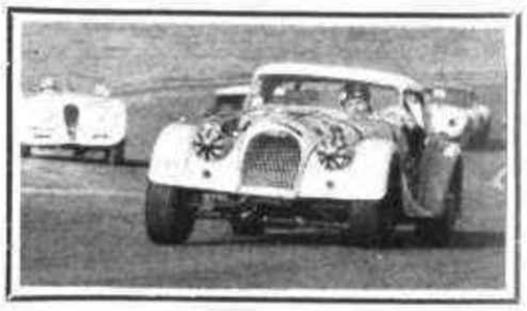
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1965 LANCIA Flavia Zagato, really unusual performance car, beautiful red paintwork..... **£1,199**

1965 LOTUS Elan convertible, knock-on wheels, radio, seat belts; yellow with black..... **£849**

1966 LOTUS Elan drophead, Special Equipment, in special maroon with black trim, fitted radio..... **£999**

1966 LOTUS Elan drophead, blue with black, knock-on wheels, leather wheel, air horns, etc..... **£949**

1967 LOTUS Elan coupé, a sparkling car in white with black, fitted radio and seat belts..... **£1,249**

1968 LOTUS Elan S4 coupé, Bahama yellow, Motorola radio; very low-mileage example, as new... **£1,349**

1968 LOTUS Elan +2, totally unmarked in yellow, radio, belts; one owner and only 5,000 miles... **£1,799**

1965 MARCOS Volvo 1800, metallic blue, extras include overdrive, radio; exceptional car..... **£1,099**

1961 M.G. Midget, very clean car in red, fitted with radio, wire wheels, new tyres..... **£299**

1964 M.G. Midget, one of the nicest we have seen in white, radio, wing mirrors, etc..... **£419**

1966 M.G. Midget, many extras including hard- and soft-tops, wire wheels, radio; in blue..... **£549**

1968 M.G. Midget, current 1,275-c.c. model and looking like new, only one owner; wires..... **£649**

1961 M.G.-A 1600 Mk. II, unusually good condition and running very well; red; radio..... **£399**

1963 M.G.-B sports, folding hood, tonneau, overdrive, radio and wire wheels..... **£529**

1964 M.G.-B sports, hard- and soft-tops, overdrive, wire wheels; smart, undamaged leather trim... **£579**

1965 M.G.-B roadster in mineral blue, a fully equipped car with radio, belts, mirrors, leather wheel... **£649**

1966 M.G.-B sports, bright red with black trim, good radio, belts, overdrive, wire wheels..... **£749**

1967 M.G.-B roadster, very late model in red, fitted radio, overdrive, wires, one-owner car..... **£899**

1966 M.G.-B GT fastback GT with overdrive, wire wheels, mirrors, seat belts, etc..... **£949**

1967 M.G.-B GT, mineral blue with black, one-owner car, overdrive, wire wheels, quality radio..... **£1,490**

1968 M.G.-C roadster, very low mileage, one-owner example in white, radio, wire wheels..... **£1,099**

1964 MINI-COOPER, very clean car in grey with grey/white upholstery; sparkling performer... **£329**

1966 MINI-COOPER, standard model in white with black roof, twin spot/fog lamps; cared for..... **£449**

1967 MINI-COOPER S, one-owner low-mileage example with special dash, radio, etc..... **£669**

1966 PORSCHE 911, first class example in red, fog and spot lamps, radio; beautifully kept car..... **£2,499**

1966 RELIANT Scimitar 3-litre, Manhattan blue with black trim, radio, overdrive; superb car... **£949**

1968 RELIANT Scimitar GT coupé in white with black, radio, overdrive; very low mileage..... **£1,249**

1961 SUNBEAM Alpine, duotone white/black, overdrive, radio, and in excellent order..... **£349**

1964 SUNBEAM Alpine, one of three, this one in blue, radio, reclining seats, mirrors; other extras **£529**

1966 SUNBEAM Alpine sports, hard/soft-tops, overdrive, wire wheels and radio; white..... **£649**

1966 SUNBEAM Alpine GT, outstanding car in blue/black, overdrive, p.b. radio, belts, etc.... **£659**

1967 SUNBEAM Alpine sports, British Racing Green with black, wire wheels, radio, overdrive **£849**

1963 TRIUMPH Spitfire sports, moderate mileage car in white, new hood and tonneau, fitted radio **£379**

1965 TRIUMPH Spitfire sports, finished in red with black, overdrive, radio, tonneau, mirrors..... **£499**

1965 TRIUMPH Spitfire sports, hard- and soft-tops, wire wheels, special bucket seats, spot lamps .. **£499**

1966 TRIUMPH Spitfire, only 24,000 miles from new hard-top coupé model in green, radio..... **£549**

1967 TRIUMPH Spitfire Mk. III, navy with black, seat belts, wire wheels, unmarked throughout **£649**

1968 TRIUMPH Spitfire Mk. III, very low-mileage example, red; only one owner of course, as new **£749**

1967 TRIUMPH GT6 coupé; this car bought only because of its condition; wire wheels, radio..... **£769**

1963 TRIUMPH TR4 roadster, a well-kept car bodily and mechanically, white, radio..... **£499**

1965 TRIUMPH TR4, fully equipped with radio, overdrive, wire wheels, hard-top, wing mirrors **£679**

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1966 TRIUMPH TR4A, i.r.s., an overdrive model in red with black, fitted radio..... **£799**

1967 TRIUMPH TR4A, finished in blue with black, h/s. tops, w/wheels, radio, belts; only one owner **£899**

1968 TRIUMPH TR4A, one of the last of this model, finished in red, Surrey top, radio, etc..... **£899**

1965 T.V.R. Griffith, smart and extremely fast, in maroon with gold; incredible performance car **£999**

1963 VOLKSWAGEN Karmann Ghia coupé, duotone grey/white; good performance and economy **£549**

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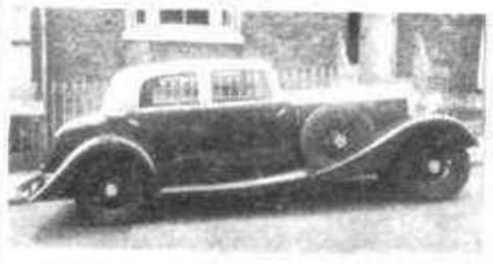
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XK150 d.h.c. This car has been rebuilt at a cost of over £2,000 for my own use. Too many competition mods. to list **£1,150**
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Styled by Hooper's (at their rare and unsurpassed best). Raked door-handles, wire wheels, double boot-lid (outer as carrier); recent clutch and dynamo; sound tyres, new spare. Regular use. Condition : quite good.
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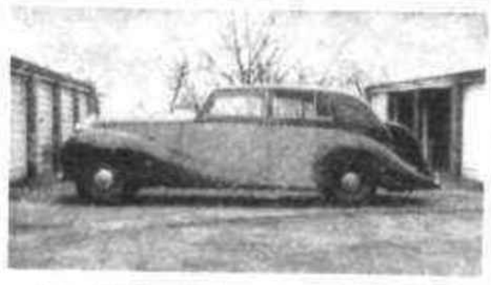
ALVIS, 1952, TA21 3-LITRE SPORTS saloon. New Cinturatos, new battery, bodywork excellent, mechanically perfect. Spares, too. £200 o.n.o. Thomas, 104 High St., Iver, Bucks. Tel.: Iver Heath 4274. (3086
M.G. TF, 1,250 C.C. B.R.G. EXCELLENT condition. Heater, new tyres, etc. £320. Tel.: Southend 46475 (Essex). (3087
BRISTOL 401, 1951. OUTSTANDING CONdition, beautiful unmarked coachwork, reconditioned engine, maker's oil pressure. Demonstrate anywhere by arrangement. £240 or offer. Tyson, 5 Windsor Ter., Hexham, Northumberland. Tel.: Hexham 3997. (3088
JAGUAR XK150. MY CHERISHED METALlic blue drophead for sale. New radials, batteries, recent hood, iodine spotlights, E-type wheels. £325. Need larger vehicle, so have you a 1960 Alvis drophead in immaculate condition. Tel.: Brixworth 576 (Northants). (3089
M.G. MAGNETTE ZA, 1956. EXCELLENT throughout. Cinturatos, Radiomobile, £135. The Grange, Little Tew, Oxford. Tel.: Great Tew 225. (3090
RILEY, 1951, 2½. V.G.C. M.O.T. DEC. Engine fully reconditioned 3,500 miles ago. Offers to Tel.: Guildford 2196 (evenings). (3091
NEW 750 SPECIAL. READY FOR ROAD or racing. I. Giuliani, 20 Coronation Rd., Hayes, Middx. Tel.: 573 7646. (3092
BENTLEY MK. VI, 1947. EXCELLENT CONdition, silver grey and black. Tested. Above average. £295 o.n.o. Bloor, 28 Mornington Rd., Sneyd Green, Hanley, Stoke-on-Trent. (3093
HISTORIC SPORTS/RACING CAR. CONnaught L.3 2-seater, in excellent condition. Spares available. Offers. Down Cottage, Forest Row, Sussex. (3094
XK150 3.8, 1960, F.H.C. OVERDRIVE. Extras. This car has covered 48,000 miles, and is in excellent condition. £420. 19 Derwent Rd., Ripley, Derbyshire, or Tel.: Ripley 2795. (3095
COACHBUILT BENTLEY. ALLOY-BODIED Mk. VI sports saloon by Vanden Plas. Rare car in exceptional condition. Sun-roof, radio, etc. £450. Part exchange smaller, interesting car considered. Tel.: 061-330 1113. (3096
M.G.-A TWIN-CAM, JUNE 1959. MAGnificent condition throughout. Resprayed silver grey and engine rebuilt. Many new parts, including hood, bumpers, grille, interior trim, four radials, shock-absorbers, pump, silencer, etc. £350. No offers. Tel.: Cardiff 757450 (evenings). (3097
ALPINE III GT. REBUILT ENGINE, ETC. £350. 23 Bates Lane, Helsby, Cheshire. (3098
M.G.-A 1600 MK. II, 1962, FIXED-HEAD coupé. Blue. Wire wheels. This car is in superb condition, having been owned by a lady for past five years and has only done 30,500 miles. Several extras. £435 o.n.o. Tel.: Potters Bar 55564. (3099
VOLVO P.1800, LATE 1962. OVERDRIVE, Immaculate, metallic blue, belts, radio, rally covers, good Cinturatos. £675. Tel.: Northwood (Middlesex) 21088. (3100
TR4, 1965. MUST SELL. IMMACULATE conifer green. Fitted with hard and soft tops and Cinturatos. Reluctant to part but marriage forces sale. Will travel reasonable distance. Want £525. Mr. Deans, 93 Shepherd Cross St., Bolton. Tel.: Tottington 2363 (office hours). (3101
M.G. TD, 1952, L.H.D. WELL MAINTAINED engine recently overhauled, good tyres, new sidescreens, upholstery new; colour red. £270. A. Graham, 19 Brentfield Way, Penrith, Cumberland. (3102
1935 BLACK AUSTIN, IN GOOD CONdition. 18-h.p. 6-cylinder with four new tyres and M.o.T. until September. £130 o.n.o. Contact Mr. John Gashe, 35 Enborne Grove, Newbury, Berkshire, evenings or weekends. (3103
LOTUS ELAN, 1965, B.R.G., CONVERTIBLE. Radio. £825 o.n.o. Tel.: Braintree 3569. (3104
HEALEY 3000 MK. II, 1962. W/WHEELS, works hard-top, good hood, tonneau. £350. Tel.: Huddersfield 24977. (3105
TRIUMPH DOLOMITE, 1939, SALOON. Original and complete. No damage. Many spares. £125. Edwards, 11 Park Rd., Wanstead, E.12. Tel.: 01-989 4717. (3106
1963 MINI-COOPER, 43,000. REBUILT engine and gearbox. M.o.T. December. In v.g.c. for year. £240. C. Haynes, 30B Boundary Rd., Sidcup, Kent. (3107
1934 BUICK HEARSE, V.G.C. COMPLETED 1968 H.C.V.C. London to Brighton Run with flying colours. £80. Further details : Harnett, Springfields, Heckfield, Basingstoke, Hants., or Tel.: Heckfield 263. (3108
M.G. NA SPARES. ALL PARTS AVAILable, including special alloy body. 3 Clarence Crescent, Windsor. Tel.: 65914. (3109
M.G. L MAGNA 2-SEATER. REBUILT engine, new hood, king-pins, battery, good tyres, M.o.T. Jan. 1970. £185. 3 Clarence Crescent, Windsor. Tel.: 65914. (3110

FOR SALE—continued

CITROEN, 1952, LT. 15, ABOVE AVERAGE. New c.w.p., new universal couplings. M.o.T. Taxed. Heater. £80. Frith, Officers' Mess, R.A.F. Scampton, Lincoln. (3111
ASTON MARTIN DB2/4 MK. III, 1958. Peony red. This beautiful car, which has a host of worthwhile extras, including servo disc brakes, is currently undergoing a major engine overhaul, after which it must be sold to pay the bill. Offers in the region of £800 are invited. Receipts available. Tel.: Aston Clinton 319. (3112
1961 JAGUAR MK. 2 3.8, MANUAL, OVERdrive, L.H.D. White. Wire wheels, radio; new engine 1965; one owner, carefully maintained £250 o.n.o. Tel.: 01-352 4275. (3113
1965 LOTUS CORTINA, IMMACULATE condition, 27,500 miles. Many extras. Not raced or rallied. Company car forces sale. £650. Tel.: Horsham 4523 (evenings). (3114
HEALEY 3000 MK. 3. SUPERB OCT. 1964. White with black trim. Overdrive. Very low mileage. Taxed, M.o.T. Oct. Extras, new Dunlop SP radials. £675. Tel.: Waterlooville (Hants.) 52920. (3115
M.G.-C, 1968, 10,000 MILES, ABSOLUTELY as new, fitted overdrive, radio. £975 o.n.o. H.P. possible, exchange considered. Tel.: Coltishall 409 (Norfolk). (3116
SPITFIRE MK. III, 1967, RED. TONNEAU, new "X"s. Carefully owned, immaculate condition. £625 o.n.o. Tel.: Bitton (Bristol) 2227 (3117
1936 AUSTIN SHERBOURNE, 56,000 MILES only, excellent condition, in regular use. M.o.T. Originally chauffeur driven. £125. Hildersley, Tel.: Tonbridge 4013 or 01-857 7122. (3118
M.G. TF 1500, GOOD EXAMPLE. £400. Tel.: 061-445 7773 (office hours). 4 Lichfield Close, Knutsford, Cheshire. (3119
SPRITE, FROG-EYED, 1961, GOOD CONdition, body excellent, £260 o.n.o. Tel.: Great Horkesley 391 (nr. Colchester). (3120
1954 JAGUAR XK120 FIXED-HEAD COUPE. Bodywork finished in suede green with leather upholstery to match, heater, radio, twin spot-lamps and special twin badge bars. Specification : High-lift camshafts, dual exhaust and 8 : 1 compression ratio. *Concours* condition in every sense of the word, only 24,000 miles recorded on speedometer. Maintained in its superb original condition from new (not a restored example) A classic collector's piece. £875. Cowan, "Santiago", 79 Old Fort Rd., Shoreham Beach, Shoreham-by-Sea, Sussex. (3121
TR3A, 1960, OVERDRIVE, WIRES, HEATER, hard-top, soft-top and tonneau, radio. Good body condition; recent suspension overhaul. £280. Newman, Tel.: 021-454 4551 (during office hours). (3122
LANCIA AURELIA GT, B20 SERIES 6. Sold new, England November 1957. Probably best B20. Full history. £495. Seen at Middleton & Townsend, 56 Bedford Rd., Edinburgh 4. Tel.: 031-225 6633. (3123
M.G.-B, 1966, RED/BLACK. HEATER, OIL cooler, tonneau, w/wheels, undersealed, leather-rim wheel. Excellent condition. £700. 23 Woodbank Cres., Woodseats, Sheffield 8. (3124
TRIUMPH TR3A SPORTS ROADSTER, 1959, with hard-top, overdrive, good XA5s. New exhaust, starter, dynamo. £225. Would consider part exchange. Details : Hunt, 73A Oundle Rd., Peterborough. (3126
1960 XK150S F.H.C. QUITE IMMACULATE after complete rebuild. Every desirable extra. Finished in dark blue with new black hide interior. Bills for many hundreds of pounds. Sensible offers only. (3127
ALVIS, 1962, TD21 SALOON. W/WHEELS, radio; new clutch, exhausts. Taxed January 1970. Nearest £650 or exchange lesser vehicle plus cash. Box 1548. (3128
MERCEDES 190SL ROADSTER, R.H.D. White, black interior. Seat belts, radio. Excellent condition throughout. Recent top and bottom overhaul, new carbs. and clutch, G800s. A quality car at £625. Tel.: Twickenham 4618 or Norwood Hill 557. (3129
N.S.U. PRINZ SPORT COUPE, DEC. 1963. Showroom condition. Mileage 38,925. Offers over £260. Tel.: Sheffield 366993. (3130

1965 JENSEN CV8 Mk. II, metallic beige **£1,575**
1968F LOTUS +2, silver fox; radio **£1,660**
1963 VOLVO P1800S, grey, with wire wheels **£660**
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We've done all the spade work on our ESCORT TWIN CAM, even run it in carefully. All we want now is someone who digs it.
Specification now includes: Twin fuel tanks, alternator, sump shield, fire extinguisher, matt black bonnet, inertia-reel seat belts, map-reading light, 2 Cibie Q.I. spots, 1 Marchal Q.I. spread beam, reversing lamp, 2 spare wheels and SP44s, heavy-duty battery and inspection lamps in boot and under bonnet. Never Raced or Rallied.
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Rolls-Royce 1949
Silver Wraith Saloon Sports
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EXCELLENT CONDITION
Colour red. Grey interior. Radio.
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1930 STANDARD AVON
SPECIAL 2-SEATER
Sports bodied. M.o.T. Brakes, electrics, battery, tyres, gearbox, transmission, good condition; engine fair.
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THE SPORTSCAR DIVISION
1963 M.G.-B, in racing green, with radio and seat belts. Excellent **£425**
1962 TR4, wire wheels, overdrive, and almost new tyres; powder blue **£375**
1963 TR4, radio; racing green with Old English white hard-top **£385**
1960 M.G.-A, very desirable in red **£285**
1960 and '62 SPRITES, £225 and £295
1961 SUNBEAM Alpine, pale blue, **£245**
1967 FORMULA FORD Racing Car (full race motor—Hewland gearbox) **£595**
Top prices in part exchange on your present car, particularly sports models. Insurance arranged at low premiums. Open seven days a week to 8 p.m. 'PHONE NOW
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1961 MASERATI 3500 GT
Registered Dec. 1968. Stripped, rebuilt, tuned, and painted royal blue. Powder blue leather interior. Radio and heater. Cinturatos all round on Borrani wheels. M.o.T. Outstanding condition. **£895**
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HUMBER Super Snipe, 1954, special Tickford drophead coupé, possibly unique car in outstanding original condition, having been stored for the past 11 years; realistically offered at **£225.**
LAGONDA 3-litre Vantage, 1955, special Tickford two-door saloon, five new Cinturatos, taxed and in excellent condition, **£275. AUSTIN 7,** 1931, rebuilt engine, **£75. AUSTIN Big 7,** 1938, rebuilt engine, **£75. AUSTIN Ten,** 1937, **£50.** And our usual large selection of **Alvis** and **S.S. Jaguar spares** is available.
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FOR SALE—continued

XK140 S/E., D.H.C. CINTURATOS, RADIO. M.o.T. Jan. 1970. £250. Tel.: Uttoxeter 2355 (Staffs.). (3131

TR4A. EMIGRATION TO CANADA IN July forces sale of my 1965 i.r.s. model. Red. W/wheels, radio, O.I. headlamps. Very good example at £650. Box 1549. (3132

JAGUAR XK120 SUPER SPORTS ROADSter, 1950. Splendid, rot-free example. Professionally resprayed. New hood. Serious inquiries only. £435. Tel.: Tamworth-in-Arden 665 (business hours) (nr. Birmingham). (3133

1937 **AUSTIN RUBY. ONE OWNER. M.O.T.** Stored for 10 years. £50. Tel.: Combe Martin 3432 (evenings). (3134

M.G.-B, 1965, £595. OVERDRIVE, BELTS, spots, tonneau. Red. Or £630 with Motorola radio and black hard-top. Tel.: Derby 63891. (3135

DAIMLER SP250, 1963. ONE OWNER. Black, grey hard-top, soft-top, hood cover, full tonneau cover, radio. Recent £100 overhaul. £500. Box 1550. (3136

AUSTIN 12/4 TOURER, FIRST REGD. FEB. 1926. *Concours* condition. Price, details, Tel.: Woking 62529. (3137

LOTUS ELAN +2, 1968, "G" REGISTRAtion. French blue. 7,000 miles. £1,675. Birmingham, Tel.: 021-445 1072. (3138

1937 **AUSTIN CLIFTON TWO-SEATER** tourer. Very good condition, reconditioned engine, gearbox. M.o.T. Battery, spares. £175 o.n.o. Tel.: 01-437 2630. (3139

BLUE 1966 M.G.-B. OVERDRIVE AND many other extras. Excellent condition throughout. £745. Tel.: Lodsworth 392 (West Sussex). (3140

FORD MUSTANG 2+2 FASTBACK, 1966 (February), L.H.D. Midnight blue with Pacific blue interior. Straight-six engine (3,380 c.c.) economical 24/28 m.p.g., yet still capable of very high speeds, coupled to floor-change manual transmission. Mileage 29,000. New tyres all round, radio, record player, four safety belts, electric aerial, racing mirrors, tinted Sundyn windows, etc. Taxed and M.o.T. until February 1970. Best example in U.K. Cost £2,600, now £1,300 cash, or P/X. E-Type. Tel.: 01-856 3805. (3141

M.G.-B, £500. 1964 MODEL. EXCELLENT condition. Hard-top and soft-top. New tyres, radio, belts, oil cooler. Wife's car, please 'phone Mother-in-law (Mrs. Valentine, Tel.: Chelmsford 55954). (3142

S.S. JAGUAR 3½-LITRE DROPHEAD, 1938. Needs a new hood and patience to restore to superb condition, as it is original and unspoiled. Rebuilt engine, excellent tyres. M.o.T. Offers over £200. Tel.: Redbourn (Herts.) 2615. (3143

LOTUS CORTINA. IMMACULATE DEC. 1964 model in black and white. Genuine 33,000 miles; c.r. gearbox, Silentravel, Cinturatos. Best offer over £500. John Porter, 9 Turpin's Ride, Welwyn, Herts. Tel.: Welwyn 5510. (3144

TR2/?. REBUILT AND RESPRAYED Monaco red, H/T. black. Engine and carbs. overhauled, overdrive fitted (not wired). New—dynamo, voltage regulator, battery. Wiring overhauled, radiator rebuilt. 2,500 miles since completed in January. Extras—fog lamps, reversing light, electric clock, vacuum/p., parking lights, console. Good "X"s. Other items, not fitted—windscreen washers, front bumper, radio. Spares—engine, gearbox, carbs., dynamo, starter motor, distributor. Genuine reason for sale. £290 or offers. Mr. Townsend, Tel.: Gt. Yarmouth 55555 (9.30-4 p.m.), or c/o Mr. Lewis, 28 Kingsgate Drive, Ipswich, Suffolk. (3145

M.G.-A 1600, 1961. TAXED TO MARCH, 1970. S/top, tonneau, G/S engine, well above average condition. £340 o.n.o. Richard Sugar, 4 Woodside, Flackwell Heath, High Wycombe. Tel.: Bourne End 23432. (3146

LOTUS ELAN F.H.C. WHITE. 1967. Motorola, knock-ons. £1,025. Crews, Pembroke College, Cambridge. (3147

BEAUTIFUL TR4A IRS, 1965. RED. Undersealed, low mileage, heater, H.C. hood, Strombergs, recently tuned, H.D. battery, Kenlowe, o/d, w/w, excellent G800s, 2 tonneau, air horns, belts, T-instrumentation, compass, fog, reverse lamps, tool kit, manual. £675. Brockbank, 38 Northcourt, Leighton Buzzard. (3148

AUSTIN HEALEY 3000, 1961. RECENT extensive mechanical rebuild. £300 o.n.o. Newton, 39 Eagle Ave., Chadwell Heath, Essex. (3149

BRISTOL 400. MECHANICALLY PERfect. Reconditioned engine not yet run-in. Needs little attention now to make fine car. £225. Tel.: 021-429 2220. (3150

ENTHUSIAST - MAINTAINED MINOR 1000 convertible, 1961. 3,000 miles since recon., good Xs, good condition, genuine 37,000 miles. D. Palmer. Tel.: ORP 20957 or COV 55358. (3151

1965 G.T. CORTINA 4-DOOR. EXCELlent condition mechanically and bodily, radio, seat belts, woodrim wheel, spot light, wing mirrors, screen washers, lowered suspension, Armstrong legs, two new tyres. £490 o.n.o. Tel.: Letchworth 3900. (3152

M.G. TF, 1954. STORED FOR 6 YEARS. Excellent condition, recon. engine, Gold Box, resprayed golden sand, completely rebuilt, rechromed. £625. Tel.: 997 5940 (Middx.). (3153

RILEY 2½, 1951. EXCELLENT CONDItion. Three owners, 110,000. £160. Tel.: NAT 4444, extension 302, or OSWG 2330. (3154

SINGLE-SEATER M.G. RACING CHASsis; P.K.N. components, no known history, special alloy brakes, Marshall blower, magneto, 3 dismantled engines, Q-type preselector, torque rods/cables, MMM registered. £200 o.n.o. Stoke House, Shaftsbury Rd., Gosport, Hants. Tel.: 80755. (3155

ALFA ROMEO 1600 GIULIA SPIDER. Late 1963. Excellent condition, new engine 6,000 miles ago, new Cinturatos, etc. L.h.d., hence price, £380. Tel.: Byfield 426. (3156

FOR SALE—continued

M.G. TF 1250, 1954. £400 o.n.o. CONtact North, 13 Manor Rd., Andover, Hants. (3157

MAGNIFICENT G.B., 1967, JUNE. WIRE wheels, overdrive, hard-top, Radiomobile, Abarth, rack, w/rim, instruments, alarm, etc. One owner, as new. £895. 12 Willow Grove, Andover (weekends). (3158

ZB VARITONE MAGNETTE, 1958. Grey. Radio, Xs, etc. Good and unmodified condition. £140 o.n.o. Plunkett, Pelton Cottage, Manley Grove, Ilkley, Yorks. (3159

1964 LOTUS CORTINA, LEAF SPRING. Special equipment with close ratios, G800s on 6½J wheels with modified bodywork. Garaged. Sebrings, Motorola, 39,000 miles. £495. Tel.: 01-570 5945. (3160

AUSTIN HEALEY 3000 MK. III, 1965. White/blue interior, overdrive, w/w, luggage rack. Bank manager forces sale! Superb. Must be seen. H.P. arranged. £695. Tel.: 01-989 2655. (3161

XK140 D.H.C. IVORY, NEW HOOD, recon. head, starter motor, M.o.T. 1 year. Good condition throughout. £420. Tel.: Abinger (Surrey) 177. (3162

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1948 RILEY 1½. MINT. 59,000. M.o.T. April, 1970. £125. 26 Shepherds Way, Ringmer, Lewes, Sussex. (3164

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ALFA ROMEO GIULIA 1600 D.H. coupé, 1965. Low mileage. White/black. One owner. £550 o.n.o. Tel.: Tenterden (Kent) 3344. (3169

SUPERB SIXTH SERIES GT AURELIA. Floor change, Motorola, new Xs, exhaust, original handbook, toolkit. £295. Tel.: Canon Pyon (Herefordshire) 346. (3170

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DAIMLER CONQUEST CENTURY CONvertible, late 1954. Attractive model with comprehensive specification. Details on request. Offers around £200. M.o.T. Seen Kent. Box 1553. (3183

M.G.-B, 1963. TARTAN RED. UNIQUE specification. Blydenstein Stage VI tuned, c/r box, Nicholson competition suspension, 4.31 diff., 5½J w/ws, new hood, potent but tractable. Immaculate throughout. £495. Tel.: Rugby 4934. (3184

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FOR VINTAGE A.C. REAR AXLE COMplete or parts. Will collect. 144 Remer St., Crewe. (2935

ROLLS-ROYCE GHOST, PH. I, 11 OR 20 h.p. chassis, car or hearse. Cash paid. Any condition. Price/details: Garner, Old Mill, Landbeach, Cambs. Tel.: Waterbeach 470. (2936

TWO ROOMY ROLLS-ROYCE LIMOUsines or saloons. Good mechanics essential. Box 1470. (2937

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WANTED: LATHE, BENCH DRILL, grinder, miller, powersaw, etc. 3 Tolpits Lane, Watford. Tel.: 22648. (2940

VINTAGE SPORTS OR TOURER IN reasonable nick for enthusiast. Offers to: Peter Theobald, Tower Cottage, Freshwater Bay, I.o.W. (2941

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WANTED: M.G. TA, TC, TD, TF, ANY condition, smashed, neglected or running. Cash waiting. Please write: J. Holman, 439 St. John St., London, E.C.1, or telephone 01-722 8952 (evenings). (2943

BENTLEY, 1946-1956, WANTED. NOT interested in standard steel. Particulars and picture to: Box 1524. (2944

ROLLS-ROYCE SILVER WRAITH WANted. Particulars and photo to: Box 1525. (2945

RILEY IMP, SPRITE OR SIMILAR sports Riley. Please write giving full details to: A. A. Forbes, "Trekethle", Nutts Lane, Hinckley, Leicestershire. (2946

DAIMLER DART WORKSHOP MANUAL wanted, preferably 1961 or 1962, B specification. J. I. Harburn, 25 Valley Rd., Sherwood, Nottingham. (2947

WANTED—continued

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REGISTRATION NUMBER RPT, RT, BT, or SR with low or interesting number. State price. R. Thomson, Rose Cottage, Charleston, Forfar, Angus. (2951

WANTED: A.C. 16/80 COMPETITION model, 2-seater sports, good condition preferred, but anything considered. Wanted by A.C. Club member for own use as third A.C. Not for resale. Box 1526. (2952

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VINTAGE MORRIS OXFORD SALOON wanted. Flat radiator, 1927-1930. (E.O. model 15.9 h.p. with four-speed gearbox preferred). Alternatively Morris Six. Thomas, 11a North Rd., London, N.6. (2955

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WANTED: A.C.-ENGINED ACECA, post-1955, condition immaterial. Bowen, "Shareeth", Whepstead, Bury St. Edmunds, Suffolk. (2963

WANTED URGENTLY: LOOSE COPIES of "Speed" and "Road and Track" prior to July, 1967, in nice condition. Also "Automobile Years", Pollard, 4 Spring St., Manchester, 12. (2964

T.V.R. WANTED, ANY POST-1965 model considered. Must be excellent throughout. Cash available. Tel.: Cheltenham 59855. (2965

WANTED: RECLINING DRIVING SEAT. Red, for B.M.C. 1300. Tel.: Doncaster 53239. (2966

WANTED: MORGAN +4 DROPHEAD by American enthusiast. David Boyd, 637 Choctaw Drive, San Jose, California 95123, U.S.A. (2967

WANTED: PRE-WAR M.G. AMERICAN enthusiast seeking pre-war M.G.s PA, PA Airline coupé, PB, or TA Tickford preferred. Intent to restore to Concours or possible museum entry. Must be 100 per cent. original, authentic, and complete in every respect. Please send complete description, recent photograph, and firm price. All replies acknowledged. Original workshop manuals, parts catalogues, and spares for these types also sought. Write: Michael Cohen, 13 Avon Rd., Watertown, Massachusetts, 02172, U.S.A. (2968

WANTED: FRONT BUMPER. ALSO A pair of trumpeted Lucas horns for a 1934 3½ Bentley. Tel.: Walton-on-Thames 23122. (2969

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M.G.-A 1600 MK. II, 1962, OR AUSTIN Healey 3000, 1963. Must be bodily perfect and low mileage. Wire wheels preferred. Cash for right car. Smith, 16 Wynouse Drive, Barlaston, Stoke-on-Trent, Staffs. (2974

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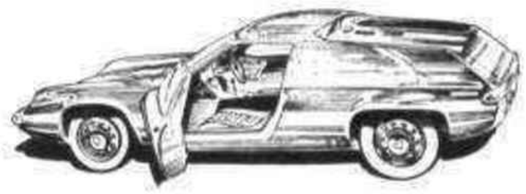
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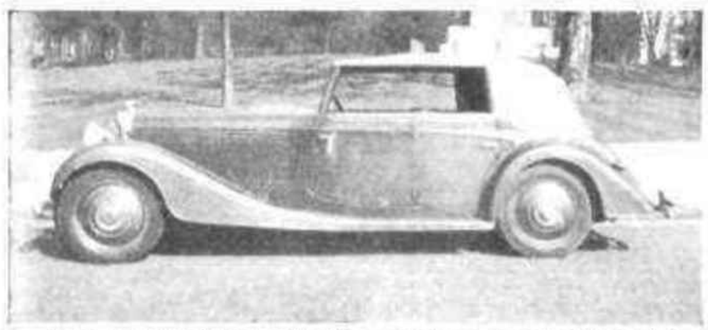
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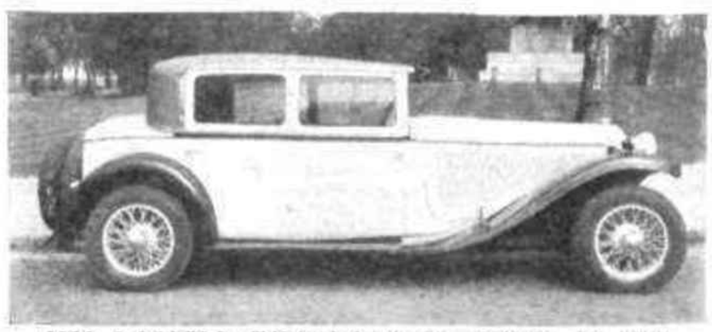
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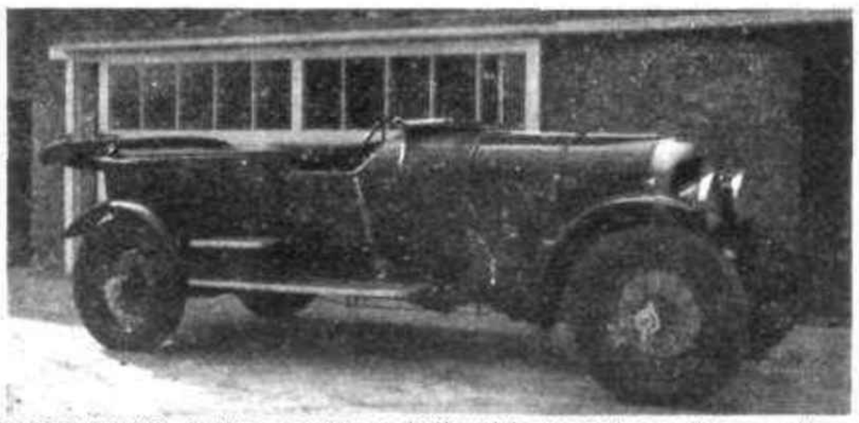
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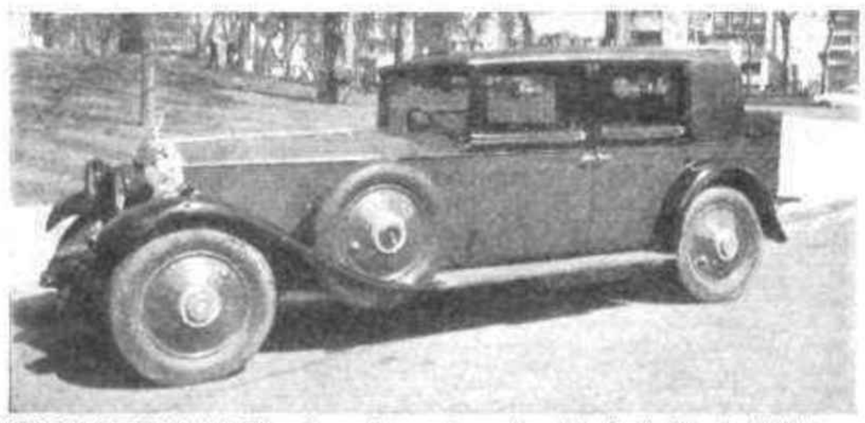
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1967 Lotus Elan S/E. Drophead Coupe. Finished in white with black trim. Fitted with push-button radio £1,295
1967 'F' Registered Lotus Elan S/E. Fixed-head Coupe. Finished in primrose yellow with black trim. Fitted with push-button radio. One owner.....£1,265
1967 'F' Registered Lotus Elan Fixed-head Coupe. Finished in black pearl with black trim. Fitted with knock-on wheels, power brakes, black bumpers and wheel centres, push-button radio and heated rear window £1,195
1967 Lotus Elan Fixed-head Coupe. Finished in yellow with black vynil roof and interior trim. Specification includes all special equipment features, but with standard engine. Further extras include push-button radio, Waso steering lock, black bumpers and wheel centres and reverse lights.....£1,145
1967 Lotus Elan Fixed-head Coupe. Finished in British Racing Green with black trim and fitted with knock-on wheels, SP41 tyres, 3.5 axle ratio, gas-flowed and balanced engine and safety belts. A one-owner 18,500-mile example which was supplied new by ourselves £1,085
1968 Lotus Seven, 3,000 miles only. Fitted with close-ratio gearbox, hard- and soft-tops, tonneau cover, 'Taurus' head, etc.....£725

M.G.

1968 M.G. 'C' Roadster, 'G' Registered. Very low mileage indeed. Finished in red with black trim and fitted with overdrive, wire wheels; still under B.M.C. warranty £1,095
1968 M.G. 'C' Roadster. Supplied and serviced by ourselves. Finished in British Racing Green, with black interior. Extras include wire wheels, overdrive, folding hood, push-button radio, Classic hard-top, tonneau cover, etc. £1,085
1967 M.G. 'B' GT. Finished in Grampian grey with black trim and fitted with overdrive, wire wheels; a one-owner example.....£965
1968 M.G. 'B' Roadster. Finished in white with red trim, with fitted works hard-top, and fitted with wide-rim wheels, SP41 tyres and push-button radio. A one-owner car, supplied new by ourselves.....£895
1968 M.G. 'B' Roadster. Finished in British Racing Green with black trim, and fitted with overdrive, wire wheels, Pirelli Cinturato tyres, folding hood, and tonneau cover. A one-owner car which was supplied and maintained by ourselves from new.....£945
1966 M.G. 'B' Roadster. Finished in mineral blue with black trim. Fitted with overdrive, push-button radio, servo brakes, spot and fog lamps, wing mirrors. A well-maintained one-owner car.....£745
1965 M.G. 'B' Roadster. Finished in red with black trim, fitted with overdrive, Pirelli Cinturato tyres, works hard-top and safety belts. A one-owner car. .£675

TRIUMPH SPITFIRES

1968 'G' Registered ('69 Model) Triumph Spitfire. Finished in Wedgwood blue with black trim. Fitted with wire wheels, push-button radio, tonneau cover, radial tyres. Under 5,000 miles.....£825
1968 Triumph Spitfire Mk. 3. Finished in red with black trim and fitted with overdrive, wire wheels, Pirelli Cinturato tyres. A one-owner low-mileage car in 'Unmarked' condition throughout.....£785
1967 'F' Registered Mk. 3 Triumph Spitfire. Finished in dark blue with contrasting trim. A one-owner, low-mileage car fitted with wire wheels, push-button radio, etc. £735
1967 TR4A. Finished in red with black trim. Fitted with overdrive, wire wheels, Michelin 'X' tyres, safety belts, wing mirrors. A very beautiful 17,000-mile example £895
1965 Triumph Vitesse Convertible. Finished in grey/white with red trim and fitted with overdrive, push button radio, Dunlop SP tyres. An outstanding example, in above average condition.....£495

PERSONAL EXPORT
Your enquiries are invited for tax free Lotus, M.G., and Morris cars for use on your vacation and subsequent shipment home.
SERVICE
Modern fully equipped workshops with factory trained mechanics for all your service and overhaul requirements. Telephone 952 5578.
SPARES
Large stock of Lotus spares available. 24-hour C.O.D. service. Trade enquiries welcome. Telephone 952 0108.

NEW CARS

M.G.	
Midget	Snowberry white with wire wheels, anti-roll bar, heater, tonneau cover, headlamp flasher.
Midget	British Racing Green with wire wheels, heater, tonneau.
Midget	Pale primrose with black interior, wire wheels.
Midget	Snowberry white with wire wheels, anti-roll bar, SP tyres, tonneau cover, heater, headlamp flasher.
Midget, '68 Model	Black with black interior, wire wheels, tonneau, etc.
M.G. 1300 Mk. 2	Cumulus grey, blue trim.
M.G. 1300 Mk. 2	Bermuda blue.
M.G. 1300 Mk. 2	Fawn brown, with heated rear window.
M.G. 1300 Mk. 2	Connaught green with reclining seats, heated rear window.
M.G. 'B' Roadster	Tartan red/black, wire wheels, overdrive.
M.G. 'B' Roadster	White, with overdrive, chrome wire wheels, heater, tonneau cover.
M.G. 'B' Roadster	Mineral blue, with overdrive, wire wheels.
M.G. 'B' Roadster	Mineral blue, with wire wheels.
M.G. 'B' GT	Tartan red, with overdrive, chrome wire wheels.
M.G. 'B' GT	Pale primrose, with heater.
M.G. 'B' GT	Finished in mineral blue with black trim, fitted with wire wheels.
M.G. 'B' GT	Automatic. Finished in Grampian grey.
M.G. 'C' Roadster	*Old English white, with overdrive, wire wheels, tonneau cover, heater.*
M.G. 'C' Roadster	British Racing Green, overdrive, wire wheels, heater, tonneau cover.
M.G. 'C' Roadster	Tartan red, with black trim, overdrive, wire wheels.
M.G. 'C' Roadster	Black, with overdrive, chromium plated wire wheels, heater, tonneau cover.
M.G. 'C' GT	Red/black trim, overdrive, wire wheels, SP tyres.
M.G. 'C' GT	Snowberry white with black trim, wire wheels, overdrive.
M.G. 'C' GT	Mineral blue, wire wheels, automatic transmission.
MORRIS	
Mini 1,000 c.c.	Deluxe. Finished in Island Blue, reclining seats.
Mini 998 c.c. Automatic	Finished in El Paso beige, heated rear window, reclining seats.
Mini Cooper	Finished in blue with white roof.
Mini Cooper 'S'	Finished in white with black roof.
Mini Cooper 'S'	Finished in red with black roof.
Morris 1300	Super Deluxe 4-door saloon. Finished in white with black trim.
Morris 1300	Super Deluxe 4-door saloon. Finished in Trafalgar blue.

HIGH STREET, EDGWARE (2 MINUTES FROM M.1. ACTUALLY ON THE A.5.) TELEPHONE 952 6171

TELEX 261215. OPEN 9.30 A.M. TO 7.30 P.M.

WANTED—continued

ASTON MARTIN AND LAGONDA WANTED for spares or rebuilding. Any model, age, condition or location, if cheap. Box 1532. (2978

WANTED: CHEAP MINI MOKE. Anything considered in Midlands or North. Tel.: Accrington 36344. (2979

WANTED: HK 500 FACEL VEGA. Crash-damaged or rough condition. Box 1533. (2980

WANTED: SUNBEAM ALPINE HARRINGTON or Harrington le Mans. Good condition, reasonably priced. Box 1534. (2981

WILL ANYONE WHO HAS A NEW or nearly new body shell for a 1960 M.G.-A sports please send details to: Peach, 6 The Firs, Kenilworth Rd., Coventry. (2982

LOTUS 7, GINETTA G4 OR MORGAN wanted by Swede visiting Britain in early June. Anything up to £500 considered. Answers with full details and price to: Bengt Eliasson, Standarg 15, 41461 Gothenburg, Sweden. (2983

OVERDRIVE BENTLEY 4¼, OPEN OR light body. Box 1535. (2984

WANTED: MORGAN D.H. COUPE, +4, or 4/4, 55, 1961/1962. Good cash for good model. Box 1536. (2985

REGISTRATION CF WITH INTERESTing number. Write: T. Prior, 14 Church Crescent, Finchley, London, N.3. Please state price. (2986

T.R.4A. W/W, O/D, RADIO. V.G.C. essential. Modified. Maximum £750. Tel.: Brighton 774917 (evenings). (2987

WANTED: PAIR OF DOORS IN GOOD condition for XK150 f.h.c. Tel.: Marlow 4525. (2988

6.00-6.50 x 20 TYRES. OLD LEATHER motoring coat. 1 Barncliffe Drive, Sheffield 10. Tel.: 343182. (2989

SALMSON WANTED. FRENCH G.P. OR British Salmson 20/90 or parts, any condition. Burr, Nork House, Linersh Wood, Bramley, Surrey. Tel.: 2602. (2990

DAIMLER SP250 IN EXCELLENT CONdition. Part exchange 1961 Alpine, Moonstone, hard/soft-tops, overdrive, in excellent condition, £280, Morton. Tel.: Goring-on-Thames 2692. (2991

PRE-T-TYPE M.G., H.R.G. OR W.H.Y.? Up to £300 for good, original specimen. Allen, 24 Wickor Way, Emsworth, Hants. Tel.: 5522. (2992

LOTUS ELITE SERIES I. ALL PARTS wanted, must be in good condition. Powditch, 7 The Crescent, Breaston, Derbys. (2993

WANTED: REGISTRATION NUMBER K or B or KB or KMB or KEN with low or distinctive number. Barley, The Bungalow, Langthorpe, Boroughbridge, York. Tel.: Boroughbridge 2217 (evenings). (2994

WORKSHOP MANUAL, KENLOWE FAN for Sunbeam Rapier/Alpine Series V; rear silencer for Rapier Series V. Tel.: Tilbury 2642. (3236

SET OF FOUR ELAN WHEELS, DUNLOP R6, 500×13, balanced as new, for Lotus Elan or Seven. Akerman, Tel.: 965 7213 (London) (daytime). (3237

LAGONDA, BUGATTI, INVICTA OR OTHER open classic car in any condition, the worse the better, for rebuilding. Car without bodywork not objected to. Box 1557. (3242

WANTED: W/WHEELS AND TONNEAU for Mk. 2 Spitfire. Exchange wheels if necessary. Distance no object. Hopton, Flaxman Close, Earlaston Park, Stoke-on-Trent. (3243

AUSTIN SEVEN LITERATURE WANTED. Pre-war books, lists, service sheets, brochures, W.H.Y. Details, price: Ward, Ousterne Lane, Ilmongley, Warwicks. (3244

WANTED: DYNAMO TO SUIT Mk. I Sprite. Must include rev.-counter drive. 70 Broomfield Ave., Hasland, Chesterfield, Derbys. Tel.: Chesterfield 75853. (3245

ASTON MARTIN INTERNATIONAL. CAR for rebuilding considered by V.S.C.C. member. Box 1558. (3246

WANTED: M.G. TC BODY, ALL WINGS and running-boards if possible. Will exchange, if wanted, M.G. TD body, dash, windscreen, etc., or would sell separately. Wanted: Morgan 3-wheeler, any year or model. Wright, Birchfield Hotel, Weston-super-Mare. Tel.: 21829. (3247

WANTED: SOFT-TOP FOR DAIMLER SP250. Please Tel.: Hereford 67564 (after 6 p.m.). (3248

POST-1963 MORGAN WANTED IN GOOD condition. 111 Waterloo Rd., Southport. Tel.: 68709 (after 6 p.m.). (3249

WANTED: LOTUS 7, 6 OR SPRITE IN any condition for rebuilding. Semcesen, 3 Surrey Street, Belfast BJ9, N. Ireland. (3250

LEA-FRANCIS PARTS WANTED: FOR a 2½-litre sports, a pair of original pattern front wings, in any condition. For a 14-h.p. sports, an offside windscreen support bracket and chrome locking nut, or a complete screen assembly. Simpson, 93 Widney Rd., Knowle, Solihull, Warwicks. (3252

M.G. 2.6-LITRE WA DROPHEAD OR tourer and M.G. 1.5-litre VA drophead required. Good price paid for late models in good condition. Box 1559. (3253

WANTED: ONE CENTRE-LOCK 72-SPOKE wire wheel to fit 18×5.25. 5.50 tyre for 1936 M.G. SA. Sound condition essential. Rhys, 3 Abbots Way, Newcastle, Staffs. (3254

MORGAN 4-SEATER PLUS FOUR. £350 for good example. Tel.: Gnosall 347 (Stafford). (3255

ROLLS-ROYCE. PRIVATE ENTHUSIAST with cash requires 1949-1954 James Young Silver Wraith in good order, R.-R. pedigree. Brownlow, Old Vicarage, Sawbridgeworth, Herts. Tel.: 2586. (3256

ROLLS-ROYCE PHANTOM I, II OR III tourer, sedanca de ville or saloon. Good price paid by private buyer for nice car. Pearson, Hazeldene, Blythe Rd., Coleshill, Warwicks. Tel.: 021-359 2058 (day), Coleshill 2614 (evenings) (3257

WANTED—continued

LOOK! MGJ 898—1951 ROLLS SILVER Wraith: Park Ward coachwork (built-in headlamps). Former owner is interested in possibility of purchasing this car, or identical vehicle (1950-51). Box 1560. (3258

6½-LITRE BENTLEY ENGINE. FULL details to T. Butterfield, 47 Cedar Wood Drive, Leyland, Preston. (3259

BOSCH HEADLIGHTS, FOUR-SPOKE steering wheel, oil gauge, ex-Alfa, Fiat, Lancia, 2.3 Alfa spring shackles, radiator, cowl, and other parts. Black, Douglas Bank Farm, Appley Bridge, Wigan. Tel.: Appley Bridge 644. (3266

EXCHANGES

1953 R.M.F. RILEY SALOON AND 1936 Wolseley 10 saloon. Exchange the two for any pre-war M.G. 2-seater. B. W. Winter, Watlington, Kings Lynn. Tel.: WAT 350. (3277

EXCHANGE MY 1958 ALFA GIULIETTA Sprint Veloce for Jem, Marcos, Unipower or Coe. Morris, 6 Penrith Close, Leamington Spa, Warwickshire. (3278

PUBLICAN WISHES TO EXCHANGE HIS excellent Jaguar Mk. X 4.2 automatic, Aug., 1965, for 3.8 Jaguar/Jaguar-Daimler, E-type, M.G.-B GT, Rover 2000, Aston Martin or W.H.Y.? No automatics, makes me lazy. Please write or telephone Mr. Whitebread, The Royal Mail, Park St., Lydd, Kent. Tel.: Lydd 265. (3279

M.G. TF. RESPRAYED, RECHROMED, rebuilt gearbox, new hood, £425, or exchange for 2-year-old Sprite, plus cash to balance. 43 Church Rd., Tarring, Worthing, Sussex. (3280

FOUR M.G.-B 5 IN. DISC WHEELS, fitted XAS tyres and tubes, almost new. Exchange 5½ in. Lotus ditto (or sell). M.G.-B tonneau with struts, unused, £5. Alloy superhead for 105E, £15. Green, 41 Ordsall Park Rd., Retford, Notts. Tel. 2156 (evenings). (3281

GT CORSAIR, NOV., 1963. EXCELLENT condition. Value £375. Exchange for pre-war thoroughbred or post-war 2+2, e.g., DB2/4 or similar. April Cottage, Park View, Cirencester. Tel.: 2937. (3282

WANTED: M.G., ANY T SERIES, MUST be immaculate, for 1963 Saab 96. Dark blue, well maintained, value £250. Simpson, Lynedale, West Linton, Peeblesshire. (3283

TALBOT 110 SPORTS SALOON, 1937. Very good condition. Value £250. Exchange for car of character, preferably open, e.g., Jaguar XK, Morgan Trike, or sell. Anything considered. 155 Hammerton Rd., Sheffield, 6. Tel.: 343182. (3284

INTERESTING EARLY VW (1947). ENgine, gearbox reconditioned 1963/1964, good Xs, above average body. W.H.Y.? as straight swop or sell to best offer. 54 Halton Lane, Wendover, Bucks. Tel.: Wendover 3587. (3285

MORGAN, SPRITE I, III, IV, M.G.-A OR similar in exchange, cash either way, for 3000, 1960, hard-top, wires, etc., or sell £300. Shepherd, Flat 4, Surrey Rd. South, Westbourne, Bournemouth. (3286

1965/1966 ALFA GIULIA SUPER. RADIO, belts, spots, etc. £650. Part exchange cheaper car. Sandowne House, Woodland Rd., Stanton, Burton-on-Trent. Tel.: Swadlincote 7280. (3287

MISCELLANEOUS

WANTED: LATHE, BENCH DRILL, grinder, miller, powersaw, etc. 3 Tolpits Lane, Watford. Tel.: 22648. (2939

A.C. OWNERS' CLUB. FACILITIES INclude all motoring and social events, monthly Newsletter and quarterly Magazine, handbooks for all models (1910-68), International membership. A.C. enthusiasts everywhere please contact: Hon. Membership Secretary, 33 Linden Ave., Ruislip Manor, Middlesex, England. (2995

FIAT MOTOR CLUB (G.B.) WELCOMES Fiat owners. Regular competitions, film shows and social events. Monthly magazine. Details from Mrs. K. E. Tite, Flat 4, Wembley House, 8 Madeley Rd., Ealing, W.5. (2996

PORSCHES. DO YOU OWN A PORSCHE? Are you interested in Porsches? Porsche Club Great Britain welcomes applications for membership if you own a car or are merely interested in the *marque*. Excellent magazine, sporting and social events (Great Britain and International), technical information, all available for joining us. Details: J. F. May, 34 Cannon St., Birmingham 2. (2997

TEAM UP WITH THE MIDLAND SPITFIRE Owners' Club. Full details from Membership Secretary, Miss Anne Priddey, 95 School Rd., Hockley Heath, Solihull, Warwickshire. Tel.: LAPworth 3231. (2998

XK OWNERS, SEND ONLY 2s. FOR THE latest copy of "The XK Club Newsheet (16 pages) and details of membership of Britain's fastest growing Motor Club. Millbrook House, Chobham Rd., Camberley, Surrey. (2999

M.G.-B ENGINE/GEARBOX, 5-BEARING, 1966, with carbs., exhaust, radiator, etc. Needs top-end overhaul. £65 o.n.o. Wrathall, Frenchwood, Church Rd., Huyton. Tel.: 051-HUY 1106 (3000

WANTED: WORKSHOP MANUAL, Bristol 401. Goodman, 54 Temple Way, West Lydney. (3001

SMALL FREEHOLD TERRACED COTTAGE near Brands Hatch. Extensively modernised. Fully furnished. Spiral staircase. £3,750. Call or write: Cornwell, 4 Malt Shovel Cottages, Eynsford, Kent. (3002

REGISTRATION MAF WITH DISTINCTIVE number wanted. Tel.: 01-455 0267 (evenings after 7). (3003

BREAKING M.G. Y SERIES DUE TO ACCIdent damage. 14 Ripley Rd., Ladygrove, Ambergate, Derbys. (3004

MISCELLANEOUS—continued

ENGINEER, 34, C.ENG., M.I.MECH.E., shortly returning from California. Wide experience precision mechanisms. Small capital available. Seeks partnership garage, engineering business, etc., southern England. Preferably motoring sport oriented. All suggestions carefully considered. Box 1537. (3005

EDT 333 AND CAT 734 WITH LOG BOOKS for sale. Wanted: interesting DT No. Dennis Turner, 9 The Baulk, Worksop, or Tel.: Worksop 2919 or 4429. (3006

NRK 666 REGISTRATION NUMBER FOR sale with reliable tested worthless Minor. Any offer considered. Hugh Thornton, Tel.: Luton 27370. (3007

FOR SALE: AS NEW MICROPLAS OFF-white fibreglass hard-top and black tonneau for TR4—£22. Tel.: Taunton 81116. (3008

SPITFIRE TONNEAU, AS NEW, £8. MOR-ley, 31 Congreve Way, Bardsey, Nr. Leeds. (3009

REGISTRATION BOOK FOR SALE, SD 158 (1905-1911). Best offer. Cylinder-head gasket required for 1930 Hillman Fourteen. Roberts, 31 Penderi Road, Bryn, Llanelli, Carms. (3010

SPRING-CLEANING: LUCAS 6V. CUT-out, £1. New Rubbolite lamp, £1. Morris dash lamp, £1 10s. Dash/map lamp, £1 10s. Wing lamp (3 in.), £1 10s. Lucas clamp mirror, £3. Bristol 400/403: Sundry items, including oil seals, wheel bearings (three new), 12 plugs (6 new), wheel studs, steering column bearing, contact sets, £10. Riley 1½-litre racing: 6 plugs, set tappet screws, with push-rods, oil pump pinion, drop arm, 6 carb. petrol union, floats, jets, etc., £7 10s. Box 1538. (3011

VINTAGE BRONZE ZENITH CARBURET-ter, 22HA 020338, B.T.H. magneto type CED6. Offers: 53 Perrycroft, Windsor, Berks. (3012

DCN 1 WITH LOG BOOK. OFFERS TO: Henderson, 23 Crescent Way, Forest Hall, Newcastle-on-Tyne 12. (3013

COWLEY OR OXFORD. TWO WHEELS (3-stud), T.s & T.s, hubs, drums. Offers: Tel.: WIS 2309. (3014

18/500 TYRES: FOUR USED, £1 AND 30s. each; one unused remould, £3. 36 in. × 24 in. brass mesh for stoneguard, £2. Box 1539. (3015

WHO CARES ABOUT "G" REGISTRA-tions? Buy RYC 2 for just £25 o.n.o. Tel.: Winterbourne (Bristol) 3586. (3016

M.G.-B BLACK WORKS HARD-TOP, perfect, £45. Burdon, 172 Hartonhouse Rd., South Shields. (3017

3 KTJ FOR SALE. WANTED: JRB, RAB, RB or BAB with distinctive number. Box 1540. (3018

REGISTRATION NUMBER AJR OR TR with distinctive number required. State price to A. J. Robinson, 65 Blagreaves Lane, Littleover, Derby. (3019

CLUB LOTUS FACTORY OPEN WEEKEND May 3rd/4th. Lotus owners and enthusiasts welcome. Details: Club Lotus, Norwich, NOR 92W. (3020

REGISTRATION NUMBER CB 8 WITH LOG book. Offers: Thompson, 10 Weld Rd., Southport. (3021

ARMSTRONG SIDDELEY OWNERS' CLUB Rally, Woburn, Sunday, 4th May, seven classes, nine prizes. Non-members welcome. Field open 11 a.m. (3022

YOU WANT THE LATEST NUMBER? GFB 143 G and log book for sale. Offers to T. Martin, 403 Palm Court, Cromwell Rd., Bloemfontein, O.F.S., South Africa. (3023

REG. NO. MHN 1 FOR SALE, HIGHEST offer secures. R. Fletcher, 5 Broomfield, Little Ouseburn, York. (3024

FOR SALE: "MOTOR SPORT", 1958-1969. Seven volumes bound, £1 each. Tel.: 01-560 7230. (3025

HNH 3 REGISTRATION FOR SALE WITH 1957 Morris 1000. Taxed and tested. Highest offer secures. Huntley, 15 Thornley Close, Radford Semele, Leamington Spa, Warwickshire. (3026

SCHRADER TYRE PRESSURE GAUGE, *circa* 1925 or earlier. Chromium plated, engraved and in original tan leather case. Mint condition. £30 o.n.o. Box 1541. (3027

ALPINE TONNEAU AND BRACE, AS NEW, £7. Lewis, Stock Cottage, Haskayne, Ormskirk. (3028

SPRITE 948, HALF-ENGINE, FLYWHEEL, clutch. Bored .030 o/s., fitted h.c. flat-top pistons; 5,000 miles since. £20 o.n.o. Jeeves, Stratton St. Margaret (Wilts.) 3264. (3029

REGISTRATION WANTED: JON 1, JT 1, JNT 1. But will consider any registration with the number 1. State price (reasonable please). Also wanted: Surrey top, set of 15-in. chrome wire wheels, any spares for TR4. Box 1542. (3030

FOR SALE: UNUSED COMPETITION 15-in. wires, also set 48-spoke, plus many TR spares. Tel.: Walsall 26824 (after 5.30 p.m.). (3031

1 EMA ON MECHANICALLY SOUND 1958 Consul. Best offer. Johnson, 179 Hurdsfield Rd., Macclesfield, Cheshire. (3032

JWC OR JC REGISTRATION WANTED with low or distinctive number. State price please. Private buyer. Box 1543. (3033

FIAT SPARES, 600/850. MASSES OF GOOD stuff for tuning or replacement. Cheap. Tel.: Northwood (Middlesex) 24383. (3034

KENLOWE FOR M.G.-B, COMPLETE, £14. Leather wheel for M.G.-B, £8. Tel.: Tanworth-in-Arden (Warwicks.) 270. (3035

ML OR MGL REGISTRATION NUMBER required with low number. Details and price to Box 1544. (3036

COBURN MINI WHEEL SPATS—SET OF 4, unused, box unopened. Cost £5 15s., sell £3 15s, plus 7s. post. Coburn Mini Dashpanel, unopened, uncut. Cost £2 19s. 6d., sell £2 5s. plus 8s. post. Coburn Mini Speedo Extension. Cost 17s. 6d., sell 15s. Gilfrin, 25 Tenterfields, Great Dunmow, Essex. Tel.: 2076. (3037

ALFA ROMEO OWNERS' CLUB INVITES all Alfa owners to write for details of the club to the Secretary, 27 Goff's Park Rd., Crawley, Sussex. (3232

"MOTOR SPORT", 1947 TO 1968. VARIOUS early "Autosport", etc. First offer over £11. Tel.: 021-643 5262 (12 a.m. to 9 p.m., Mon. to Fri.). (3233

MISCELLANEOUS—continued

TON UP, TUNE UP FOR B.M.C. "B" SERIES Twin 1¾-in. S.U.s and manifolds, £10. 21 King's Drive, Fullwood, Preston, Lancashire. Tel. Preston 79652. (3234

CONCOURS D'ELEGANCE. VINTAGE, Veteran, P.V.T., pre-1935, at Linton Fete, June 7th. Trophy and prizes. Details from W. Cover, Summerfield House, Linton, Cambridge. (3235

OXY-ACETYLENE WELDING OUTFIT, COM-plete regulators and gauges, torch, nozzles, hoses and fittings, goggles, etc. All perfect, ready for use. Bargain, £20. Also 240v. electric welder, complete, perfect order, £18. 4 Violet St., Stubbins, Ramsbottom, Bury, Lancs. (3238

M.G. TA SPARES: GEARBOX, REAR wings, tank, dynamo, starter, carbs., etc. Norris, Tel.: 021-444 4008. (3239

REG. NO. 1 FKD FOR SALE. OFFERS. Tel.: Blackfield 2568 (Hants.). (3240

OFFSHORE POWER-BOAT HULL, STEER-ing, instruments, controls to fit twin outboard motors. Padded cockpit, trailer, cover, s.c. £295. Also 16-ft. Shakespeare fitted with Mercury 100-h.p., very fast outfit, timed at 60 m.p.h. £495. Exchange one or both outfits for car. Sports, vintage, W.H.Y. 161 Dimond Rd., Bitterne Park, Southampton. Tel.: 25921 (between 7-8 p.m. only please). (3241

LANCIA MANUAL, FLAMINIA, FLAVIA, Fulvia, 50s. Handbook, 10s. Tel.: Burnham (Bucks.) 3928. (3263

GARAGE CLEARING. OFFERS REQUIRED for: Pair pre-war unused C.P. headlamps, side mounting, 8 in. diam. Pair new 7 in. x 3 in. C.P. adjustable scuttle ventilators. L 23 Lucas 12v. voltage control, cut-out and fusebox. Jeep Stromberg carburetter. Herald Solex carburetter. Shipley, Englefield Lodge, Egham. Tel.: 2948. (3261

27 UP REGISTRATION NUMBER WITH current M.o.T. certificate, £25 o.n.o. Tel.: Garforth 3157 (Yorks.). (3262

REGISTRATION NUMBER 1 FOM FOR sale. Offers: Shaw, Tel.: Studley (Warwickshire) 2504 (evenings). (3261

TR4 HARD-TOP, BLACK, £25. TEL.: Northwood 23300. (3264

LOG BOOK OF WUT 2 FOR SALE. ANY offers to: 9 Eden Grove, Leeds 4, Yorkshire. (3265

TWO LARGE DISMANTLED ZOLLER superchargers, believed ex-M.G.Q, with oil pump, meter, manifolds, £65; E.N.V. preselector, £25. Stoke House, Shaftesbury Rd., Gosport, Hants. (3267

FOR SALE: BENTLEY 3-LITRE CROWN wheel and pinion, and bearings, 13/55, in excellent condition. Apply: H. Rose, 4 St. Peter's Rd., March, Cambs. (3268

ROVER 2000 MAGNESIUM WHEELS, EX-cellent condition. Offers? Philips record player, v.g.c., £10 o.n.o. M.G. B bonnet, repairable? Offers. Tel.: Cheryl Hertford 2411. (3269

ENTHUSIAST WISHES TO PURCHASE Partnership in Garage/Filling Station. Alternatively would start/buy business in England or Ireland with another enthusiast. Box 1561. (3270

NEW TYRES: DUNLOP 5.25×18, INDIA 5.50×17, £5 10s. each. Retreated 7.00×16, £4. Box 1562. (3271

REG. NO. EUN 6 ON ALVIS, REG. NO. BHS 555 on Daimler, and others. Tel.: Rochdale 45866. (3272

THREE COOPER 15 in.×3½ in. RIM MAG-nesium integral hub wheels with 10-in. drum brakes, unused. Offers. Tel.: Chelmsford 71016. (3273

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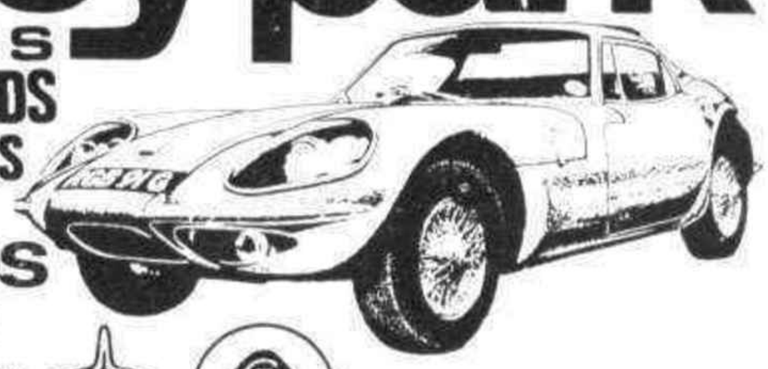


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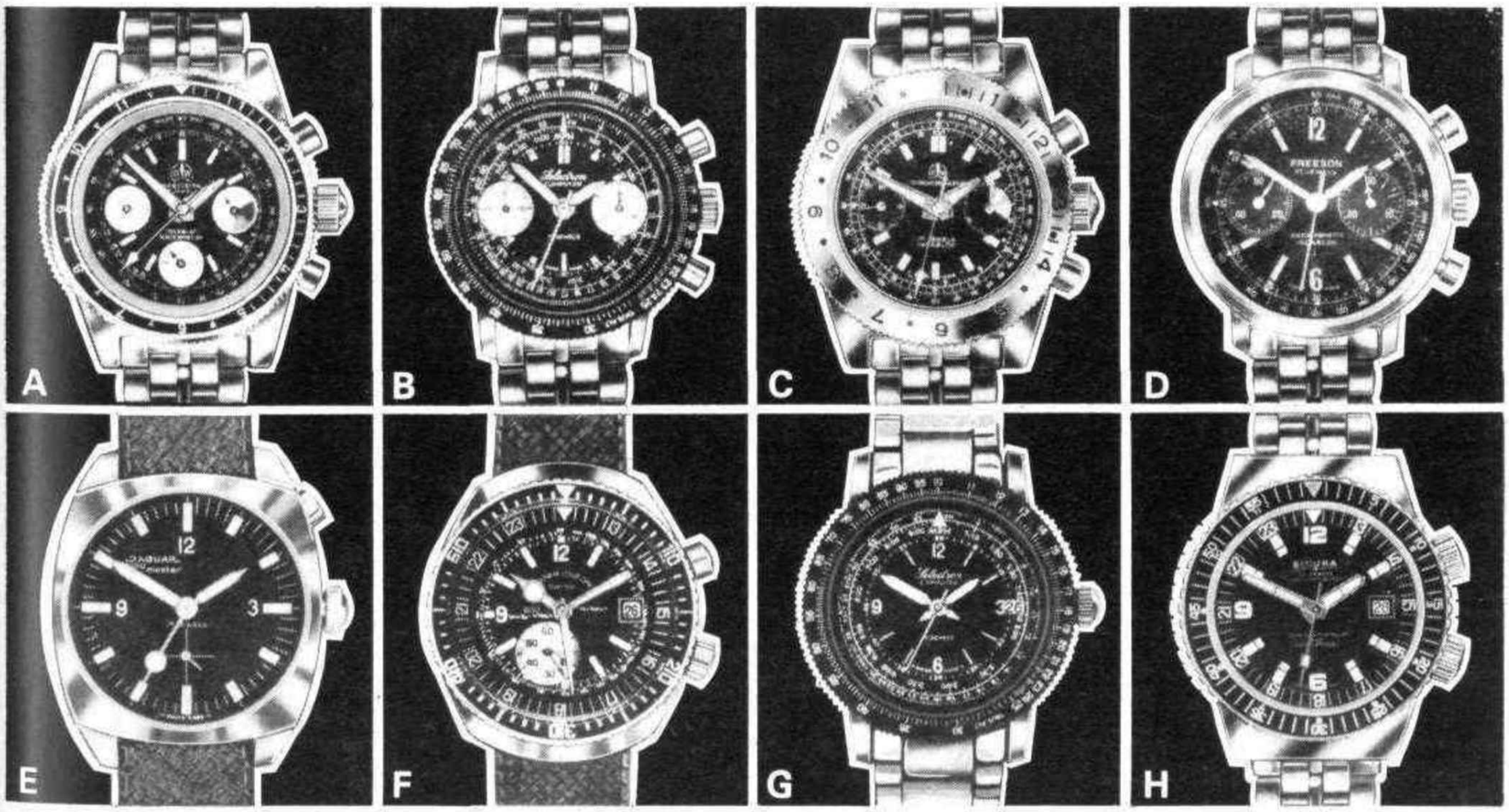
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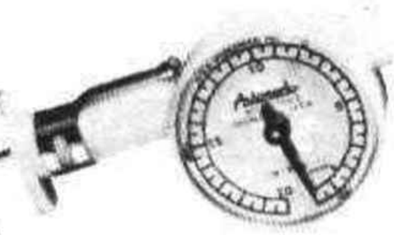
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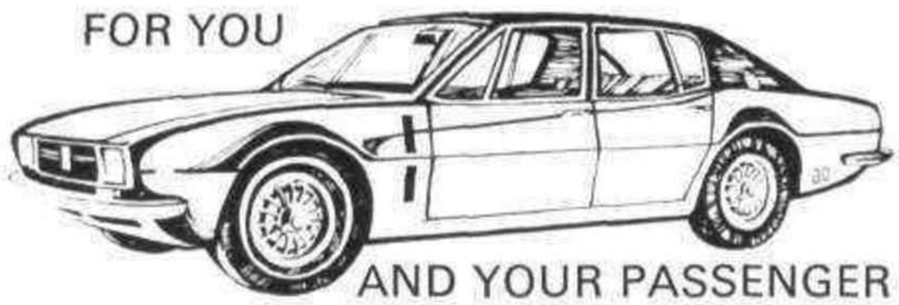
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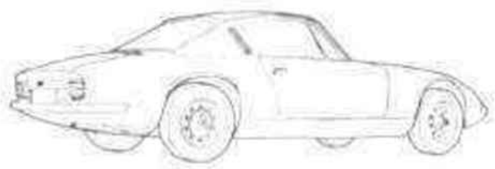
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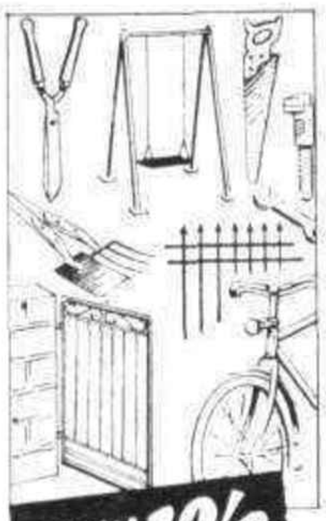
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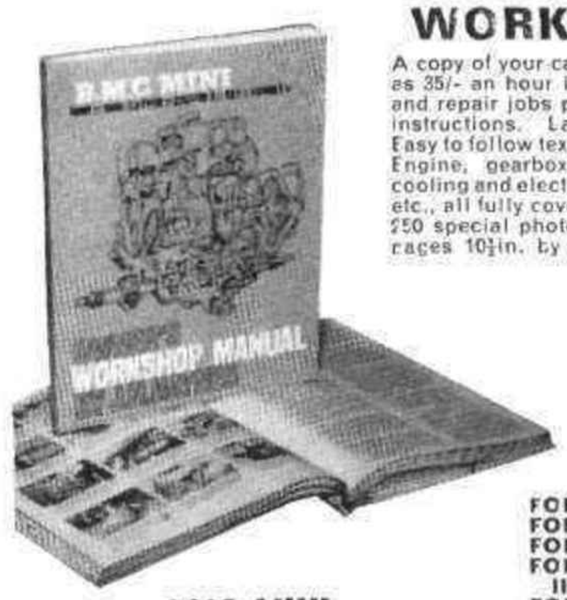
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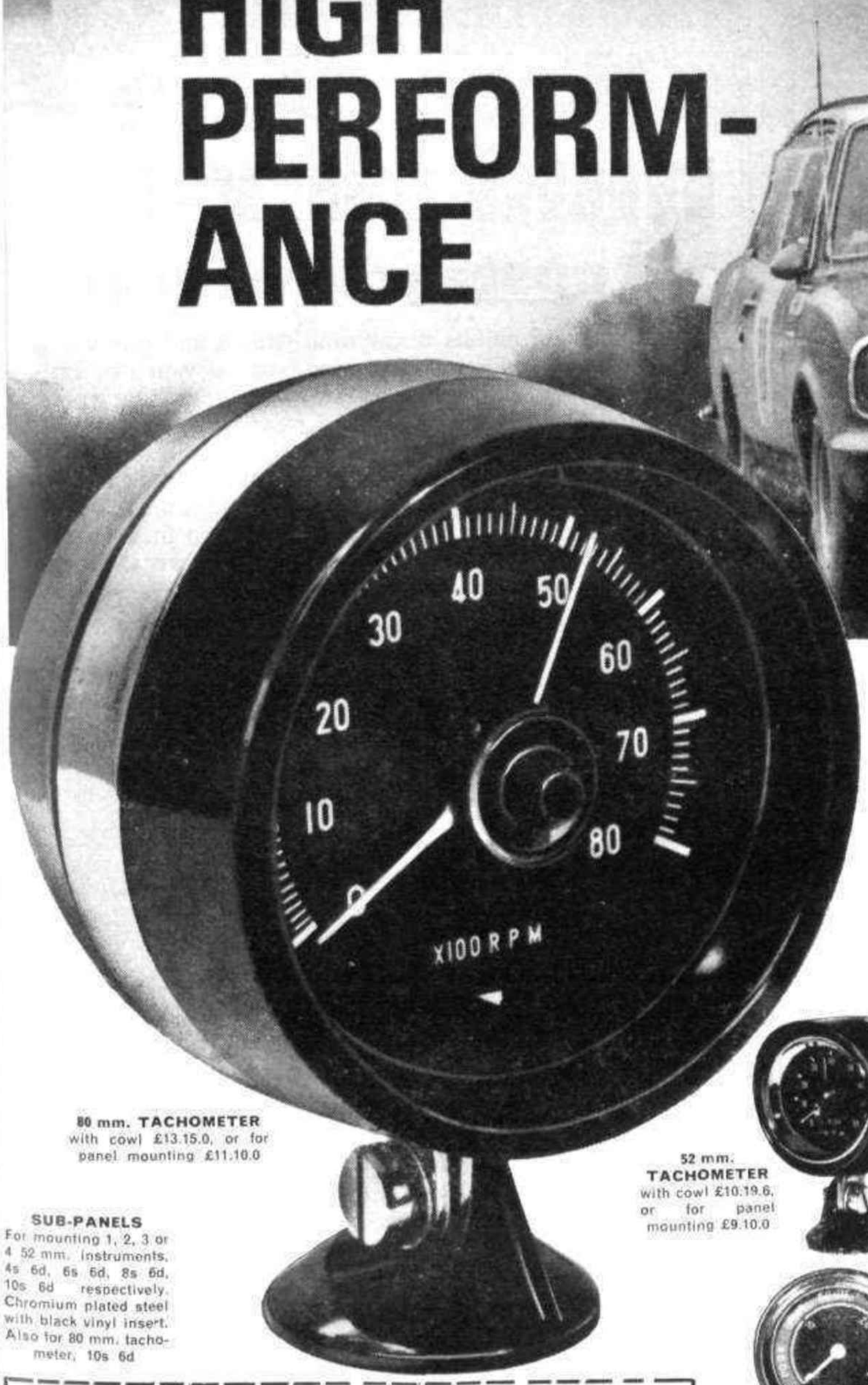
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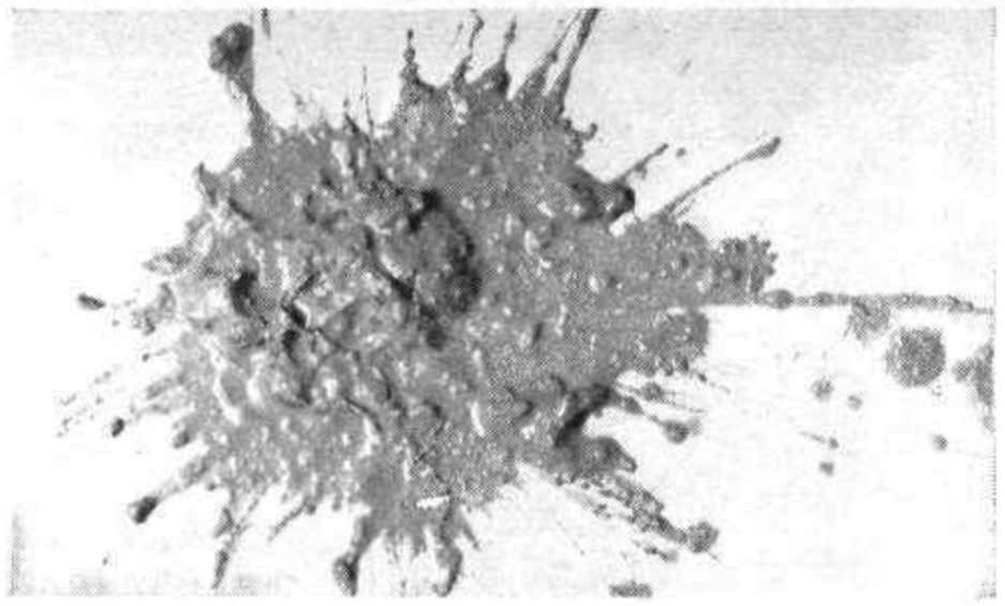
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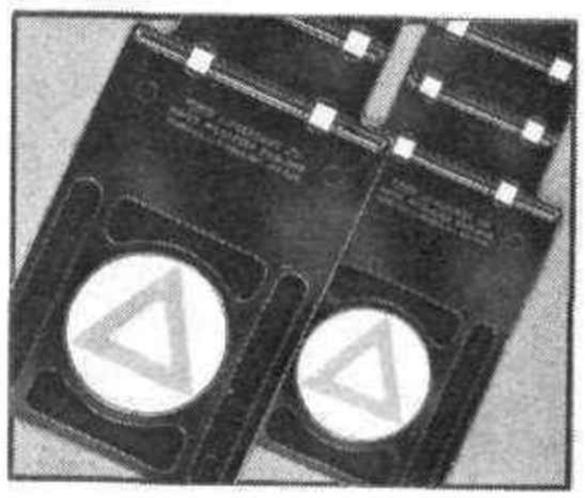
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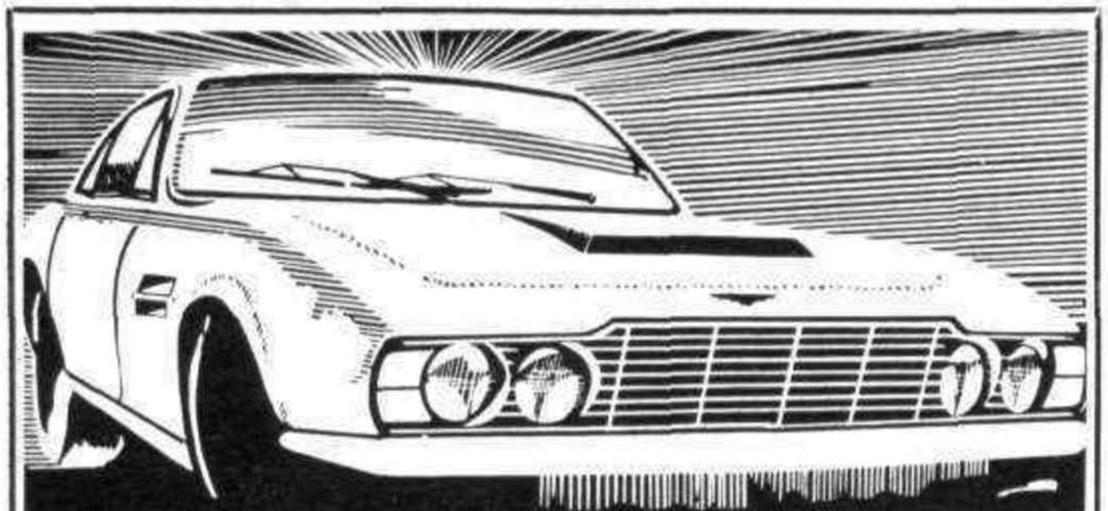
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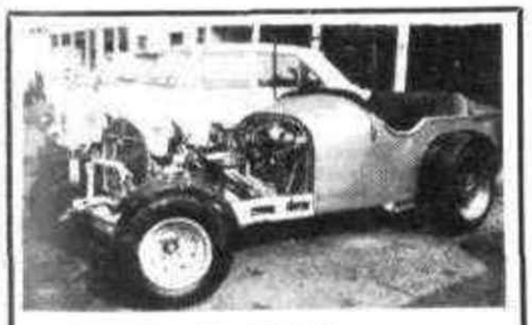
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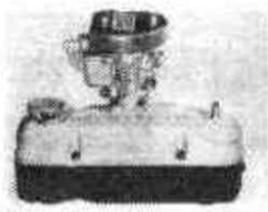


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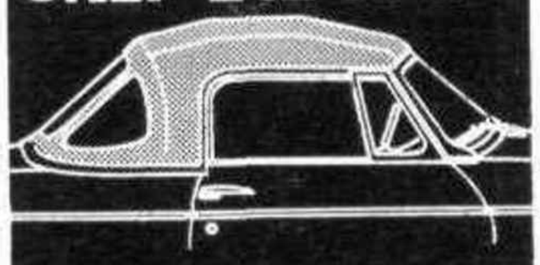
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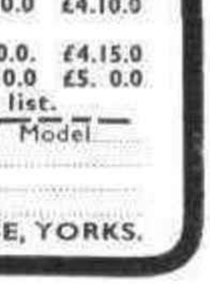
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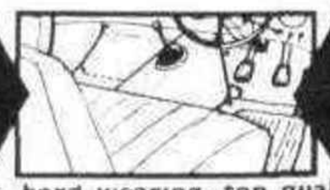


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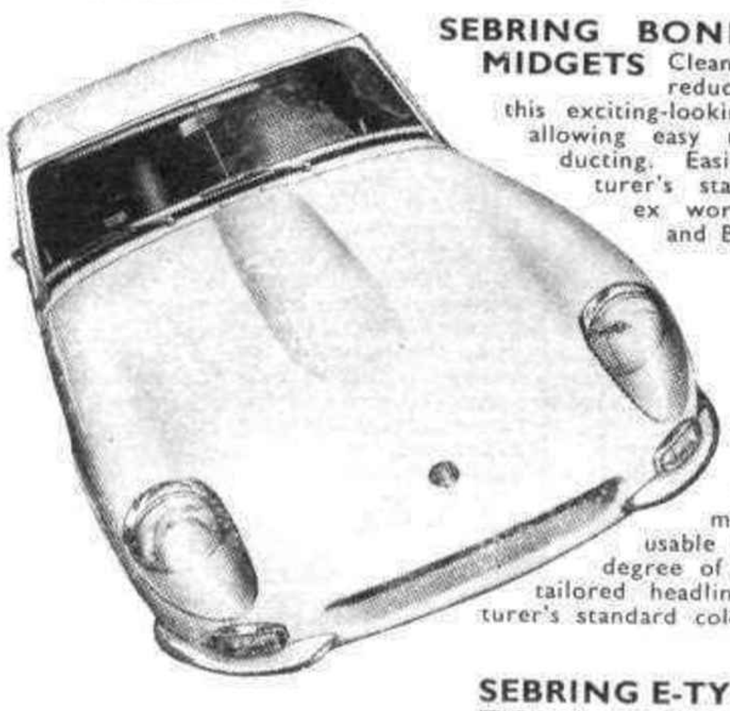
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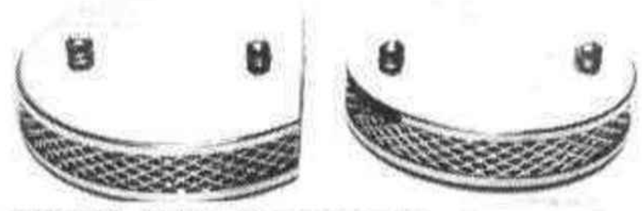


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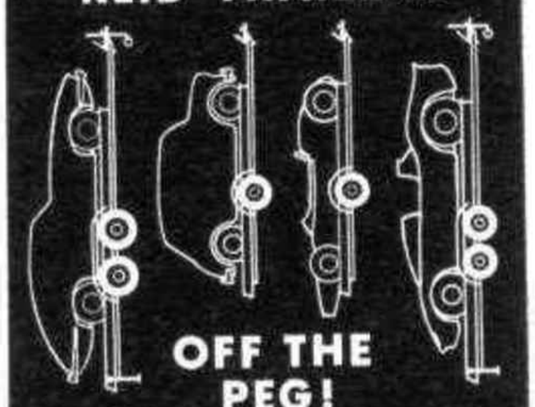
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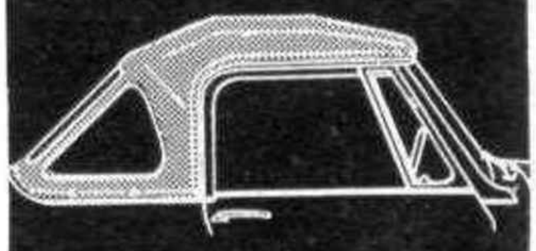
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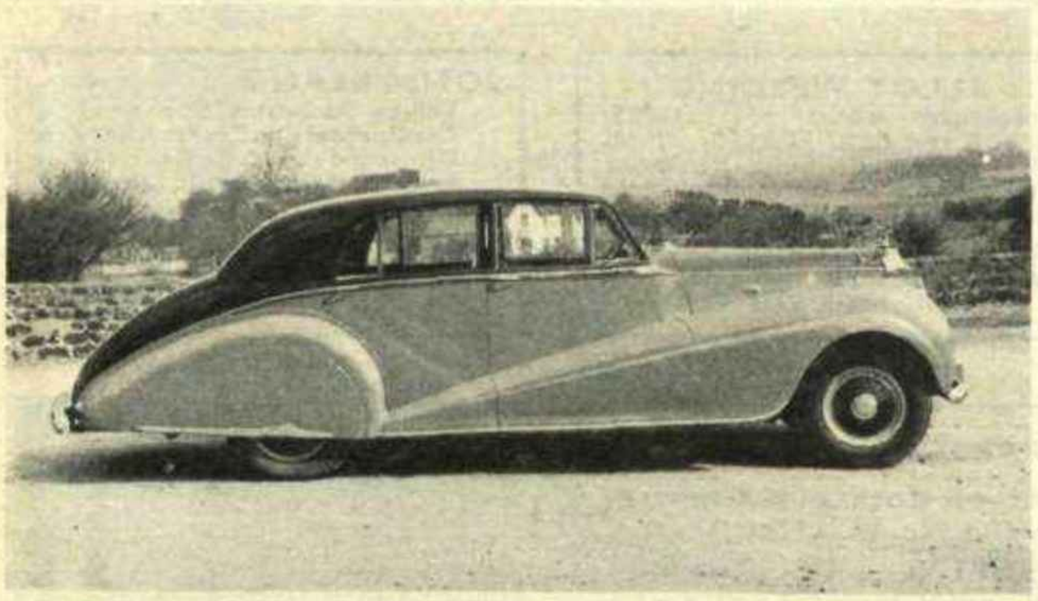
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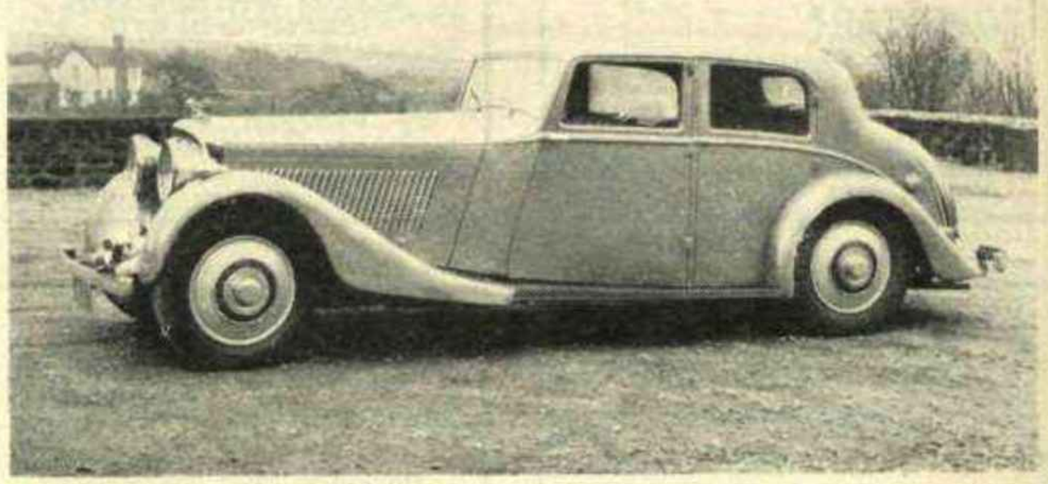
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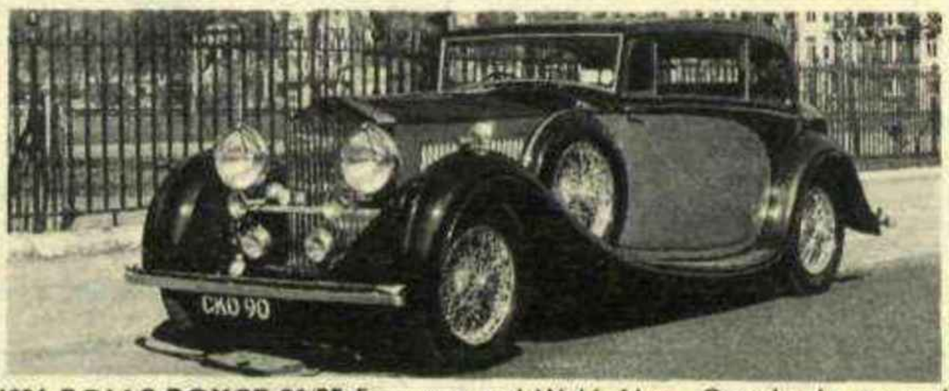
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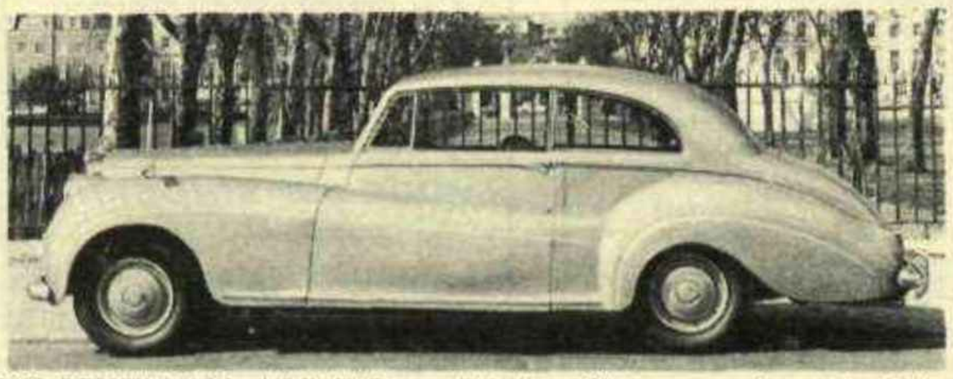
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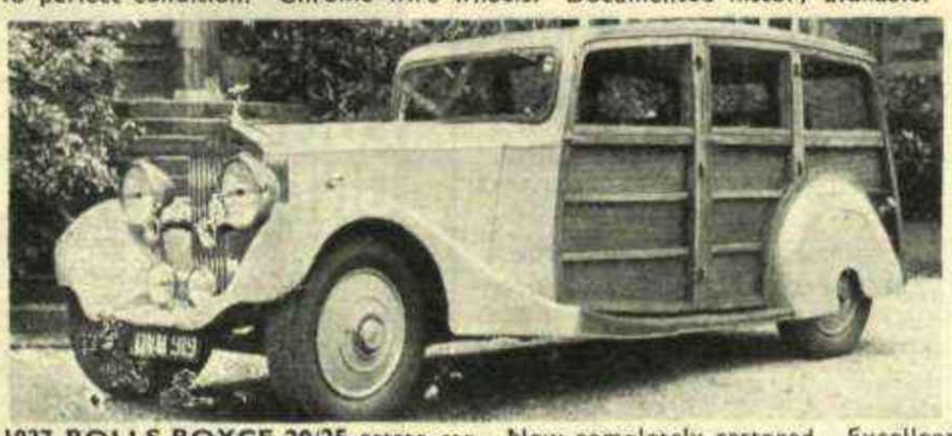
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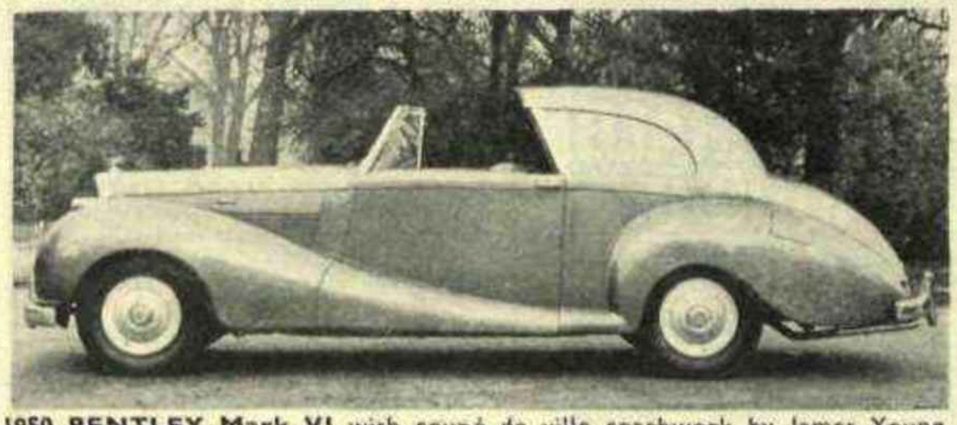
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