

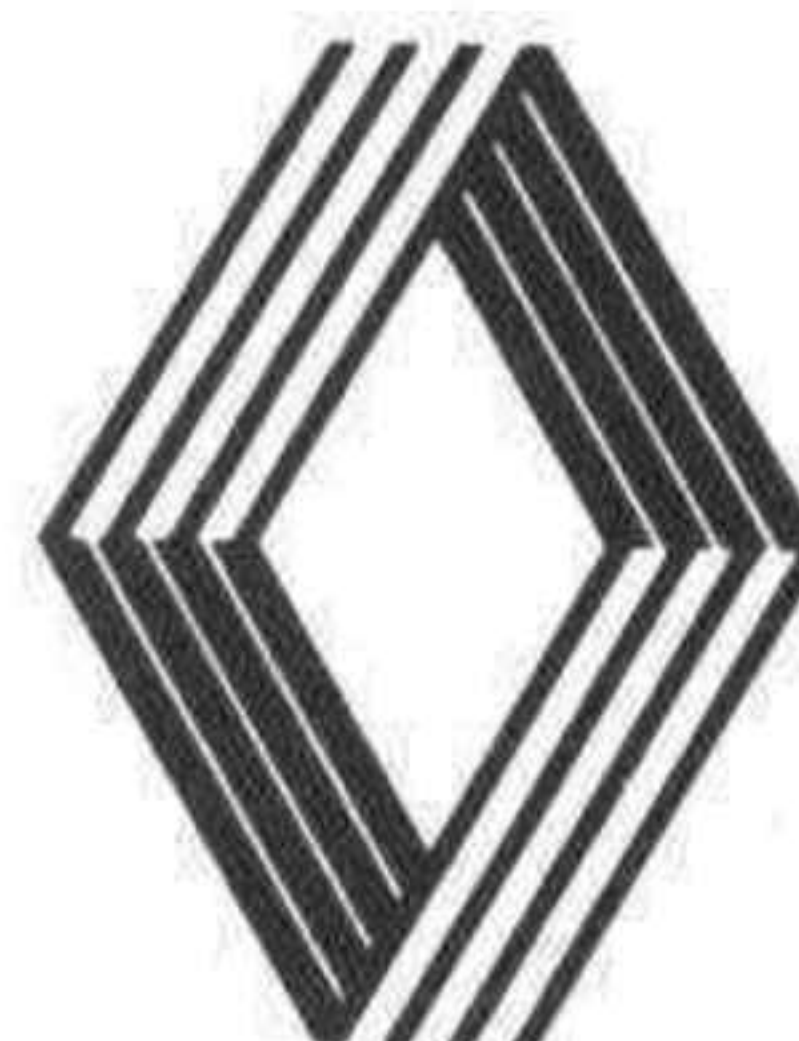
MOTORSPORT

Founded in the year nineteen twenty-four





CHRYSLER



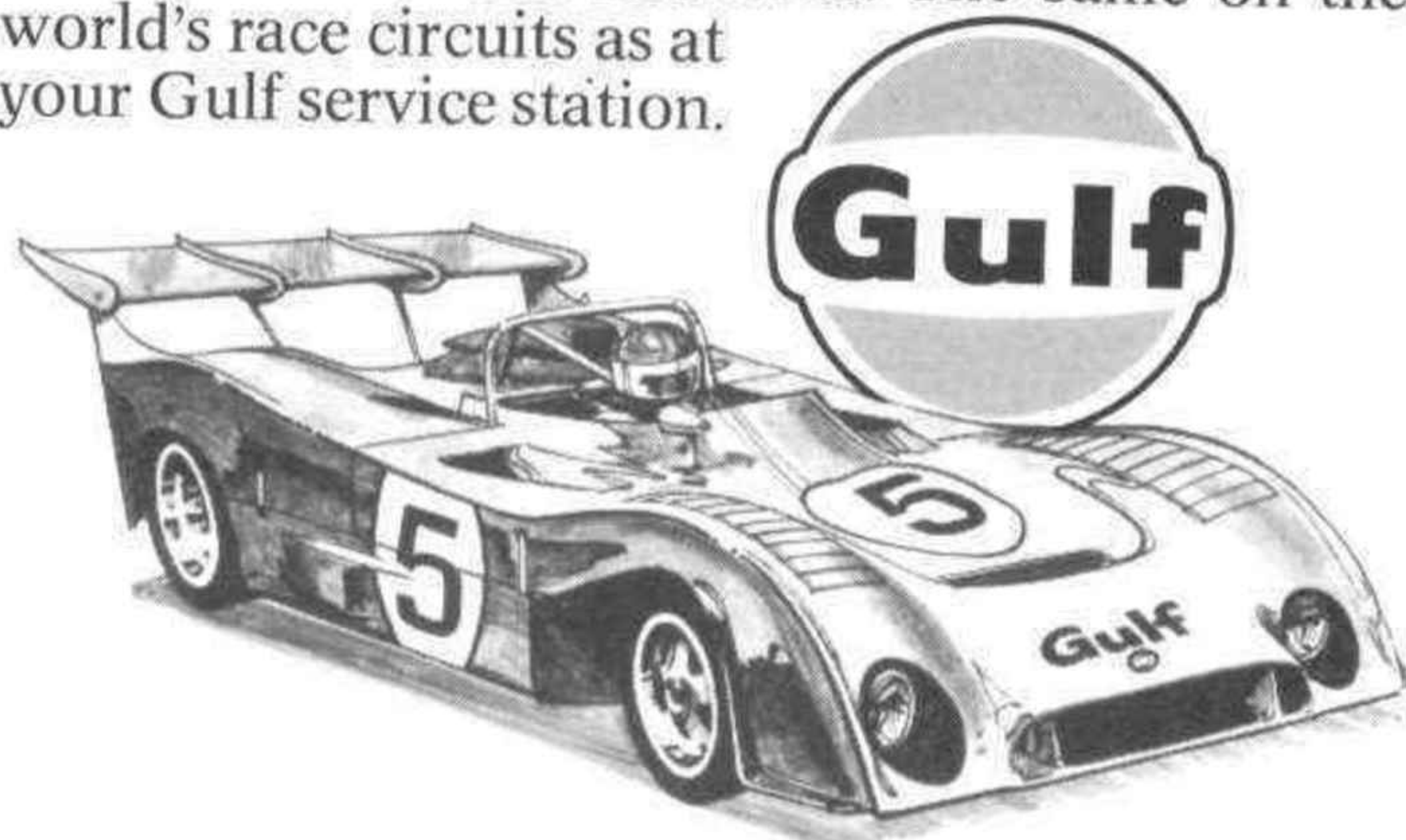
RENAULT

Why is one of the world's largest oil companies one of the world's smallest car companies?

Gulf is the only major oil company with its own racing stable.

We don't just race cars. We design and build them. So we know more exactly how our motor oils perform under stress conditions. So we can develop our products even further.

Gulf motor oils and fuels. The same on the world's race circuits as at your Gulf service station.



We build our cars to help yours run better

Caterham Car Sales



SELECTION OF NEW AND USED CARS

Please telephone for latest stock and location.

Super Seven Series III — component form
1600 FORD £1,530.

Twin Cam Lotus £1,830 (only a few unsold
from limited production).

We are the longest established Lotus dealer and
offer unrivalled pre-delivery inspection and after
sales service. A choice of 20 used Lotus Sevens.
Series II/III from £695. Series IV GT from £750.
Series IV T/Cam from £995.

LOTUS

1973 Elan + 2S 130/5, pistachio/silver, radio,
h.r.w. £2,195
1971 (K) Elan + 2S 130, white/silver, radio,
h.r.w. £1,595
1970 Elan + 2, white, radio £1,095
1972 Sprint d.h.c., red, one owner £1,495
1971 Sprint f.h.c., red, radio £1,295
1972 Europa T/Cam, blue, radio, alloys £1,495
1971 Europa S2, yellow, radio/stereo £1,145
1969 Europa S2, Bahama yellow, alloys £995
1969 Europa S2, blue, sun-roof £895

TVR

NEW 3000M, blue, sun-roof, radio, alloys,
h.r.w. £2,975
1973 3000M, purple, sun-roof, alloys, radio
£1,595
1971 2500M, yellow, sun-roof £1,295
1971 2500, silver, radio, alloys £995
1969 Vixen 1600, Bahama yellow, sun-roof,
alloys, radio £995
1969 Vixen 1600, met. blue, w/wheels £795

SPORTS CARS

1973 Porsche 914 2-litre, blue, alloys, tinted
glass, radio/stereo £2,395
1972 V12 Jaguar 'E' roadster, dark blue,
chrome wire wheels, radio £2,350
1972 Scimitar GTE, Wessex green, auto.,
8-track stereo, rear wiper, h.r.w. £1,795
1973 TR6, white, hard-top, soft-top, o/drive,
w/wheels, one owner £1,395
1970 Scimitar GTE, red, overdrive, radio, rear
wiper £1,295
1969 Marcos 3-litre, lime green, overdrive, sun-
roof, radio, alloys £1,195
1972 Clan Crusader, blue, alloys, sun-roof £995

WANTED

Lotus Seven, Elan, Plus 2, Sprint, Europa. Also
TVR, Marcos, Clan, Scimitar, Aston Martin,
Volante for CASH.

Lotus Seven Club — Next meeting Thursday,
5th September, 8.30 p.m., Headley Arms, Great
Warley, Essex.

I enclose 4½p for details of.....

Name

Address

To: 36/40 Town End,
Caterham Hill,
Surrey.

London: 142 Finchley Road, NW3. Tel: 01-794 9659

Directions: Just south of the M1 on the A41 into London, 100 yards from Finchley Road Tube.

Caterham: Town End, Caterham. Tel: 46666 (Works 42381) (Parts 42382)

Directions: Just off A22 South of Purley. Telephone from Caterham S.R. station for transport



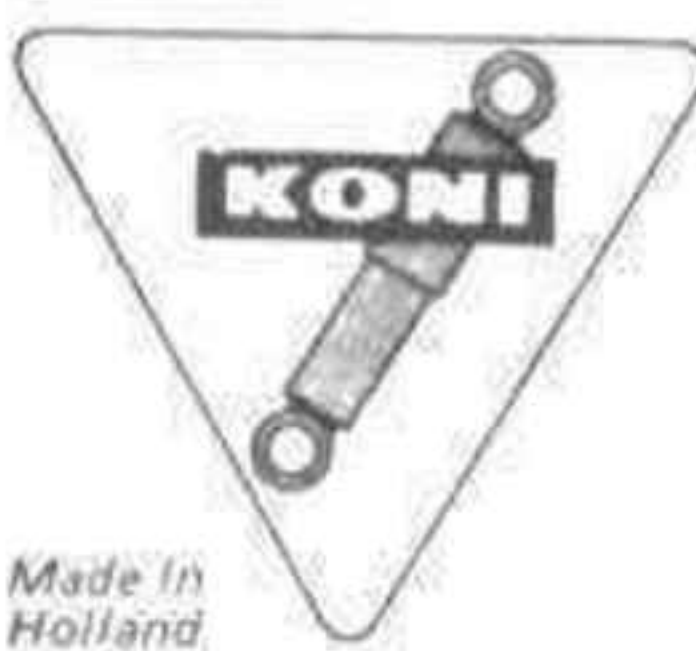
Drive with cool, precise KONI confidence

... the experts do!

Koni shock absorbers do a lot for your driving. They give you a firmer and greater control of the road, and a more precise and more confident driving technique at the wheel that is the admiration of other motorists. In fact, most experts motor with Koni. The grand prix drivers do—Koni success is non-stop and they were fitted to the world champion cars in 1971, 1972 and 1973.

Get Koni grand prix roadholding power on your car. You would appreciate the difference the world's best shock absorbers make to your car's performance.

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



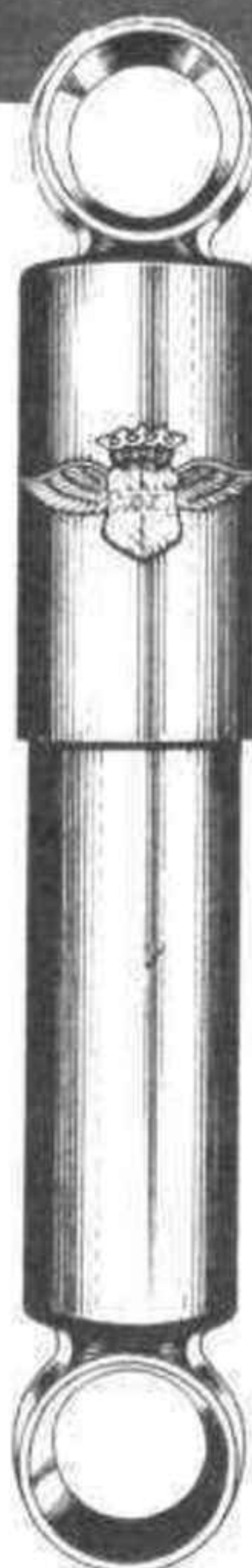
Made in Holland

KONI SHOCK ABSORBERS

To: J. W. E. BANKS & SONS LTD. (Dept. K16) Crowland, Peterborough, PE6 0JP
Tel: Crowland 316/7/8
London Depot: Motortune Ltd., 150 Brompton Road, S.W.3. Tel: 01-581 1234.

Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

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



Car noise worrying you?

ARREST IT WITH AN ACOUSTIKIT

The sound insulation system that gives up to 50% more coverage

If car noise bothers you, your driving is suffering! That could mean danger for you—and your passengers. Fit an Acoustikit for maximum protection against nerve-wracking noises from engine, gears and road. Now more effective than ever using a completely new combination of materials. Yet still the most competitively-priced kit on the market!

ing the floor and bulkhead. Acoustikits go a stage further and thoroughly insulate engine and boot compartments to kill noise before it penetrates the passenger compartment.

TWO TYPES TO CHOOSE FROM

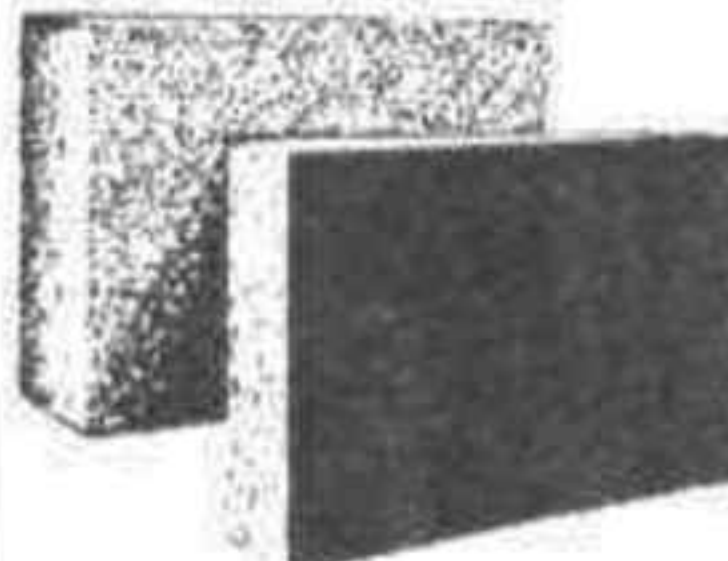
Acoustikits are supplied in two types:
1. **Super Acoustikits.** These insulate the entire car, give you the ultimate in sound insulation.
2. **Underbonnet Acoustikits.** To insulate the engine compartment only. We can also supply basic materials, which can be cut to fit any model not included in the standard range.
Easy-to-fit. Acoustikits are ready cut and specially designed for the ordinary motorist. Can be fitted in 2-3 hours. Complete, easy-to-follow instructions provided.

HERE'S WHY ACOUSTIKITS ARE THE LOGICAL CHOICE

A typical Super Acoustikit consists of no less than five different materials, specially selected as most suitable for insulating a particular part of your car. Other kits try to prevent noise penetrating the passenger compartment by treat-

HERE'S WHAT A TYPICAL SUPER ACOUSTIKIT CONTAINS:

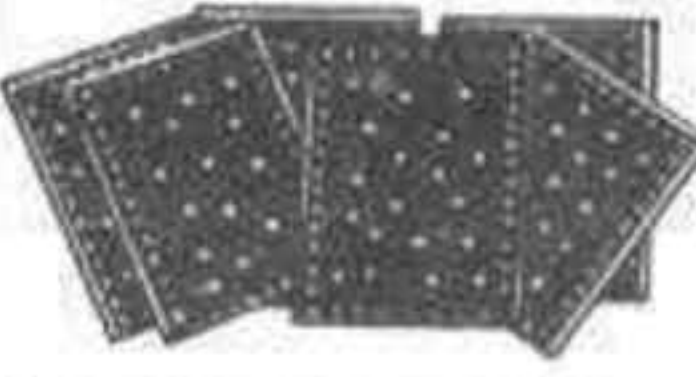
1. **Acoustiseal Panels:** Cut from 3/4" thick specially treated natural jute felt, rubberised for underbonnet and boot, and plain for use under carpets.



2. **Soundmaster Mat.** The best of sound barriers between engine and passenger compartments.



3. **Vibrapads:** Self-adhesive pads used on flat areas of your cars to reduce panel vibration.



4. **Sealsound.** Strips of mastic material to block holes and other small problem areas.



6. **Adhesive and spatula.**



5. **Foamaseal.** Self-adhesive foam strip to seal off wind noise through door or window seals.



Money-back Assurance. If you are not completely satisfied, your purchase price will be refunded in full.

ALL PRICES QUOTED INCLUDE VAT

Barclaycard & Access facilities available, please quote account number

LOOK HERE FOR YOUR CAR

If your car is not listed here, write or telephone as there is not sufficient space to show our entire range:

| | | |
|-----------------------------------|-------|--------|
| Audi 100LS | £3 90 | £14 50 |
| 80 | £3 90 | £14 50 |
| B.L.M.H. | | |
| Mini Saloon & Clubman | £3 20 | £10 40 |
| Mini Estate & Clubman | £3 20 | £12 40 |
| Mini Van | £3 20 | £12 60 |
| 1100 1300 (State model and year) | £3 40 | £12 80 |
| Healey Sprite II | £4 80 | £12 40 |
| Midget | £3 30 | £13 70 |
| Maxi 1500 1750 | £3 30 | £13 70 |
| Allegro | £3 30 | £13 70 |
| 1800 | £3 90 | £13 70 |
| Marina Saloon, Coupe & Estate | £4 40 | £15 80 |
| Marina Van | £4 40 | £17 70 |
| M.G.B. & G.T. | £4 60 | £13 60 |
| Chrysler Rootes | | |
| Avenger & Estate | £4 60 | £14 60 |
| Imp. Chamois | — | £10 80 |
| Mini Hunter | £3 90 | £14 60 |
| Citroen | | |
| Ami 8 | £3 80 | £13 70 |
| Dyane 6 | £3 40 | £13 30 |
| Daf | | |
| 33 | — | £13 70 |
| 44 55 66 | £3 40 | £13 70 |
| Datsun | | |
| 100A Cherry | £3 40 | £13 20 |
| 1200 Coupe | £3 60 | £13 70 |
| Fiat | | |
| 124 Saloon | £3 60 | £13 70 |
| 127 | £3 60 | £13 70 |
| 128 | £3 40 | £13 40 |
| 850 Sport Coupe | — | £12 40 |
| Ford | | |
| Capri (state model & year) | £3 90 | £14 20 |
| Corina Saloon & Estate | | |
| Mk II | £4 20 | £14 60 |
| Mk III | £3 90 | £14 80 |
| Escort Saloon | £4 00 | £14 20 |
| Estate | £4 00 | £14 60 |
| Van | £4 00 | £15 80 |
| Granada Coupé | £4 80 | £13 40 |
| Renault | | |
| 4 5 6 | £3 60 | £12 80 |
| 12 | £3 60 | £13 40 |

| | | |
|---------------------------|-------|--------|
| 16 | £3 20 | £13 40 |
| 17 | £3 20 | £13 60 |
| Rover | | |
| 2000 | £3 60 | £13 30 |
| Range Rover | £5 10 | £15 20 |
| Saab | | |
| 96 V4 | £3 90 | £13 00 |
| Triumph | | |
| Herald, Vitesse | £5 10 | £13 70 |
| Toledo, 1300, 1500 | £3 60 | £13 70 |
| & Dolomite | £5 70 | £13 70 |
| Spartan Mk I-IV | £5 70 | £13 20 |
| G.T. 61-III (state model) | £5 70 | £13 20 |
| T.R. 6 | £4 00 | £13 20 |
| 2000 Mk I | £3 60 | £14 60 |
| 2000 Mk II | £4 00 | £14 60 |
| Vauxhall | | |
| Viva H.A. Van | £4 00 | £15 80 |
| Viva H.A. | £4 00 | £14 20 |
| Viva H.B. & Estate | £3 60 | £13 40 |
| Viva H.C. & Estate | £4 00 | £14 20 |

Victor F.D. 2000 & Estate £4 80 £14 80
Victor F.E. & Estate £4 90 £13 40
V.W. Beetle '67 on 1302S 1303 — £13 30
Volvo 144 145 (state model & year) £4 60 £14 80
164 £4 90 £14 80

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 50p for Underbonnet Acoustikits and £1.00 for Super Acoustikits (mainland charges, others subject to quotation).
By-Return Service: Adequate stocks kept of all popular models. Most kits normally despatched by return.

YOUR NO-RISK ORDER FORM HURRY! POST TODAY!

To: Eflow Developments Co. Ltd. (Dept MS 44) Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel. Worcester (0905) 421260 423388.

Please send me by return: Super Acoustikit Underbonnet Acoustikit. Details of basic materials* for my car.

Make _____ Model _____ Year _____
I enclose cheque/PO* (payable to Eflow Developments Co. Ltd. and crossed) for £ _____ (cost of kit plus part carriage charge). *Delete as appropriate.

Name _____

Address _____

Acoustikits The silent revolution in motoring



John brown wheels

Callers welcome at

LONDON COVENTRY BRISTOL SLEAFORD Lincs



PRICES AND SPECIFICATIONS, CORRECT AT TIME OF GOING TO PRESS.

MIDLAND METALLIC

| | | | |
|------------|--------|------------|--------|
| 5 x 10 | £ 8.41 | 5 1/2 x 14 | £12.75 |
| 5 x 12 | £10.25 | 6 x 14 | £14.50 |
| 5 1/2 x 13 | £11.52 | 6 x 15 | £15.50 |

All prices include chrome nuts, 4 locking nuts - £3.00. Carriage and packing - 25p per wheel.



REVOLUTION 6 x 10 £ 9.75

| | | | |
|------------|--------|--------|--------|
| 5 1/2 x 13 | £11.25 | 6 x 13 | £12.20 |
|------------|--------|--------|--------|

Full range of competition wheels sizes 7 to 10 x 13 now stocked - prices on request.
Price includes chrome nuts, 4 locking nuts - £4.00. Carriage 25p per wheel.



GOODYEAR ALLOY WHEELS

| | | | | | |
|--------|--------|------------|--------|------------|--------|
| 5 x 10 | £ 7.81 | 5 1/2 x 13 | £ 9.95 | 6 x 14 | £12.04 |
| 6 x 10 | £ 8.06 | 6 x 13 | £10.50 | 5 1/2 x 15 | £12.70 |
| 5 x 12 | £ 8.95 | 5 1/2 x 14 | £11.59 | 6 x 15 | £13.20 |

Price includes chrome nuts, 4 locking nuts - £3.00. Carriage 25p per wheel.

100+ "OCTAVO"

| | | | |
|--------|--------|------------|--------|
| 6 x 13 | £11.75 | 7 x 14 | £14.50 |
| 6 x 14 | £13.20 | 5 1/2 x 13 | £10.95 |

Price includes chrome nuts, 4 locking nuts - £3.00. Carriage 25p per wheel.



COSMIC MK II and III

| | | | |
|------------|--------|------------|--------|
| 5 x 10 | £ 8.80 | 5 1/2 x 14 | £16.50 |
| 6 x 10 | £ 9.90 | 6 x 14 | £17.60 |
| 5 x 12 | £11.82 | 5 1/2 x 15 | £16.80 |
| 5 1/2 x 13 | £13.81 | 6 x 15 | £16.80 |
| 6 x 13 | £15.02 | Carriage | 25p |



JEFF PERRY

| | | | |
|------------|--------|--------|--------|
| 5 x 10 | £ 8.60 | 6 x 13 | £11.95 |
| 5 x 12 | £ 9.90 | 6 x 14 | £12.75 |
| 5 1/2 x 13 | £10.95 | | |

Price includes chrome nuts, 4 locking nuts - £3.00. Carriage 25p per wheel.



SUPERLITE

| | | | |
|--------|--------|------------|--------|
| 5 x 10 | £ 9.25 | 5 1/2 x 13 | £13.50 |
| 5 x 12 | £10.20 | | |

All prices include chrome nuts, 4 locking nuts - £3.00. Carriage 25p per wheel.



MAMBA

| | | | |
|------------|-------|------------|--------|
| 5 x 10 nat | £8.75 | 6 x 10 d/I | 9.75 |
| 5 x 10 d/I | £9.26 | 5 1/2 x 13 | £11.50 |
| 6 x 10 nat | £8.95 | | |

All prices include chrome nuts, 4 locking nuts - £4.00. Carriage 25p per wheel.



WOLFRACE

| | | | |
|------------|--------|------------|--------|
| 5 1/2 x 13 | £14.95 | 6 1/2 x 15 | £18.75 |
| 6 x 14 | £16.90 | 7 x 15 | £19.25 |
| 6 1/2 x 14 | £17.50 | 8 1/2 x 15 | £20.95 |
| 7 x 14 | £18.25 | 10 x 15 | £33.60 |
| 6 x 15 | £18.25 | | |

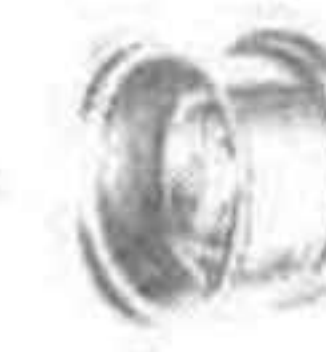
All prices include chrome nuts, 4 locking nuts - £3.00. Carriage 25p per wheel.



WIDE STEEL WHEELS

| | |
|---------------|-------|
| 4 1/2 x 10 | £3.30 |
| 6 x 10 | £3.30 |
| 4 1/2 x 12 | £3.30 |
| 4 1/2, 6 x 13 | £3.58 |
| 5 1/2 x 14 | £3.95 |
| 5 1/2 x 15 | £4.40 |

All wheels exchange or send £1.50 deposit (£2.50 for VW or IMP) per wheel which is returnable on receipt of your old wheels. We can widen any wheel. If wheels are required any wider please add 500p per inch. Carriage 50p per wheel, 4 chrome nuts - 60p, 4 lock nuts - £3.00.



SAVAGE S.500 WHEEL TRIMS

Sets of 4
10" £6.25 per set 12" £7.65 per set
13" £7.65 per set
Carriage 25p per set.



We can supply chrome and locking nuts for all cars at - Chrome nuts - 60p for 4 Locking Nuts - £3.00 for 4. Please state make of car and type of wheel. Carriage Free.



ASTRALI 13" Hand stitched, thick grip, semi dished, polished alloy frame, with boss and centre cap. To fit all popular cars. State make, year, and model when ordering. Ready to fit. £4.75 (retail £7.69) Carriage 25p.



ASTRALI EURO 4 Special oval shape, ready to fit, distinctive 4 spoke design, black anodised spokes, two tone (tan, black) hand stitched. To fit all popular cars. £6.00 (retail £10.36) Carriage 25p.



100+ PHASE 4 13" & 14" Latest design. Super thick air tex leather between spokes. Black anodised, complete with boss and all fittings. £8.30 (retail £13.75) Carriage 25p.



SUPER DE-LUXE Made in Britain, top quality leather, thick grip. Complete with boss and all fittings. State make, year and model of car when ordering. £6.50 (retail £10.78). Thumb spats 70p extra. Black anodised 30p extra. 11" 12" 13" 14" 15" Carriage 25p.

STEERING WHEELS - AT TOP DISCOUNTS

NIKKI TWIN-CHOKE CARBS

Complete kits for BMC, 850, 1000, 1100, 1300 - All Anglias & Cortinas, Escort, Capri - Viva - Fiat 500, 850 - Renault R8, R10 - VW1200, 1300, 1500. Comprises: carburettor, inlet manifold, linkage, fuel connection and chrome filter. Our price £26.85 (retail £31.68). Carriage 25p.



MINIFINS

AT GREAT SAVINGS
Standard type £8.75. Carriage 25p.
Super Minifins with built-in spacers and long studs supplied. R.A.C. approved. £12.88. Carriage 25p.

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by **SPAX** and **KONI**

| Spax | Koni | Application (Prices each) |
|-------|-------|---|
| 6.69 | 9.73 | Mini (all), Hunter (GLS) & GT |
| 6.69 | 9.73 | Capri (all), Escorts (all), Cortinas (MK I & 2), Corsairs (all) |
| 6.69 | 9.73 | Avengers (all), Vauxhall Viva (all), Fireza & Ventura |
| 7.88 | 12.23 | Triumph/Dolomite/Spirit/Toledo/Herald/Vitesse/GT6/1300 & TC (front) |
| 6.69 | 10.72 | Triumph/Dolomite/Spirit/Toledo/Herald/Vitesse/GT6/1300 & TC (rear) |
| 7.88 | 12.87 | Jaguars (XKs), E Type (inc) V12, TVRs |
| 7.70 | 10.72 | BMW 1600, 1800, 2002, 2800, 3.0CSL, Fiat (most) |
| 6.69 | 10.72 | Volkswagen 1200, 1300, 1500, Variants 411 & 1302s |
| 6.69 | 10.72 | Saab 95, 96, 96 V4 & 99 |
| 7.88 | 17.12 | Lotus 7, Elan, Europa (state year), Triumph TR2, 3, 4, 5 & 6 |
| 7.88 | 15.50 | Opel Kadett, Ascona, Manta, Sunbeam Alpine |
| 10.92 | 9.73 | Scimitar & GTE, Porsche 911 & 912 & Carrera |
| 6.69 | 10.23 | Morgan +4, +6, SP250, Marinas (all) |
| 7.88 | 8.50 | Volvo 121 & 5 Estate, 122, P1800s, 144 & 164 |
| 5.00 | 9.73 | Rear Tele Conversion Kits for Morris 1000s, Marina, MGA, Anglia 105E, Spridgets, MGBs - Kit Price |
| 6.69 | 9.73 | Adjustables to suit |
| 6.80 | | Turated Escorts |
| 6.69 | 12.15 | Imp (normal) (Sport) £3.00 extra front |
| 6.69 | 10.94 | Imp (normal) (Sport) £2.00 extra rear |

Post and Packing 40p a pair. Two pairs 60p.

SPOILERS

Front ABS Mini £4.95. Escort, Cortina, Capri, Anglia, Marina, M.G.B. £6.70. Carriage 25p.
ABS Bumpers £2.75. Carriage 25p.
Fibreglass Trans-Am FRONT Mini £10.45, BMW, VW, Avenger, Imp, Escort, Capri, Cortina £12.95. Carriage 25p.
Fibreglass Trans-Am REAR Capri, Cortina, Escort £12.95. Carriage 25p.

REAR VISORS

AT GREAT SAVINGS
Top quality, individually tailored for fitting the following cars. Carriage 25p.
V/W 66-72, V/W 72 onwards, all minis } £11.61
Avenger, BMW 1600/2002, Capri, Escort }
Cortina III, Lancia Fulvia, Marina Coupé, MGB, } £13.55
MGC, Opel Kadett Coupé, Opel Manta, }
Berlinetta, Passat, Volvo 142, 144, 164 }
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Complete D.I.Y. workshop manuals for most British, European and Japanese cars £2.35 carriage paid.

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Fits all models. Black grained ABS moulding. Additional space allows homologated instrument layout. JBW PRICE £7.90 Carriage 25p.

MINI DASH

For MK I & MK II. Black grained ABS moulding. Space for 7 additional instruments, 20 switches, radio and speaker. JBW PRICE £7.50 Carriage 25p.

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Top discounts - Apply for details

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Really luxurious! Simple to fit to saloons, estate cars or vans, without any special knowledge. Clearly illustrated fitting instructions, complete with adhesive. Type A £7.87 Type B £10.90. Black only. Carriage 25p.

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Austin 1100 1300 & 1600, Mini and Plus, Datsun 1000 and 1600, Ford Anglia 105E, Morris Mini 1275, 1275i, 1275i, 1100 and 1300, Morris 1100, 1300 and Plus, Rover P5B and Rover, Super Gazelle, Super P, Sunbeam Pacer, 1964, Triumph 1500, 2000 and 2500, Wolseley 1100, 1300 and 1600, Wolseley 1600.

MODEL B

Alfa Romeo 1600, 1750, 2000, 2500, 2800, 3000, 3300, 3500, 3700, 4000, 4500, 5000, 5500, 6000, 6500, 7000, 7500, 8000, 8500, 9000, 9500, 10000, 10500, 11000, 11500, 12000, 12500, 13000, 13500, 14000, 14500, 15000, 15500, 16000, 16500, 17000, 17500, 18000, 18500, 19000, 19500, 20000, 20500, 21000, 21500, 22000, 22500, 23000, 23500, 24000, 24500, 25000, 25500, 26000, 26500, 27000, 27500, 28000, 28500, 29000, 29500, 30000, 30500, 31000, 31500, 32000, 32500, 33000, 33500, 34000, 34500, 35000, 35500, 36000, 36500, 37000, 37500, 38000, 38500, 39000, 39500, 40000, 40500, 41000, 41500, 42000, 42500, 43000, 43500, 44000, 44500, 45000, 45500, 46000, 46500, 47000, 47500, 48000, 48500, 49000, 49500, 50000, 50500, 51000, 51500, 52000, 52500, 53000, 53500, 54000, 54500, 55000, 55500, 56000, 56500, 57000, 57500, 58000, 58500, 59000, 59500, 60000, 60500, 61000, 61500, 62000, 62500, 63000, 63500, 64000, 64500, 65000, 65500, 66000, 66500, 67000, 67500, 68000, 68500, 69000, 69500, 70000, 70500, 71000, 71500, 72000, 72500, 73000, 73500, 74000, 74500, 75000, 75500, 76000, 76500, 77000, 77500, 78000, 78500, 79000, 79500, 80000, 80500, 81000, 81500, 82000, 82500, 83000, 83500, 84000, 84500, 85000, 85500, 86000, 86500, 87000, 87500, 88000, 88500, 89000, 89500, 90000, 90500, 91000, 91500, 92000, 92500, 93000, 93500, 94000, 94500, 95000, 95500, 96000, 96500, 97000, 97500, 98000, 98500, 99000, 99500, 100000.

John brown wheels

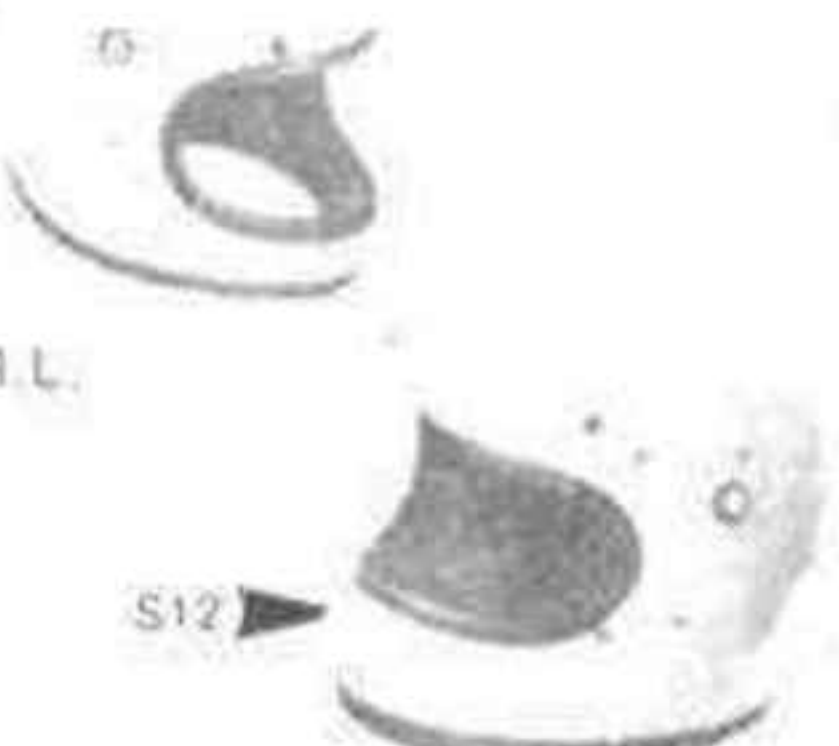
328-330 RADFORD ROAD, COVENTRY
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19 CANNON STREET, BEDMINSTER,
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ONEHELLUVABELT

100+ Full Harness-Seat Belt Our Price £8.80 Carriage 25p

SHOEI Integral Helmets

S21 BSI, ACU, Z90 Approved. Glass fibre - complete with visor. White, Orange, Met. Blue, Candy Gold, Sizes S.M.L. JBW PRICE £19.75 (Retail £27.50) Carriage 25p.
S12 BSI, ACU, Z90 Approved (As S21) JBW PRICE £23.50 (Retail £30.80) Carriage 25p.



corbeau seats



TERRY HUNTER SEATS

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|------------|--------|--------------|--------|
| Motorway | £11.55 | Carrera | £16.48 |
| Easy Rider | £14.28 | Carrera Rec. | £19.28 |
| Monza | £15.38 | Sebring Rec. | £19.77 |
| Sub-frame | | Headrest | £ 2.98 |
| & runners | £ 2.30 | | |

Carriage, packing and insurance £1 per seat.

We are stockists of the New Scorpion Seat by Simon Green. Full range including colour options available.

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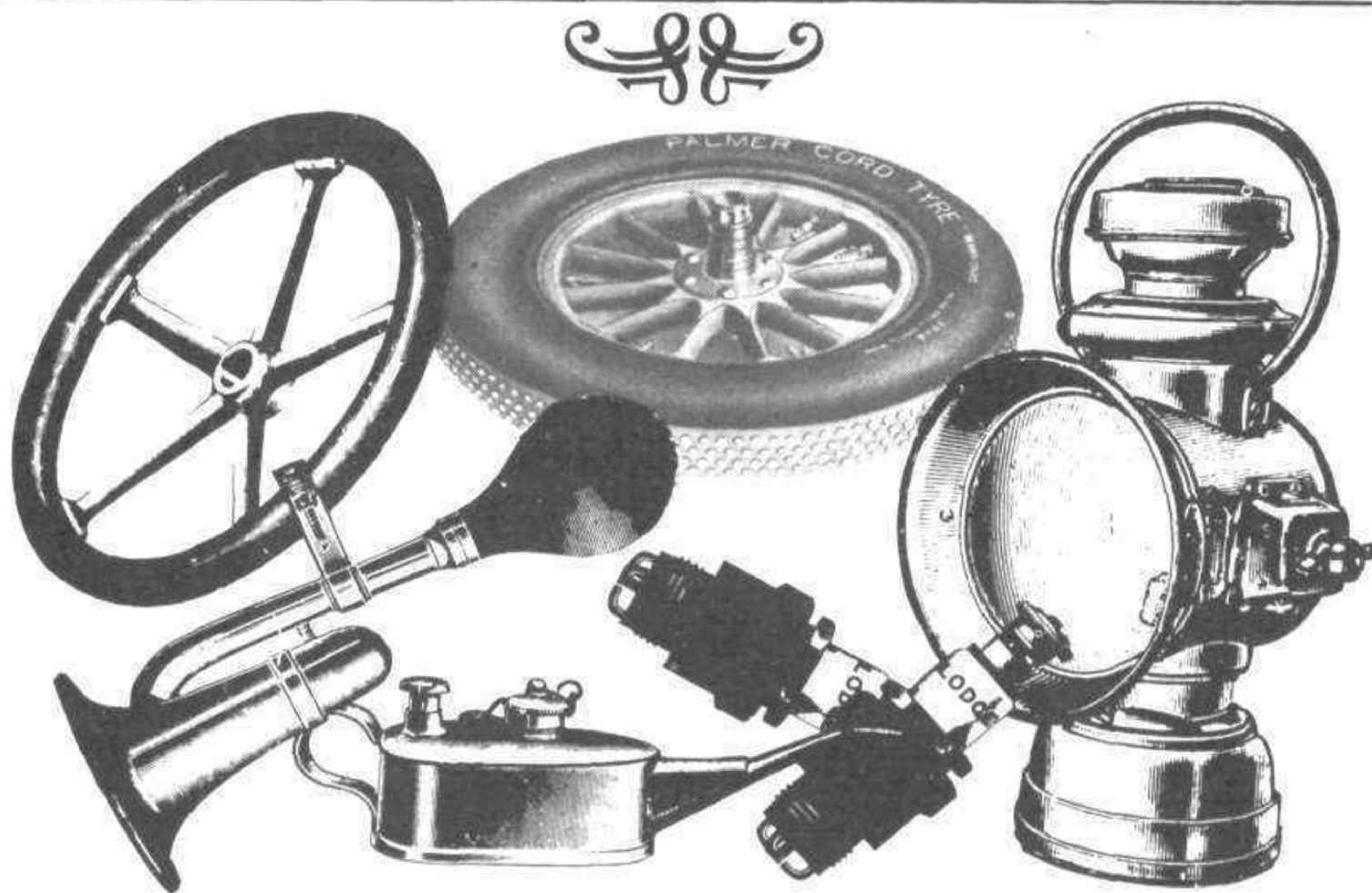
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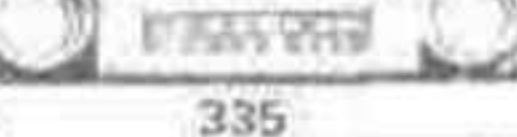
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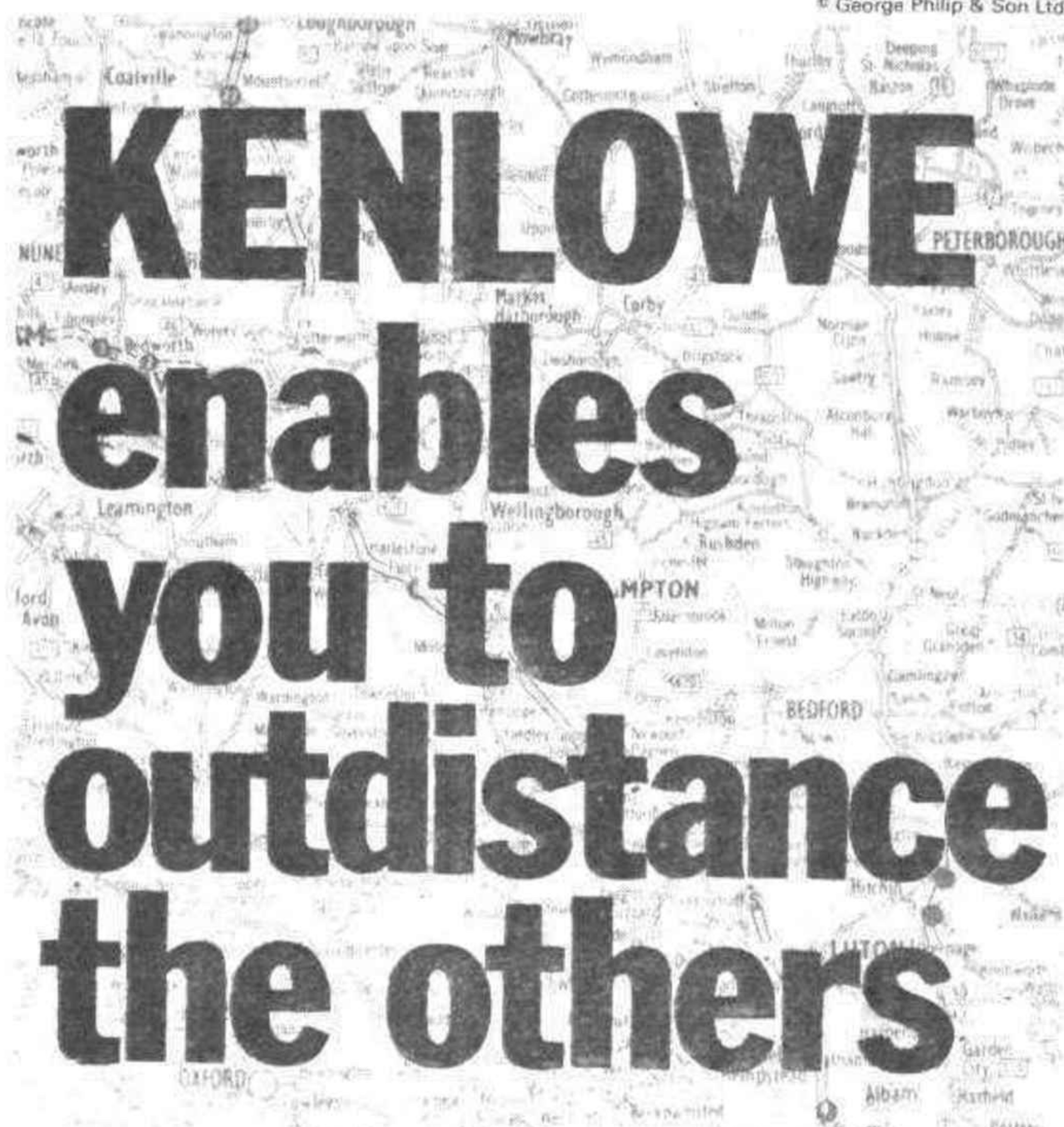
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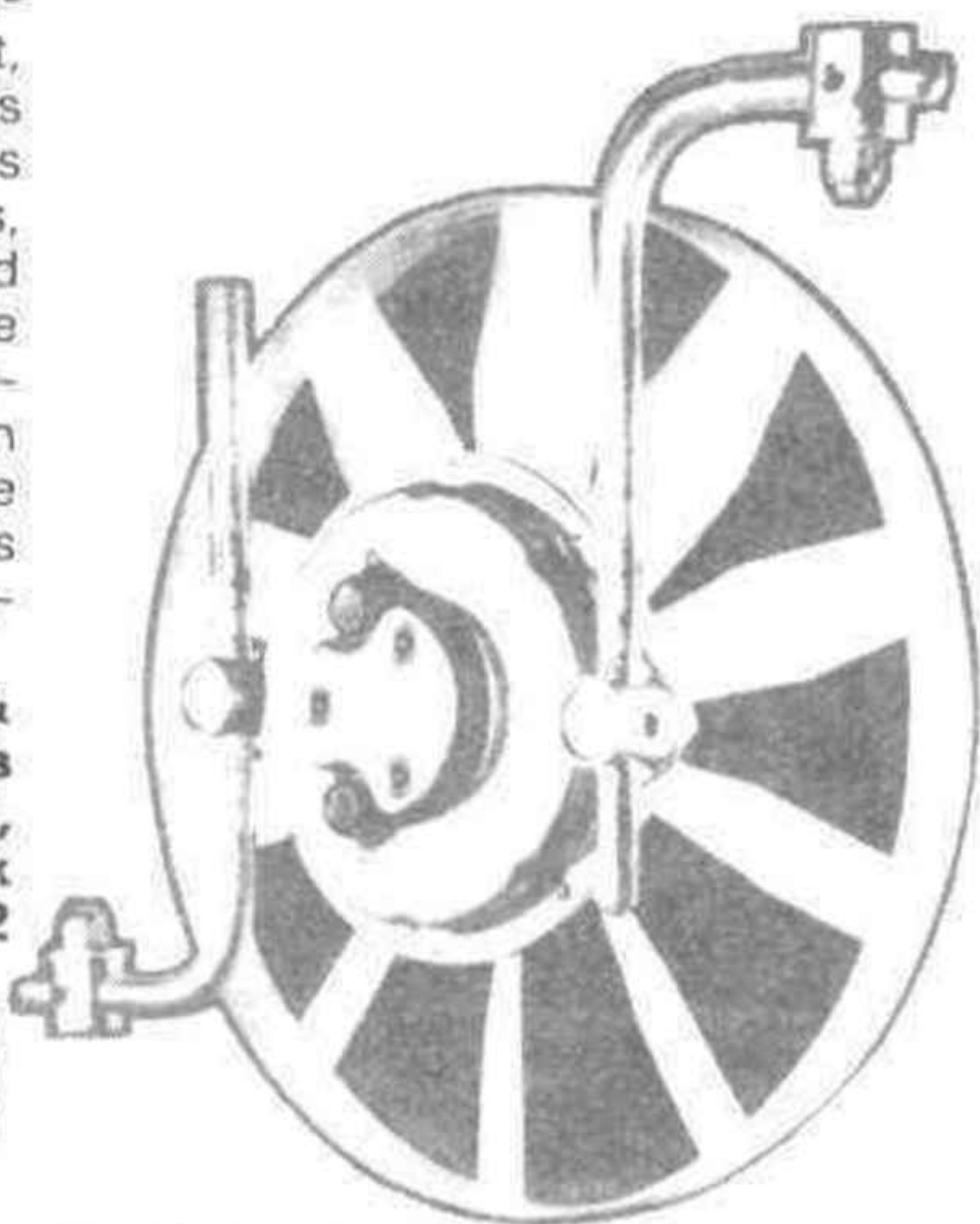
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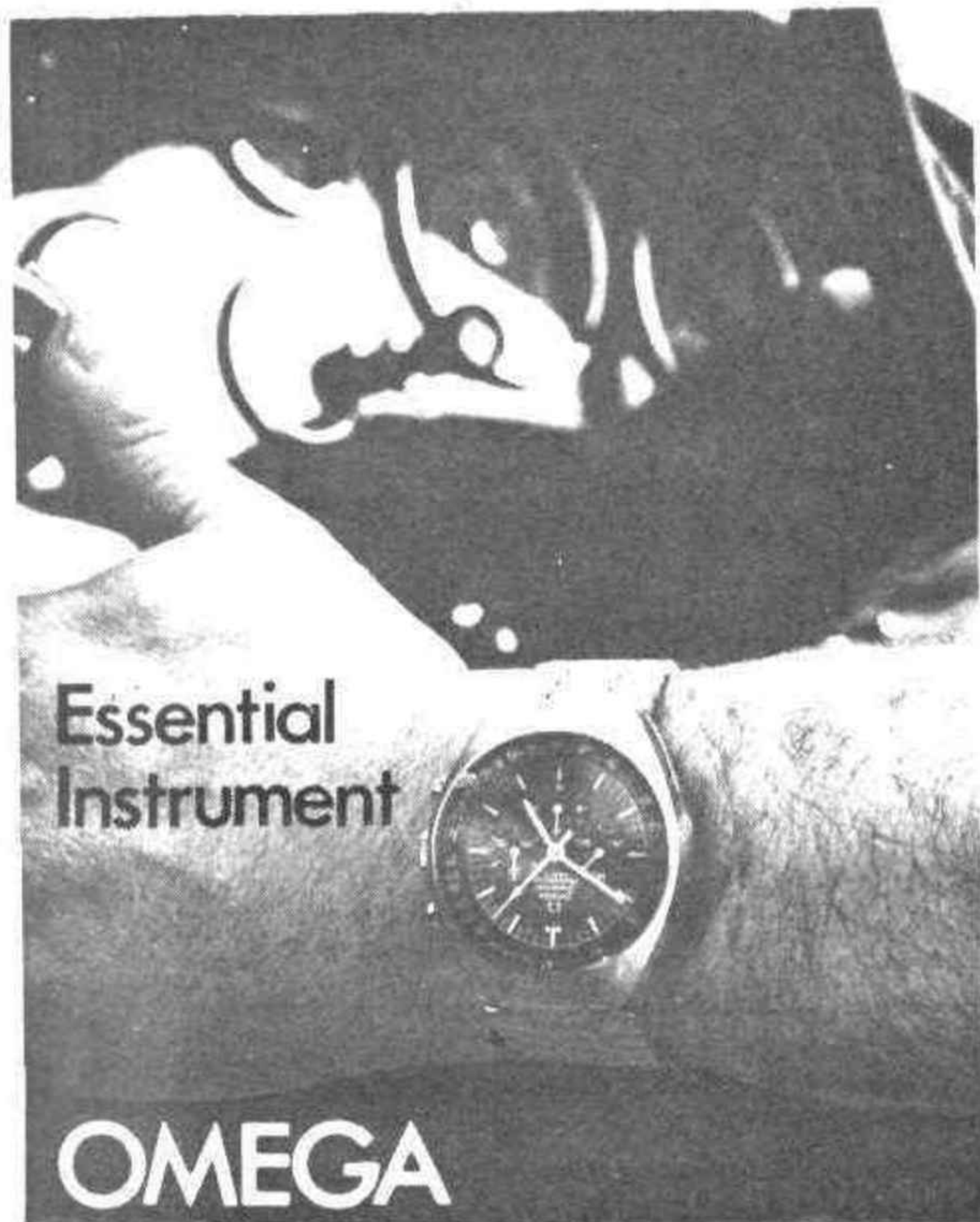


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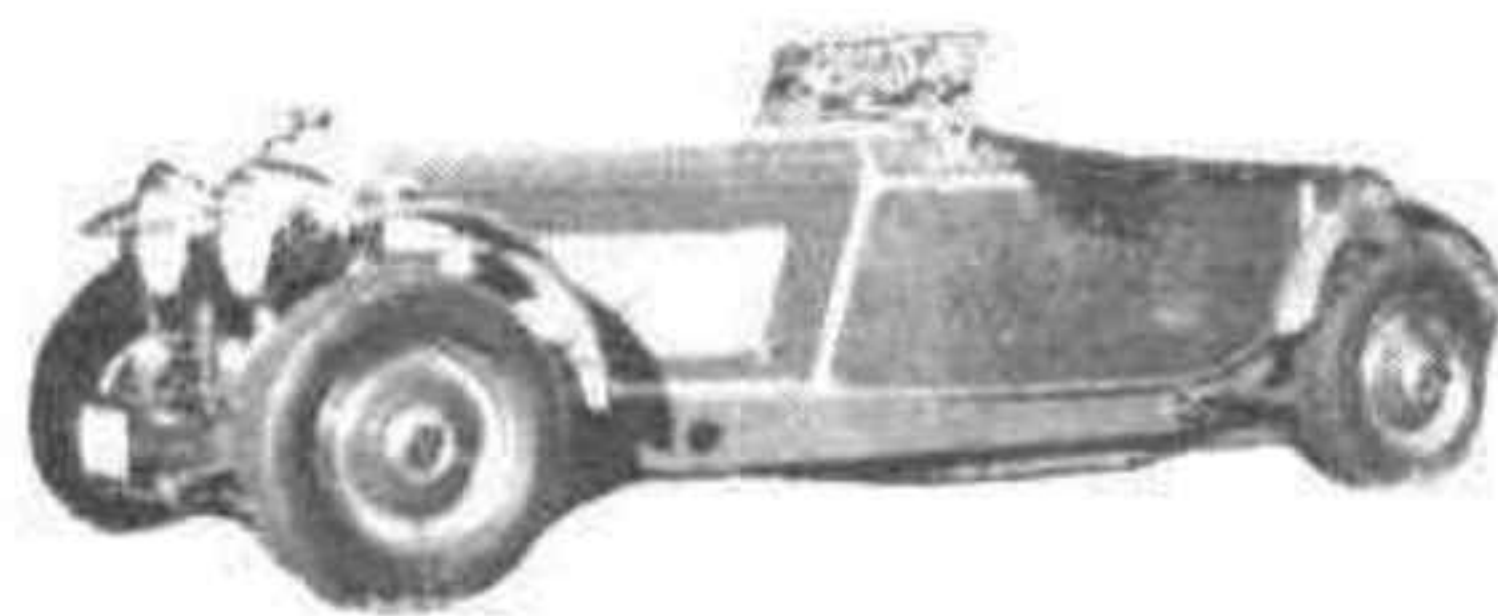
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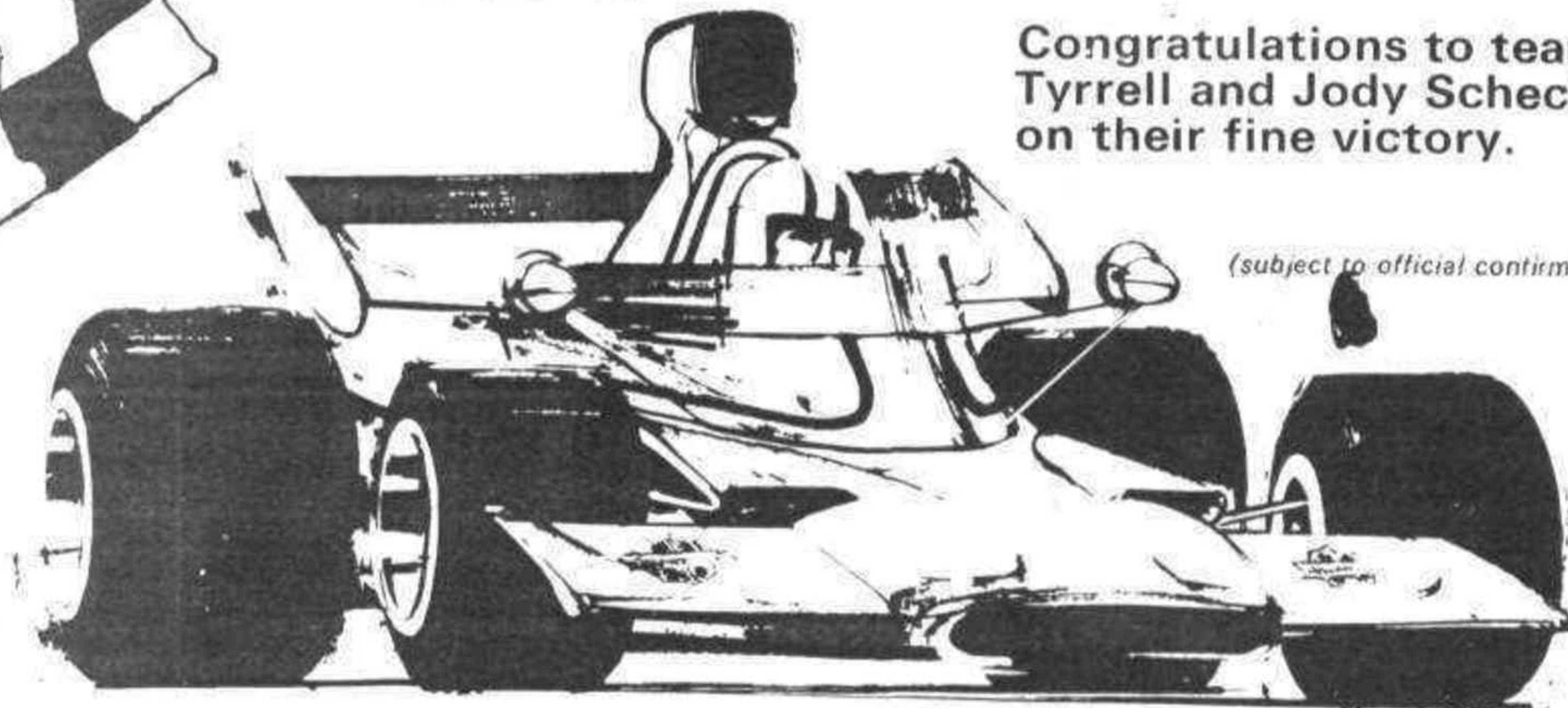
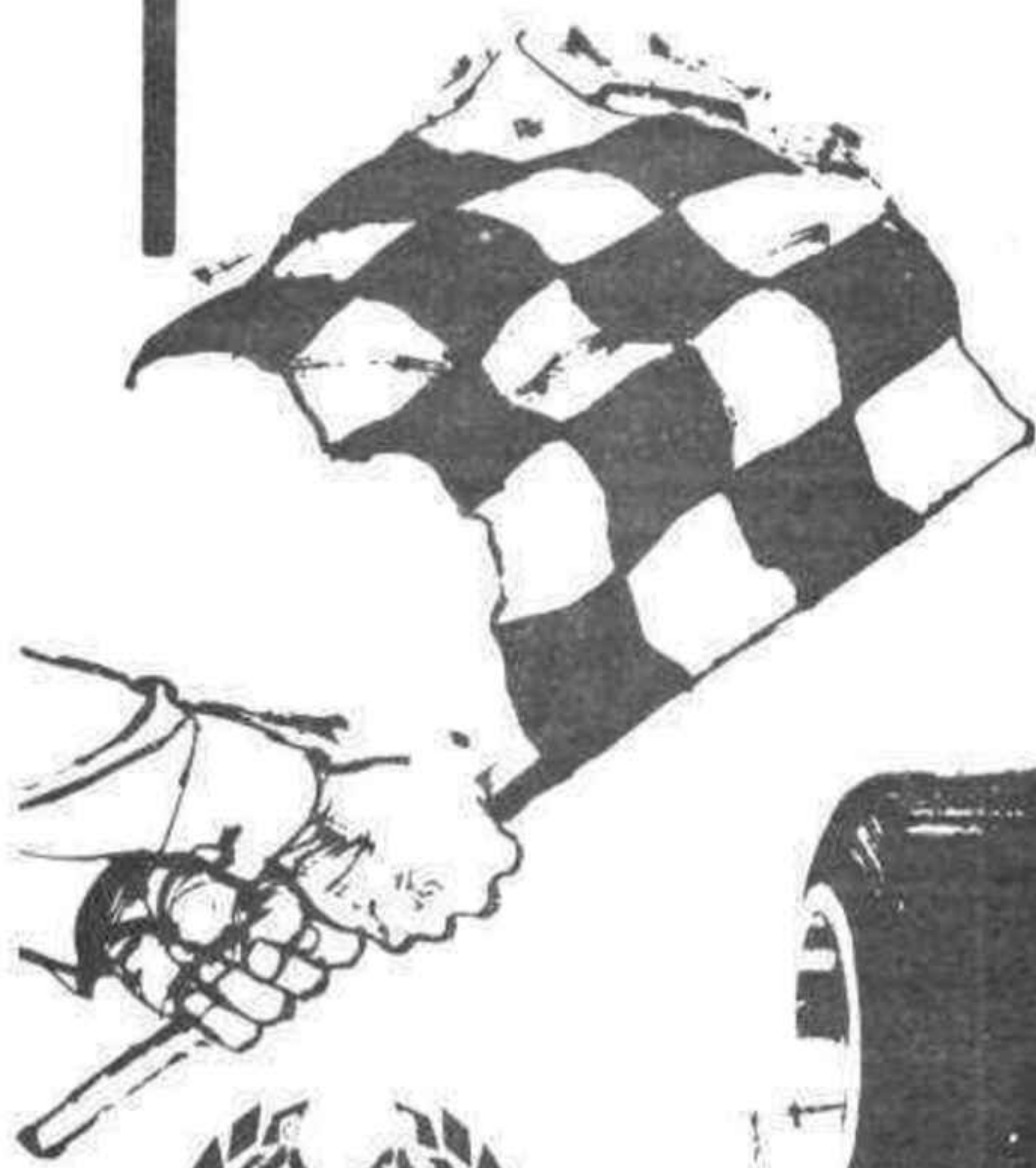
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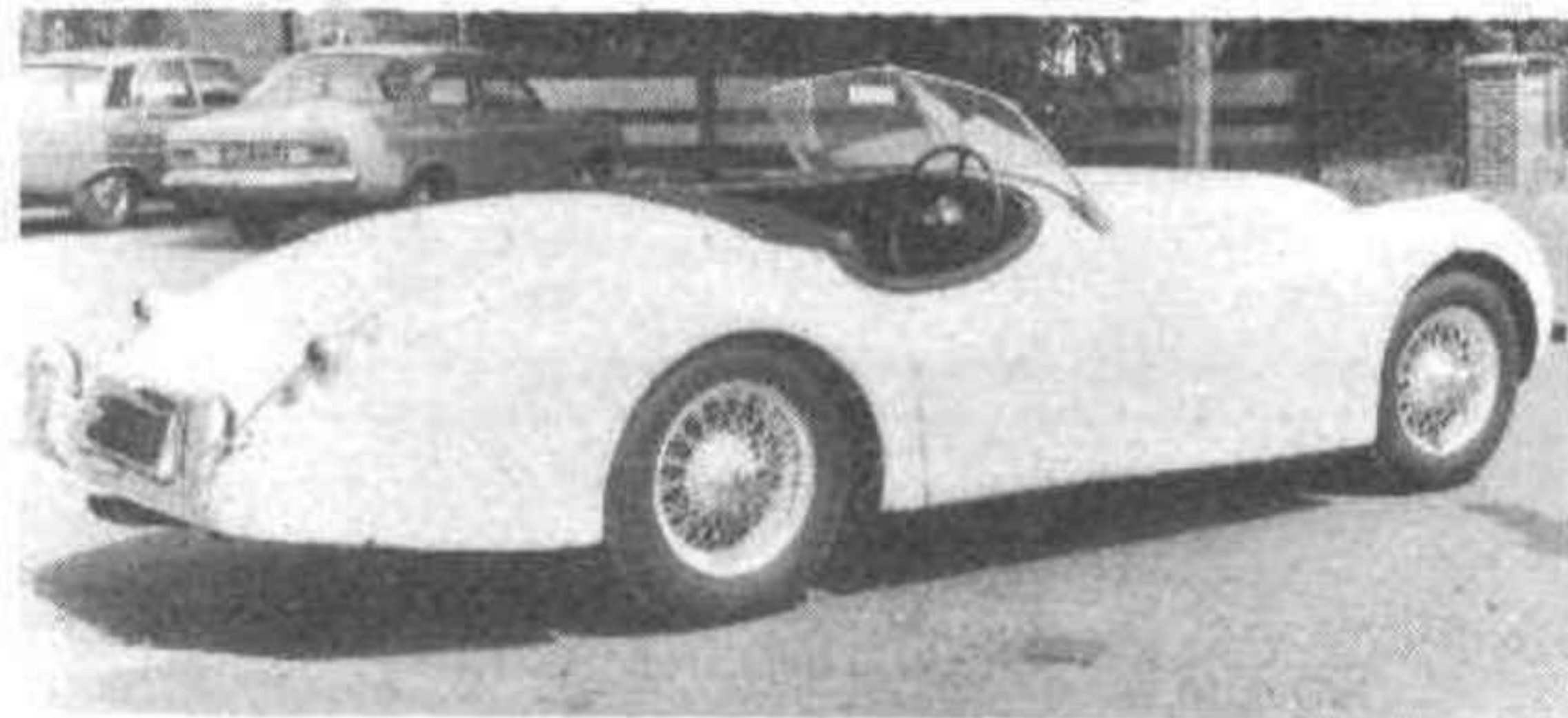
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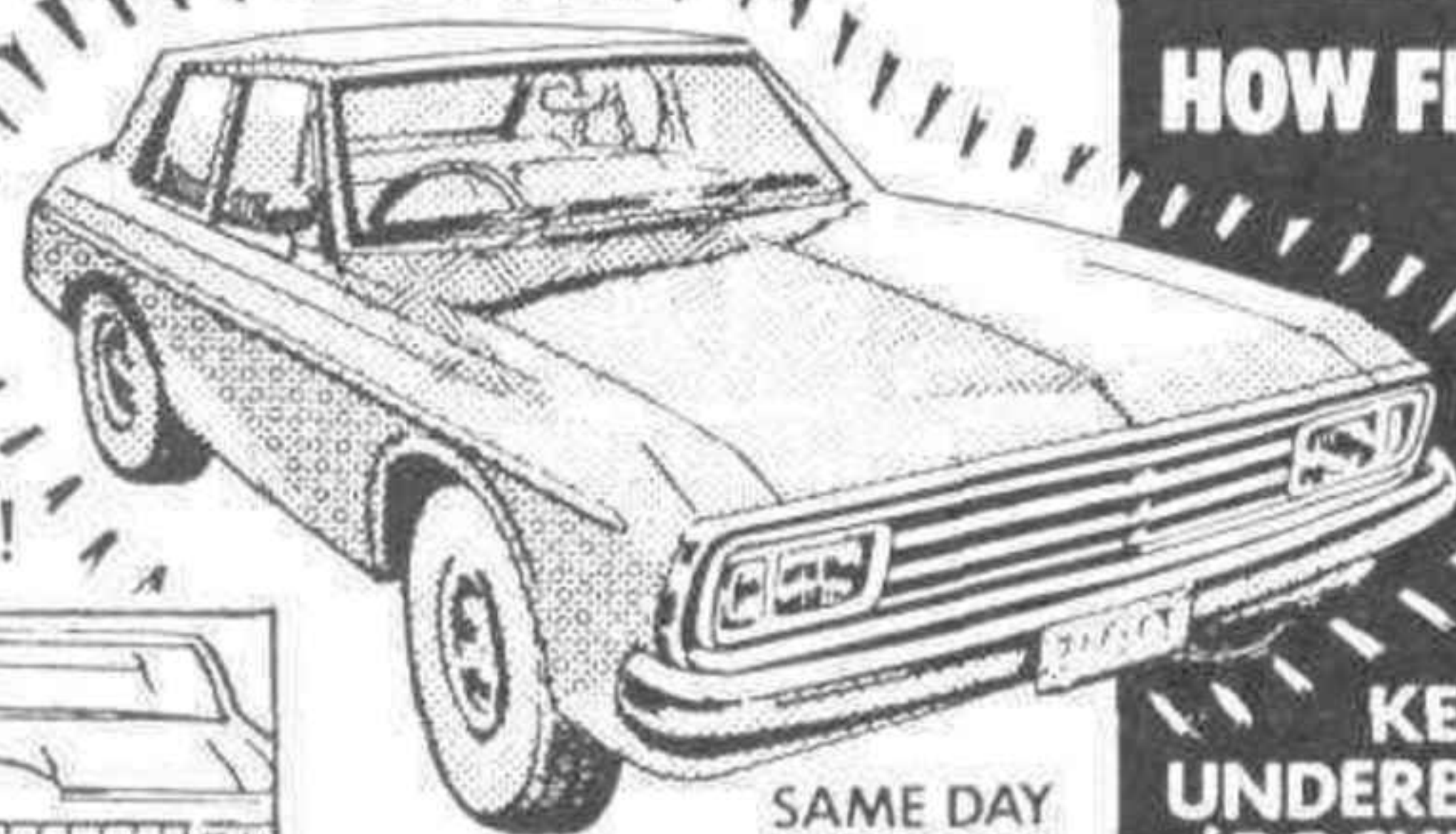
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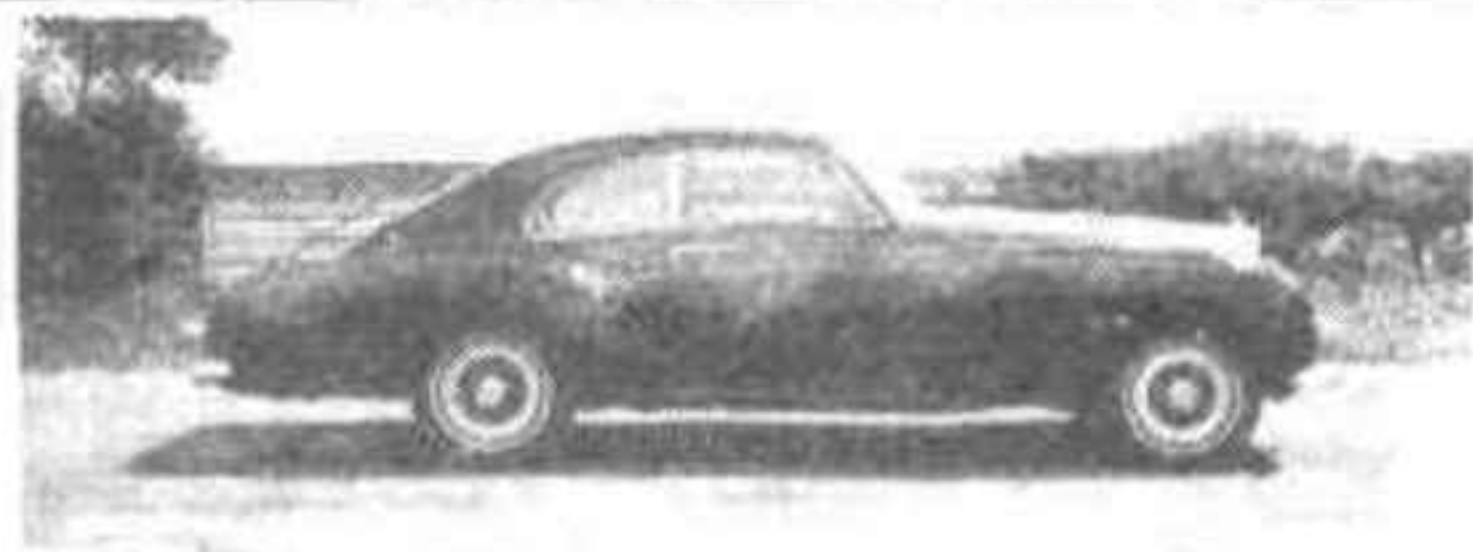
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 1972 (imported) 1968 model MASERATI Sebring 2-door coupe, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, electric windows, 5-speed box, fuel injection, what a motor car! £1,745
 1972 Reliant SCIMITAR GTE, highland purple/tan, overdrive, h.r.w., two owners, recorded mileage, 29,271 £1,975
 1969 RENAULT R4 Estate car, red/black, two owners only, Mich. X, mirrors, very rarely see these cars for sale £395
 1966 SUNBEAM Alpine Mk. V, rare one-owner example, overdrive, tonneau, fog/spot, new black hood just fitted, finished in pale blue with black £495
 1973 TRIUMPH TR6, carmine/black, one owner, confirmed mileage 12,860, overdrive, tonneau, head rests £1,425
 1973 TRIUMPH Spitfire Mk. IV, magenta, one owner 5 p.b. radio, overdrive £995
 1972 TRIUMPH Spitfire Mk. IV, white/black, one family owner, confirmed mileage 17,809, very pampered example, radio £825
 1971 TRIUMPH Vitesse Mk. II Convertible, very smart car in green with tan trim, one owner (Dr.), overdrive, tonneau, G800s, these cars are appreciating very rapidly £845
 1971 TVR Tuscan V6 coupe, beautifully finished in all black, fitted for stereo, mag. wheels, rare 3-litre model £1,195
 1967 VOLVO P1800 'S', white/black, engine work 7.5.73 cost £102, overdrive, radio, these cars are appreciating £645

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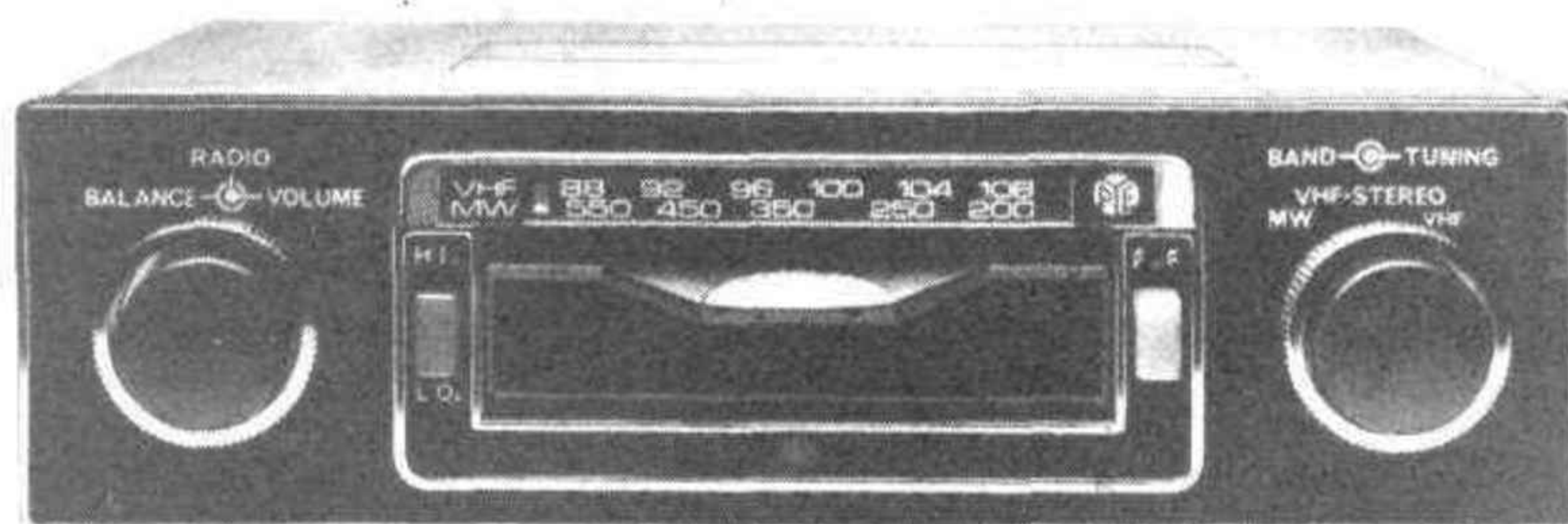


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FRONT COVER CAPTION: JODY SCHECKTER rewarded Ken Tyrrell's faith for the second time this season by winning the British Grand Prix at Brands Hatch. Baby Bear was handed his porridge on a plate, so to speak, when Niki Lauda's Ferrari picked up a puncture in the closing stages after leading unchallenged from the flag.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ HANGING THE MASTERPIECE IN OILS

If the amount of publicity it received is any criterion, the outstanding event of August was Castrol's Great Motoring Extravaganza, celebrating 75 years of this famous lubricating-oil. Having framed their masterpiece (see MOTOR SPORT, April issue, pp. 336-338), Castrol Limited then hung it up, in the better sense of that term, with a unique display of ancient and modern motoring achievements at Olympia, an exhibition which may well start a fashion in "historic" motor shows.

Rival oil-refiners may well have thought "Hang the Masterpiece" as they contemplated the column-inches of editorial space and the numerous pictures which Castrol achieved by this ingenious anniversary celebration, especially as, by charging admission to Olympia, they must have recovered at least some of the cost of staging it!

Going to Olympia, so homely compared with Earls Court, for the Extravaganza, took us back to the days of our callow youth, when we wandered excitedly about the Motor Show aisles, stuffing costly catalogues into our Trojan carrier-bag. Maybe it is advancing age that has taken some of the gilt off such shows, where the cars now tend to be swamped by near-nude girls, bands, lion-cubs and all the gimmicks of 1970s publicity, so that we do not really care whether the next one moves from London to Birmingham, or does not happen at all. Even the nostalgic exhibits at the Castrol exhibition seemed a bit out-of-place and forlorn, mute on the stands, the great record-breakers looking like monsters from another age and somehow less alluring than when they used to appear at Schoolboy's Exhibitions and Christmas Bazaars soon after their great exploits on road and beach and track. Perhaps it is that in recent times we have seen them rather too often?

During our pre-view inspection, to the sound of a racing engine on full-song, emanating no doubt from the Cinema, until it cut out pre-emptorily as some electrician wrestled with the show-lighting from hundreds of Atlas bulbs, the first person we met was Leo Villa, searching for "his" record-breaking Sunbeam. The Brooklands scene, with a Paddock backdrop, featured Amilcar Six, Morgan 3-wheeler, Type 51 Bugatti, the V12 Delage and a "Brooklands" Riley 9, all appropriate but none specially built for the Track (the Barnato-Hassan was a "non-starter"). The Napier-Railton was away in the Achievements Section along with the 200 m.p.h. Sunbeam and the "Golden Arrow", but Noel Pope's lap-record Brough Superior sidecar outfit was about to be moved into the arena, and we were amused to see that Lord Montagu's 1922 Maxwell charabanc had acquired a fictitious "Brooklands Motor Coaches" label for the occasion. "Babs" had a fine place all to herself, but would not have run on the (simulated) sand on those treaded tyres, although the reversed steering wheel is as fitted by Parry Thomas.

We met again that 1948 twin-cam four-cylinder XK Jaguar engine, thought the boats *Miss England 1* and the 1937/38 *Bluebird* impressive, looked at engines ranging from a Bentley BR2 to the "World's Fastest Diesel" from Eyston's "Flying Spray" record-car, and noticed that whereas the RAC aspired to an 1897 Daimler the College of Automobile Engineering was more modest, being content with a bull-nose Morris-Cowley. The "aerodrome" was so small that even the Sopwith Pup that had landed thereon could scarcely have taken off from it and we wondered why it wasn't attended by a Crossley tender, to match up with the Army's Vauxhall Staff-car. "Rolls-Royce Motors" had a splendidly period stand, Foden's had rightly taken the steam cake, and Fiat, Alfa Romeo, Chrysler UK, British Leyland, Vauxhall, Norton-Villiers, Mercedes-Benz, Ford, Mazda and Renault had entered into the spirit of the occasion, with suitable exhibits. The NMM showed the 1907 racing Itala and its Alfonso Hispano-Suiza but "Morton Motors" seemed a curiously versatile emporium, with Poore's GP 3.8 Alfa Romeo, Ford Zephyr and Eight saloons, a GPO Morris Minor van and a Burney-Crossley rear-engined saloon on its forecourt! London Transport had sent a solid-tyred

Continued on next page



1899-1974

Motor Sport Fixture List For September

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

| DATE | CLUB | RENDEZVOUS | NEAREST TOWN OR MAP REFERENCE | CATEGORY | TIME |
|-----------------|----------------------------|--------------------------------------|-------------------------------|--|-------|
| Sept. 1st | BOC | Prescott | Cheltenham, Glos. | RAC Championship Hill-climb (N) | 11.00 |
| Sept. 1st | 55 CC | Ingliston | Edinburgh | Sprint (R) | 14.00 |
| Sept. 1st | Invaders MC | Royal Naval Aircraft Yard, Wroughton | Swindon | Sprint (R) | 13.30 |
| Sept. 7/8th | Teify Valley MC | Mart Ground | Newcastle Emlyn | Rally (R) | 22.30 |
| Sept. 7/8th | Furness Dist. MC | Bowater Scott Tissue Mill | Barrow-in-Furness | Rally (R) | 20.00 |
| Sept. 8th | Salisbury & Shaftesbury CC | Wincanton Garages | MR 183M/711284 | Rally (R) | 08.00 |
| Sept. 8th | BARC (Yorkshire) | Croft Autodrome | North Yorkshire | Race Meeting (R) | 15.00 |
| Sept. 9th | BARC | Silverstone | Towcester, Northants. | Race Meeting (R) | 14.45 |
| Sept. 8th | AC Milano | Monza | Milan, Italy | Italian Grand Prix, World Championship Round 13 (INT) | — |
| Sept. 8th | AC Mayen (ADAC) | Nurburgring | Adenau, W. Germany | Super Sprint 250 GT (INT) | — |
| Sept. 12/14th | SCC SA | Johannesburg | Johannesburg, S. Africa | Roof of Africa Rally (INT) | — |
| Sept. 13/14th | Manx Auto Sport Ltd. | Douglas | Douglas, Isle of Man | Manx International Trophy Rally (INT) | — |
| Sept. 14/15th | Thame MC | Hartford Motors | Oxford | Rally (C) | 22.31 |
| Sept. 15th | Maidstone & Mid-Kent MC | Lock Meadow, Hart Street | Maidstone, Kent | Autotest (R) | 10.00 |
| Sept. 15th | Huddersfield MC | Scammonden Water | Huddersfield | Speed Hill-climb (R) | 13.30 |
| Sept. 15th | Welsh Border CC | Grange Road | Ellesmere | Autocross (R) | — |
| Sept. 15th | BARC (Surrey) | Brands Hatch | Dartford, Kent | Race Meeting (R) | 14.00 |
| Sept. 15th | Midland Manor MC | Kidderminster Motors Ltd. | MR 138/831/753 | Special Stage Rally (R) | 09.00 |
| Sept. 18th/22nd | Witham & Dist. MC | Layer Road Service Station | Colchester | Autocare Compass Point Marathon Rally (R) | 21.01 |
| Sept. 18th/22nd | AC Jerez | Jerez | Jerez, Spain | Sherry Rally (INT) | — |
| Sept. 21st | York MC | York Livestock Centre | Murton, York | Forest Rally (N) | 08.31 |
| Sept. 22nd | CASC | MoSport Park | Canada | Canadian Grand Prix, World Championship Round 14 (INT) | — |
| Sept. 22nd | Bristol MC & LCC | Charterhouse | Cheddar | Autumn Autocross (R) | — |
| Sept. 22nd | Thames Estuary AC | Snetterton | Snetterton, Norfolk | Race Meeting (R) | 14.00 |
| Sept. 22nd | BARC | Thrupton | Andover, Hants. | Tricentrol 100 km. Trophy Meeting (R) | 14.15 |
| Sept. 28th | Herts. CA & A Club | Alan Pond Garage | MR 166/189/057 | Nocturne Night Trial | 20.00 |
| Sept. 28/29th | CSMA | Brampton Hotel | MR 153/193718 | Chequers Trophy Rally (C) | 23.01 |
| Sept. 29th | BARC | Mallory Park | Kirkby Mallory, Leics. | Race Meeting (R) | 14.15 |
| Sept. 29th | ADAC-Wurttemberg | Hockenheim | Wurttemberg, W. Germany | Preis von Baden/Wurttemberg und Hessen (INT) | — |

MATTERS OF MOMENT

Continued from previous page

'bus, the Donington Collection was represented, and all manner of famous competition cars, old and new, were there to remind one of epic achievements, on Castrol of course! Britain's departed pride and accomplishments were brought vividly to mind by the EX179 and EX181 MGs, the Le Mans Rover-BRM, a works DB3S Aston Martin, the Indianapolis Austin A90 Atlantic, and more recent Mini Cooper and Lotus-Ford rally cars, etc. In contrast, it was nice to see a decent Unic taxi in the London street scene. . . .

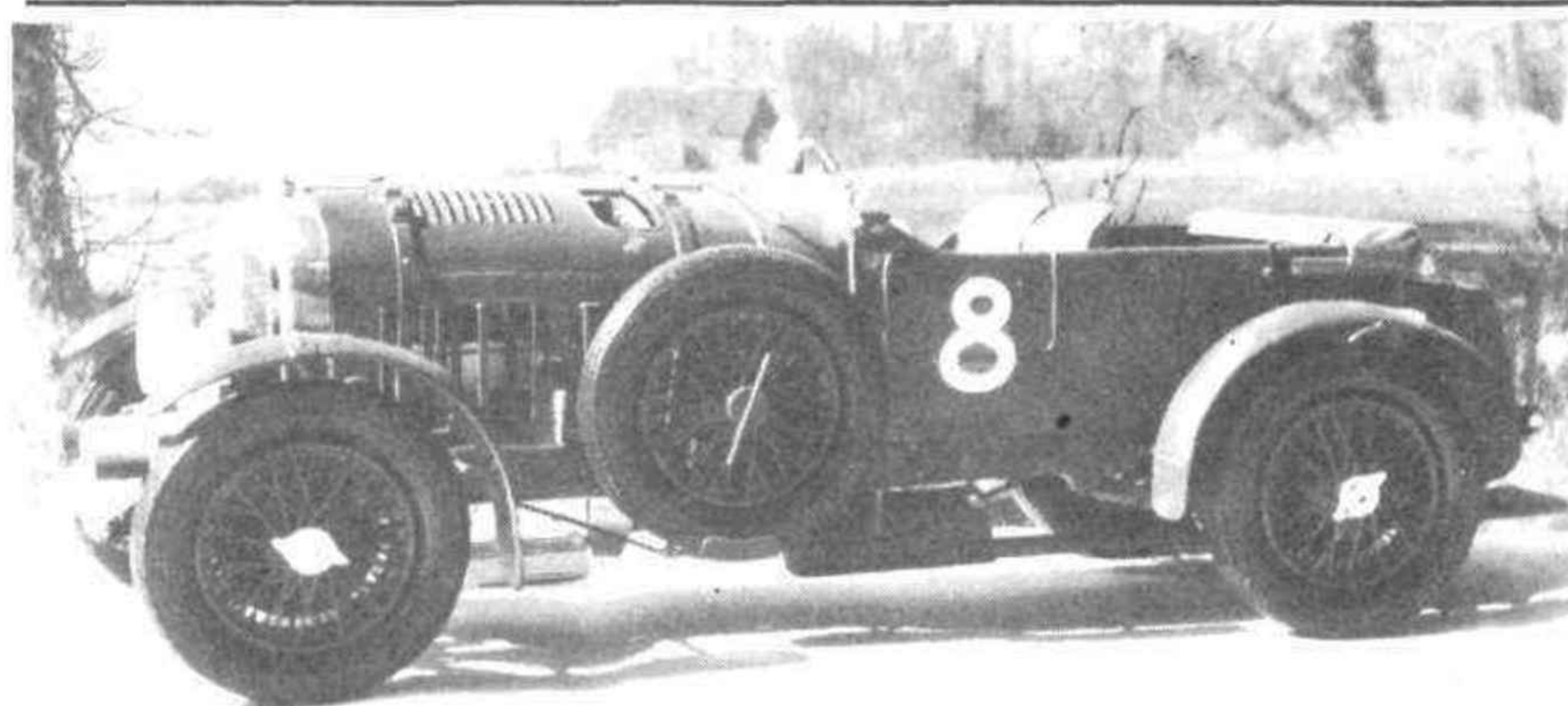
Altogether, a fine affair, for which Laurie Sultan and his aides deserve much praise. Of the written support, the best piece—apart from our own, of course!—came from Edward Eves, and he made the point that castor oil, the celebrated Castrol-R, was essential for WWI rotary aero-engines in order to prevent the rich petrol/air mixture in the crankcase diluting the lubricant (another problem is two-stroke engine lubrication, in which oil is deliberately mixed with the fuel, and with which Castrol cope just as effectively), apart from Castrol R's resistance to extremes of temperature, for which most writers settled. There was also an interesting explanation of why Mercedes-Benz used Castrol-R as late as 1955, for the W196. This memorable Extravaganza also produced two other good things—a Castrol film, available to Clubs, in which Denis Norden does the fanny stuff very nicely and there are excellent, historic sequences, and Julian Berrisford's book "Wheels Wings & Water" that collects together about the best selection of pictorial nostalgia we have previously encountered. The Foreword is by Capt. G. E. T. Eyston, who declared the Extravaganza open.

When all is said and done, however, fast vehicles look pathetic as static show-exhibits,

so perhaps the Dijon demonstration which MOTOR SPORT illustrated in colour last month was a happier affair. As it was, we were not sorry to leave Olympia by 5 p.m., retrieve the BMW, and drive out of London, past the White City where, in 1920, 1921 and 1922, the Motor Show overflowed, visitors being conveyed between the two halls in primitive motor-coaches. Continuing our journey, within three hours we had crossed the Radnor mountains, heading for remote Powys, in spite of a "pit-stop" to take on Mobil (petrol, not oil, for even prior to the Extravaganza we were confirmed Castrol consumers!). Surely this is more what motoring is about than looking at the contents of even the better motor shows?



Alan Cottam's Connaught preparing to make FTD at the VSCC Prescott hill-climb—see page 952.



Pressure on space has caused "Miniatures News" to be held over this month, but to keep model-car enthusiasts happy, here is a picture of a 15-in.-long Airfix 4 1/2-litre blower Bentley made up and photographed by a reader, P. Birch of Marston Green. He still wants to find a P3 Alfa Romeo kit, if anyone knows of a source of supply.

PRACTICE TIMES

| No. | Driver | Car | Friday | Saturday |
|-----|---------------|-----------------------------|---------|----------------|
| 1 | R. Peterson | Lotus 72/R8-Cosworth V8 | 7. 09.0 | — |
| 2 | J. Ickx | Lotus 72/R5-Cosworth V8 | 7. 09.1 | no improvement |
| 3 | J. Scheckter | Tyrrell 007/1-Cosworth V8 | 7. 07.3 | no improvement |
| 4 | P. Depailler | Tyrrell 007/2-Cosworth V8 | 7. 07.4 | 7. 06.2 |
| 5 | E. Fittipaldi | McLaren M23/8-Cosworth V8 | 7. 07.5 | 7. 02.3 |
| 6 | D. Hulme | McLaren M23/6-Cosworth V8 | 7. 16.2 | 7. 08.8 |
| 7 | C. Reutemann | Brabham BT44/1-Cosworth V8 | 7. 07.2 | no improvement |
| 8 | C. Pace | Brabham BT44/2-Cosworth V8 | 7. 14.3 | 7. 12.7 |
| 9 | H-J. Stuck | March 741/1-2-Cosworth V8 | 7. 16.0 | no time |
| 10 | V. Brambilla | March 741/2-3-Cosworth V8 | 7. 26.5 | 7. 20.9 |
| 11 | G. Regazzoni | Ferrari 312B3/016—flat-12 | 7. 01.0 | no improvement |
| 12 | N. Lauda | Ferrari 312B3/012—flat-12 | 7. 00.8 | no improvement |
| 14 | J-P. Beltoise | BRM P201/02—V12 | 7. 18.0 | 7. 10.55 |
| 15 | H. Pescarolo | BRM P201/03—V12 | 7. 25.5 | 7. 20.9 |
| 16 | T. Pryce | Shadow DN3/3A-Cosworth V8 | 7. 13.8 | 7. 09.9 |
| 17 | J-P. Jarier | Shadow DN3/2A-Cosworth V8 | 7. 15.5 | 7. 14.9 |
| 18 | D. Bell | Surtees TS16/02-Cosworth V8 | 7. 23.2 | 7. 22.0 |
| 19 | J. Mass | Surtees TS16/03-Cosworth V8 | 7. 09.8 | no improvement |
| 20 | A. Merzario | Williams IR/04-Cosworth V8 | 7. 11.2 | no improvement |
| 21 | J. Lafitte | Williams IR/03-Cosworth V8 | 7. 21.0 | 7. 17.6 |
| 22 | V. Schuppan | Ensign MN02-Cosworth V8 | 7. 25.2 | 7. 20.8 |
| 23 | T. Schenken | Trojan T103-Cosworth V8 | no time | 7. 29.1 |
| 24 | J. Hunt | Hesketh 308/3-Cosworth V8 | 7. 16.1 | 7. 10.4 |
| 25 | H. Ganley | Maki F101-Cosworth V8 | no time | — |
| 26 | G. Hill | Lola T370/HU2-Cosworth V8 | — | 7. 15.5 |
| 27 | G. Edwards | Lola T370/HU1-Cosworth V8 | 7. 33.3 | 7. 31.5 |
| 28 | J. Watson | Brabham BT42/2-Cosworth V8 | 7. 16.3 | 7. 10.5 |
| 29 | M. Mohr | Brabham BT42/6-Cosworth V8 | — | non - starter |
| 30 | C. Amon | Amon AF101-Cosworth V8 | 8. 26.2 | — |
| 32 | I. Ashley | Token RJ/02-Cosworth V8 | 7. 36.4 | 7. 24.6 |
| 33 | M. Hailwood | McLaren M23/1-Cosworth V8 | 7. 10.1 | — |
| 37 | F. Migault | BRM P160/09—V12 | 7. 26.5 | no improvement |
| 1T | R. Peterson | Lotus JPS/10-Cosworth V8 | 7. 31.9 | 7. 11.3 |
| 3T | J. Scheckter | Tyrrell 007/3-Cosworth V8 | 7. 03.4 | no improvement |
| 5T | E. Fittipaldi | McLaren M23/5-Cosworth V8 | 7. 08.4 | no improvement |
| 6T | D. Hulme | McLaren M23/5-Cosworth V8 | 7. 16.4 | no improvement |
| 7T | C. Reutemann | Brabham BT44/3-Cosworth V8 | — | no time |
| 8T | C. Pace | Brabham BT44/3-Cosworth V8 | — | no time |
| 11T | G. Regazzoni | Ferrari 312B3/014—flat-12 | — | no time |
| 17T | J-P. Jarier | Shadow DN3/4A-Cosworth V8 | — | — |
| 18T | D. Bell | Surtees TS16/05-Cosworth V8 | no time | no time |
| 19T | J. Mass | Surtees TS16/05-Cosworth V8 | no time | no time |
| 24T | J. Hunt | Hesketh 308/1-Cosworth V8 | 7. 11.1 | no improvement |
| 26T | G. Hill | Lola T370/HU3-Cosworth V8 | 7. 21.7 | no improvement |
| 28T | J. Watson | Brabham BT44/4-Cosworth V8 | — | no time |
| 30T | L. Perkins | Amon AF101-Cosworth V8 | — | 7. 46.2 |
| 33T | M. Hailwood | McLaren M23/7-Cosworth V8 | — | no time |

quicker on a push-bike! Fittipaldi got all serious about the conditions and stopped and had a different type of rear aerofoil fitted, to try the effect, but nobody seemed interested in setting off round the full circuit under the rainy conditions. Practice eventually fizzled out and the fastest 25 cars were posted as starters, with the two Ferraris on the front row of the grid, followed by Fittipaldi and Scheckter leading the Cosworth brigade. Scheckter, Peterson, Hailwood, Watson and Pace all took advantage of the 1974 change-of-car rule, the South African having done his best time with the spare Tyrrell, the Swede having done his in the Lotus 72 before it destroyed itself, the motorcycle champion having done his time in his earlier McLaren before it too decided it had had enough, the Irishman deciding to use the new Brabham when his old one developed engine trouble and the Brazilian just wanting a change.

Relegated to spectators on race day were Ashley, Migault, Schenken, Edwards, Perkins and Amon, but of these Ashley was told to stand-by with the Token, as first reserve, in case anyone failed to start. A really enormous crowd had been pouring into the Eifel mountains all during Saturday, the vast majority of them camping in the woods and fields around the circuit and the continuous heavy rain through Saturday night did not seem to have damped their enthusiasm. All the major vantage points were packed solid and the car parks were full to overflowing and the Nurburgring was all set to witness a good race. Overhead the sky was ominous, though the ground was dry and before the start, due at 1.30 p.m., it was announced that if rain developed during the first four laps the race would be stopped and restarted when

the drivers and entrants considered it safe. If they had done more than four laps and less than eight laps when the rain came, then the race would be stopped and restarted with everyone in the order they were when it was stopped. If they had done more than eight laps then the race would be stopped and considered finished. At 12.45 p.m. everyone was lined up in the pits road, ready to start off on a full warm-up lap, and standing by as a sign of the affluent times in Formula One, were spare cars for Team Tyrrell, Ferrari, Hesketh, McLaren, Surtees, Embassy-Lola and Shadow, while there was a spare Brabham in the paddock. As first reserve Ashley followed the 25 cars off on the warm-up lap, only to collect a flat tyre half-way round, so while everyone returned to the pits to top up with fuel and generally get ready, the Token was limping slowly round, arriving late with no tyre on the right front wheel. The suspension had been damaged, so while everyone began to assemble on the dummy-grid the Token had new parts fitted and just made it to the back of the grid in time. It was waved into position alongside Bell's Surtees, making 26 cars on the start line, with no instructions as to what the driver was supposed to do. Everyone moved up to the main grid, the starting signal was given and a minor shambles developed. Gone are the days of the perfect Grand Prix start, we now get the standard Formula One fracas. Fittipaldi had trouble getting into gear, Depailler dodged past him, Hulme tried to go to the left, only to find Ickx overtaking him, and the two Texaco-Marlboro McLaren's made contact, breaking the right rear suspension of Hulme's car and knocking Fittipaldi's left rear out of line. Hulme was left derelict in

the middle of the track, while Fittipaldi got away at the end of the field. Having seen Fittipaldi apparently unable to start, Ashley did not hesitate and took off with the rest of them. While this mid-field excitement was taking everyone's attention, there were more important things happening out at the front. From his pole position Lauda did not make a very good start, and it was Regazzoni who shot into the lead, with Scheckter hard behind him and Lauda in third place. They went round the South Curve and up the straight behind the pits with Regazzoni leading and Lauda cursing himself for muffing his start. Going into the North Curve the Austrian tried to outbrake Scheckter's Tyrrell, got all crossed up on the inside, spun across the track, clipping the Tyrrell as he went, and ended up in the barriers, the Ferrari badly

STARTING GRID

| | |
|---|--|
| ↑ 12 | 11 |
| N. Lauda (Ferrari—flat-12) 312B3/012 7 min. 00.8 sec. | G. Regazzoni (Ferrari—flat-12) 312B3/016 7 min. 01.1 sec. |
| 5 | 5 |
| E. Fittipaldi (McLaren-Cosworth V8) M23/8 7 min. 02.3 sec. | J. Scheckter (Tyrrell-Cosworth V8) 007/1 *7 min. 03.4 sec. |
| 4 | 7 |
| P. Depailler (Tyrrell-Cosworth V8) 007/2 7 min. 06.2 sec. | C. Reutemann (Brabham-Cosworth V8) BT44/1 7 min. 07.2 sec. |
| 6 | 1 |
| D. Hulme (McLaren-Cosworth V8) M23/6 7 min. 08.8 sec. | R. Peterson (Lotus-Cosworth V8) JSP/10 *7 min. 09.0 sec. |
| 2 | 19 |
| J. Ickx (Lotus-Cosworth V8) 72/R5 7 min. 09.1 sec. | J. Mass (Surtees-Cosworth V8) TS16/03 7 min. 09.8 sec. |
| 16 | 33 |
| T. Pryce (Shadow-Cosworth V8) DN3/3A 7 min. 09.9 sec. | M. Hailwood (McLaren-Cosworth V8) M23/7 *7 min. 10.1 sec. |
| 24 | 28 |
| J. Hunt (Hesketh-Cosworth V8) 308/3 7 min. 10.4 sec. | J. Watson (Brabham-Cosworth V8) BT44/4 *7 min. 10.5 sec. |
| 14 | 20 |
| J-P. Beltoise (BRM—V12) P201/02 7 min. 10.5 sec. | A. Merzario (Williams-Cosworth V8) IR/04 7 min. 11.2 sec. |
| 8 | 17 |
| C. Pace (Brabham-Cosworth V8) BT44/3 *7 min. 12.7 sec. | J-P. Jarier (Shadow-Cosworth V8) DN3/2A 7 min. 14.9 sec. |
| 26 | 9 |
| G. Hill (Lola-Cosworth V8) T370/HU2 7 min. 15.5 sec. | H-J. Stuck (March-Cosworth V8) 741/1-2 7 min. 16.0 sec. |
| 21 | 22 |
| J. Lafitte (Williams-Cosworth V8) IR/03 7 min. 17.6 sec. | V. Schuppan (Ensign-Cosworth V8) MN02 7 min. 20.8 sec. |
| 10 | 15 |
| V. Brambilla (March-Cosworth V8) 741/2-3 7 min. 20.9 sec. | H. Pescarolo (BRM—V12) P201/03 7 min. 20.9 sec. |
| 18 | 32 |
| D. Bell (Surtees-Cosworth V8) TS16/02 7 min. 22.0 sec. | I. Ashley (Token-Cosworth V8) RJ/02 7 min. 24.6 sec. (First Reserve) |
| Not Qualified: | |
| 32 | I. Ashley (Token RJ/02-Cosworth V8) 7 min. 24.6 sec. |
| 37 | F. Migault (BRM P160/09—V12) 7 min. 26.5 sec. |
| 23 | T. Schenken (Trojan T103-Cosworth V8) 7 min. 29.1 sec. |
| 27 | G. Edwards (Lola T370/HU1-Cosworth V8) 7 min. 31.5 sec. |
| 30T | L. Perkins (Amon AF101-Cosworth V8) 7 min. 46.2 sec. |
| 30 | C. Amon (Amon AF101-Cosworth V8) 8 min. 26.2 sec. |
| 25 | H. Ganley (Maki F101-Cosworth V8) crashed practice |

* Time recorded with another car.

bent and out of the race on the second corner.

Regazzoni was away, with no one to bother him, and by the end of the first lap it was all over. Driving extremely confidently and running hard enough not to be bothered by anyone the Swiss driver reeled off the laps, completely out of sight to all the hopefuls who thought they were going to beat him. The comic-turn among the mid-field runners had a second showing, for while McLaren M23/6 was dragged off the circuit, Hulme climbed into the spare McLaren and set off round the full circuit, and, until the officials woke up and black-flagged him, there were 26 cars running in the race, and a total of 27 out on the circuit. Fittipaldi was barely half-way round the first lap before his damaged rear tyre deflated and he limped his way slowly back to the pits. Hulme had two clear fast laps before being disqualified, and Ashley continued in the race, seemingly overlooked by everyone. Watson did only one lap with the new Brabham, retiring at the pits with something wrong with the right front suspension, which had put him off on the grass, and on the next lap Lafitte retired at the pits with the right rear upright casting broken on his Williams car.

Reutemann was in good form and was pressing Scheckter hard, these two being in a Cosworth race that had little connection with the Ferrari race, and while Regazzoni dominated the scene a wistful Lauda explained to the continuous flow of enquirers that he had goofed. Fittipaldi did one more lap before retiring, the McLaren not feeling right, and Pace stopped at the end of lap four to tell his mechanics that his Brabham did not feel right. As there was no obvious reason for his complaint they fiddled with the rear aerofoil and sent him on his way. In a surprising fourth place, but some way behind the Scheckter/Reutemann duel, lay Jochen Mass in his Surtees, leading Peterson in the cobble-up Lotus 76/72, Depailler in Tyrrell 007/2, Ickx in Lotus 72/RS, Hailwood in McLaren M23/7 and Merzario in the latest Williams car. Hunt, Jarier, Beltoise and the rest followed at intervals. On the fifth lap Beltoise came to rest when his BRM engine died on him, through an apparent electrical fault, and Merzario was reduced to a crawling pace when the throttle linkage broke a vital part and only allowed one bank of slides to open. At this point it was sprinkling with rain on the far side of the circuit, and though most of the track was damp it was not significant enough for the race to be stopped, or to justify anyone stopping to fit rain-tyres. On the start and finish plateau it was still dry, so only the drivers had to do any worrying, and they just got on with the job. Peterson, Ickx, Mass, Hailwood and Depailler had a bit of a carve-up during the sixth lap, and the Frenchman in the Tyrrell came off second best, damaging the back end against the barriers, while Mass was elbowed to the back and the two Lotus drivers finished the lap side-by-side and a bit too close for comfort. Next time round the order of this group was Ickx, Mass, Hailwood and Peterson, and the issue seemed to be settled.

By the end of lap seven, which was half-distance, Regazzoni was around the North Curve and away on his eighth lap before Scheckter and Reutemann came into view of the pits. The battle for fourth place was

still going on, with Ickx in command, and behind them in eighth place was Hunt, followed by Jarier, Stuck, Pryce, Hill, Pescarolo, Brambilla, Bell, Ashley and Pace. Schuppan had retired the Ensign with gearbox trouble, having done nearly a lap with the throttle stuck open and driving and changing gear on the ignition switch. Regazzoni's lead was so comfortable that he did not have to strain the Ferrari and was lapping just above the old lap record, which still stood to Pace (Surtees) in 7 min. 11.4 sec. from last year. At the end of the eleventh lap Mass stopped in a cloud of smoke as the Cosworth engine in his Surtees blew up in a big way, and this left Hailwood sandwiched between the two black and gold Lotus cars. Pryce was now in a good seventh place, having caught and passed his team-mate Jarier, and also Stuck in the orange March and was driving an excellent race for one in a Grand Prix car on the Nurburgring for the first time. Scheckter just managed to scratch below the old lap record in his efforts to get rid of Reutemann, but it made little impression on the leading Ferrari. Ashley had come charging into the pits with no tyre on the right front wheel of the Token for the second time in the day, and was soon back in the race with a new wheel fitted. The hurried repairs before the start had meant that the steering was not properly aligned and the tyre had worn itself out. As Reutemann started his last lap the rear aerofoil on his Brabham was breaking up, the right-hand side-plate hanging off and the whole thing threatening to fall off. The Lotus pair appeared on their own, for Hailwood had landed all wrong after the jump at Pfanzgarten and the McLaren had turned violently sharp right, head-on into the Armco barrier, as if something had broken on landing. The front was smashed in and Hailwood was trapped in the wreckage with severely broken legs.

Results :
GERMAN GRAND PRIX—Formula One—14 laps—Nurburgring—22.835 kilometres per lap
319.69 kilometres—Cool and damp

| | | |
|------|----------------------------------|--|
| 1st | G. Regazzoni (Ferrari 312B3/016) | 1 hr. 41 min. 35.0 sec.—188.825 k.p.h. |
| 2nd | J. Scheckter (Tyrrell 007/1) | 1 hr. 42 min. 25.7 sec. |
| 3rd | C. Reutemann (Brabham BT44/1) | 1 hr. 42 min. 58.3 sec. |
| 4th | R. Peterson (Lotus IPS/10) | 1 hr. 42 min. 59.2 sec. |
| 5th | J. Ickx (Lotus 72/RS) | 1 hr. 43 min. 00.0 sec. |
| 6th | T. Pryce (Shadow DN3/3A) | 1 hr. 43 min. 53.1 sec. |
| 7th | H-J. Stuck (March 741/1-2) | 1 hr. 44 min. 33.7 sec. |
| 8th | J-P. Jarier (Shadow DN3/2A) | 1 hr. 45 min. 00.9 sec. |
| 9th | G. Hill (Lola T370/HU2) | 1 hr. 45 min. 01.4 sec. |
| 10th | H. Pescarolo (BRM P201/03) | 1 hr. 45 min. 52.7 sec. |
| 11th | D. Bell (Surtees TS16/02) | 1 hr. 46 min. 52.7 sec. |
| 12th | C. Pace (Brabham BT44/3) | 1 hr. 48 min. 01.3 sec. |
| 13th | V. Brambilla (March 741/2-3) | 1 hr. 50 min. 18.1 sec. |
| 14th | L. Ashley (Token RJ/02) | 1 lap behind |

Fastest Lap : J. Scheckter (Tyrrell 007/1) on lap 11, in 7 min. 11.1 sec.—190.689 k.p.h. (new record).
Retirements : D. Hulme (McLaren M23/6), accident, on lap 1; N. Lauda (Ferrari 312B3/012), accident, on lap 1; J. Watson (Brabham BT44/4) on lap 2, at pits, front suspension; D. Hulme (McLaren M23/5), black flag disqualification, on lap 3 at pits; J. Lafitte (Williams IR/03) on lap 3, at pits, broken right rear upright; E. Fittipaldi (McLaren M23/8) on lap 4, at pits, rear suspension; V. Schuppan (Ensign MN02) on lap 5, at pits, gearbox trouble; J-P. Beltoise (BRM P201/02), engine stopped, on lap 5; A. Merzario (Williams IR/04) on lap 6, at pits, broken throttle linkage; P. Depailler (Tyrrell 007/2) on lap 6, accident; J. Mass (Surtees TS16/03) on lap 11, engine broke; J. Hunt (Hesketh 308/3) on lap 12, at pits, gearbox trouble; M. Hailwood (McLaren M23/7) on lap 13, accident.

25 starters — 14 finishers. (N.B.—27 cars actually took part in the race.)

REFLECTIONS IN THE EIFEL MOUNTAINS

NATURALLY Ferrari enthusiasts are always delighted when a Ferrari wins a Grand Prix, and so are most people, but the nicest thing about a Ferrari victory is the way the Ferrari team enjoy it. Once Regazzoni had crossed the finishing line the whole team hugged each other with real feeling, no one person was singled out for any special praise by anyone, they all enjoyed it and whether it was mechanic, team manager or engineer,

When Regazzoni completed his fourteenth lap, having led from start to finish, he received a rousing welcome and the whole Ferrari team were beside themselves with joy, even Lauda raising a wan smile. Scheckter trailed home in second place, followed by Reutemann, and then Peterson led Ickx home by a few feet, having "jumped" him on the final straight. Pryce led the rest home, Stuck coasting across the line with a dead engine having run out of petrol along the final straight. Graham Hill came charging into ninth place, right on the tail of Jarier's Shadow, and Brambilla trailed in at the end very slowly with a front tyre deflating. It had not been a great German Grand Prix, but it certainly had been an eventful one and it was a very satisfying win for Regazzoni and Ferrari.—D.S.J.

Nurburg Natters

There were one or two Cosworth engines sounding a bit "different" during practice, as though they were running higher compression ratios than usual, or different valve timings. They still could not match the Ferraris.

* * *

Due to the German ban on all cigarette advertising at sporting events a lot of the teams had to use up enormous quantities of sticky tape to obliterate the names of Players, Marlboro, Embassy.

* * *

We hope the Formula One accident research men look closely into the breakages suffered at the Nurburgring. They were not very good for the peace of mind.

* * *

If the organisers do their sums right in analysing the race they will find they had 26 drivers and 27 cars taking part, and the original plan was for 25 of each! Formula One Circus or Grand Prix racing?

any two who were adjacent to one another threw their arms round each other and gave a great affectionate hug, smiling happily all the time. The swarthy Swiss got a terrific reception at the end of the race, even from the German spectators, in the same way that he got an enthusiastic welcome from the British crowds at Brands Hatch. Regazzoni doesn't have much to say to anyone, and does not have a tame journalist tagging along behind him enlarging on anything he says, like some top drivers do. He gets on with the job of being a professional racing driver and everyone seems to like him, even though there

is not much in the way of a friendly personality exuding from him. I think the average spectator likes Regazzoni because he is something of a mystery man and he is a hard-charger with no nonsense about him.

During the race the new Ferrari team-manager, Luca Montezemolo, was getting a bit agitated and worrying that Regazzoni was going too fast and might over-do it somewhere. He kept suggesting to Mauro Forghieri that they should slow him down, but the bespectacled engineer said "Don't flap, Regga's OK". It was very obvious who really runs the Ferrari team, for all the mechanics were looking to Forghieri for guidance and the word to be prepared every time Regazzoni was due. Forghieri and his right-hand man Jaime Caliri were leaving nothing to chance and on every lap their time-keeper knew exactly when the Ferrari was coming onto the final straight, and in those last few seconds before it appeared over the *Tiergarten* all the yo-yos, the fairies, the camp-followers and the hangers-on, were cleared from in front of the pits and mechanics stood ready with quick-lift jacks, pneumatic wheel-nut spanners and rain tyres as well as dry tyres. If Regazzoni had headed for the pits at any time during the race, either with a puncture or to change to rain-tyres when it was damp on the other side of the circuit, the whole team was ready and waiting for him. As it turned out he went by on every lap, sounding strong and healthy, but never once did the team relax its vigil, and each time that Regazzoni changed down for the South Curve his chief mechanic Giulio Borsari listened to the exhaust note with an appreciative ear, and Regazzoni wasn't messing about or making any mistakes.

On the occasion of the British Grand Prix at Brands Hatch the Hesketh team published a souvenir booklet about their racing activities and in it James Hunt evaluated the men he thought he might see in his mirrors, if he ever got into the lead of a Grand Prix. It was good reading and a very honest appraisal of what he thought about most of the other drivers, with the exception of what he thought about Regazzoni, for he said "Frankly, I honestly think that Clay Regazzoni is over the hill". My reaction on reading that was that Hunt was sticking his neck out and asking for trouble, and I could see the same thing happening to Hunt if he tried mixing it with Regazzoni at the Nurburgring, as happened to Stewart when he tried it on with the swarthy Swiss. I could see the Hesketh stuffed into the guard rails and Regazzoni saying quietly, "What happened to Hunt?" In the German Grand Prix I don't suppose Hunt ever saw Regazzoni, for the Ferrari driver was on the front row of the grid and the Hesketh driver was on the seventh row of the grid. There are a lot of hills on the Nurburgring and Regazzoni was over them and gone long before Hunt was anywhere near them.

I am not suggesting that Regazzoni is a great champion, far from it, and his German Grand Prix win was only his second, the other being at Monza in 1970, but he has won two more Grand Prix races than Hunt has won. As for him being "over the hill" as Hunt put it, I think it would be nearer the mark to say that Regazzoni has never actually been "on the hill", if we look at the

hill as being the pinnacle as set by Stewart when he was on form. At the moment I don't think we have anyone on the pinnacle, but we do have a lot of aspiring climbers, which might explain how we have such a varied collection of race-winners this year, and how newcomers like Scheckter and Pryce look so good. The overall standard is not as sharp as it might be, though the competition for the place at the top is as strong and virile as it has ever been. At times it would seem to be a bit too virile, judging by the number of accidents we are having at the start of races. This year there have been far too many, mostly caused by inattention, misjudgement, or plain stupidity, all things that a Grand Prix driver is not supposed to suffer from. It does give one to think that perhaps the overall standard of ability in Grand Prix racing is not as good as some people would like us to think it is. It is certainly not £50,000 ability, £500 a driver would be nearer the mark. Perhaps if the drivers were presented with the repair bills, or the cost was deducted from their retainer it might improve their judgement and ability.

The latest muttering to come out of the paddock concerns the idea of drivers being involved in "transfer fees" when changing from one team to another, they getting a percentage of the "fee" as they change teams. It would be most amusing to know what some of them think they are worth, either as potential race-winners or publicity material. At one time there was only one game being played, and that was racing, and the name of the game was winning. Since the advent of the big-business firms who merely want to hang an advertising programme on a racing driver, the name of the game is money to many of them. Fortunately there are still those who live under a fixation, which is to win, and Peterson is our best example at the moment. Some of the drivers haven't a hope in hell of ever winning a Grand Prix, yet they spend advertising money from their various sponsors with carefree abandon. The world of advertising has such a lot of money to get rid of that £100,000 spent on a no-hoper trailing round at the back seems justified to them, provided he is in "Formula One Racing". If the "transfer fee" idea develops it will not be long before the business ventures involved get together and control things taking it in turns for "their man" to win a race. In the sordid world of big business this would be termed "fair shares for all", but to the enthusiastic follower of motor racing it would be called "rigging the results" and there are a lot of people who would stop going to Formula One races if this happened.

During the three days activity on the Nurburgring there were far too many mechanical failures on chassis and running gear components. If an engine is overstressed and breaks a con-rod or drops the head off a valve, it is understandable, but when cars break vital components that throw the car out of control and into the crash barriers it is time some of the "designers" took a close look at themselves, or the "development engineer" looked into the matter of servicing and maintenance. Ganley is pretty certain that something broke on the Japanese Maki suspension, which caused his accident, while Peterson is equally certain about the rear

wheel breaking up on his Lotus 72. The way Hailwood's McLaren M23 turned sharp left during practice was indicative of something breaking in the front suspension or the steering, though his accident in the race he puts down to his own mistake in landing "all wrong" from the jump over the brow at *Pflanzgarten*. Lafitte's Williams car had a great crack across the cast alloy upright of the right rear suspension which he fortunately felt before it broke completely.

After the British Grand Prix at Brands Hatch, where the rules said in effect "no racing in the rain" it was assumed that this was because of the inadequacy of the pits to cope with a mass influx of cars to change wheels. That the same rule was applied at the Nurburgring could not have been for that reason, so we can only assume that Formula One has decided "no racing in the rain". Apart from wondering why Goodyear and Firestone have been developing special rain-tyres, and what they think about the idea, this new move seems to have arrived as a *fait-accomplis* presumably after discussion by all those actively concerned. When you say "Formula One" you are encompassing two members of the Constructors Association, a representative of the Drivers Association, circuit and organising representatives, members of the CSI and various self-proposed "specialists" from advisory groups; representatives from the tyre companies as well, one would hope. The race at the Nurburgring was held over 14 laps, but if torrential rain had developed at nine laps the race was to be stopped and considered finished. This would have deprived the spectators of five laps of Grand Prix racing and presumably everyone would have got a refund of part of their entrance money as they went home! Somehow I can't see that happening in Germany or anywhere else. Rain on lap 51 at Brands Hatch would have "short-changed" the British public of 24 laps of racing. One day the paying public are going to get wise to the way the world of Formula One are treating them, and if the paying public don't turn up there won't be any Formula One. There might still be the odd Grand Prix motor race for any gentleman who wishes to partake with his racing car, but the big blousy circus that we have with us today will have gone up in smoke.

While on the subject of the way Formula One is treating the paying customer there have been a great number of complaints about paying large sums of money to go into the paddock only to find that all the Grand Prix cars are hidden away under tents and awnings fixed to the sides of the transporters, or else barriers prevent you seeing very much. The world of Formula One, or at least some of its members, delight in saying that it is "a multi-million pound business" while others say it is not a sport or technical exercise but that it is "entertainment". They should join the public once in a while and see where the "multi-million pounds" are coming from and what sort of "entertainment" it is. I think they would find that an awful lot of it is a great big con. There is nothing wrong with Lauda and Peterson having a go at each other, or the sound of the Ferrari engine, and one or two others certainly "entertain" but there is an awful lot of dead-wood in Formula One.

Before the start of the German Grand Prix there was a heartrending little scene in the pits. The privately sponsored Token car had just failed to qualify for a place on the grid, Ian Ashley being twenty-sixth fastest, which was no reflection on his efforts at his first go in a Grand Prix. The organisers said he could stand by as first-reserve, in case anyone failed to start, so Ashley set off on the warm-up lap of the full circuit with the rest of them. On the way round he had the right front tyre deflate while charging down the *Fuchsrohe* hill. With the rubber flailing about he drove round the rest of the lap, arriving back at the pits on the bare rim, but meanwhile everyone else had returned and were getting ready for the start. The Token team's problem was complicated because the flailing tyre had damaged the upper wishbone and there did not really seem time to do anything about it. However, they got stuck in and replaced the damaged parts, while Ashley sat in the cockpit, having no idea how near the race was to starting, apart from knowing that everyone had left the pit road and was assembling on the dummy-grid. If the repairs were completed in time there was no guarantee that Ashley could start, for all twenty-five cars seemed in good order, but if they were not completed in time, it might not matter if he was still "first reserve", but there was the awful feeling that if he didn't get to the back of the grid, sure as Dr. Sodi's law applies, someone would fall out before the start. Working against time the Token was repaired and as Ashley shot off round the South Curve pits-loop to join the back of the grid there was the awful feeling that after all that effort he was going to be wheeled to one side due to the grid being full. As it turned out he was ushered onto the back of the grid, alongside Derek Bell as the field was preparing to start, and seeing Fittipaldi stationary when everyone else started, Ashley joined in, reasoning that only 24 cars had started on the flag, so as "first reserve" he was justified in making up the number; and anyway, no-one told him anything to the contrary. During the race he had another tyre failure, due to the hurried rebuild not allowing for any accurate lining up of the suspension, which caused excessive tyre wear. Once more he drove the rest of the lap on the flat tyre, until it parted company with the wheel, and he returned to the pits on the rim. With the pit road being empty of cars, and the Token pit being at the far end, he went down the pit road at a fair rate of knots. He had another wheel fitted and rejoined the race, to finish one lap behind the leader. Altogether an event full of drama and excitement for this amateur group, but nonetheless satisfying, for a lot of people didn't finish the German Grand Prix, and it was the Token team's first try. When it was all over poor Ashley received a "right yacking" from the wife of a well-known team manager for the speed he had gone down the pit road! Some of the Formula One people really should get involved in long-distance sports car racing, where the pit-road is in continual use, with cars coming in for repairs, refuelling or tyre changes, and they should have been at some in the days of Siffert and Rodriguez in 917 Porsches; you did not loiter about in the pit-road in those days, but made sure you were

up on the pit counter if the klaxon heralded their approach to the pits.

An observation without comment. In many places on the Nurburgring there are now wire-mesh catch-nets in front of the Armco barriers. These nets are mounted on wooden stakes but so far no one is worried about splinters of wood piercing the body. Recently, at an English hill-climb venue a wooden barrier had to be protected by a steel strip to prevent splinters of wood projecting in the case of a car hitting the barrier. This was demanded by the Safety Committee of the

RAC. When someone has a trauma about being impaled on the wooden stakes holding up the catch-fence at the Nurburgring I wonder what they will mount in front of the wire netting? They could always grow a springy box-hedge to absorb the initial blow; come to think of it the Nurburgring was lined with springy box-hedges before the great face-lift demanded by the GPDA, when they insisted on double-row Armco barrier the whole way round the circuit on both sides. Sometimes I wonder if we really know where we are going.—D.S.J.

European Letter

[By means of which our roving European reporter keeps in touch with the Editor.]

Dear W. B.,

Not surprisingly this month's letter is mainly connected with the Nurburgring and the German Grand Prix, for that event is always a great occasion in motor racing. The very name of the Nurburgring conjures up dramatic scenes accompanied by music by Wagner, with some thunder and lightning in the background. Unless you have a helicopter, like Lord Hesketh, the only way to the Nurburgring is by road, and no matter from which direction you approach, if you enjoy motoring for its own sake, the trip to the Nurburgring is good. Most of the roads in the Eifel mountains have been rebuilt over the years, with super-smooth surfaces and some wonderful open sweeps across the hills and valleys. You may only be in the seventies or eighties most of the time, but the motoring is very satisfying and you get a very good impression of what the actual Nurburgring circuit is like, for the Eifel terrain is similar whether you are on the public roads or on the circuit. To drive the Jaguar over the roads leading to the circuit is very satisfying so it is easy to see why the racing drivers enjoy driving their racing cars round the 14-mile circuit. Unless you are indulging in some records attempts, or drag racing, flat surfaces are dull, but once you have left the pit area on the Nurburgring there are no flat surfaces, you are either plunging downhill or climbing uphill and it is that aspect of the circuit that I always find fascinating.

This time I approached the Eifel mountains through southern Belgium, with a colleague in the passenger seat, and after crossing the flat central part of Belgium we deviated off into the countryside across the river Meuse, climbing the hill out of Huy that is used for a national hill-climb. My colleague's impression of Belgium had been gleaned from quick trips to Zolder and Nivelles, and he had no idea there was such beautiful countryside so near by. When I pointed out to him that it would be like this for the rest of the day's motoring, getting better as we went along, he was visibly impressed. Our route took us through the Ardennes and then into the Eifel, and if you enjoy hills, forests, fields and good scenery you can't go wrong in this part of Europe, and the roads are fairly deserted, which makes it even more enjoyable. Being in the Ardennes we naturally had to make a detour to take a lap of the Spa-Francorchamps circuit, where the 24 Hour Saloon Car race had taken place the weekend before, and as we toured round we marvelled at the thought of racing

cars belting full-chat on the same roads we were driving on. If motor racing had to be confined to one small area of Europe, to avoid annoying the rest of the populace, it would be ideal to locate that area in the Ardennes and the Eifel. Then the professionals could race round the Nurburgring and the amateurs could race round Spa-Francorchamps. For the clubmen there is an excellent hill-climb out of Spa, through Barisart, and for the power boys the Course de Cote de Malchamps, out of Spa and up past the aerodrome, could be revived. It would be no trouble at all to scheme up some hill-climbs in the Eifel mountains, and while the woods and forests rang to the sound of open exhausts all the year round, the rest of Europe could relax in peace and quiet, or spend their time trying to concentrate jet aircraft into one small pocket of air.

As we drove round the Spa-Francorchamps circuit we acknowledged the enthusiasm of mutual friends who had taken part in saloon car and sports car races on the high-speed circuit, not for professional reasons, but just for the sheer fun and satisfaction of it, and hoped that the opportunity for others would continue for a long time. Heading off across the hills to the Nurburgring, where the professionals were gathering to do battle, we wondered why the Belgian circuit was considered too dangerous for the top-paid drivers, yet was considered to be all right for enthusiasts. Comparing the two circuits we could not find much difference, the biggest complaint of the Grand Prix drivers being the unsettled weather at Spa, but it is equally unsettled at Nurburgring, as we were to find out. The length of 8½ miles didn't hold water, for the German circuit is just over 14 miles. It couldn't be the trees, for most of them have gone, and those that are left are the same sort of conifers that abound in the Eifel mountains. The only thing we could be certain of was the average speed, which at Spa is 162 m.p.h. and at Nurburgring nearly 120 m.p.h. We could not believe that sheer speed was what was worrying the GPDA about the Spa-Francorchamps circuit, for the members are supposed to be racing drivers. We felt there must be something more sinister behind the continual song of the GPDA that "Spa is not safe for Formula One". In passing we gave a thought to the future of the Belgian Grand Prix, for rumour has it that the Nivelles-Baulers Auto-drome, where everyone feels safe even if they are not happy, is in financial trouble and is crumbling, while having been to Zolder and stamped off in a terrible huff the Grand Prix circus cannot possibly return there. Looking back at that fantastic road circuit round the hills and forests of the Ardennes we thought "they wouldn't go back there for the Belgian Grand Prix, would they?". "No, no" we

ROAD IMPRESSIONS

THE OPEL KADETT 1200S COUPE

THE OPEL KADETT has been known in this country since before the war. In those days it was cheap but not altogether nasty, having beneath its cardboard and pressed coconut construction a bog-simple engine that propelled it quite rapidly by the standards of the times, hydraulic anchors and i.f.s. I used to know John Eason-Gibson's Kadett quite well around 1938. But when I encountered the breed again in 1970, in the guise of the post-war Kadett KE saloon, I was not impressed.

However, late in 1973 the model was very considerably revised and I must say the 1200S coupé that I drove recently is a vastly improved little car. I found it to possess notably comfortable seats, the front ones with head-restraints and reclining squabs, upholstered in what would pass for black embossed leather. It possessed such refinements as a heated back window, carpeting, cigarette lighter, roof grab, hinged rear $\frac{1}{4}$ -windows, etc., these being specialities of the two-door coupé model. There was also an electronic clock, which didn't work.

The engine is a pretty agricultural-looking four-cylinder unit of 79 x 61 mm. (1,196 c.c.) which in the coupé pokes out 65 DIN horses at 5,600 r.p.m., and which has Opel's high-set camshaft. It gave an unexpected surprise in the form of lively acceleration and was happy cruising at an indicated 70 m.p.h. It was rather noisy towards peak revs. and the back axle emitted an irritating hum at motorway speeds. There is a substantial stubby-gaitered gear lever, very baulky to get into first and second gear from rest and with a



heavy lifting-movement required before reverse can be engaged, but otherwise pleasant to use. The $3\frac{1}{4}$ -turns-lock-to-lock rack-and-pinion steering is moderately light but a bit sticky around the straight-ahead position and has good return action. The Opel was rather difficult to drive in cross winds yet through fast corners it performed well. It had 13 in. Michelin ZX tyres. The body interior is nicely done in black-matt finish with matching facia and the recessed door handles and other details are neat. There is no cubby, but an open tray ahead of the gear lever and a shelf before the passenger are provided. The latter was breaking away from its mounting and the o/s of the facia padding and trimming strip were also loose. A single l.h. stalk control flip-dips the headlamps and its extremity turns to work

the wipers, while the rear-window heating is worked from the heater-fan control. There are powerful fresh-air orifices with closure flaps in the facia centre. This Opel coupé gets its extra performance from an increase in c.r. of 1.4 to 1, so, at 9.2 to 1 good fuel is required. The filler cap for the 9 $\frac{1}{4}$ -gallon tank is concealed behind the imitation o/s rear body-vent, which should deter casual milking thieves. The range was a useful 344 miles.

I got to quite like this smart two-door coil-sprung £1,484 coupé, which used no oil in 525 miles and gave me a remarkable 38.5 m.p.g.—after the 50-limit had been rescinded! The rear-hinged bonnet reveals a narrow radiator, accessible dip-stick and Delco General battery.—W.B.

EUROPEAN LETTER

Continued from previous page

cried in unison, "it's much too dangerous for Formula One drivers". With that thought we turned our attention to the 14 miles of the Nurburgring, where the braver ones were attempting to go round in under 7 minutes for the lap, which represented an average speed of more than 121 m.p.h. and we decided that some people did not really know the true meaning of danger.

In the middle of nowhere in southern Belgium we came across a tiny village called Comblain-au-Pont, which in itself is nothing special, but to the motoring enthusiast it is worth a visit. To be more precise, it is aimed at the motorcycling enthusiast, for on the edge of the village is a motorcycle museum. Now museums devoted solely to motorcycles are very rare, and the only other one I know is that in the small castle at the gate of the NSU factory in Neckarsulm. This new Belgian one is quite pleasant, though not very large, and has one room devoted entirely to military motorcycles from the 1939-45 war and one's heart went out to the poor suffering dispatch riders when you look at some of the incredible machines they had to ride. Our own ubiquitous 16H Norton looks quite civilised compared to some of the French, Belgian and German army motorcycles. The rest of the

collection is a variety from interesting racing machines to very dull grey porridge, as "One Track" describes mundane motorcycles in our sister journal *Motorcycle Sport*. Even so, to anyone who has never seen the 1947 F.N. built in Belgium, with the most incredible trailing link front forks, a visit to Comblain-au-Pont would be worth while. It may be grey porridge, but some of it is unbelievable, especially the mid-twenties prototype one-off machine, with a steel monocoque chassis, a V-twin JAP engine mounted transversely, like the latest Moto-Guzzi and a gate-change like an Austin 7. It was worth a small detour, and anyway in that part of Belgium, south of the river Meuse, there are usually two ways of getting to any particular point, neither of them being direct, so it did not present much of a detour.

From time to time I have commented on the increasing interest in Vintage and Historic racing in other parts of Europe besides Great Britain, and last year the Germans held an Historic meeting at the Nurburgring in conjunction with a sort of fair day. Everyone seemed to enjoy it, so it was repeated again this year, quite a large contingent of British enthusiasts going over to compete. Entries came from all over Europe, from Italy, Switzerland, France, Holland, Belgium and of course Germany. It was very much an

International Historic meeting, with races for pre-war cars and post-war cars, both sports and racing, and a special event for Morgan three-wheelers that was incredibly well supported. Another interesting event was a race for 328 BMW sports cars, recalling the races at the Nurburgring in 1937/39 when the 2-litre sports class was dominated by these very advanced cars. A nice touch to round off the meeting was the addition of a race for the fifteen fastest cars from all the races, which meant a wide variety of cars on the grid. This is an idea that our own VSCC might think about for I feel it could make an interesting and entertaining final event of the day, rather than ending on a mundane handicap race.

The diet at the moment is a glass of Mosel wine and a couple of Frankfurters for lunch, for the English pound has sunk pretty low in German eyes; you don't get many Deutschmarks for a quid, and everything seems desperately expensive by our home standards. It is not surprising that BMW cars and Porsche cars are beyond the realms of normal people in Britain these days, when priced against our own products. However, it is surprising how many abnormal people there are in Britain, judging by the numbers of expensive German cars, you see on British number plates.

Yours, D.S.J.

Sports Round-up

Formula Two

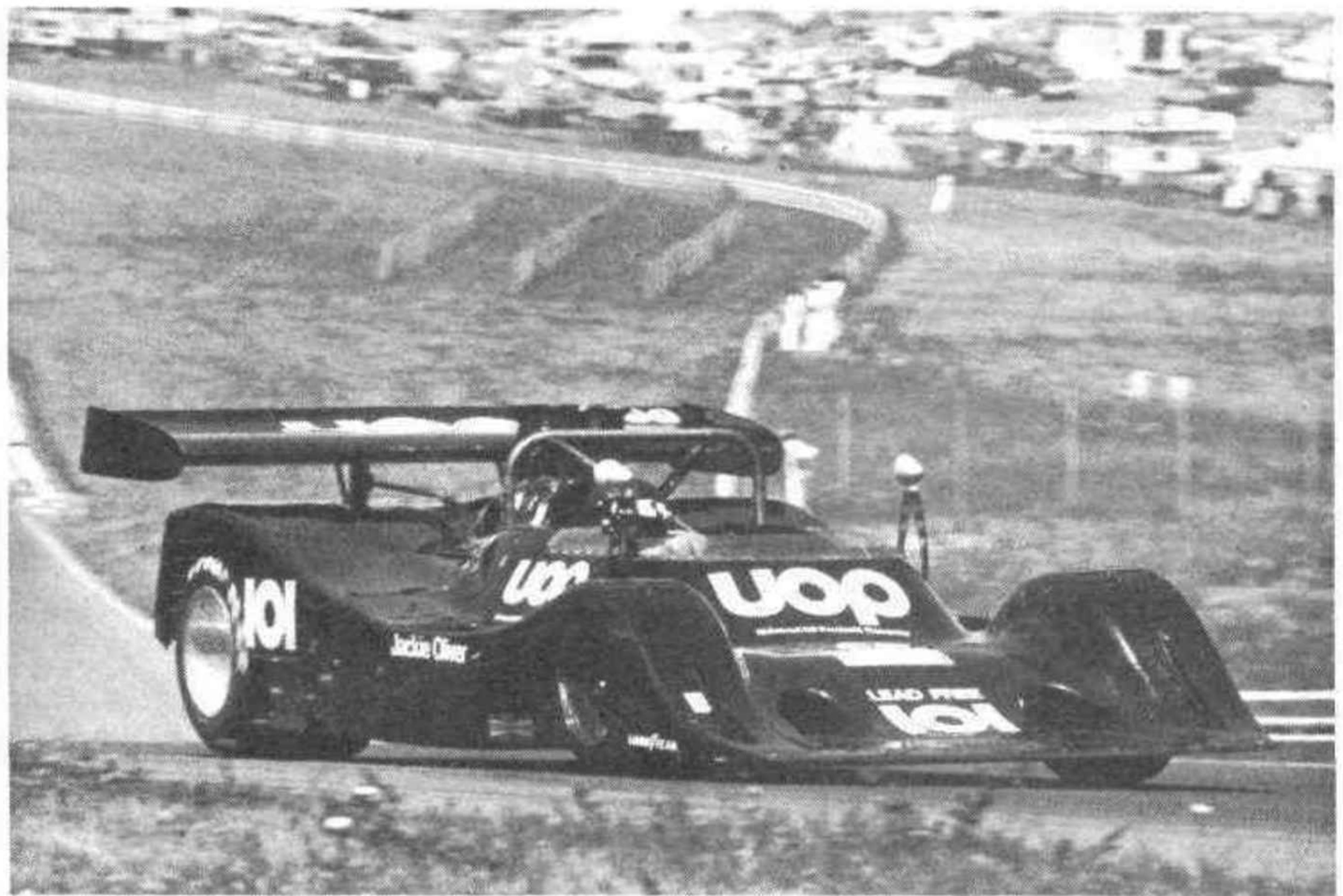
A THREE-WEEK gap between the Mugello round of the European Formula Two Championship and the next race in Sweden, at Karlskoga, gave March Engineering time to assemble their most ambitious challenge ever seen in this category of racing. Not only did they enter regular Championship contenders, Patrick Depailler and Hans-Joachim Stuck, but they had also persuaded Colin Chapman to lend them his team leader Ronnie Peterson for the occasion. It was the very first time that Peterson had driven a March since 1972 and, mindful of his domination of the category during his spell with the Bicester team, everyone held high hopes for his race at Karlskoga.

True to form, Peterson vanquished all his challengers in the 68-lap race, even though he only qualified the car on the fourth row of the grid. Depailler was quickest in practice, followed by promising Frenchman Jacques Laffite (now a member of the Frank Williams Grand Prix team) in his BP-sponsored March-BMW. On the second row were Patrick Tambay, a talented graduate from Formula Renault, in an Elf 2 spaceframe ahead of local Swede Torsten Palm's GRD. Palm, brother of the famous ex-rally navigator Gunner Palm, has been an occasional Formula Two competitor over the past season or so and consistently shows encouraging form in this "intermediate" category of International racing.

Although Depailler and Laffite assumed the first two places at the start, Peterson's tremendous expertise with cars of this type jumped him through to third place by the end of the opening lap. By lap five the blond Swede had displaced Laffite and he tailed Depailler until just before half distance before going through to the front. From that point on Peterson was never seriously challenged and, although Depailler was three-tenths of a second adrift when the chequered flag came out, that was a different matter altogether than actually passing Peterson. To be a "follower" is one thing in motor racing, but to be a "leader" is something completely different and Peterson had definitely shown the "youngsters" what it was all about at Karlskoga. By contrast, Stuck, who shone so brightly earlier in the season, failed to sustain this level of competitive ability in Sweden, trailing in a lowly eighth. The race admirably proved that, on occasion, the injection of somebody from a higher level than the other competitors are used to, frequently provides a first-class gauge of aspiring star's ability and gives them something to "shoot for".

European Touring Car Championship

By following up their win in the Nurburgring Six Hours with a class victory and seventh place overall at Zandvoort, Hans Heyer and Klaus Ludwig ensured that Ford take overall victory in the 1974 European Touring Car Championship. Their Castrol Team Zakspeed Escort RS raced all the way to the chequered flag with the BMW 2002 Alpina of Harald Ertl/Thomas Betzler, but



JACKIE OLIVER and George Follmer in the 8-litre Chevrolet-engined UOP-Shadows are the people to beat in the Can-Am Championship.

managed to beat the German car by just a lap.

As far as the overall placings were concerned, Ford had a comfortable first victory for their 3.4-litre Cosworth-engined Capris, the winning car being driven by Jochen Mass and Rolf Stommelen, the latter standing in for Niki Lauda who was bedridden with a bad attack of food poisoning back home in Austria. In many ways it was a lucky triumph for this driving combination, for the Toine Hezemans/Dieter Glemser Capri started from pole position and looked set for victory before being involved in a minor collision while lapping a private BMW CSL. An electrical lead to the fuel pump had snapped as a result, losing the Capri ten minutes. They eventually finished sixth, leaving the Porsche Carrera RS of Gijs van Lennep/Hartwig Bertrams to take second overall ahead of the Huub Vermeulen/Rob Slotemaker BMW CSL.

With five rounds of this expensive Group Two saloon series now completed, it seems that the Dijon round postponed until October may be cancelled altogether, so there is just a single race left at Jarama. In the under-2-litre class, Ford are unbeatable with 100 points although things are much more open in the unlimited category where BMW has 72 points to Ford's 70. In the drivers' league, which is far from settled, Hans Heyer and Alain Peltier share first place with 70 points apiece.

Oliver's Can-Am success

The North American Can-Am Championship has become a far less consequential affair over the past couple of seasons, this state of affairs inevitably allowing one team to dominate the proceedings. In 1972 and 73 it was the turbo-charged Porsches, but regulation changes for 1974 have meant that the normally aspirated 8-litre Chevrolet-engined UOP-Shadows are the cars to beat. Don Nichols, the team chief, employs his 1973

Grand Prix drivers Jack Oliver and George Follmer to do the driving, for while they were generally uncompetitive in Formula One, they can more than match the predominantly "club racer" opposition in North America.

The most recent race took place at Mid-Ohio on August 11, providing Oliver with his fourth victory in the series and virtually ensuring him of this year's title. Brian Redman had his first outing in the ex-Donohue Penske Porsche 917/30 and provided the two black cars with a little bit of a challenge, but Oliver finally asserted himself at the front of the field and won the race. George Follmer and Oliver do not get on together, making no secret of it in a pre-race brawl earlier in the Can-Am series. But Follmer foolishly decided to take his dispute into the race at Mid-Ohio, retiring in disgust after what seemed to be an ill-considered attempt to push Oliver off the circuit. It is a pity there is not better competition for the Shadows in Can-Am; if there was, then there would be no time for this irresponsible tomfoolery.

Chapman's new protégé

Over the past few months, motor racing's band of "doubting Thomases" have seemed to thrive on what looked like the downfall of Team Lotus. As we now know, Colin Chapman's team has bounced back into prominence and, although 1974 will not be remembered as the most successful for Team Lotus, they have two Grand Prix triumphs to their credit already. This, as we have no need to point out, is two more than a great number of other organisations.

Colin Chapman is still well in command of Team Lotus' activities, so it will come as encouraging news to patriotic readers to hear that he has recruited a young up-and-coming British driver from Formula Atlantic with a view to "training" him in the ways of Formula One. The driver selected is 26-year-old

Jim Crawford, who has been steadily working away at building himself a reputation as a leading contender in this national category, driving a March 74B owned by his friend and fellow competitor Stephen Choularton. Both Chapman and Peter Warr scrutinised his progress carefully before inviting him to Hethel to sign a contract.

But Chapman has taken a clever course bearing in mind Crawford's lack of experience with powerful cars. Rather than fall into the same pitfall as he did back in 1972 with David Walker, and repeating the promotion of a leading contender in a lesser category straight into a Grand Prix seat, the Lotus chief has decided that his newcomer will be "phased in" gently. He has signed him for one year, during which he will be allowed several test sessions to get the hang of a Formula One Lotus and, if he acquits himself favourably, he will then drive in a couple of non-Championship races. After this, and presumably Chapman has in mind the Race of Champions and the Silverstone International Trophy meetings at the start of 1975, then Lotus have the option to sign Crawford for three further years.

The memory of poor old David Walker, struggling to keep his head up while quite clearly not up to the job, is obviously very clear in Colin Chapman's mind.—A.H.

* * *

The American driver Peter Gregg successfully defended his last year's victory in the closely-fought 1974 American GT and Touring Car Championship (the TransAm Championship). Driving a 3-litre Porsche Carrera RSR, Gregg won two of the three races counting for the Championship ahead of Ludwig Heimrath and Hurley Haywood, both in Carreras. In fact Carreras filled the first five places in the Championship and the Corvettes and Camaros were right out of the picture. Al Holbert won the first of the Championship heats, at Lime Rock, when Gregg crashed badly on the second lap.

* * *

Basil Wales, after many years as Manager of the British Leyland (née BMC) Special Tuning Department at Abingdon, has relinquished the post to take up another in British Leyland's Parts and KD Division. His place has been taken by Richard Seth-Smith, a former Triumph PR man and latterly PR Manager for the Truck and Bus Special Products Division. Seth-Smith's new team will include Bill Price, who used to be Assistant Competitions Manager and was the man responsible for homologation in the good old days, and returns to the fold after leaving when the Competitions Department was disbanded. He'll be in charge of Engineering Development and the Abingdon workshop, while John Kerswill will be in charge of parts marketing and Simon Pearson, one-time Triumph PR man, will be responsible for Abingdon's PR activity and for: "co-ordinating British Leyland's involvement in motor sport". With British Leyland already involved in competition again with the racing Dolomite Sprints (albeit partially through the back door), will this mean an all-out return to competitions for British Leyland? We hope that if it does, Seth-Smith will re-engage those fantastic, world-famous Abingdon mechanics who went to waste when Stokes disbanded the Competitions Department.

AUSTRIAN GRAND PRIX

Reutemann all the way

Knittelfeld, August 18th

PRACTICE and race day were blessed with superb weather which the 150,000 spectators appreciated, but it caused havoc among engines and tyres. Reutemann (Brabham) set the pace in practice, ably supported by Carlos Pace, but Lauda (Ferrari) just managed to snatch pole position at the last moment, putting Pace on the second row with Fittipaldi (McLaren) followed by Scheckter (Tyrrell) and Peterson (Lotus).

From the start of the race Reutemann out-accelerated Lauda and led for the whole of the 54 laps to a resounding victory while chaos and destruction took place behind him. For twelve laps Lauda chased hard, closing up on braking but losing on acceleration and he was followed by Regazzoni (Ferrari), Pace (Brabham), Fittipaldi (McLaren) and Peterson (Lotus), but then the Ferrari engine began to fail and Lauda was out by 17 laps. Hunt (Hesketh) and Watson (Brabham) had been forced out of the leading bunch by tyre troubles and after pit stops they both drove brilliantly to regain ground, profiting by failures among the cars ahead of them. Regazzoni lost a certain second place, which he had taken from Lauda, when the left rear tyre deflated and he had to make a pit stop, while Pace fell from the second place he had inherited when his Cosworth engine died with a fuel leak. Fittipaldi had fallen out with a blown-up engine and Peterson was left in second place for a few laps, but then a rear drive-shaft universal joint broke. Very early in the race Scheckter's engine had failed him and at 43 laps Depailler spun the second Tyrrell and was rammed by Ickx in a Lotus 76 putting them both out. All this carnage left Hulme (McLaren) in second place and Hunt and Watson charged through the tail-enders into third and fourth places. Regazzoni recovered from his pit stop to snatch fifth place from Brambilla, who had driven a good hard race in the works March. Following the first six home were Hobbs (McLaren), Jarier (Shadow), Quester (Surtees), Schenken (Trojan), Hill (Lola), Ashley (Token) and Laffite (Williams). Full report next month.—D.S.J.

Results:

| AUSTRIAN GRAND PRIX—Formula One—Osterreichring—5.911 Kilometres per Lap—54 Laps—319.194 Kilometres—Heat Wave | | |
|--|----------------------------------|--|
| 1st: | C. Reutemann (Brabham BT44/1) | 1 hr. 28 min. 44.72 sec.—215.81 k.p.h. |
| 2nd: | D. Hulme (McLaren M23/6) | 1 hr. 29 min. 27.64 sec. |
| 3rd: | J. Hunt (Hesketh 308/3) | 1 hr. 29 min. 46.26 sec. |
| 4th: | J. Watson (Brabham BT44/4) | 1 hr. 29 min. 54.11 sec. |
| 5th: | G. Regazzoni (Ferrari 312B3/014) | 1 hr. 29 min. 57.80 sec. |
| 6th: | V. Brambilla (March 741/2-3) | 1 hr. 29 min. 58.54 sec. |
| Fastest Lap: G. Regazzoni (Ferrari 312B3/014), 1 min. 37.22 sec.—218.88 k.p.h. (new record). | | |
| 24 starters — 13 finishers. | | |

Our comments about Motorcraft plugs in the article about Champions Racing Division on page 963 ought to be qualified a little. Motorcraft are still very much involved in the world of plugs, even if according to the people at Champions they are taking less interest in Formula One and other big international formulae. Indeed, after the Champions article had "gone to bed" we received a Press release which implies that Motorcraft are to put much more effort into pushing their wares on the British competition scene. What they have done initially is to appoint seven retail outlets for Motorcraft racing plugs, all strategically placed to supply Motorcraft plugs to competitors during

motoring sport events. Jaycessories will sell them from their Silverstone caravan, Demon Tweaks will handle Oulton Park Sales, Nick Whiting's All Car Equipe shop in West Kingsdown will look after Brands Hatch, Sports-Tune of Edinburgh will service Ingleton, John Aley, Snetterton, while non-specific-circuit suppliers are Greetham Engineering Ltd., Coventry, and Sutton Rebores Ltd., Surrey.

* * *

Jeremy Grammer, of 78, Hillside Gardens, Barnet, Herts, informs us that he has taken over as Secretary of the Sunbeam Talbot Darracq Register from H. F. Gray.



WHAT IS IT?—A reader queries the origins of this badgeless, V8-engined, four-seater sports coupé which he spotted in the paddock at the John Player Motorcycle Grand Prix, at Silverstone on August 11th. Clues: the car sported a registration number from a town which the Assistant Editor's wife, a native of this town, insists is part of Warwickshire and not a suburb of Birmingham; and a Team Unipart jacket adorned the back seat.

ROAD TEST

The Ford Capri Ghia 3-litre and the Reliant Scimitar GTE

MANY OF US reflected at the time of the introduction of the three-door Ford Capri II models how obviously Ford had cribbed the idea of a three-door sporting estate car from that long-standing Tamworth customer of theirs, the Reliant Motor Group Ltd., who pioneered this concept with the GTE. In the light of this resemblance of recipe, we thought it might be an opportune idea to carry out a comparative test of the latest specification GTE and the similar 3-litre, V6 Essex-engined version of the Capri II in its most expensive form, incorporating subtle design treatment by Ghia.

For MOTOR SPORT, the Scimitar represented the return of something of an old friend, for my predecessor as Assistant Editor enjoyed a manual-overdrive version of the GTE as his staff car. On this occasion, we elected to try the automatic Scimitar model, which tied in well with Ford's Press fleet availability of automatic 3-litre Ghias only. We were surprised to learn that Reliant do not buy their automatic gearboxes from Ford along with their engines, trusting instead to a Borg-Warner Type 35 unit, while our Ghia had Ford's new lightweight C3 unit, of course. More surprising, indeed somewhat frightening, for we have yet to catch up with the galloping inflation in the motor industry, were the prices of both cars. We had always thought of the Scimitar as excellent value for money, but found we were basing our impressions on prices recalled from at least two years ago: it now transpires that since June 1972 the Scimitar GTE automatic has risen in price by over £750, from £2,487 to £3,240. Additionally we had thought of the GTE as being an extraordinarily well-equipped car in basic form. Up to a point, yes, yet as tested the total was £3,658 including the list of factory-fitted options as follows: a Philips RN512 radio and stereo cassette player in place of standard radio (£112.32); laminated front screen (£31.59); alloy wheels with steel rims (£90.09); leather upholstery (£76.05); fog and spot lamps (£23.40); tinted glass all round (£33.93); electrically operated windows (£50.30).

The price of the Ghia Capri was no less surprising, accustomed as we have been to regarding the various 3-litre Capris as by far the best value-for-money performance cars on the market. Indeed that title can still be claimed, possibly, by the manual version of the Capri II 3000 GT (the GXL and E are replaced by the Ghia), mechanically identical to the Ghia, at just over £2,060. But what a colossal premium Ford have put on that Ghia badge and improved appointments: the manual 3-litre Ghia Capri costs £2,609 and the automatic as tested no less than £2,720. More pleasing to report is that Ford had found no need to fit any additional



Two sporting estate cars with the same Ford 3-litre V6 engines, a choice of steel or glass-fibre construction and very different characters.

extras to the test car, for the Ghia's standard specification is exceptionally complete, featuring as it does such luxuries as sun-roof, extremely attractive alloy wheels, tinted glass and, like the standard Scimitar, a push-button radio and rear screen wipe/wash. One thing which Ford have not been able to include in the Ghia, and never will be able to do, is that aura of middle-class respectability which the Scimitar GTE exudes, for it has a look of quality, elegance and individuality which Henry Ford's mass-production lines would find completely unviable to emulate. It is a character which makes the difference between respect and diffidence from hotel doormen, car park attendants and what-have-you (and, of course, the neighbours) and most customers with the money available would think the extra premium over the Ghia worth it from these points of view alone.

Then, of course, there is that major structural difference between the Capri and the Scimitar, one which will have a major effect on longevity for those who are concerned about such things. Reliant trust in a glass-fibre bodyshell mounted upon a box-section pressed steel chassis with tubular braced cross-members, while the Capri relies on a monocoque steel shell. Reliant's glassfibre is so thick that lightness cannot have been the reason for its use, rather production considerations. It is extremely rigid, so that there is no distortion to cause the cracks and starting from which glassfibre cars of old suffered, and the Beaujolais red test car showed a complete absence of the ripples along the side panels which used to spoil the writer's regard for the Scimitar. Now that annoying bright strip down the sides has been dispensed with (before, they dispensed with themselves when the rivets retaining the clips corroded away) there is very little brightwork to deteriorate and the fact that the chrome rusted off the bumper bars of our staff GTE was probably as much to do with the neglect it suffered in the hands of its keeper as with bad chroming. However, from observations it would seem that the chromed steel rims of those optional wheels will need especial care and those on the test car were noted to have been coated with

grease. The Capri, too, in its latest guise is free from unnecessary brightwork and came in a most attractive new green shade offset by the standard black vinyl roof. Very well finished, it seemed deserving of under and inner-body rust-proofing treatment and Armaglazing of the paintwork to help encourage its longevity in line with the GTE.

The Scimitar GTE remains unchanged since the latest uprated Ford Essex engine was installed in mid-1972, and apart from a new facia and steering wheel, an improved ventilation system, the removal of those side-strips and the addition of vinyl trim to the centre pillars, there is little to distinguish these latest models from the first GTEs of 1969. On the other hand the Capri II, introduced in April/March, is radically different to earlier Capris, the entirely new bodysell retaining only a basic resemblance to the old model. Its most important feature is the semi-estate car design it shares with the GTE; in place of the tiny conventional boot of the Capri I (much of which was filled with the petrol tank immediately behind the rear seat) is an open tail area behind fold-down rear seats, access to which is through a lift-up tailgate, incorporating the heated rear window and the steelwork which previously would have formed the boot lid. Like the Scimitar's small tailgate, it is supported by two hydraulic struts and needed slamming to make the test car's catch work. The petrol tank has been moved under the floor, but contains only 13 gallons (noted on an abnormally pessimistic fuel gauge which showed three-quarters-full when full), detracting from otherwise excellent GT capabilities, for with the test car's fuel consumption of less than 18 m.p.g., the range is barely adequate for high-speed continental travel. The same criticism can certainly not be levelled at the GTE, with its enormous 17 gallon fuel tank (with very accurate gauge and a low-level warning light!). Even in this writer's hands, including an hour's queue to escape from the John Player Motorcycle Grand Prix at Silverstone, exactly 20 m.p.g. was recorded, in itself excellent for a 3-litre automatic transmission car, yet certainly easily beatable, while a friend with a manual-overdrive GTE regularly records 31 m.p.g.! Thus, petrol



The Capri's much larger tailgate is convenient, but the sloping roof and protruding wheel arches make the bay a less convenient size than the Scimitar's.

remained in the test car when more fuel was taken on after 356 miles. However, the flip-top fuel filler in the centre of the tail panel must surely be dangerously vulnerable in the event of a violent nose-to-tail crash.

The GTE, by virtue of a cleanly-shaped luggage bay and almost vertical tailgate, is far more useful as a luggage carrier when four people are carried than is the Capri, for the shallow space behind the latter's rear seats, restricted in convenience of shape by the wheel arches and the steep slope of the tailgate, proved inadequate even for two people's luggage! There is little to choose between them when the rear seats are folded flat, the resultant spaces being quite vast, though the Capri's larger tailgate makes it possible to load larger objects than does the window-sized opening of the GTE. Another useful common feature (and another Ford crib), is the separate rear seats, so that one person can be seated in the back while the other seat is folded to provide additional luggage space. Incidentally, that same friend of the writer had to spend about £80 to make the rear seats of his GTE suitable for supporting a child's safety seat. The rear compartment of the Scimitar is very beautifully carpeted, while the rear carpet of the Capri contains far too hard plastic rubbing-strips which encourage luggage to skate all over the place. Complaints from owners have led to Reliant introducing a semi-rigid, fold-out tonneau cover to hide the contents of the boot from dishonest eyes, but when the same complaints start to arrive on Ford desks, the problem of covering up their mis-shapen boot will be more difficult.



Three-litres buried deep in the GTE.

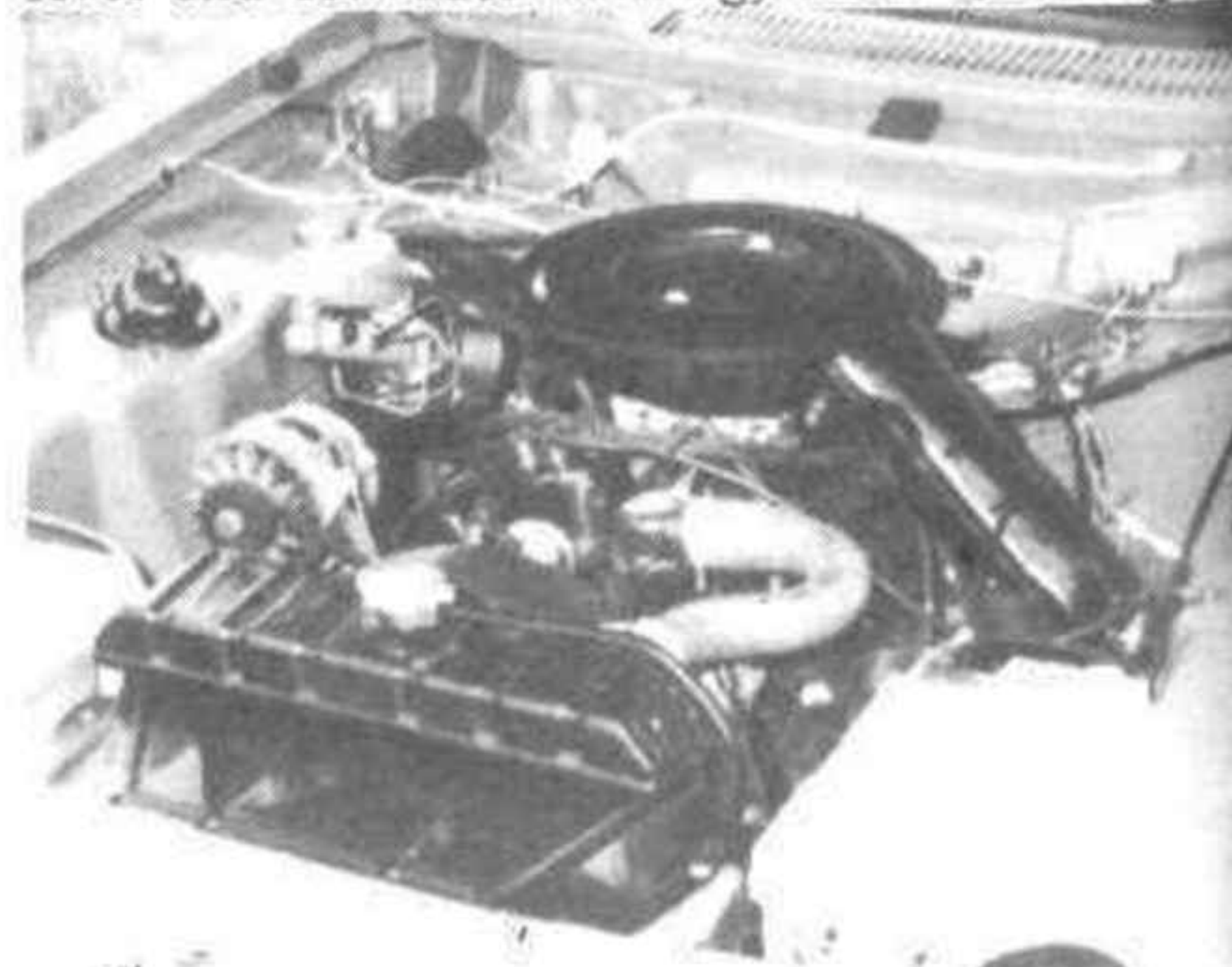
In many respects the all-black interior of this Capri Ghia was more tasteful than the somewhat ghastly coloured, garish mixture of moulded plastic and real wood which decorated the Granada Ghia tested in last month's issue. The seats in particular were excellent in appearance and comfort, Ford's new synthetic Rialto cloth upholstery being preferable in both respects to the synthetic Beaumont cloth of the Granada Ghia, we thought. The central panels of the doors share this same material, while the lower panels are trimmed with cut-pile carpet which is generally well fitted to the floors. Adjustable headrests are very neatly shaped into the front seats and the separate back seats are similarly styled, but without headrests. Nor do they have an arm-rest between them as the Scimitar's rear seats do. Stowage includes an arm-rest with hinged lid between the seats, another feature borrowed from the Scimitar, a most awkward-to-open cubby-hole with a lid doubling as a picnic tray and map pockets in the backs of the front seats. Very clear instruments grouped directly in front of the driver include a 7,000 r.p.m. tachometer, Ford again following their peculiar trend of not marking it with the maximum recommended revs, in spite of there being no rev. limiter in the engine's ignition system (the Scimitar's tachometer was red-lined at 6,000 r.p.m.), a 140 m.p.h. speedometer with trip and auxiliary k.p.h. calibration, an ammeter, oil pressure, fuel and temperature gauges and a clock on the centre console. Much the same as the 3000E and the German RS 2600 Capri facias—and indeed, the Capri Ghia, like the Granada Ghia, is built in Cologne—this one looks neat, but its switch gear is diabolical. There are no less than five push-on/push-off switches to control the front and rear wipers and washers! When even the cheapest Morris Marina has excellent wiper control on the steering column, Ford continue to spoil a £2,700 car for this ha'porth o' tar. What is more, the windscreen wipers are dreadful in the extreme, in common with every Escort and Capri we have driven. What is the point of all these compulsory safety regulations for new cars when Ford can't even build a windscreen wiper (or improve their aerodynamics) which doesn't start to lift off the screen at 70 m.p.h.! To make matters worse,

the test car's driver's side blade left great channels of unwiped water across the screen at any speed. However, in this story the Ford Motor Company has the last laugh, for the complete offside wiper arm flew off the Scimitar when travelling at 70 m.p.h. in pouring rain on a pitch-black clearway dual carriageway. . . . Miraculously the arm stayed on the bonnet.

Eye-ball vents are included in the Ghia's facia and the rear quarterlights are openable, but with sensible use of the steel sunshine roof and the tilting facility which it offers, usable on the move even in rain, ventilation proved no problem. This car had very poor heat control, however, blowing very cold or very hot. Window winders are manual, with no electric option, a heated rear screen is standard and the rear screen wiper, with a washer fed from a large bottle in the spare wheel well, was more reliable than the front wipers, but rarely necessary except after being parked in the rain. The Scimitar's two-speed rear wiper/washer on that near vertical window was absolutely essential to clear rear vision in rain or on damp roads.

The smell and feel of the optional leather in the test Scimitar and the attention to detail of the trim gave this car a more immediate air of opulence than the Capri Ghia. Yet we found the Capri's slightly over-soft seating much more comfortable than the almost vintage style, short-backed, hard seats of the Scimitar. In the GTE one sits very high up, looking down on the bonnet, with the non-adjustable steering wheel low down and too close to the thighs, the waist-line is high and feet disappear into deep, narrow foot wells dictated by the downward swoop of the chassis and a wide transmission tunnel. In spite of unforgiving upholstery, the GTE rear seat occupants are at an advantage to those of the Capri, who suffer from severely restricted head room. Knee room is very tight in both cars, but adults can be carried without too much discomfort. Access to the GTE rear seats is most difficult and unbelievably in this day and age the tip-up front seats do not lock in the down position.

The GTE's rocker switches certainly wouldn't win a Design Award, but they are more convenient than those of the Capri, the clear Smiths instruments serve all the same functions as those in the Capri, except that the ammeter is replaced by a voltmeter, there is a lockable cubby-hole, and though there is a bright array of warning lights noting the functioning of the thermostatically controlled electric fan, brake-pad wear, brake fluid level and low fuel warning, there is no light



Three livelier litres in the Ghia.



Optional leather opulence and deep footwells in the GTE.

to remind one that the heated rear screen is switched on. While two lights in the "boot" of the Capri have three-position switches so that their courtesy action can be used or dispensed with, the single light in the rear of the Scimitar can only be operated manually. Additional safety features in the GTE include a roll-over hoop, neatly merged into the lovely cloth headlining, and the spare wheel mounted ahead of the engine, where the spare tyre gets very hot, the engine being mounted well behind the axle line and much more difficult to work on than the Capri's.

Both cars are datedly conventional in having live rear axles, that of the GTE being more modern in having coil spring damper units as the suspension medium and trailing arms and a Watts linkage providing location. The Capri relies on soft, semi-elliptic cart springing and double-acting shock-absorbers mounted fore and aft of the axle; a rear anti-roll bar replaces some of the roll stiffness lost by reducing the spring rates on the Capri II. Wishbone front suspension with coil springs, telescopic damper units and an anti-roll bar is fitted to the GTE and the familiar McPherson struts with coil springs, anti-roll bar and track control arms are retained on the Capri II.

Softening the Capri 3-litre suspension has not helped the handling, for the car feels less taut, rolls more and, maybe because memory is comparing the automatic test car with experience of manual, and thus more sensitive to on-the-throttle handling, Capri Is, this Ghia seemed to understeer more. Another point which should be remembered in both handling and performance contexts is that the 3-litre versions of the Capri II have gained over 300 lb. in weight compared with the 3-litre Capri Is, which is bound to make a substantial difference. If understeer is an initial trait with the Ghia, it is not an embarrassing one, for at high speed the handling becomes almost neutral and can be pushed into safe oversteer if one is brave enough. Automatic or not, there is enough bite at the wheels with a heavy right foot to kick the tail round on slower corners and traction is very poor in the wet, stressing the need once again for a limited slip differential in these big Capris. Ford's choice of those beefy-

looking Pirelli Cinturato CN36s, in 185 HR 70 x 13 size on the 5½J alloy wheels, is a wise one, for they are tremendous tyres under any conditions. Perhaps the most noticeable difference between this latest 3-litre Capri and the Capri I is the ride comfort; the softer springs have made the previously choppy ride into an almost luxurious one. On a less satisfactory note, stability in cross winds at high speeds was noticeably poor, perhaps a little worse than the old model, and this is one production car which would benefit from the fitting of a front spoiler—or a re-design—to prevent the front end going light.

The Capri's quite-low-geared rack-and-pinion steering felt very heavy, if reasonably precise, during the test (power-steering will soon be available), yet a brief re-acquaintance with it for photographic purposes during our tenure of the Scimitar made it feel as light as a Herald in comparison. Indeed, the GTE, for which power-steering is not available, felt extraordinarily heavy and unwieldy, a real bicep-building car and becoming noticeably dated in its handling characteristics. To be fair, the rack in this particular car felt sticky and inconsistent, so may not have been truly representative. It rolls much less than the Capri, being much more stiffly sprung, albeit without the ride becoming too uncomfortable, although bad roads create some harshness, steering disturbance and can cause the tail to hop. Handling is at its best at high speed on fast roads, when the GTE becomes nicely neutral and very stable, the latter attribute being true also in straight-line motorway work. At lower speeds, particularly in the wet, there is a fair amount of understeer, which can quickly change to oversteer on particularly slippery surfaces which the heavy steering does not make easy to correct. Indeed, while generally handling and roadholding of the GTE is superior to the Capri, enabling higher speeds in comparative conditions, in bad weather conditions the Capri is more predictable and more easily controllable, even though its steering is lower-geared. Perhaps a change to the low profile 70 series CN36 Cinturatos in place of the GTE's 185 HR 14 normal profile Cinturatos would improve matters.

The GTE's feeling of heaviness is reflected in its performance too, the Capri being very noticeably livelier, yet on paper the GTE at 23.4 cwt. is supposed to be a mere 40 lb. heavier than the Ghia. Ostensibly the engines are identical, but Reliant claim 135 b.h.p. net at 5,500 r.p.m. to Ford's 138 b.h.p. net at 5,000 r.p.m., while both record the same torque figures of 172 lb. ft. at 3,000 r.p.m. Exhaust systems no doubt cause some differences, the Capri using fabricated three-pipe manifolds feeding into separate exhaust systems from each bank, while the GTE relies on the old cast-iron Zodiac manifolds to feed its twin pipes. On the other hand the GTE does not lose power to a mechanical fan, while the Capri does. The GTE's higher gearing would also have an effect, and maybe the Capri's C3 gearbox gives less power-loss; whatever, the GTE engine certainly was not as responsive as the lively one in the Ghia. In fact this sporting estate felt very little quicker than the Granada Ghia we had a few weeks ago, except at the top end, where it would keep going all the way



Clear instruments, soft, cloth seats, but poor switchgear in the Ghia.

up to close on 120 m.p.h., as would the Ghia.

One thing Reliant should think very carefully about is throwing away the jerky Borg-Warner automatic gearbox in favour of the new Ford C3 box, a vastly smoother unit in all respects. Both cars have disc/drum braking systems with servo assistance, those of the GTE being far superior in feel and performance, though even they could be made to fade in one heavy braking application from 100 m.p.h. Central handbrakes were satisfactory in both cases.

For smooth, fast travel in motorway conditions the Scimitar is far superior, just a little wind noise from round the Triumph 2000-type opening front quarterlights interfering with the healthy rumble from the V6. But the automatic model is far less relaxing than the overdrive model with which we have more experience: at 70 m.p.h. the latter is ticking over at a mere 2,750 r.p.m., compared with the automatic's 3,500. Good sound insulation prevents the engine becoming too obvious under acceleration and the thick glassfibre is effective in preventing drumming and vibration. Frankly, the Capri Ghia can hardly be described as excessively noisy, though the engine sound is harsher and more road and obscure noises penetrate the interior.

While the ubiquitous Ford 3-litre V6 provides the motive power in both cases and the sporting estate car theme is common, these cars remain quite different in characteristics. The Scimitar justifies itself on a one-upmanship, quality basis, but is less agile, heavier to drive and has less performance. As a long distance touring car it is superb, however, and superior to this most expensive of the Capri range, though we prefer the overdrive GTE. For everyday use in traffic and town conditions (except for parking, when the rear three-quarter panels are a nuisance), the much lighter to drive Capri was preferred. There are cases for and against each, apart from the financial consideration, but if performance and driving fun were the criterions we would much rather spend the money saved by buying a manual Capri Ghia instead of manual or automatic GTE on having the Capri suspension and engine modified by Broadspeed.—C.R.

RALLY REVIEW

Rally of the 1000 Lakes

THERE WAS A time when no-one would take on the Finns on their home ground. They were good anywhere in the world, but in the country which they knew, where they acquired all their skills at early ages, they were unbeatable. That theory has been disproved of course, for Sweden's Stig Blomqvist has won international rallies in Finland both in winter and in summer, but even though it has been proved that the Finns can be beaten in their own country, home defeats are indeed rarities and it takes a very good man in a very good motor car to show them an exhaust pipe.

The strong local opposition used to be the deterrent which kept foreign competitors, other than holidaying private entrants, out of Finland; the top seeds at the head of the entry list were not the only ones hard to beat, for further, sometimes much further, down the list amateur drivers would be putting up very creditable performances indeed and it wouldn't do at all for a professional driver from outside Finland to be beaten by one of these fast-moving privateers. There is an old, almost boring, cliché about what you should do "if you can't beat 'em", and this is precisely what many non-Finnish rally teams have done. Simo Lampinen once drove for Triumph and later for Lancia; Rauno Aaltonen has driven for more teams than he probably cares to remember; Timo Mäkinen switched from BMC to Ford and has even driven for Peugeot; Pauli Toivonen drove for Citroën; Hannu Mikkola has driven for Datsun, Lancia, Ford and Peugeot; Markku Alén includes Ford and Fiat among his present commitments, the Italian team having even signed Leo Kinnunen and Antti Ojanen for this year's Thousand Lakes. Even Britain's Dealer Team Vauxhall, once the preserve of the best of British club drivers, looked to Finland this year and signed up Pentti Airikkala to drive for them, at least for the Thousand Lakes.

Finnish talent is in demand all the time and we feel that it is only cost, availability and probability which prevented a lot more teams hiring drivers from across the Gulf of Bothnia. "His travel costs will be too high and he isn't likely to want to drive for me when he can earn a lot more by driving for more established teams" is what several team managers have thought. It isn't like that at all, really. Way back in the late sixties when BMC closed its competitions department, Clarke & Simpson, Ford dealers in London, made a bid to secure the services of Timo Mäkinen to drive their own Ford Escort in the RAC Rally. For such a small concern to enter what was previously the preserves only of factory teams was considered almost impertinent, but it succeeded and not long after Mäkinen joined the Ford works team as a contracted driver. Last year, David Sutton, a director of the same garage, brought Markku Alén over for the RAC Rally and was rewarded by an amazing performance. Alén has since driven works cars of both Ford and Fiat. Dealer Team Vauxhall hired Pentti Airikkala, as we said . . . and so it goes on. The talent is there, but no team manager will ever have it working for him unless he goes out and makes a bid for it.

Having talked of using Finnish talent outside Finland, now to non-Finnish talent

(and we have not intended to imply that there is a shortage of it) tackling the Finns at home. The Saab team goes to the Rally of the Thousand Lakes each year and this year they took two V4-engined 96s with Swedish drivers Blomqvist and Eklund. There is also a Saab factory in Finland and from there came three blue and white 96s (contrasting with the Swedish yellow) driven by Lampinen, Rainio and Jari Vilkas, son of Finnish veteran Onni Vilkas.

BMW sent one 2002 for German driver Warmbold, BL International a 1.3 Marina for British driver Culcheth, Datsun a 16-valve 160J for Swede Källström and the Swedish Opel Team, making their first visit to the Thousand Lakes since 1967, a trio of Asconas for Kulläng, Danielsson and Waldegård, the latter having his first drive in an Ascona. There were five Moskvich saloons from the factory and five Lada 1200s from the factory which Fiat set up in the Soviet Union. From East Germany came a trio of works Wartburgs and four of the diminutive Trabant P601s which are regular visitors to the Thousand Lakes. There were also Simcas from France, one driven by Frenchman Fiorentino and another by Finn Toivonen.

Fiat originally entered six cars but cut it to five by dropping Barbasio, later putting him back in to replace Pinto who broke two fingers in the propeller of a model aeroplane. Fiat must have been very pleased with Markku Alén's performance in the TAP Rally, for Barbasio had only one Italian colleague, Paganelli; the other three cars were driven by Finns, Alén, Kinnunen and Ojanen. Of the five cars, two were to be fitted with 16-valve engines giving some 30 b.h.p. more than the 170 of the engines with conventional valve arrangement. Kinnunen and Barbasio were the two drivers selected to use these engines, but when Barbasio's failed on the eve of the start it was replaced by an 8-valve engine, leaving Kinnunen the only driver to have the more powerful unit.

The Ford team consisted of two Escorts with 233 b.h.p., 2-litre, 16-valve engines. Last year Mäkinen expressed the opinion that the cars would be better able to put the power on the ground if they had bigger wheels so this year the works Escorts were running on 15-inch wheels for the first time. Drivers were Timo Mäkinen and Hannu Mikkola, partnered respectively by the English co-drivers Henry Liddon and John Davenport.

Nearly all Finnish rallies prohibit reconnaissance and keep their routes secret until the time of the start. The Rally of the Thousand Lakes is an exception, and in no other rally in the world can note-making be as vital as it is in this event. In open country with plenty of forward vision, pace notes are not absolutely essential, but in the undulating, thickly wooded Finnish countryside they are vital. The gravel roads through the forests have an abundance of blind crests and the man who knows what is beyond each of these will be far

quicker than he who does not. Those who have no notes and who take chances don't survive very long. Thus practising is taken very seriously indeed by competitors in the Thousand Lakes and many of them take anything up to a month to make and to perfect their detailed notes of the 36 special stages. To lessen the chances of annoying the people in summer occupation of their country cottages, a speed limit of 60 k.p.h. is applied to all roads used as special stages. Even so, there were people who took exception to unexpected traffic invading their privacy and there are presently discussions concerning the possible transfer of the event from its traditional August date to one outside the summer holiday period.

During the rally, which lasted from Friday afternoon to Sunday morning, the two Ford Escorts from Boreham had the edge over the other competitors. Mäkinen was fractionally quicker than Mikkola, but a 50 second penalty for exceeding a 60 k.p.h. speed limit by 3 k.p.h. reversed that order. Speed limits are taken very seriously by the organisers who accept the evidence of police radar equipment even when excesses are so fine that they come within the margins of acceptable speedometer error. A recording error on the part of a marshal later appeared to relegate Mikkola back to second place, but the mistake was discovered and put right so that Mikkola held his lead to the end, eventually beating Mäkinen by a mere 31 seconds.

The Fiats had mixed fortunes, for Barbasio was suffering from flu and Paganelli from depression after spending some time off the road. Kinnunen was driving really hard, but not hard enough to stay ahead of team-mate Alén who eventually took third place. Saab's Stig Blomqvist was all set to take this third place, but a badly damaged front suspension three stages from the end slowed him enough for Alén to get ahead by just ten seconds. Eklund, in the other Swedish Saab, rolled his car at very high speed and completely wrecked it, fortunately without serious hurt to its occupants.

Warmbold's BMW didn't figure very prominently at all, but the Finnish Saabs of Lampinen and Rainio were well enough to stay among the leaders throughout and finish 5th and 7th respectively, divided by Kinnunen's Fiat and followed by Kulläng's Ascona. Britain's Brian Culcheth won his class comfortably in his works Marina 1.3, whilst DTV's Magnum was a very worthy Group 1 winner in the capable hands of Airikkala. A brisk newcomer called Ari Vatanen, who had been second to Mikkola in a Finnish rally some weeks before, was well up among the leaders in his private Ascona but a broken driveshaft (not to mention possible disqualification for exceeding that rigidly enforced speed limit) put him out before the end.

A short event by most standards, the Rally of the Thousand Lakes remains outstandingly well organised, furiously exciting and demanding to the extreme on car and crew.—G.P.

GENERAL CLASSIFICATION

| | | |
|--------|--|-------------|
| 1st : | H. Mikkola/J. Davenport (Ford Escort RS) | 11,502 sec. |
| 2nd : | T. Mäkinen/H. Liddon (Ford Escort RS) | 11,533 " |
| 3rd : | M. Alén/I. Kivimäki (Fiat 124 Abarth) | 11,632 " |
| 4th : | S. Blomqvist/H. Sylwan (Saab 96 V4) | 11,642 " |
| 5th : | S. Lampinen/J. Markkanen (Saab 96 V4) | 11,853 " |
| 6th : | L. Kinnunen/A. Aho (Fiat 124 Abarth) | 11,874 " |
| 7th : | T. Rainio/E. Nyman (Saab 96 V4) | 11,956 " |
| 8th : | A. Kulläng/C.-G. Andersson (Opel Ascona) | 12,086 " |
| 9th : | A. Ojanen/T. Mälelä (Fiat 124 Abarth) | 12,095 " |
| 10th : | B. Waldegård/A. Hertz (Opel Ascona) | 12,182 " |

118 starters, 88 finishers

The Fiat 132 1800 GLS

FIAT OF TURIN announced not long ago, through their efficient British publicity people, that they had taken notice of the criticism of those journalists who reported on the Fiat 132 and had carried out certain improvements, and that they would now like this model re-appraised. Well, I did not try the original 132 so I cannot relate earlier opinions to those I formed of the top-version of the 132, the 1800 GLS, which I took away from the impressive Brentwood depot. But, having just survived 4½-hours in a Fiat 126, I was amply primed to enjoy its luxury and comfort!

First, I had to learn something about this high-performance Fiat family saloon. "Fiat", by Michael Sedgwick, told me that it was the principal novelty from Turin in 1972, but that as a replacement for the 125 which retained both rear-wheel-drive and a live back-axle, it was "regarded in some circles as a retrograde step". "A new and lower line", continued Sedgwick, "met with a mixed reception, some people considering that the 132's shape was Japanese-inspired". But he made it clear that this car, new in April 1972, with its twin-cam engine and optional 5-speed gearbox, promised to be competitive with the British cars, including the new BL six-cylinder f.w.d. 2200 model, and with the single-o.h.c. 2-litre Datsun and Toyota offerings.

That placed the 132 for me. But at first it failed to impress me. The engine tended to hunt and stall in traffic. All manner of irritating minor short-comings became evident, to put me off this well-equipped smart dark blue saloon with its comfortable cloth-upholstered seats and very thorough ventilating system. For instance, while the accelerator was much too heavy and its cranked stalk seemed all too likely to snap off, the disc brakes were over-servo-ed. This made the right leg tired and the left leg flustered, and the high-set accelerator pedal made heel-and-toeing impossible. The throttle also tended to stick, ruining a decent tick-over. The central handbrake, which I used when the engine required blipping to prevent it from stalling in London traffic-jams, was impossibly heavy to pull up. The facia-mounted hand-throttle-cum-choke was equally stiff, and there was sometimes a smell of petrol within the car. Although the instruments — speedometer, tachometer, oil-pressure gauge, electric clock, and combined heat/fuel gauge, by Veglia—were recessed in the imitation wood panel, they were sometimes difficult or impossible to read, due to reflected light. They were also of three different sizes, but neatly spaced.

Continuing this tale-of-woe, the steering wheel had an uncomfortably thick rim and parking called for considerable effort. Although a facia shelf and door pockets were provided, the under-scuttle cubby had a very



awkward catch and one that tended to claw any hands that were thrust into the invisible well. The lid of the very spacious boot flew up when released, hoping to smack you on the chin, a rear door was difficult to open, and the engine was not a particularly prompt commencer from cold. If you switched-off the ignition the brakes almost immediately became ineffective, because there was no reasonable vacuum reserve. Without doing a great deal of reading of other people's magazines I do not know whether, in putting right earlier complaints, Fiat have introduced fresh short-comings, or whether I have simply found the items which had been widely criticised previously. Whichever way it is, I was disappointed.

Until, that is, I got onto the comparatively open road. Then this 1,756 c.c. twin-cam 104 m.p.h. Fiat got along very well. The suspension is apt to lurch laterally to some extent and the gearbox is inclined to be baulky. But this is a comfortable way of driving quickly and by judicious use of that fifth gear I recorded a rather remarkable 29.5 m.p.g. of four-star petrol on a long run. If you don't mind the Fiat triple-stalk levers on the steering column, most of the controls are well contrived, and items like a heated rear window, red light on the door extremities, flush-fitting door handles, dual headlamps, cigarette lighter, etc. are included.

I thought at first of this Fiat 132 as an Italian Mexico. Actually, it is a better-appointed, more-luxurious car, but one nevertheless able to go from 0 to 60 m.p.h. in about Mexico-time. It may have a softer ride and less responsive steering than the fast Ford, but a twin-cam, 5-speed, fully-equipped saloon for under £1,900 is not to be scorned. Further Fiat attractions are the adjustable steering column, thermo-electric fan, those all-disc dual-circuit brakes, single-speed wipers with electric washers and an intermediate action for light rain, etc. But

roadside "pit-stops" were delayed because the flap over the fuel-filter was difficult to pivot and the screw cap then took time to undo and replace. Turin may take heed of what we Press roadsters say. But the Fiat 132 still isn't free from snags. However, as a car with a dual personality, sporting saloon and well-contrived family coach combined, it merits attention.—W.B.

Nothing to do with motoring

SOME weeks ago I was driving in the Hereford area, without the motoring dog, when an incident involving several cars was caused by an animal in the road, which was running to each passing vehicle begging it to stop. No-one did, except to avoid it. So I pulled up on the first straight after the bends where it had been seen. It ran immediately to the BMW and was taken by my wife and me to the Police Station. It had no collar, so could not be identified. After a week in the local RSPCA kennels it had not been claimed, so it is now Motoring Dog II. It appears possible that it fell from a car, in which case the owner may not know where to apply for its recovery. If this catches the eye of anyone who lost a dog under such circumstances and he or she can provide proof that the rescued animal is theirs, it could be returned. (Another challenge to MOTOR SPORT's circulation—but perhaps it was deliberately abandoned.)—W.B.

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SUPT. K. Rivers' history of the Traffic Branch of the Metropolitan Police is sold out; it earned more than £1,000 for the Police Orphans Fund. Says *The Job*, newspaper of the Metropolitan Police, "Two reviews in MOTOR SPORT alone resulted in 300 letters". We are glad to have helped this worthy cause.

Veteran Edwardian Vintage

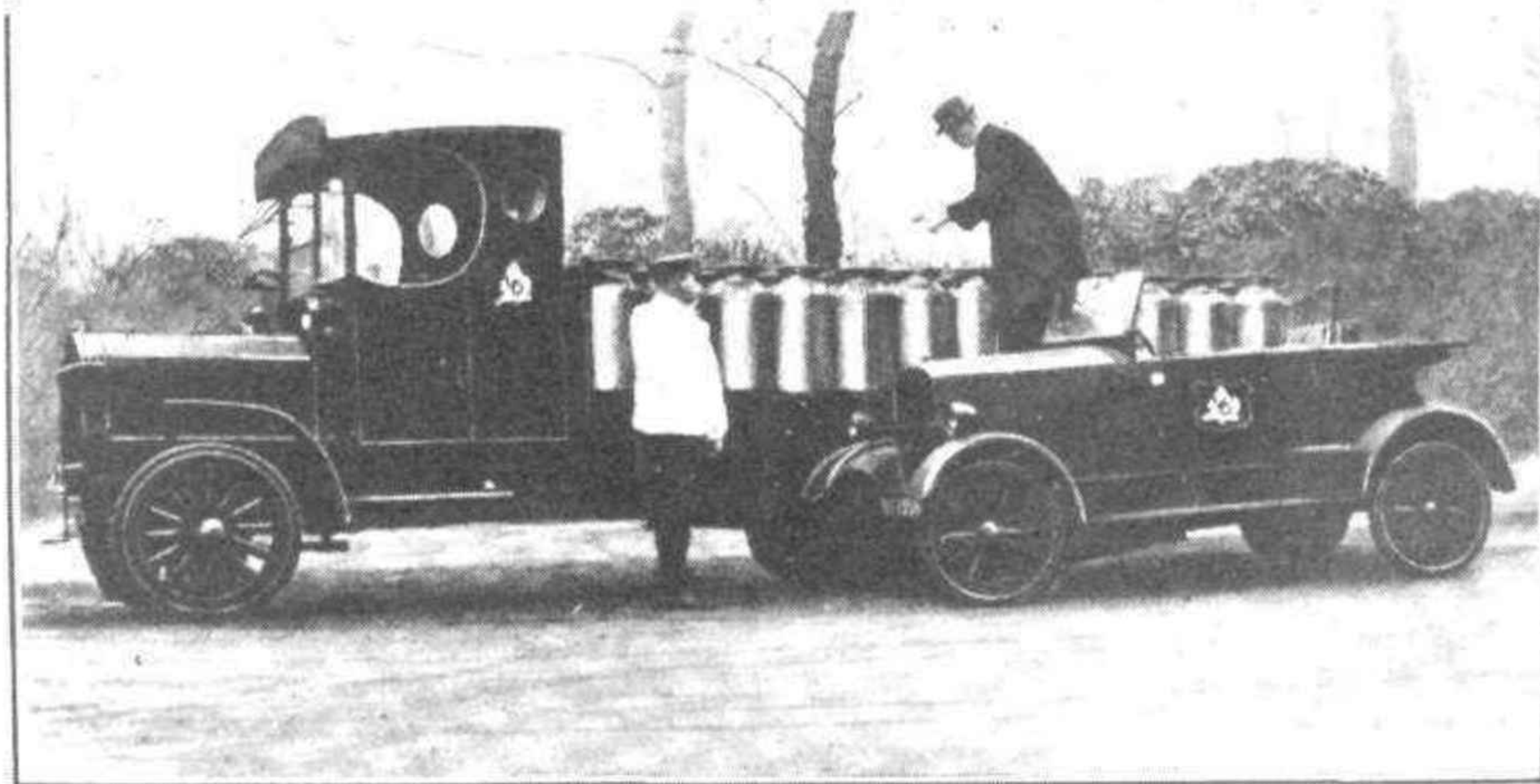
A SECTION DEVOTED TO
OLD-CAR MATTERS

VSCC at Prescott (August 11th)

THE VINTAGE SCC was lucky with the weather for its once-a-year hill-climb at the Bugatti OC course at Prescott, the meeting being run off without incident before a slightly smaller "gate" than last year. Once again Alan Cottam's A-type fuel-injection, de Dion-axled Connaught made FTD, although it did not better its own VSCC course record, being 0.02 sec. slower. A new vintage course record was put up by Preston, on a splendid tyre-bending, wheels-spinning climb in his Type 35B Bugatti (45.34 sec.). The Edwardian class was supported by six fast cars, of which the fastest was Ron Barker's 1908 11½-litre Napier, (57.86 sec.) but Rowley's 1913 Talbot 25 won on handicap.

Prescott now has noise problems, so that one has the ludicrous sight of racing cars being equipped with silencers for warming-up in the Paddock, which are removed before the cars go up the hill. Jenkinson remarked that if you must have a silencer you might as well fit a Brooklands "can" and have done with it, and this was what he had on Robbie Hewitt's ex-Joyce 16-valve AC.

Proceedings opened with the small sports-car class, won by Nice's Ulster Austin from Cox's Riley, a vintage walk-over, with John's smokey, small-booted Ulster Austin third. All this was too much for Adams' slab-tank, four-seater Riley Special, only runner in the post-vintage category. Stephenson's BMW-Frazer Nash took the 1½-litre sports class, beating the Rileys of Jones and McEwen. Best vintage was the ex-Penn-Hughes Interceptor Frazer Nash of McPherson, which spun at Pardon on its first run. Second vintage was Wicksteed's famous 12/50 Alvis racer. C. Jones could hardly fail to win the 1½-to-3-litre sports car class in his modern post-vintage Riley Special, but Stuart Saunders in his road-equipped GP Bugatti ran him close, with best vintage time and second place overall, third overall going to Sellers, whose Citroën now sports an Arnott supercharger. Rogers' AC-engined Frazer Nash was second-best vintage car, followed by Angela Cherrett's ex-Benjafield 1½-litre blown Alfa Romeo, although it was spitting through its blow-off valve. Aided by 4.3-litres of engine and fat tyres, Woolstenholmes' Alvis Special took the big sports-car class on a very impressive run, from Black's replica Monza Alfa Romeo and Bailey's Derby Bentley Special. Considerably slower, Nutter's beautiful 8-litre Bentley dominated the



ANOTHER HISTORIC PICTURE.—A United Dairies Milk Inspector, doing his rounds by Trojan, checks the contents of a UD lorry, some time in the 1920s. [Picture from E. W. May]

vintage category. This class contained Gray's very original OE 30/98 Vauxhall with kidney-box f.w.b., alloy bonnet and b.e. tyres, which is what the VSCC used to be all about. It also featured two Railtons, of which Mummery's Coachcraft d.h. coupé has run 472,000 miles on its original engine and gearbox.

Driving impeccably, Dowson set a new 1,100 c.c. racing car record in the Lightweight (46.95 sec.), second place going to Morgan's Rapier, one of two Eccles Special replicas competing, with McCall in the actual Eccles car. Third in class was Sutton's ex-Maclachlan Austin, which led the vintage contingent, followed by the Hardy Special. Giles spun the GN/Morgan "Salome" on his first run. The 1½-litre racing class saw Patrick Marsh make best time in his ex-Seaman ERA, which was much quicker than Jaye's Appleton Special, with everyone else unimpressively slow. The one-time Norris Special driven by Warden was best vintage car, having only the unblown 1924 AC and Williams-Raahauge's 1921/23 twin-SU Brescia Bugatti to beat. The latter car is regarded as good fun by its owner but is taken more seriously by the Mumm champagne people; the commentator on the hill said it was a "Cordon Rouge" replica, in spite of its smart blue paintwork! Preston's Bugatti vanquished the Cognac Special in the up-to-3-litres racing car class, these two being first and second in the vintage category. Footitt stopped on his initial ascent when the Cognac lost a vital driving chain at Pardon, and he was 0.03 sec. slower than the Bugatti on his second attempt. Wall, watched off the line by Moffatt, was third in the single-seater Type 35B Bugatti, in 46.65 sec. Against this, St. John's 1931 Type 51 Bugatti made a good run in the post-vintage class, but could only clock 47.73 sec., and Knight's Riley Special made only 51.09 sec. The poorly-supported big racing class was won by Smith's terrifyingly fast Alvis-powered Frazer Nash, the vintage section going to Arnold-Forster's big sprint Delage, which ran out of anchors at Orchard on its first ascent and motored across the lawn, outside the marker pylons. Harley produced as a racer a huge fabric-bodied Hispano-Suiza with incorrect mascot, but it demonstrated that it was only a touring car.

The post-war racing car class had Cottam in first place (43.24 sec.), followed by Phillips'

Mk. II ex-Gerard Cooper-Bristol (45.87 sec.) and Walton's A-type Connaught (46.04 sec.).

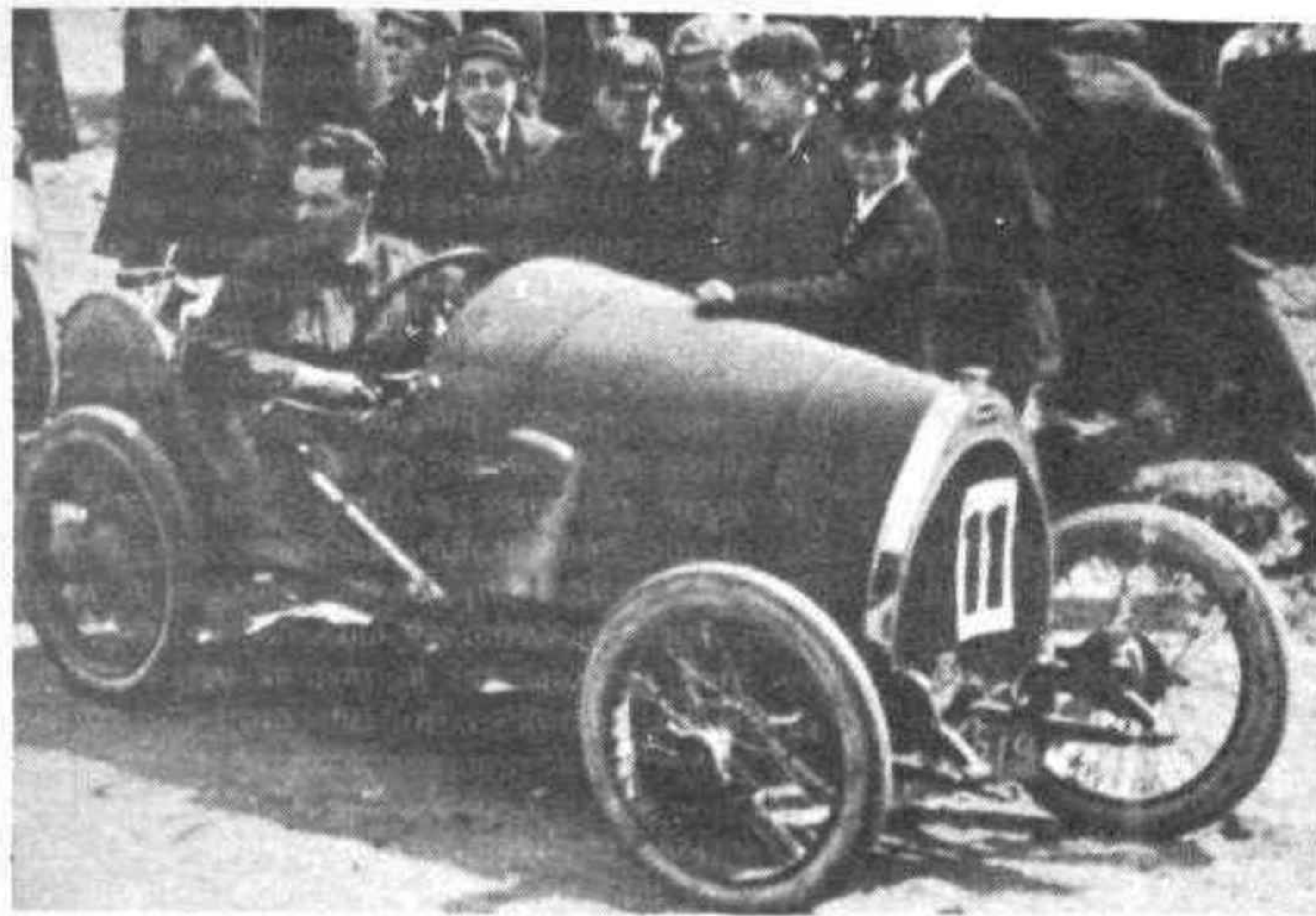
Notable ascents were made by Howard's Surbaisse Amilcar (61.27 sec.), by Vessey in his white 8th-Series Lancia Lambda for which he had been to London the night before to obtain a replacement gasket (57.88 sec.), by Clout in the side-valve Aston Martin (62.29 sec.), by Mrs. Rolt in her late husband's duck's-back Alvis (69.11 sec.) and by many others, if you accept that it's all relative and that the times alone do not tell the whole story. The runners ranged from Bowles' comic-car Alvis and C. Jones' modern-car Riley, to the TT replica Bentley—and even that had different "boots" front and back on this occasion.—W.B.

Results:

- Sports Cars up to 1,100 c.c.:** R. J. Nice (Austin), 56.46 sec.
- Sports Cars, 1,101-1,500 c.c.:**
Vintage: R. McPherson (Frazer Nash), 54.88 sec.
Post-vintage: W. Stephenson (Frazer Nash), 51.37 sec.
- Sports Cars, 1,501-3,000 c.c.:**
Vintage: S. Saunders (Bugatti), 51.57 sec.
Post-vintage: C. Jones (Riley), 49.62 sec.
- Sports Cars over 3,000 c.c.:**
Vintage: J. R. Nutter (Bentley), 53.48 sec.
Post-vintage: I. Woolstenholmes (Alvis), 48.48 sec.
- Edwardian cars:**
Handicap: J. Rowley (Talbot).
Time: R. Barker (Napier), 57.86 sec.
- Racing Cars up to 1,100 c.c.:**
Vintage: J. Sutton (Austin), 49.24 sec.
Post-vintage: C. Dowson (Lightweight), 46.95 sec.
- Racing Cars, 1,101-1,500 c.c.:**
Vintage: J. Warden (Frazer Nash), 49.82 sec.
Post-vintage: C. P. Marsh (ERA), 45.89 sec.
- Racing Cars, 1,501-3,000 c.c.:**
Vintage: I. Preston (Bugatti), 45.34 sec.
Post-vintage: G. St. John (Bugatti), 47.73 sec.
- Racing Cars, Over 3,000 c.c.:**
Vintage: N. Arnold-Forster (Delage), 49.98 sec.
Post-vintage: G. Smith (Frazer Nash), 45.78 sec.
- Racing Cars, Post-War:** A. Cottam (Connaught), 43.24 sec. FTD.

Lagonda Items

THE Lagonda CC magazine recently contained a road-test report on his 1938 V12 Lagonda written by Michael Valentine in the style of today's test reports, which shows how well this W. O. Bentley car stands comparison with modern cars. Incidentally, Schofield's 4½-litre was wrongly described as a team car in our VSCC Silverstone report, which has apparently caused merriment within the Club!



REAL AND REPLICA—Left.—Raymond Mays in his first racing Brescia Bugatti "Cordon Rouge", a highly-successful sprint car, called after a much-appreciated brand of Mumm champagne. Right—The present replica of "Cordon Rouge", which Mumm & Co. use for publicity campaigns.

That "Cordon Rouge" Bugatti Replica

IT WAS A nice idea to build a replica of Raymond Mays' famous Bugatti "Cordon Rouge", so that it could support the motoring events and socials organised by Mumm, the champagne importers. Replicas are permissible when no original car of the same type is available, or the bodywork is missing from an historic chassis. Some of them are very good. Black's Monza Replica Alfa Romeo, Willoughby's racing AC, the Le Mans Replica Bentley in the NMM, Wadsworth's TT Bentley for instance, or the new body on Morley's Pacey-Hassan Bentley. Besides these, the "Cordon Rouge" replica is disappointing.

"Cordon Rouge", Mays' first Brescia, had a short-wheelbase chassis. That used for the replica is a Type 23 long-wheelbase car, ex-Jardine, Moffat, Somerville and Sir Jeremy Boles. The wheelbase may at some time have been shortened to that of a Type 22 but it still seems to be longer than that of the real "Cordon Rouge". The engine is of roller-bearing type, although we understand that a more correct plain-bearing one is to be reinstalled. However, outwardly as well as technically, the car is a very long way from the real "Cordon Rouge". As the photographs show, the fuel tank was close up to the seat on Mays' 1922 car, and externals such as the external pressure-pump, that bulge on the bonnet, etc. have not been reproduced, and the tank seems the wrong shape. The tyres are over-size, although for about £100 or so Dunlop could surely have supplied 710 x 90s? Worst of all, the radiator is of the later ribbon-type. Now this was the radiator of Mays' second Bugatti, "Cordon Bleu". As it was called after a brandy which has no association with Messrs. Mumm, this is surely all wrong! Amusing, but not one of the better replica cars.—W.B.

V-E-V Miscellany.—*Total Times* had a piece recently on Marshalls Garage at Old Crosby, Scunthorpe, from which we learn that it was founded in 1920 by C. W. Marshall, Motor

Engineer. A picture shows the premises as they were when "No. 1 Petrol and Benzole Mixture" was sold there, a car in the background being, perhaps, a big Fiat limousine? In connection with our "Where Are They Now?" feature, we are informed that W.B.'s old Lancia Lambda is still running in Sussex, that the 1914 Mors referred to by past-owner Mr. Seyd is in Milton Keynes, the present user being a lady, and that the Colibri light-car remains in York Museum. Apparently after the war no owner could be traced for the last-named car, so the Civic Authority wisely took it under its wing.

The "Henry Affair" has raised considerable interest and letters from Air Commodore F. R. Banks and Henri Petiet state that they associate the twin-cam Peugeot racing engines with Ernest Henry and do not recollect Hispano-Suiza having made such an engine. Doug Baird tells us that Chris Gould has prepared an Austin 7 which he hopes will establish a 750-c.c. class 10,000-mile record, perhaps at Monza next year. The car has a glassfibre replica Ulster body, lowered suspension with Softride dampers, twin 1½ in. SUs, and develops 21 b.h.p. at 5,000 r.p.m. It was recently driven by these two enthusiasts, both wearing crash-helmets, from Lands End to John o' Groats in 22 hr. 59 min., which is 1 hr. 40 min. longer than the best time over this route during the 750 MC Golden Jubilee celebrations. Delays were due to navigational errors and running out of petrol, the Austin doing 20 m.p.g. instead of the estimated 30 m.p.g. John Ward takes us to task for calling his lowered Chummy Austin which ran at VSCC Oulton Park a "tin-foil special". He says it has a normal 1926 body, but it does run on small wheels (4.50 front tyres) and modified suspension. The only genuine Ulster component, he says, is the rev.-counter. The newspaper of the Liberal Party has published a picture of six motor vehicles, four at least vans, used by the Liberal candidate Sir Herbert Samuel for his campaign in 1929 and probably photographed in Banbury. They appear to be 14-h.p. Armstrong Siddeleys and the appropriate ones are labelled "The Liberal Van".

Alan Pollard is offering a £100 reward to

anyone who can supply fully authenticated information which will positively identify his vintage racing Studebaker and reveal its origin and background. The car seems to have been intended for long-distance racing and has appeared at fairly recent VSCC meetings. Having been taken to task by Alvis authorities for saying a 10/30 Alvis had been found, when it was obviously an 11/40, we now find it is indeed a 10/30—you just can't win!

A Canadian reader who is restoring a 1923 Rolls-Royce Twenty Tourer with a Duff and Adlington body needs help over the correct step plates. If any reader can provide this information letters can be forwarded.

From the Summer Newsletter of the Wolsley Register we gather that the water pump is the weakest feature of certain Wolsley models! Fortunately they have a useful repair service for this component and it did not prevent a member coming all the way from Belgium for their annual Stamford Hall Rally, in which the Vintage class was won by J. End's 1925 Wolsley and the Post Vintage section by S. Mapperson's 1926 Wolsley 21.

The STD Register's annual Sandhurst driving tests and *Concours d'Elegance* are scheduled to take place on September 15th. At their Wolverhampton Rally the Rootes Cup was won by H. Harrison's 1924 Sunbeam 14, which came 260 miles and it was runner-up for the D'Arcy Clarke Trophy for best under-bonnet condition, the winner being G. Joberns' 1926 Sunbeam 20/60. First-class Awards in the Pride of Ownership Competition went to A. Wiggins (1936 Talbot 105), F. Selwyn (1926 3-litre Sunbeam and the Ashen/Ecclestone 1932 23.8 Sunbeam. Bob Frost took the Perkins Trophy. Scottish Alvis Day happens on September 1st, at Bridge House, Midlothian. *Blackwood's Magazine* for August contained some fascinating reminiscences about the vintage days of motoring and cars owned and remembered by R. Hudson Smith, a British Embassy Official, and an extremely nostalgic account of Graham Gilmour and Gordon England touring the West Country in a Farman Box Kite in 1911, by Harald Penrose, OBE, who glimpsed it from a train

standing in Templecombe Station as a small boy. The author recently presented the rudders from this aeroplane to the RAF Museum at Hendon, it having lost them when force-landing in the grounds of Eastbury Park near Tarrant Ashton. Incidentally, Gilmour's car at the time is described as a "grey two-seater Panhard" while the former writer had, among others, a Grand Prix Salmson, and an o.h.v. vee-twin Morgan three-wheeler. The Myreton Motor Museum (Scotland) has issued a revised catalogue, price 20p, post-free.

VCC Fixtures

The Veteran Car Club has its Cirencester Main Event on August 31st/September 1st, the Shropshire Main Event on September 28th/29th and the Brighton Run, its most important fixture, on November 3rd.

Western Mail Motor Cavalcade

WHEN THE *Western Mail* organised, very efficiently, a Road Safety Run from Cardiff to Llandrindod Wells it wisely confined the entries to pre-war cars, as possibly safer than modern high-powered machines! Very often the smaller old-car events attract entries not seen elsewhere, so I agreed to act as one of the Judges, in company with the Cardiff RAC Representative and the Editor of the organising newspaper, so as to ensure a grandstand view of the proceedings. There was an excellent list of 51 runners but some non-starters. The journey presented few difficulties but Tydir James' two-seater 1926 3-litre Bentley had some bother near the start and arrived late, and Thomas' 1939 Austin 18 Iver saloon, with occasional seats, which had followed a funeral professionally that morning, needed urgent assistance over 20 inch tyres.

Otherwise they all arrived at Builth Wells for tea at the Royal Welsh Agricultural Society's Showground. Melville Watts was extolling the virtues of his 1921 Overland tourer, with its oval radiator filler, over those of the Model-T Ford, a brass-radiator 1911 example of which had brought D. S. Lyddiatt and his crew. Alan King came in a stark Anzani Frazer Nash which was losing water, there was a 1930 Austin with van body, once employed as a hearse and a baker's delivery vehicle, Kelvin Price had a very nice 1930 Morris-Cowley coachbuilt saloon and MGs predominated, including a white VA tourer with Vauxhall engine. Very pristine outwardly were Arthur James' big Sunbeam saloon and Husband's 1931 Morris-Cowley. A 1936 Morris Eight estate had its spare wheel mounted prominently on the r/s, Dean had substituted a very fine open 6½-litre Vanden Plas Bentley for his BMW, Beetham came in a very gaudy 1938 Rover 16, said to be a works' prototype, and when Lawson's single-cylinder 1905 Star got in, its oil lamps were lit to please the judges, who were inspecting for working lights, horn and starter. Rogers had to crank-up his E20 Daimler but Johnny Thomas' sleeve-valve 35/120 Daimler got the award for the most unusual vehicle in the Run. A Daimler lorry left before judging was over, leaving the Ford to take the veteran class. The vintage class was won by Owens' 1929 Hilman 14 saloon, a good working specimen in spite of some blemishes. Carter's 1926 Hillman 14 was smart apart from a dent in its radiator and I noted a very clean 1936 Standard Ten saloon. A 1934 AEC Regal

Mk. I represented the buses. The Judges had the utmost difficulty in deciding the winner of the post-vintage class, because Stephens' 1934 Morris Eight saloon, McCormack's 1934 Austin 7 saloon and Dingley Jones' 1931 Model-A Ford saloon were splendidly turned out. The Morris got it after long deliberation and the Star was given the award for the most meritorious effort.—W.B.

V-E-V Odds & Ends—Whereas at Brooklands they were happy with a 3-litre Bentley converted into a fire-engine (expect a model of it one day), at the VSCC Silverstone Meeting the fire-tender was that pre-production XJ12 test-car with 100,000 miles up, that was a present to the circuit from British Leyland. The one-time owner of a 14/40 Humber tourer, TX 4702, bought in Ross-on-Wye in 1949 and run until 1951, wonders where it is now? G. T. Shoosmith is hoping that the IoM authorities will permit a demonstration of genuine TT cars next year, prior to the motorcycle races, to celebrate the 70th anniversary of the first car TT. It is imperative to know how many appropriate cars would be available, so their owners are asked to contact Mr. Shoosmith at Gangbridge House, St. Mary's Bourne, Hampshire as soon as possible. The Bean CC rally for Bean-Group vehicles will take place at the Shuttleworth Collection, Biggleswade, on September 15th. This covers Bean, Swift, Vulcan, ABC and any other Bradshaw-engined vehicles, and Clynos are also invited. Information is sought about the prototype Harry Hawker light car of 1921 and whether any Hawker motorcycles exist apart from the JAP and Blackburne-engined examples thought to have survived; and about the Douglas-powered Hawker light-plane Miss Ivy Cummings flew in 1925.

VMCC Black Mountain Run

THE West S. Wales section of the Vintage Motor Cycle Club puts on some nicely informal runs, of which the Black Mountain Rally took place on July 21st. Once, when he heard that I lived in Wales and it was raining there, Cecil Clutton remarked "That's what Wales is for, isn't it?" But sunny weather greeted this Welsh ride through Brecon lanes and over the mountain road. The machines ranged from scruffy to *Concours*, Haynes' Francis-Barnett Cruiser, original to its very chromium, coming definitely into the latter category. The Garlands' big Royal Enfield sidecar outfit was there, the famous Wilmot Evans rode (appropriately) a sporty 250 square-finned Triumph, Skipp's 347 Matchless had hairpin valve springs, the Burke's Brough Superior combo was heavily-loaded, Adams' 1937 OEC had an experimental sprung rear wheel and there were lots of Sunbeams, of which Owen's 1928 model ticked over sedately in the Paddock. First away was a 1916 Calthorpe-JAP with a link-belt as its final drive. Lots of riders took pillion passengers, like Acton on his smart blue-and-black 494 Triumph, Davies' 1926 Raleigh had a belt-rim brake and gas lamps.

The oldest competitor was Flew's 1909 Triumph. The only incident seemed to be the complete severing of the n/s handlebar on Johnny Thomas' 1924 Triumph, which



The Overland seen in the Western Mail Cavalcade—a car frequently encountered in the Welsh lanes of the 1920s.

did not stop him from continuing! This 500 c.c. machine has whittle-belt drive, belt-rim rear brake, and a wheel-rim front anchor. On the mountain road Evans used his AJS's gearbox, Rhys-Roberts' Scott Squirrel emitted the right note, Davis' 1946 Norton slogged up well, and a yellow Renault did its best to collide with Lewis' BSA combination at an open minor cross-roads. Again, it was the drivers of modern vehicles who showed up badly!

Jordan (1926 BSA) selected a lower gear but was very quiet, the Garlands' Royal-Enfield soon resumed the route after a false right turn, Harries' smart 1930 Royal-Enfield had a slight mis-fire, and Bracey's 1935 Norton with touring sidecar climbed effortlessly. Phil Smith and E. J. Williams were keeping a watchful eye . . . Now for the Saundersfoot!—W.B.

Vintage Postbag

Top Cars

Sir,

A major advantage of having been born well before the 1914-18 War is that one could motor at a time when motoring was a real pleasure rather than, for the most part, a necessary chore. Petrol was just over a shilling (five new pence) per gallon, I paid my chauffeur three pounds, fifteen shillings per week, and one could buy the most interesting and exciting motor cars secondhand, for the price of a rust ridden banger of today. If present day readers think £3 15s. sweated labour, let me assure them that this was about 20% above average, because, not only was he a splendid person, but he doubled as valet, occasional groom and houseman.

I am, therefore, able to comment with some authority, on your Editor's erudite article on top cars in the early nineteen-twenties. I owned, at different times, a number of Hispano-Suizas as well as the other he mentions. I even possessed for a short glorious period, the late David Tennant's Leyland Eight which I sold to a friend called Lionel Phillips. This I place as very definitely top, with Hispano-Suiza second, the 8-litre "Boulogne Hispano" quite a close second. I am not certain if I can write objectively, as I was in my twenties and at that age one craves for performance, about the others, as they were rather sedate carriages. I am open to correction, but I would place them in this order. After the Leyland and the Hispano, the Silver Ghost, not only because of its superb workmanship, but because it was such a challenge to drive. If one could

go through a whole day and feel, at the end, that an imaginary Rolls-Royce test driver sitting beside one had not given a single "tut-tut", then one was walking on rosy clouds. Some very wise words were said to me by a man a quarter of a century senior, who had driven in the Paris-Madrid, "You will not really appreciate a Rolls-Royce until you are over forty years old." I suppose the forty horsepower Lanchester comes next because one never stopped finding unexpected and highly unusual features. Lanchester, like the Czech Ledwinka (it's time somebody wrote a book about this brilliant and highly unorthodox designer), never bothered about what anybody else was doing. These two great men just designed motor cars the way they thought they should be built.

I have owned a couple of 40 h.p. Napiers, built circa 1924. One, an open fronted limousine by Cunard, I bought for twenty-five pounds "straight out of private service" and resold almost immediately for a hundred per cent profit to a country undertaker. The other, a tourer with occasional seats, I bought for twenty pounds with a recorded mileage of eight thousand. I had the hell of a job to sell this, so I ran it for a bit. Its two best points were the excellent quality of its engineering and outstanding mechanical silence. I finally disposed of it, after a lot of haggling, for a grudging thirty pounds to a preparatory school master for taking his cricket team to away matches. I must say, quite honestly, that although I appreciated the fine quality of those Napiers, I was never in the least thrilled or excited by them.

Finally we come to the Isotta-Fraschini, a long way behind the others, bottom of the class by a long way. There are only two things that one can, in charity, say in its favour. It was beautifully built and finished, and it was the vehicle for more beautiful coachwork than any other car of its era. Oreste Fraschini died in the early nineteen-twenties, and Cataneo carried on with this same design with small modifications for at least a decade. The steering, except for the early models with narrow beaded edge tyres, was quite unacceptably heavy. The clutch and brakes needed a strong man to operate them, and the performance, except for the rare "Tipo-Spinto", can only be compared to a suet pudding being towed by a Trojan. I think the best epitaph on the Isotta was spoken by a millionaire chum to whom I sold the gorgeous 1935 show model drophead coupé by Hooper, when I suggested he should buy a Rolls with a similar coachwork: "I don't drive myself. Why should I pay several hundred pounds extra to make things a bit easier for my chauffeur?"

With due respect to your Editor, there is a car I feel should be included fairly high up in this list, the short chassis sports sleeve valve Minerva, born around 1924. In most aspects it compares well with the cars we have dealt with and its performance in a straight line was almost as good as the Speed Six Bentley. Its worst fault was a tendency, when driven fast on corners, to lie down on its door handles. I never actually inverted one, but I had some fairly traumatic moments.

Finally, why has the Leyland Eight, well restored by Leyland apprentices, been painted white? It was to the best of my knowledge,

always black. It certainly was when David Tennant had it, and when Lionel Phillips had it.

Leek. DAVID SCOTT-MONCRIEFF

That Bentley Motors' Moth

Sir,

Well, there is nothing quite like as nice as answering one's own letters, so I will do just that, after publication of my letter about the DH60G Moth G-ABAG in the May issue. It transpires that this Moth was not the only aircraft registered to Bentley Motors Ltd., for in 1929, DH60G Moth Coupé G-AAGT was also thus registered, but we now know that the actual owner of this latter aircraft, was the Marquis de Casa Maury, who was a joint Managing Director of Bentley Motors Ltd. It is thus more than likely that the later Moth too was owned by the Marquis, and that the passengers were more likely to have been "bright young things" rather than Bentley mechanics.

This correspondence brought about quite a remarkable sequel, in that G-ABAG is now owned by VSCC Secretary Peter Hull and his brother Douglas, the aircraft having been completely rebuilt over the past six years and now airworthy again and based at Finmere, not far from Silverstone. There seems to be an ever-increasing interest now between vintage cars and vintage aeroplanes, which is no bad thing. I'm sure that you'll agree. [Indeed, yes!—ED.]

Freeland.

PETER WRIGHT

The Peacey Steam Car

Sir,

With respect to Mr. R. S. Peacey I doubt whether the engine his father used in his steam waggon, and later transferred to a Darracq car, can have come from a Locomobile if it was as described, a triple-expansion unit. All Locomobile steam cars, which were designed by the Stanley twins, and the later Stanleys made after the brothers had bought the business back from the Locomobile and Mobile companies, had two-cylinder, double-acting, single-expansion or "simple" engines. Whites used compound engines but, again, a two-cylinder, double-acting type so this could not be described as triple-expansion. The only triple-expansion engine I know of in connection with road vehicles is the fine unit designed in the 1930s by Abner Doble for the Sentinel Steam Waggon Company: it was never put into production.

Perhaps there is some confusion between triple-expansion and three-cylinder? Three-cylinder, single-acting engines were favoured for some applications as, with their 120 degree cranks, they could not stop on dead-centre and were therefore reliably self-starting. To give equal self-starting reliability a two-cylinder engine for all practical purposes had to be double-acting, and had to have the cranks at 90 degrees which made for an appalling balancing problem unless the engine speed was very low.

Both Miesse (and Turner-Miesse) and Pearson-Cox steam cars had three-cylinder single-acting engines, and as Mr. Peacey's original waggon was of such early date a Miesse engine seems likely, because this *marque* was in existence before the twentieth century.

The photograph of the splendid Edwardian

Rolls-Royce on p.695 need not have been taken during the war, as I think the head and side lamps are sporting canvas dust-covers rather than black-out masks.

Potbridge.

ANTHONY BIRD

The Gerard Delage

Sir,

Rather belatedly to Mr. Anthony Blight's "Where Are They Now?", it was indeed the ex Gerard TT-winning Delage which was driven by the late Peter Aitken in the invitation "Fastest Road Car Race", Brooklands, 1939. This car originally sported a very smart streamlined orange coupé body, later acquired by Mme. Roualt for her Delahaye. It appeared open-bodied in the TT and how it was ever accepted by the RAC as a production model remains a mystery. I never saw a similar model in France, nor was such a car ever offered for sale as far as I know.

I remember being regularly passed by Gerard in the orange car, in a "Paris-Nice", only to find him pulled up in front of the next pub; intrigued I asked him what was going on and he said he was busy selling cognac, combining sport with a little business!

Peter Aitken swapped his Maserati for Gerard's Delage later on and a very amusing story it was. To come back to the "Road Car Race", I am at a loss why Mr. Blight uses the prefix "so-called"? Perhaps he refers to the omission of a 328, I don't think a German win would have been popular at the time! Having been invited I toyed with the idea of appearing with a works 328 instead of my Darlmat Peugeot—but I thought better of it. By the way, Hunter's Alfa Romeo fell by the wayside during the Mountain race. [Gearbox trouble—ED]. Downpatrick, N.I. RAINER DORNDORF

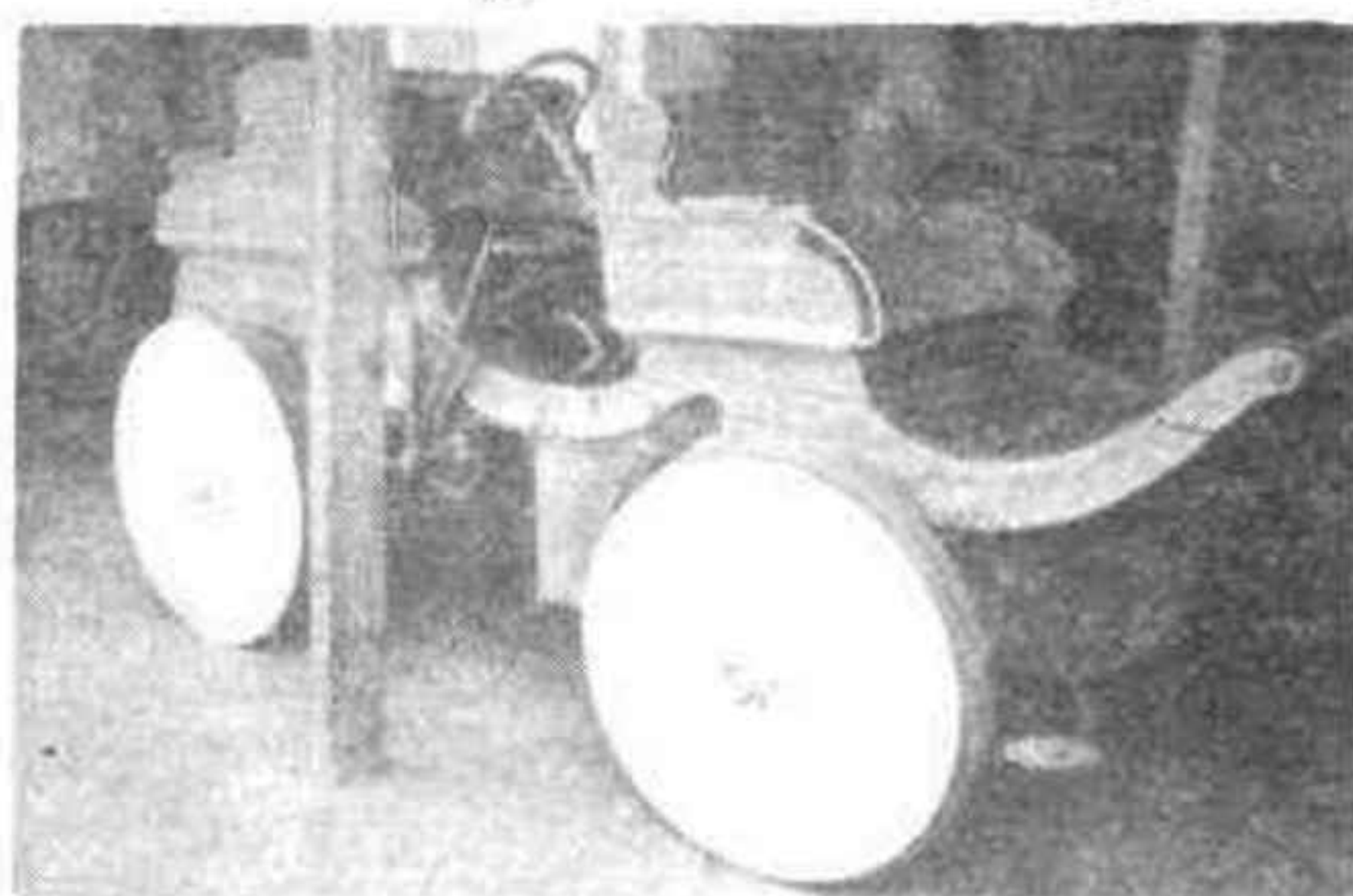
[It can all be checked from pp. 334/335 of "The History of Brooklands Motor Course", which saves space and advertises the book at one and the same time! Our correspondent entered Miss Patten's 2-litre Peugeot.—ED.]

An Arrol Johnston in the Sudan

Sir,

I enclose a photograph of an Arrol Johnston car which is claimed to be the first car in the Sudan. It is kept in the Khalifa's House Museum which is next to the tomb of the Mahdi in Omdurman. Although it does not seem to have been restored in any way and is outside under cover, I doubt whether it has deteriorated much due to the very dry climate.

An interesting fact about motoring in the



Real or fake?—the Arrol-Johnston in the Sudan.

Sudan is the vast numbers (comparatively) of Rootes group cars and trucks. This, as elsewhere in the world, is now losing ground to the Japanese efforts.

London, W4. R. H. TRACEY

The Jowett and the Tramp

Sir,

It was with great interest that I read the article about Frank Gray's crossing of the Sahara Desert in two Jowett cars in 1926. This reminded me of the following incident:

In the early 1920s my sister's husband, while driving an open two-seater car in the vicinity of Oxford, noticed a tramp by the side of the road. He offered him a lift, directing him to ride in the dickey seat of his car. The tramp travelled as far as a nearby town where there was a workhouse in which he intended spending the night. Before parting company my brother-in-law handed him half-a-crown, which was gratefully received.

In 1926 while this brother-in-law was a junior administrative officer in Nigeria he received by mail a package which contained a half-crown mounted in a gold surround and inscribed to A. A. CULLEN with the compliments of Frank Gray, M.P. in appreciation of the lift to the workhouse. The "tramp" turned out to be Frank Gray, M.P. who, disguised as a tramp, was inspecting workhouses in England. He had noted the name and address of his benefactor on the luggage in the dickey seat!

W. M. DESMOND MONTGOMERY
Newtownabbey, N. Ireland.

Lubricating Oils

Sir,

I was very interested to read the Editor's article on lubricating oils in the April issue, but I was a little surprised that he did not mention Speedwell "Sans Egal" and "White Ideal" which were so popular in the early 1920s.

"Sans Egal" had an unforgettable odour of "frying sardines" and my father used it regularly in his Matchless "H" combination with 996 c.c. Mag o/inlet twin engine.

I well remember being taken to the 1921 speed trials on Westcliff promenade and Dad talking to O. De Lissa, the Motasacouche ace (who also made Mag engines). I know I was "cock-a-hoop" on that day as I was patted on the head by the great Herbert Le Vack who sprinted against the 90 h.p. Wolseley Viper car on his 994 c.c. Indian bike—and won!

Anyway, back to Speedwell. Father and I came away intoxicated with the perfume of "castor" and straight away refilled the Matchless with "White Ideal" which had a castor base.

For the next week or so, we paraded round the town leaving behind a lovely perfume until the cool-running Mag cried "enough" as it was really "gummed up" and cost Dad quite a mint to have it dismantled and cleaned out.

So it was back to "sardines and sanity"!!

I have, of course, no connection with Speedwell's and really do not know whether they still exist.

I have been reading MOTOR SPORT for the past thirty years and hope I shall be doing so for the next 30. Hang on, I shall be 92 by then.

Finally, sincere congratulations to "W.B." for the monumental task of turning (I nearly said "churning") out MS's for what seems to be a lifetime! I believe in the early days, he did it practically single handed. The publisher must look upon him as the "goose, etc. etc."

Westcliff, Essex. DERRY PRESTON COBB

The Henry Affair

Sir,

The "Henry Affair" is surely subject to a logical solution. First of all, no Birkigt design for a twin-cam engine ever existed and nobody has ever seen such an animal or even drawings or sketches.

Remember that Peugeot had been enormously successful with racing voitures having four, five, and even six valves per cylinder. It would be natural for them to build a larger engine with multiple valves. Many engines had been made with inclined valves operated from twin camshafts in the crank-case, such as the 1910 Prince Henry Benz. This had the disadvantage of using pushrods and Peugeot were already far past that stage in their voitures. Most engineers stuck to the side-valve engine because the camshafts were close to the valves they were operating; the tendency was to incline the side-valves inwards to get a more compact combustion chamber, such as the Delaunay-Belleville.

Let us take the T-head side-valve Hispano that Zuccarelli had been racing, then incline the valves more and more to make the combustion chambers as compact as possible. First of all you get the clerestory combustion chamber (Delage, Sizaire), with opposed valves, and if you go on squeezing you get the inclined-valve head like the Benz, but with operation from side-valve camshafts, now almost upside down. Peugeot had already used twin overhead camshafts in the 1910 Michaux-designed engines, but they were not symmetrically placed because they were operating a huge vertical inlet valve and radial exhaust.

The 1912 Grand Prix Peugeot was thus a logical development of previous Peugeots. Having already used twin overhead-camshafts, though one was vertical and one horizontal, there was nothing alarming about driving them to the Peugeot engineers. That the Peugeot valve gear is really inverted side-valve is obvious, and here the influence of Zuccarelli and his T-head Hispano may have been felt, but there was no need to consult Birkigt. Michaux had all the makings long before and it would be interesting to know whether or not Henry had worked under him in the voiturette days. If Henry's work was less daring than that of his predecessor, it certainly bore his stamp.

Birkigt's single overhead-camshaft engine might be called a copy of the 1905 Mercedes, but that's another story. Henry was certainly influenced by the very experienced racing drivers with whom he was working and if any of Birkigt's ideas were employed, they came through Zuccarelli. No doubt many designers were thinking along the same lines, but Peugeot already had twin-cam experience in their voiturette racing.

Edenbridge. JOHN V. BOLSTER

[So far all the "voting" is in Henry's favour—ED].

McMinnies Won't Lie Down!

APPROACHING 88 years of age, W. G. McMinnies refuses to become senile! In 1938 he drove round Britain without a co-driver, in a Bentley. Recently he challenged a car to a day's journey, which he undertook by British Rail. The car this time was a Morgan, driven by the grandson of H. F. S. Morgan and a friend. The exploit wasn't a race, just an attempt to see which could go the greater distance in a day, rail passenger or motorist. McMinnies covered 1,200 miles, at 50 m.p.h. including changing trains and all stops, on the route Euston, Edinburgh, Newcastle, Birmingham, Newton Abbot, Paddington and Bristol. The Morgan did 1,350 miles, an overall average speed of 56 m.p.h., inclusive of all stops. McMinnies, you will recall, dominated the Cyclecar GP at Amiens in a Morgan 3-wheeler in 1913.

W.B.

A Land Rover Frolic

DURING JULY the Rover Company allowed motoring writers to drive diesel and petrol Land Rovers over some very tough, safari-like going in the grounds of Eastnor Castle, near Ledbury. The Castle grounds flank both sides of the road from Ledbury, after turning off the Malvern road, to Tewkesbury, where some of the finest Cotswold scenery is to be seen. After some expert tuition and three attempts, I got a petrol Land Rover up a long 1 in 3 hill that most of the other models funked, although it was a second-gear climb for a Range Rover. The demonstration was a reminder, if one were needed, of the fine cross-country, mud-plugging abilities of this versatile British vehicle. An amusing finale was the presentation to each driver of a Certificate saying that he had successfully passed a Course in Driving Instruction on Land Rovers—given even to one person who did not do any driving! An effective piece of publicity, well put over by Keith Kent.—W.B.



The Editor with his Land-Rover Proficiency Certificate and the vehicle he coaxed up "quite a gradient".

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The tyres go faster

Above, is one of the fastest cars on the road.

The Lancia Stratos.

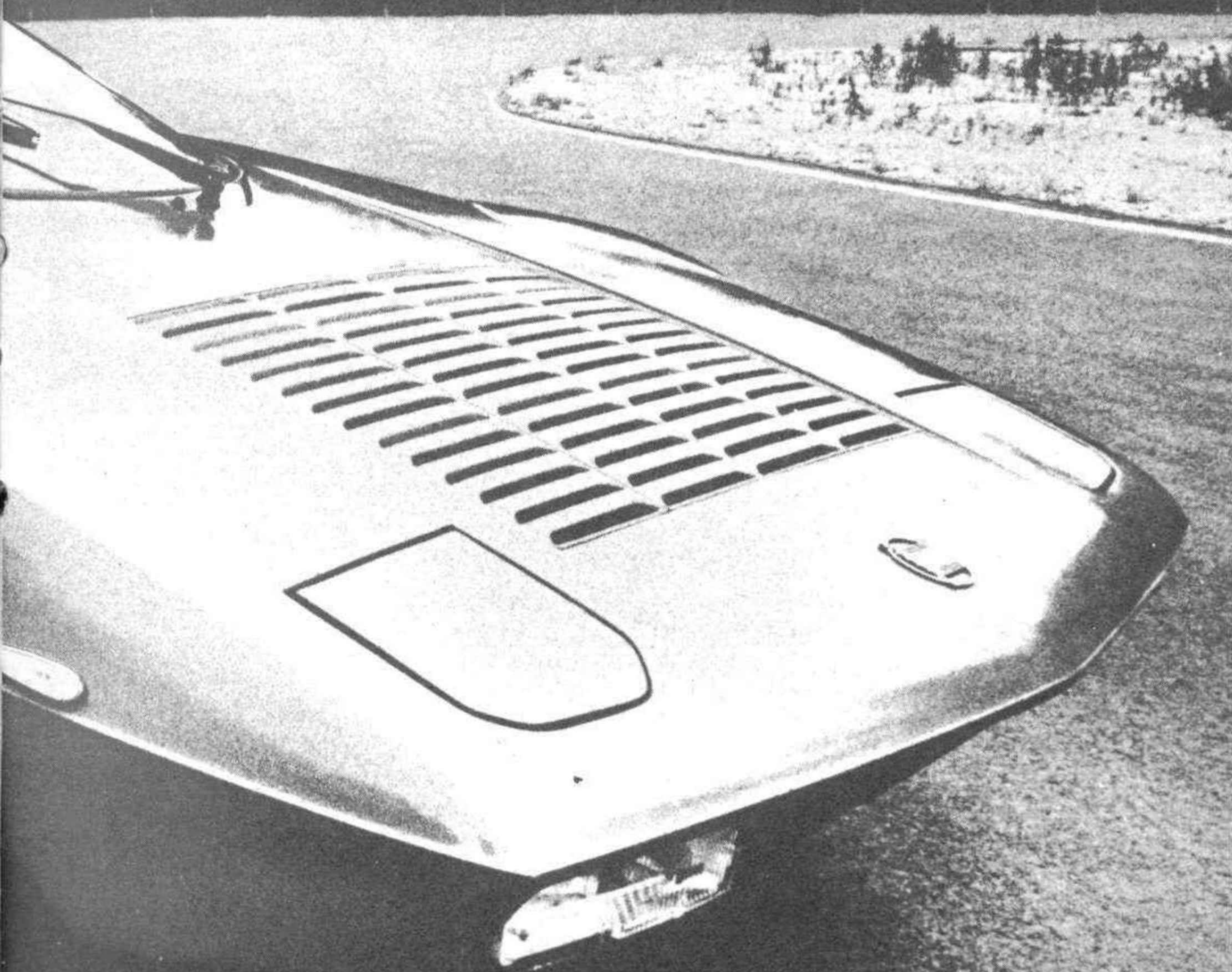
With a 2.4 litre Ferrari engine, it clocks 60 in 6.9 seconds. Flat out, it tops 140.

But if the Stratos is one of the fastest cars, how do we know our tyres go faster?

Our backroom boys in Milan provide the answer.

They developed the tyre, our VR CN 36, and put it through the mill on a test rig at even higher speeds than the car can do on the road.

Moreover, conditions on the test rig



than the car.

are much tougher than those experienced on the road at the same speed, because of the radius of the test drum and the lack of cooling slipstream.

In terms of roadspeed this represents an impressive margin of performance and safety.

Those impressed with the tyre were Porsche, Jensen, BMW, Ford, and half a dozen more we could mention.

Every one of them fit CN 36 as original equipment. Doesn't that make you think about fitting them as replacements?

PIRELLI
Cinturato CN 36

Looking back with Phil Hill

ONE OF THE MOST regular features of the past twenty-five years' Grand Prix racing has been the periodic rise and fall of Ferrari fortunes, peaks of success being relatively few and far between since the advent of the 1½-litre unsupercharged Formula One at the start of 1961. With the Italian team currently enjoying a welcome renaissance with its flat 12-cylinder 312B3s, a visit to Dijon-Prenois for the French Grand Prix brought us face to face with one of Maranello's great exponents of the late 1950s and early 1960s, America's first World Champion driver Phil Hill. This outspoken (but in no way brash) Californian who won his title thirteen years ago talked to us at length about his varied racing career, the problems which finally forced him to split up from the Ferrari organisation and the rather sudden way in which he found himself retiring from active participation.

It would be true to say that Phil Hill is primarily an enthusiast of motor cars and motor racing, this fundamental enthusiasm being responsible for leading him into the sport as a competitor. Even now, seven years after he last drove in active competition, Phil Hill's enthusiasm remains untarnished. His visit to the French Grand Prix was in order that he could take part in the "retrospective parade" of former participants in this historic motor racing as well as meeting old friends and colleagues of his era.

The son of the postmaster in Santa Monica, California, Hill's first car was actually a Model T Ford for which he paid the princely sum of ten dollars when he was twelve years old. By the time he arrived in his late 'teens he was desperately trying to dovetail his college studies with a stint as unpaid mechanic to a friend who raced a midget car on the dirt tracks which abounded all over the United States at the time. "That really was a terribly big deal at the time", Hill recalls in his reflective Californian drawl, "a case of seven nights a week with a race on every night. The pressure was tremendous. I'd originally become a fan of



PHIL HILL with Gendebien after winning the 1961 Le Mans 24-hours.

road racing through reading all the pre-war books written by people such as Davis, Birkin and Segrave—I devoured it all and road racing was the thing I always wanted to take part in". Interestingly, the enthusiasm which fired Phil Hill to compete in the long Carrera Panamericana road races through Central America and eventually led to his recruitment into the Ferrari works team meant that he was one of the few leading American drivers who stayed clear of USAC oval racing. Hill was also one of the "renegades" along with Masten Gregory, Carroll Shelby and Dan Gurney, who were so aggravated with what they thought was the over-rigid "amateur" approach of the SCCA they went off and raced for money instead!

By 1950, Hill's overwhelming enthusiasm to compete led him to purchase one of those appealing little MG TC roadsters, setting out on the road to Formula One with a win on its first appearance. By this stage he had decided on a career as a professional mechanic, even coming to England to attend a course at the Jaguar factory before returning to California with one of the famous XK120 models. There followed a brief flirtation with one of the ex-Scuderia Ferrari Alfa Romeos which was beset by mechanical fragility before an invitation came from Ferrari's North American agent, Luigi Chinetti, for Hill to come to Le Mans and stand by as a reserve driver for the 4.1-litre V12 which Chinetti was sharing with Jean Lucas. He didn't get a drive at Le Mans, but he did manage to get a run at Reims in the same car with Chinetti, standing in on this occasion for the injured Bill Spear.

Chinetti fully appreciated that his newly-discovered Californian protege had above-average talent and arranged that Hill should have his own Ferrari back in the United States the following year. "This was the 212 export 'barchetta' which had won the very first Tour de France in 1951 in the hands of Pagnibon and Barraquet and it was fitted with a 2.6-litre engine". It served the young Hill most adequately in club races on the West Coast of North America, before he moved on to a 3-litre Ferrari and started to compete in the long distance events.

[He was racing this 3-litre 750S "Monza" against Shelby's 4.1 or even 4.9 and was always up Shelby's exhaust pipe.—D.J.S.]

By the time he was recruited into the works Ferrari team, Phil Hill had developed an almost-legendary concentration which was to take him to no fewer than three Le Mans victories. If he appeared outwardly slightly agitated, his stamina was clearly unquestionable. In 1952 Hill received an invitation to compete in his first, daunting Carrera Panamericana, the 2,000-mile road race which stretched the length of Mexico from the Guatemalan border to the Southern borders of Texas. "I was invited to drive by a Texas oil man called Allen Guiberson who lived in Dallas", Hill reflected. "He'd just bought the Vignale-bodied 212 coupé which Ascari and Villoresi had driven into second place the previous year. It was just an epic, I really didn't know what to expect



PHIL HILL at the 1974 French Grand Prix.

and the only thing I really remember about the whole affair was that I suffered a terrible attack of the 'Aztec quickstep' which I began to think I'd never survive". Hill's modesty didn't allow to record that he finished sixth overall in his first try. The following year he returned, only to survive a spectacular accident when his Ferrari plunged over a cliff, but came back unscratched in 1954 to finish a close second behind Maglioli's work-backed car, driving on this occasion the ex-factory 4.1-litre spyder which had won the 1953 Nurburgring 1,000-kms. in the hands of Ascari and Farina. On the last two occasions, Hill was partnered by Richie Ginther, the two Americans later destined to become Ferrari Formula One team mates.

"By this time I was convinced that I just had to cross the Atlantic", Hill told us. "I decided that I'd got to go and barnstorm round Europe, so I loaded up my Ferrari on a boat from Houston in Texas and set off on the trip to Catania. Believe it or not, it was on that boat that I received a message from Ferrari himself to go to Maranello as soon as I arrived. I was there just like a shot to be confronted with the question 'Do you want to race at Le Mans with Maglioli?'. Of course there was no question, I agreed immediately".

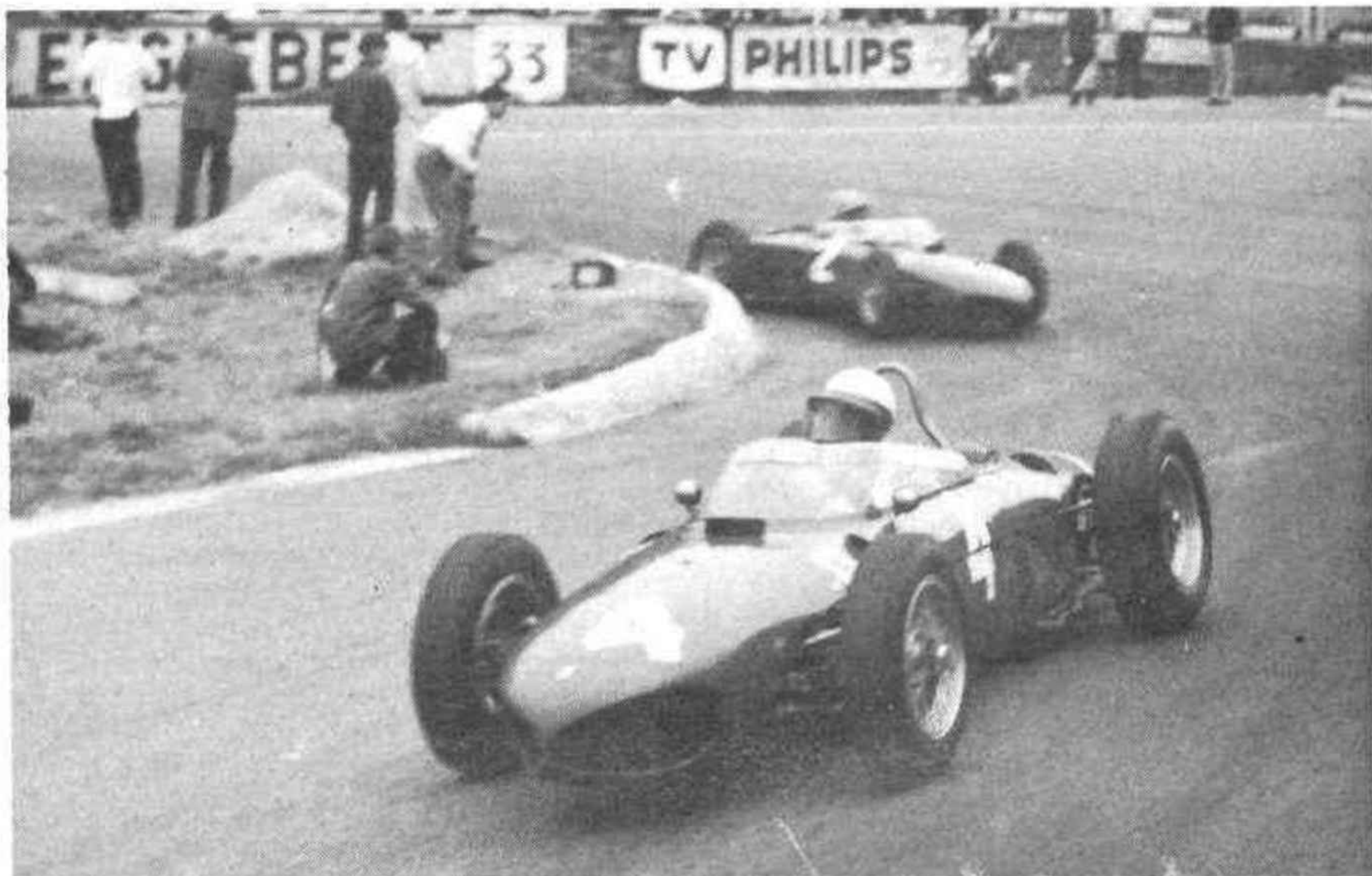
During the 1955 season, Ferrari was relying on his four-cylinder 121LMs for the long distance events and three such cars were entered for the fateful 1955 Le Mans race. "Then there was that terrible accident which left me really confused. Here I was, this new-guy American, trying to take in everything that was happening while at the same time trying to understand the reasoning of the team manager who was for ever urging one to go flat out while at the same time telling you not to risk bending the car under any circumstances". Although Hill's status within the team mushroomed progressively over the next five years, he was always aware of Enzo Ferrari's presence and his tendency to keep all his team-members on their toes with a little bit of rivalry amongst themselves. "Ferrari never liked complacency", recalls Hill, "and I found myself always get-

ting pushed around in the Formula One team, particularly during my first season in 1958. Incidentally, I firmly believe I could have won the '58 Italian Grand Prix at Monza if I hadn't been told to stay behind Hawthorn in third place so he could get as many Championship points as possible". In fact, Hill virtually forced Enzo Ferrari to give him an F1 seat by accepting a Maserati drive at Reims. Ferrari valued Phil very highly for sports car racing and, in consequence, forbade him to drive the Maserati. Hill called his bluff and Ferrari relented; the American got a place in the F1 team!

Hill's first Le Mans triumph came in 1958 with the famous 250 "Testa Rossa" front-engined V12 Ferrari sports car which he shared with that charming Belgian Olivier Gendebien, this duo staying together until 1962 when they won the last Le Mans to be dominated by a front-engined car. Hill and Gendebien became one of the great long distance pairings of the late fifties and early sixties, numbering wins at Sebring and Nurburgring to their credit as well as the Le Mans triumphs in 1958, '61 and '62. Their relationship out of the cockpit wasn't quite as sympathetic, Hill frequently admitting that he was rather upset over the amiably brash fashion in which his co-driver tended to play down Hill's contribution to their success. But there was certainly none of the open hostility alleged by certain journalists at the time, and they welcomed each other warmly when reunited at Dijon.

On the Formula One front, Phil Hill had been very much the "apprentice" during the hey-day of Peter Collins and Mike Hawthorn and he admits there never existed an awful lot of sympathy between the serious outlook which Hill brought to bear on his racing and the extrovert "devil-may-care" attitude of the two Englishmen. Ironically, Collins' death and Hawthorn's retirement from motor racing after winning the 1958 World Championship were leading factors behind Hill's promotion into the full-time Ferrari team alongside Dan Gurney and Tony Brooks the following year. The advent of the rear-engined Cooper-Climax in the hands of Jack Brabham left little in the way of victories to be collected by the larger, front-engined 2½-litre Ferraris, so although Phil Hill won the 1960 Italian Grand Prix on the banked Monza circuit (the final Grand Prix to be won by a front-engined car) it wasn't until the advent of the 1961 V6 Ferraris that his winning streak came to prominence.

As time has passed, the essential facts of



HILL'S 1½-litre Ferrari V6 rounds La Source hairpin ahead of team mate "Taffy" von Trips during the 1961 Belgian Grand Prix at Spa. They finished first and second.

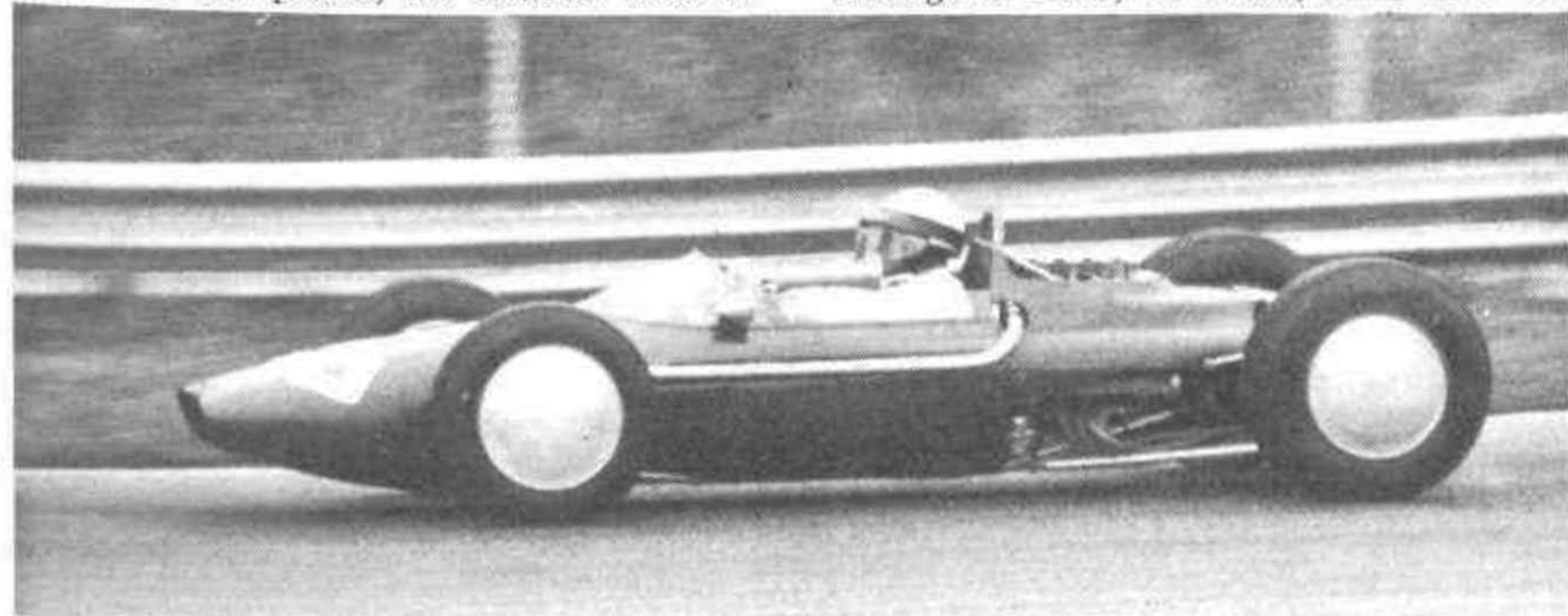
that 1961 season have tended to become rather juggled around. True, Stirling Moss worked miracles with the little four-cylinder Lotus 18-Climax belonging to Rob Walker but Hill is emphatic: "Many, many times I'd have willingly traded my Ferrari's power for Moss' handling. That Ferrari was absolutely awful round circuits like Monte Carlo. It was nothing but a truck and I would have dearly liked the handling of that little Lotus". Whilst in no way disputing the brilliance of Stirling Moss, one senses that Hill feels very earnestly that there was a tendency for people to think "anyone can win with a Ferrari" and he disagrees strongly. (Ferrari actually said this!)

Phil Hill only won the Belgian and Italian Grands Prix, although he took second place behind von Trips at both Aintree and Zandvoort, and there was obvious disappointment waiting for America's first World Champion when Ferrari decided not to take part in the United States Grand Prix at Watkins Glen. "I really didn't get a lot of pleasure out of that Championship season", Hill told us, "because the 1960 season was much more satisfying. There was a good deal of back-biting in the team in 1961—remember we had Ginther, Trips, Baghetti and Ricardo Rodriguez. Then, of course, came 1962 and

we had virtually no results at all. That proved what a bad chassis the Ferrari really was".

By the middle of the 1962 season, Hill's sensitivity was bringing him to think he couldn't stay at Maranello any longer. He also found relations with team manager Tavoni rather tense. Phil used to talk openly to certain journalists and Tavoni used to upset him by confronting him, take a button of Phil's shirt between finger and thumb and almost pull it off as he said "Pheel, you 'ave spoke too much . . ." Hill muttered "God-dam; that damn Tavoni—pulling the buttons off my shirt!" "They built up a new car for me with a wider track and the clutch mounted inboard of the gearbox to replace the arrangement whereby we had the clutch right out at the back of the gearbox. That car could never pull the same revs as we'd seen in 1961 and it was virtually impossible to haul round tight corners. You had to use some real funny antics to get it round the slow corners at Monaco, although it wasn't too bad in the closing stages of that year's Monaco Grand Prix because the rubber was well worn and a little bit of rain meant that it was easier to swing round the turns. That's why I was closing in on McLaren's Cooper towards the finish". Despite the odd promising performance, Ferrari could see his cars being beaten by their British rivals. He decided the responsibility lay firmly with the drivers and was not impressed by their remonstrations about the car. Hill by now "absolutely desperate to get away from Ferrari" moved along with his team-mate Giancarlo Baghetti to the newly-formed ATS team for 1963.

The ATS organisation was formed by a number of Ferrari "breakaways" including current-day Autodelta team director Carlo Chiti. Their plan was to build a new Italian Grand Prix car to beat Ferrari at his own game; and their efforts failed miserably. Although neither Hill nor Baghetti scored a single Championship point during the course of that disastrous season, Hill



AFTER leaving Ferrari, Hill had a melancholy 1963 season with the abortive ATS which is seen above at Monza sporting "streamlined" wheel fairings.

remains reasonable and charitable when recalling the project. "They'd all gone off from Ferrari to build this ATS and, while there's no doubt it was an extremely ambitious effort, it was considerably misjudged. Also, it must be remembered that Italy was going through probably its first big post-war financial crisis at the time and events just overtook them. Really, it was a marvellous little engine that ATS V8, even though it suffered from the most incredible oil surge problem. You could almost feel the whole thing lose revs as the crankshaft became swamped with oil!"

Not knowing exactly what he should do, Phil Hill became involved with the works Cooper team for 1964 through his links with BP following a brief spell with the Centrosud ex-works BRM. But his relationship with John Cooper was difficult in the extreme, a classic case of two human beings finding it totally impossible to get on with each other. The best result he could muster was fourth place in the Silverstone International Trophy and a single Championship point in the British Grand Prix at Brands Hatch. "I was going through a very confused state of mind at the time", Hill admits, "but my spell with Cooper was without doubt the worst experience of my life. I'd yet to deal with a team which had no weird nationalistic temperament to cope with and I had more incidents with the ATS and the Cooper than I'd had during the whole of my career up to that point".

The big split between Phil Hill and Cooper effectively took place after two accidents during the Austrian Grand Prix on the bumpy Zeltweg airfield. "I crashed my regular car into a straw bale in practice, then repeated this performance in the race, although this time the car simply burnt out. John Cooper went almost mad with rage at me after that and the next thing I knew was that I'd been replaced in the team by John Love for the Italian Grand Prix. I read about it in one of the papers!" Although they just managed to work out the United States and Mexican Grands Prix without coming to blows, Cooper and Hill split up for good at the end of 1964. Phil Hill never drove in another Grand Prix event again.

"A beautiful switch to sanity" was how Hill described his recruitment into the Ford prototype team at the start of their multi-million pound Le Mans challenge in 1964. After an abortive drive at Le Mans in 1963 with Lucien Bianchi in an Aston Martin—"we cracked the sump"—an approach from John Wyer resulted in the first GT40 prototype challenging the works Ferrari hard in the opening stages of the 1964 race with Hill at the wheel. His enthusiasm for the Ford set-up is almost gushing. "It was more fun than a barrel of monkeys, it was like heaven—a real boost to my confidence".

That mixed 1964 season ended with a trip to the Tasman series along with Bruce McLaren to contest the winter races with, almost ironically, a pair of Cooper-Climaxes owned by McLaren. It was here that Hill enjoyed what he considers the most satisfying race of his career—"it was at Longford, where I finished third behind Clark and Bruce". Perhaps it is indicative of Hill's sensitivity that he should select an event

where his own personal performance was the criteria rather than his best result, a facet of his character which left him more satisfied with 1960 than his Championship season the following year.

By the time Phil Hill joined the Ford team, in his own words he was "little by little coming to see the rational aspect of racing. Having seen a good number of drivers killed over the years, I found myself becoming more aware of the potential for hurting oneself. It was not something which worried me, it was simply a fact which I suddenly found present in my mind". But before Hill finally slipped out of motor racing, there was to be one final team for whom he would drive, Jim Hall's Chaparral organisation.

Much has been written about the famous "two pedal" Chaparral sports cars of the mid-1960s; they were really the first of the "computer cars", machines designed with an engineering perfection in mind that few of the rivals approached. It wasn't so much the Can-Am machine that sticks in Hill's mind as much as the beautiful winged prototype which arrived in Europe for the 1967 season. In 1966, Hill had triumphed in the Nurburgring 1,000-kms. event, sharing the first Group 6 Chaparral with Jo Bonnier, but the exciting 2F model with its foot-operated movable rear wing, automatic transmission and powerful Chevrolet-engine enlivened the 1967 World Championship for Makes.

"We took it to Sicily for the Targa Florio", Hill reflects with a mischievous grin, "and I can remember the way it frightened everyone around the course when it came into view scything the foliage off the trees with its wing. But the best thing was when it was standing still and somebody moved the rear wing without the car moving, just by pressing that third pedal. It created an almost spontaneous reaction as a quarter of a million Sicilians fled for their life!"

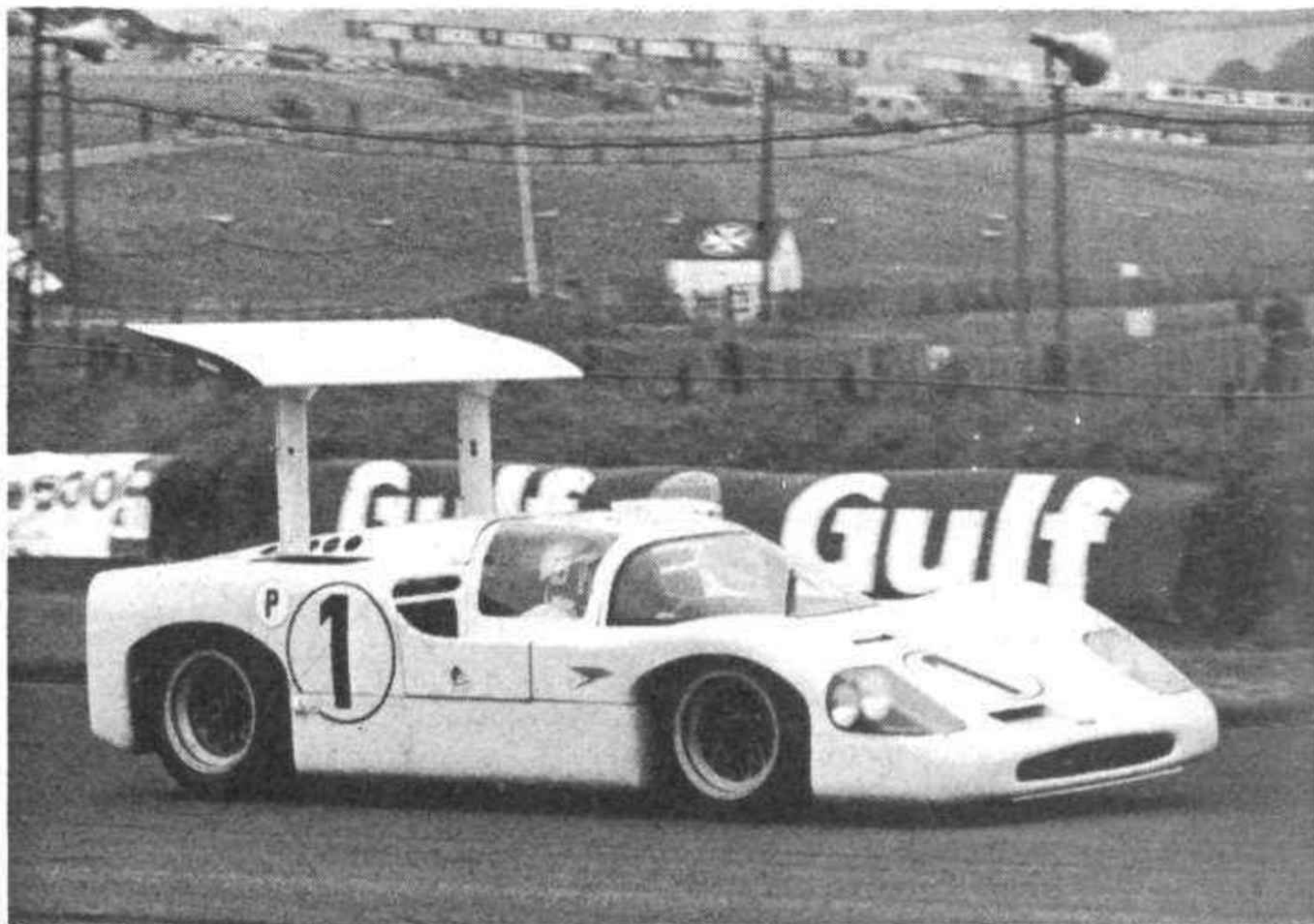
"Seriously, though, I nearly found myself

caught out on one occasion when I hit the brakes and the wing pedal at the same time when this guy in a Corvette wandered across in front of me coming off the Daytona banking. He just didn't see me coming. My last race for the team was the 1967 BOAC 1,000-kms. at Brands Hatch which Mike Spence and I won. It was a wonderful car, but I think that Jim Hall was just a little bit disappointed after its minor bouts of unreliability that year".

When talking about the decision to retire, Phil Hill beamed broadly. "Well, it wasn't exactly a decision. I just ambled on through 1967 and then suddenly found I hadn't got a contract arranged for the following season and all of a sudden I found that Phil Hill the racing driver had become Phil Hill the non-racing driver and he just wasn't motor racing any more. I just sort of slipped out of it all!"

There can be very few drivers who can lay claim to the distinction of winning their very last motor race before they retired, but the good natured Californian justly can even though, at the time, it's probably unlikely he realised that retirement was just round the corner. His interest in historic cars is maintained with his own collection—"I've got a 1931 blower Bentley, a 1931 Alfa Romeo Zagato, nine Packards and three Pierce-Arrows. More than enough to keep me occupied".

Is there anything he regrets? "One thing perhaps", he added as an afterthought. "I'd like you to nail on the head once and for all this nonsense about me having a 'nervous wreck' mentality. It's something that ought to be shot down in flames. I've never been nervous, it's just that I used to get completely absorbed with what I was doing and didn't like people bothering me with stupid questions just before a race". Those who knew Phil Hill during his racing days merely confirm that once the flag dropped, his concentration became complete and his relaxation behind the wheel unquestionable.—A.H.



PHIL HILL'S last racing appearance was in the BOAC 1000-kilometres race at Brands Hatch in 1967. Driving the Chaparral 2F, he won with the late Mike Spence.

Behind the Scenes

Champion, the Sparking Leaders

LAURIE HANDS, the Champion Sparking Plug Company's UK Chief Engineer and Competitions Manager, can recall only one failure of his plugs in international motor racing this season, one plug in the Gulf-Mirage in the Monza 1,000 kms. It is a history of reliability which reflects the quietness with which Champion's Racing Division goes about its business: tyre failures tend to be shouted about by the press, teams and spectators (and after all, there have been sufficient failures to warrant a few sharp remarks) and the manufacturers do their own shouting when they win. Champion, on the other hand, are accustomed to winning (Indianapolis and all except two Grand Prix are amongst their 1974 score) and so long as those tiny yet critical components remain reliable, which they do, then they remain unobtrusive and the general public would forget about them without the occasional nudge from Champion's UK promotions manager Ray Shears. Just how successful Champion sparking plugs are in the world of Formula 1 can be judged by the list of Grand Prix teams who *do not* use their plugs: Tyrrell, Surtees, Hesketh and Embassy Lola. Scheckter has provided Motorcraft with the occasional uplift this season, but this Ford-owned company is gradually winding down its competition activities, leaving the field open to Champion.

And that field is astoundingly vast, encompassing motorised sports which motor-car and-cycle racing enthusiasts tend to forget about: powerboat racing, Formula 1 aeroplane racing and the rapidly growing one in the appropriate climates of Snowmobile racing. Each sport presents its own particular sparking plug problem, each sport holds dozens of international events each season and each international event requires Champion representation. A big logistics problem for Hands, one might expect, but in practice his team is so small that usually only one or two Champion representatives are available to provide that unobtrusive behind-the-scenes service. The problems lie with his staff, who have to persuade their wives that weekends at home no longer exist!

Not all motorised sport is serviced from Champion's UK base at Feltham, Middlesex, however, for this American owned company, founded in Toledo, Ohio, in 1908, where the



Laurie Hands, Champion's UK Chief Engineer and Competitions Manager.



John Glover, Champion's UK Competitions Rep., examines a G56R plug from Peterson's car with Team Lotus mechanic Rex Hart at the German Grand Prix.

headquarters remains, has sixteen or seventeen manufacturing plants throughout the world, several of which have competitions departments. The Belgian factory, for example, employs four competitions engineers, of Belgian, French, German and Italian nationalities, to look after events in the appropriate countries. Racing Division headquarters are in Toledo, at which factory all the 116 current types of racing sparking plugs are manufactured, and whose staff service Cam-Am, USAC, World Championship Formula 1 (Hands joins them at Watkins Glen) and lesser forms of US internationals. But the hot-bed of Champion motor racing activity is in Europe, with the World Championship, the World Championship for Makes (including the Le Mans 24-hour race), all European Championships such as Formula 2 and the European Touring Car Championship, plus international motor-cycle road-racing and motocross. The world-wide list of events to be covered, including boats and aircraft, stretches into the hundreds, all of which are detailed in a professionally printed folder calendar/schedule prepared annually by Hands and his staff at Feltham ("Feltham is Champion's only office in the world which can prepare a calendar", says Hands). Alongside each event is listed which of Champion's many organisations will represent the firm, how many staff will go and which types of plugs will be required, etcetera, etcetera. Every Champion office in the world is circulated with this Feltham-prepared schedule, to keep them in touch with what is going on whether they are involved with Competitions or not.

Apart from the tall Laurie Hands, who served his apprenticeship with British Thomson Houston in Rugby, served in the RAF as a war-time navigator/bomb-aimer and worked for Lodge Plugs before joining Champion in 1949, the most familiar Champion man-about-motor-racing (indeed one of the most familiar faces in the pits) is the debonair John Glover, Competitions Representative. Usually he can be seen peering through an illuminated magnifying glass (the most important tool of his trade—he rarely touches a plug spanner) at plug electrodes, the condition and colour of

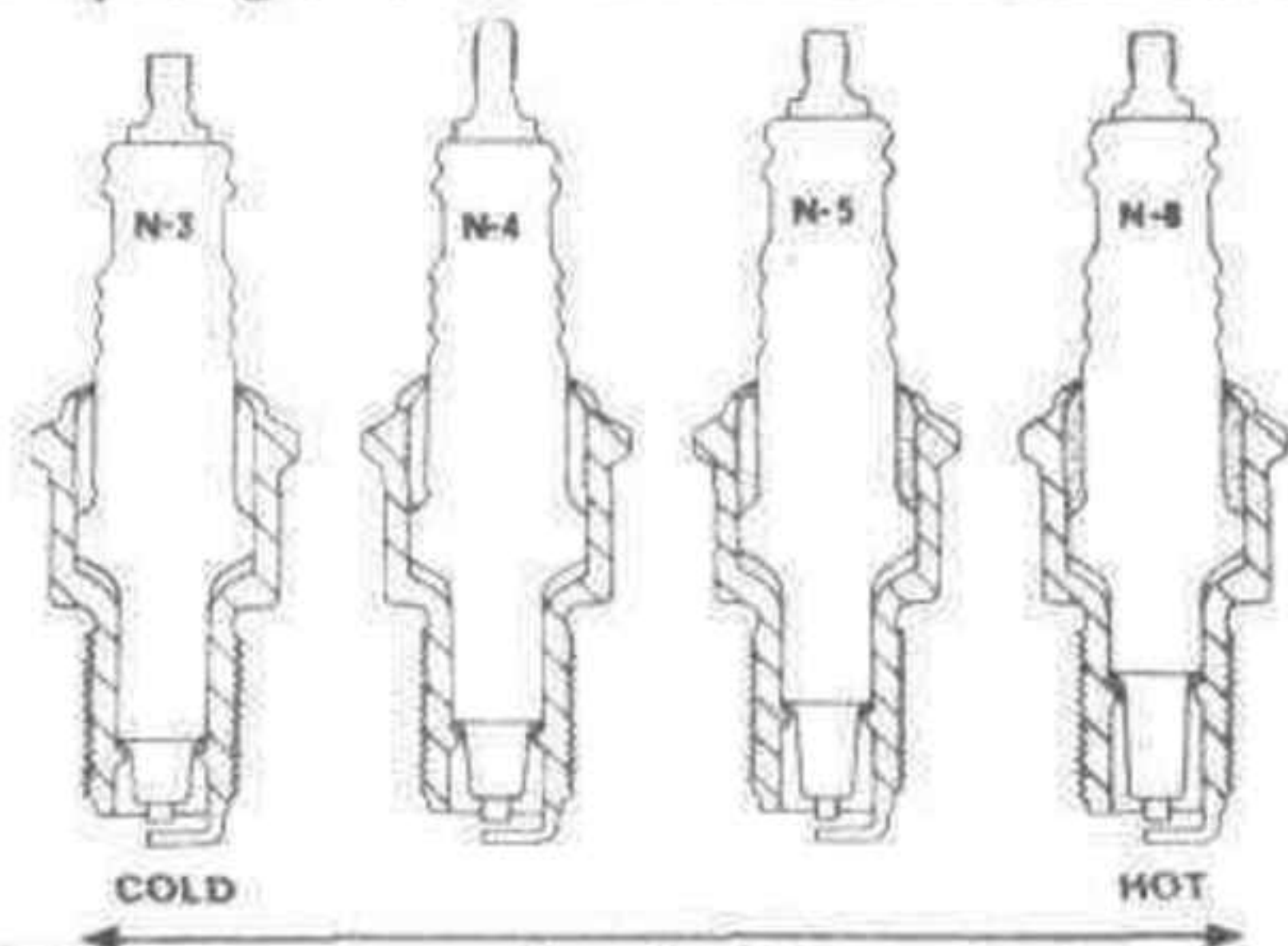
which to his experienced eye can indicate exactly the condition of the ignition system, the accuracy of timing and mixture control and piston condition, enabling him to give essential feedback to the mechanics. Tony Mayhew looks after motor-cycles, production as well as competition (and industrial sparking plugs), Derek Dyson, the assistant Technical Services Manager, is co-opted into the competitions team for powerboat races and Stan Cardy, the aviation and marine technical engineer, looks after Formula 1 aircraft racing. Occasionally pressure of work means that there is some cross-over and Derek Dyson, for example, though a specialist on marine racing, is competent with cars and motor-cycles too, while John Glover doubles up on boats. Paul Samways, the northern technical services regional engineer, is brought in to the fold to help out with the RAC Rally and the Isle of Man TT, to which events he takes a Transit van laden with diagnostic equipment and, in the case of motor-cycles, with a portable rolling-road. Also under Laurie Hands on the engineering side come Michael Shepherd, the Engineering Co-ordinator, Gordon Harris, who looks after specifications and technical records and the invaluable Fred Hageman, Development Engineer and Tester and the man in charge of Champion's famously accurate Heenan and Froude engine dynamometer at Feltham. Within the company Feltham is unique in having its Racing Division run inside the folds of the Engineering Division—elsewhere competition activities are regarded as part of the Promotions Department, here run separately, though very closely allied, under Ray Shears. Naturally, all the Racing Divisions feed back engineering information, ultimately to Toledo.

Surprisingly, Formula 1 is probably easier for Hands and Glover to service than any other form of racing, one plug, the G56R being the common "hardware" in all DFVs and the BRM engines and virtually entirely free from problems. The exception to the rule is the flat-12 Ferrari engine, which uses a surface discharge plug, the GV503, developed by Champion specifically for this application, suited to the combustion chamber characteri-

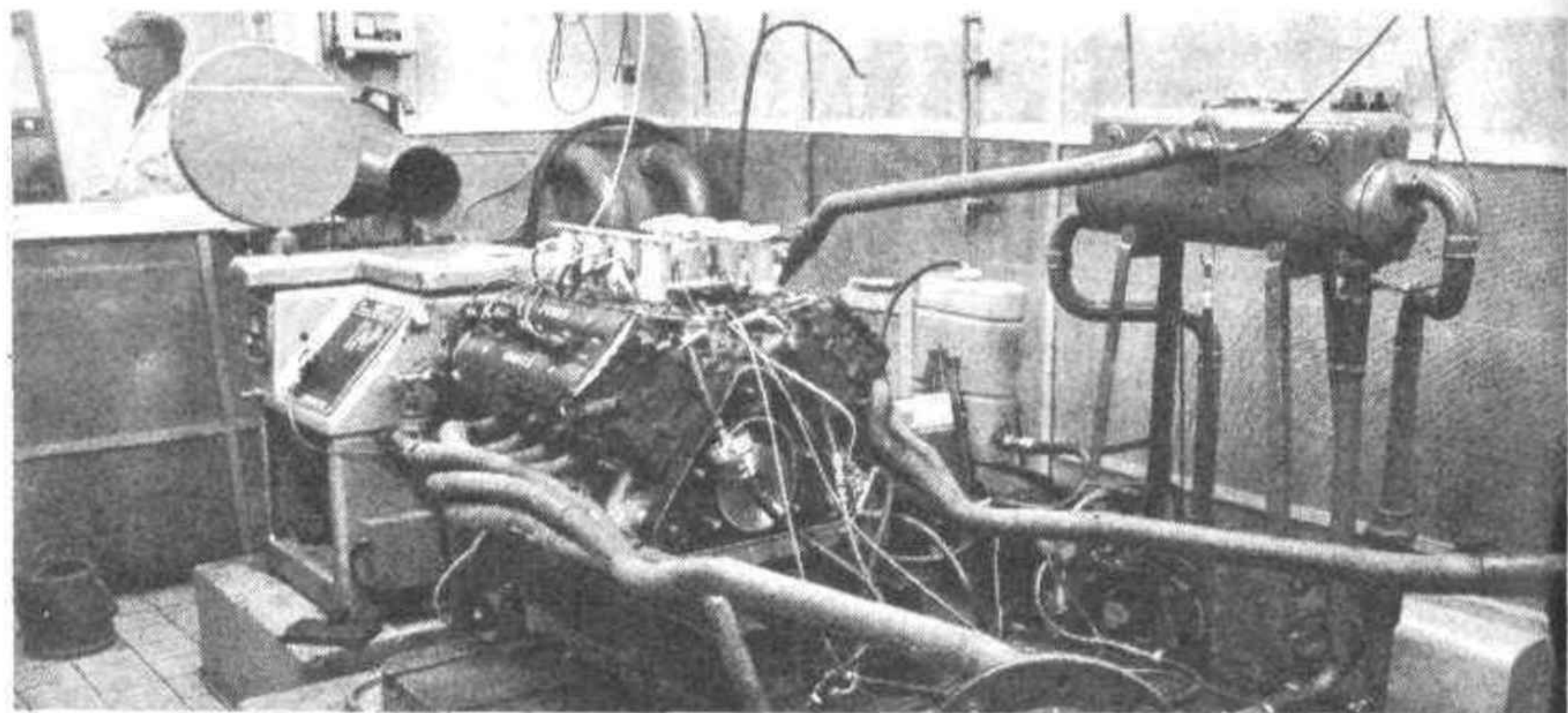
stics and usable only with a capacitor discharge ignition system as fitted to the Ferraris. A similar plug is used in the March-BMW F2 engines, which use also the capacitor discharge system, essential to provide the extra "punch" to give the powerful spark. These plugs really are for specialist application only, and to prove the point to themselves Champion tried them in a Cosworth DFV: firstly the ignition system couldn't provide sufficient voltage and secondly the combustion chambers were unsuitable. The plug annulus needs to be in the right position in the head to suit the plug which means designing the engine to take these plugs in the first place. The basic principle of the surface discharge is that the spark goes round and round in circles, jumping across from the single central semi-conductor onto the annulus ring via the shortest route moving round to the next shortest point as the last one erodes. One of the plug's features is that it doesn't work properly *until it is dirty*. Its life is limited by the chunking of the semi-conductor material only and because of its design it is of practically infinite heat range, so does not carry a heat range rating. Interestingly, the first commercial application of such plugs was in Saab 2-strokes, developed in conjunction with Saab Competitions Department. Should capacitor discharge ignition systems come into common usage on production cars and with suitable cylinder head designs, eventually surface discharge plugs might be commonplace in production cars, particularly as improved combustion gives better emission control. Another example of racing improving the breed! Indeed its biggest application is in the Snowmobile racing market, in which a wide variation of heat range is necessary, and already production versions of the plug are available for some outboard motors.

Sorting out the plug side of F1 engines may not be the frustrating business it used to be when failures and sooting or wetting were hazards of the racing game, but John Glover is finding that nevertheless he has to try to educate the teams to use the plugs properly. He suggests they should run new plugs in the first practice and until part way through the second practice, put them to one side as spares for the race and run new plugs for the second half of final practice and keep them in for the race, so that no more plug changes should be necessary. Warm-up grade plugs are mostly a thing of the past in F1, though in the coolness of spring and autumn G61 plugs may be used.

One of John Glover's tasks this season has been to cover every round of the British Touring Car Championship, for Champion find Group 1 racing interesting because of the competing cars' likeness to showroom models,



Different core nose lengths dictate the heat range of a plug.



Reutemann's DFV on the Champion dynamometer, with Fred Hageman in the background.

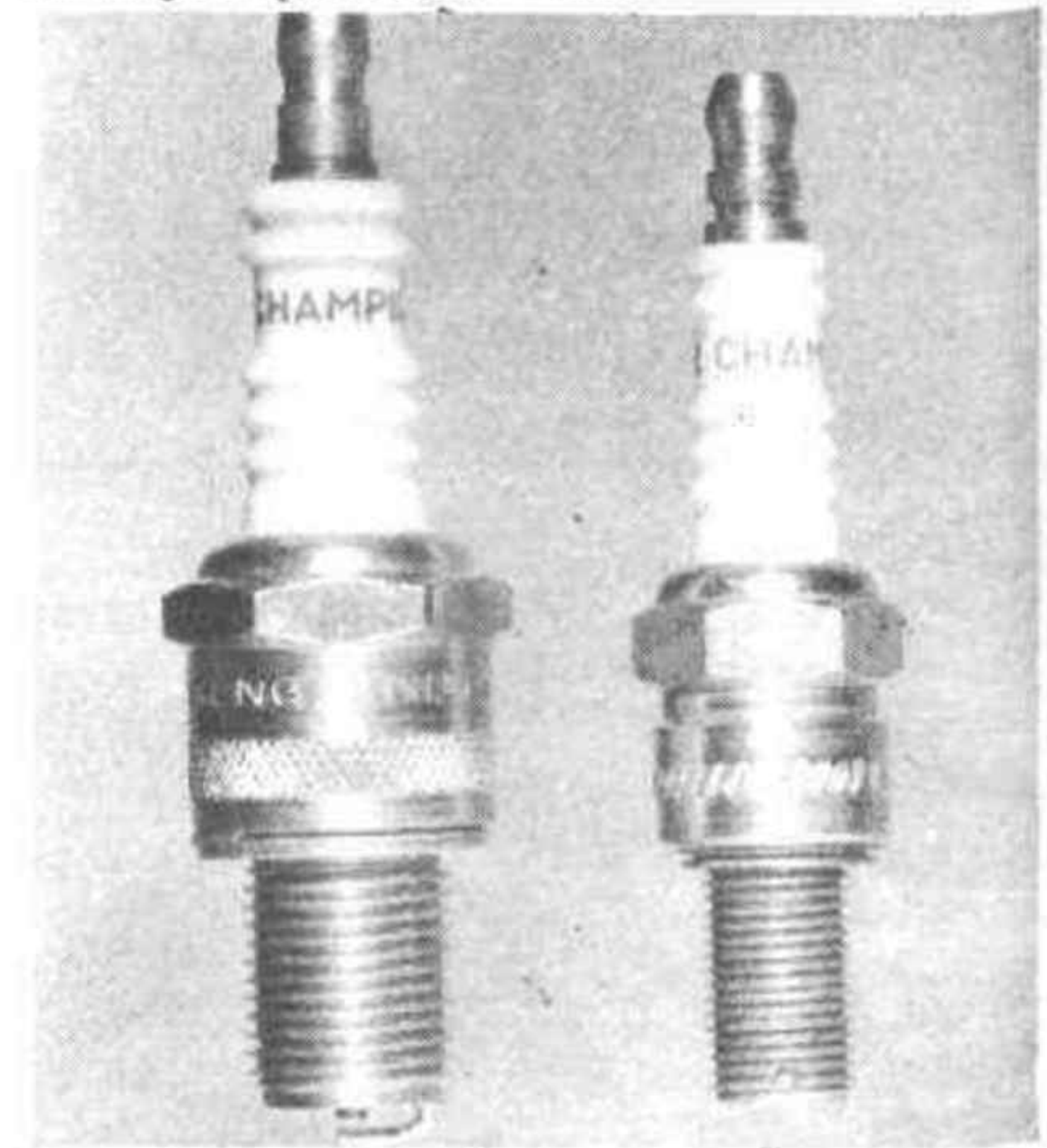
providing them with easier links for publicity and more tangible engineering feedback to the car manufacturers. Plugs for this are usually about one or two heat ranges colder than fitted as original equipment and John views suspiciously (but confidentially) a number of engines which are requiring plugs very much colder. . . .

Fred Hageman's engine dynamometer at Feltham is used almost as much for testing engines for racing teams or racing engine builders as it is for Champion development work on manufacturers' production engines. Indeed Brabham's DFV which was *in situ* at the time of my visit was the 583rd outside engine tested by Fred since he took over the now four-year-old dynamometer three years ago from its original operative, the Brian Muir, for this had been the Australian's full-time job while racing the Camaro. In fact the engine was Carlos Reutemann's South African GP winning DFV, which produced 448 b.h.p. on this occasion, compared with the highest ever DFV reading on this accurate dynamometer of 458.5 b.h.p. Interestingly this is regarded as one of Brabham's best engines, yet Reutemann doesn't like it, professing that it never *feels* good. The work being carried out on this engine was typical of that on the DFVs which come into Fred's charge: an hour's running in to bed in new rings, commenced on constant revs and at constant fuel pressure, increasing the load as the engine revs increase as friction is reduced; followed by carrying out a power-curve, setting the fuel flow and ignition for maximum power.

Next door to the engine dynamometer is a rolling road dynamometer, normally used only for production car development. Again typical of the work carried out here was a Jaguar development XJ12, visiting for a routine re-evaluation of the entire ignition system as part of the continuous development programme manufacturers such as British Leyland and Vauxhall maintain with Champion. Evaluation begins with a temperature survey of the plugs, using very fragile, extremely complicated to hand-make, thermocouple plugs.

Contrary to popular belief, the sparking plugs used in racing are made from exactly the same materials as production plugs, so that a Formula 1 plug is made from the same ceramics and with the same nickel alloy electrode as a production N9Y. In the last couple of years a new material has been produced for the centre electrode of some plugs, gold palladium, which has a fine wire of approximately 50%

gold content mounted on a nickel alloy stub and enables the heat range to be extended, resisting fouling, particularly in racing two-strokes. The real differences are engineering ones based on the length of the ceramic core nose. At which point I should explain the difference between "hot" plugs and "cold" plugs: A cold running plug transfers heat rapidly from its firing end and is used to avoid overheating where combustion chamber or cylinder head temperatures are relatively high, as in a racing engine; a hot running plug has a much slower rate of heat transfer and is used to avoid fouling where combustion chamber or cylinder head temperatures are relatively low. Hot plugs have relatively long insulator noses with long heat transfer paths. Cold plugs have much shorter insulator nose lengths and thus transfer heat more rapidly. The way to remember this is: a "cold" plug for a "hot" engine, a "hot" plug for a "cold" engine. Then of course, there are the various types of gap like retracted gap, normally used in racing engines, the extended nose, the conventional gap familiar in N5s, the surface discharge gap and the gold palladium gap. A full explanation of these and all the suffix and prefix letters used internationally by Champion along with a heat range chart and tuning guide is available to competitors from Champion. It might not quite replace the expertise of Laurie Hands and his Racing Division, but goes a long way to educating the competition user about the essentials of those indispensable Champion products.—C.R.



A conventional 'plug' (left) with a retracted gap racing plug.

The British Grand Prix

Scheckter finishes first

Brands Hatch, July 20th

BRITAIN'S World Championship qualifying round arrived at Brands Hatch for its 1974 edition, the bumpy and undulating Kent circuit being just about as far removed from Silverstone's wide open spaces as it is possible to get. The one common factor which this year's race shared with the 1973 Grand Prix was major sponsorship from the John Player tobacco conglomerate, and although the apparently never-ending pressure from their "public relations" men to call the event by a different title was present as usual, their advertising efforts around the country ensured that this year's *British Grand Prix* attracted enthusiasts and casual onlookers in their droves. Financially it must have proved rewarding for Motor Circuit Developments and fortunately there was very little unruly back-biting between the sponsors, so it was left to the Royal Automobile Club of Great Britain to provide the major talking-point of the weekend with an unparalleled display of incompetence in the closing stages of the race.

Amidst the biennial arguments as to just whether the 2.65-mile Brands Hatch Grand Prix circuit is a suitable or desirable meeting point for Formula One machinery, practice got under way on the Thursday prior to the race, the CSI having ruled that everyone who wished to come along should "have a crack of the whip" in an attempt to qualify. Whilst the Formula One Association feared that there would be too many cars on the circuit at one time for official practice to be conducted safely, it became pretty obvious from an early stage that the "aces" would scratch round the circuit quicker than the "no-hopers" no matter what was in the way and, in any case, everyone would be under the same handicap. Admittedly the pits were rather crowded, but the erection of some temporary structures on the paddock approach road to accommodate the non-Formula One Association members who were not regular members of the Grand Prix circus catered for everyone who wanted to have a try at being a Grand Prix driver. In Sweden one could measure the stature of an individual driver by whether or not the Ferrari time-keepers considered him worthy of one of the free buttons on their complicated, electronic Heuer timing equipment; at Brands Hatch one could judge the people who had been accepted as full-time members of the "circus" by whether they had proper pit facilities or not!

There were several new cars to be seen in the paddock, including Tyrrell 007/3, this new spare for the British team allowing faithful old 006/2 to be finally delivered into the custody of Tom Wheatcroft's Donington Collection. The car was briefly used by Scheckter on the second day, but spent most of its time standing at the end of the pit lane "just in case". Team Lotus still had one of their new 76s on hand, but neither driver went near it all weekend, both Peterson and Ickx preferring to concentrate all their efforts on the 72. Drilled brake discs appeared for the first time on these cars and a weight sav-

ing trial was carried out on Ickx's car by the addition of a titanium roll-over hoop. In the Surtees camp there was another extensively modified TS16 (02-3) to be seen with fresh front suspension and rear-mounted water radiators although it differed only very slightly to the cars seen at Dijon.

Among the "hopefuls" were one or two new faces. Mike Wilds had hired the old Hesketh March 731/3 used by James Hunt last season in which to make his Grand Prix debut (or to try to make his Grand Prix debut), Howden Ganley at last turned up on the second day of practice with the privately developed Japanese Maki which looks far removed from its futuristic original appearance when unveiled in March, sporting as it does a chisel nose section and side-mounted water radiators. Signorina Lella Lombardi became the first member of the female sex to try her hand at Formula One racing since Maria Theresa de Fillipis some seventeen years ago. Despite a game try, the young Turin lady was unable to qualify her ex-works Brabham BT42/3 for the race. Completing the "non-Association" line-up was Vern Schuppan in Ensign MNO 2, the ever-optimistic Ron Tauranac's Trojan T103 for Tim Schenken and David Purley in the neat Ray Jessop-designed Token.

After Peterson's Lotus trounced the flat-12 Ferrari 312B3s at the little Dijon-Prenois circuit, there was much speculation as to whether the Italian cars could prove themselves front runners round the tight and twisty Brands Hatch track. In three of the four sessions the answer to this question was a definite "yes, they can" as Niki Lauda worked his times steadily down to 1 min. 19.7 sec. to earn pole position for the Grand Prix in 312B3/015. Alongside the scarlet machine on the front row of the "two by two" starting grid sat French Grand Prix victor Ronnie Peterson who, by dint of some heroic opposite lock driving, had managed to equal the Austrian's time at the wheel of Lotus 72/R8. But the Swede was obliged to work tremendously hard, covering forty-nine laps before clocking the time in the very last session of practice, Lauda having driven

his Ferrari gently round with very little fuss to gain pole positions in a mere 16 laps.

In the very first session on Thursday morning, young Tom Pryce sprung a surprise by taking his Shadow DN3 round in 1 min. 21.4 sec. to snatch the 100 bottles of champagne offered by the *Evening News* for best time in the first session. Pryce is a genuine enthusiast of motoring and motor racing, and his pleasant and unassuming manner provides a quiet contrast to one or two of the more voluble members of the Formula One fraternity. Of course, it was a bit too much to expect him to maintain this sort of form as practice wore on, but he nevertheless got down to 1 min. 20.3 sec. by the end of practice to claim fifth position on the grid.

Emerson Fittipaldi's Formula One unofficial record of 1 min. 20.8 sec., established by the Brazilian when driving a Lotus 72 in practice for the 1972 John Player Victory race, was the mark at which most serious contestants aimed. Lauda and Peterson were the only runners to get into the "exclusive" sub-1 min. 20 sec. barrier, but a very worthy effort came from Jody Scheckter whose Tyrrell 007/1 lapped in 1 min. 20.1 sec. despite his car suffering the rather disturbing breakage of a rear suspension top link whilst he was practising on Thursday morning. In the Ecclestone Brabham camp, Carlos Reutemann displayed a welcome return to form with 1 min. 20.2 sec. at the wheel of Brabham BT44/1 although his new team-mate, Brazil's Carlos Pace, ended his practice way down the grid with 1 min. 21.7 sec. after two days fraught with problems as he struggled to get to grips with his new car's erratic handling. Right at the end it was found that a circlip on the front suspension was loose, accounting for the car's peculiar behaviour.

Sharing 1 min. 20.3 sec. were Pryce and James Hunt, the latter having practised in both the original Hesketh 308/1 and the latest 308/3 which had been completed just in time to replace 308/2 after this latter car had been badly damaged in the French Grand Prix start line accident. The new car suffered a transmission breakage on the first day, but Hunt finally established his best time in this car after it was repaired. Unfortunately a leaking fuel bag was detected shortly before the Grand Prix was due to start on Saturday and the decision was taken for Hunt to be



NON-QUALIFIER: David Purley became the second driver to try the Ray Jessop-designed Token at Brands Hatch but failed to qualify. This neat "kit car", originally handled by Tom Pryce, was later driven at Nurburgring by Ian Ashley.

| STARTING GRID | | ↑ |
|--|--|---|
| 1 R. Peterson (Lotus-Cosworth V8) 72/R8 1 min. 19.7 sec. | 12 N. Lauda (Ferrari-flat-12) 312B3/015 1 min. 19.7 sec. | |
| 7 C. Reutemann (Brabham-Cosworth V8) BT44/1 1 min. 20.2 sec. | 3 J. Scheckter (Tyrrell-Cosworth V8) 007/1 1 min. 20.1 sec. | |
| 24 (T) J. Hunt (Hesketh-Cosworth V8) 308/1 1 min. 20.3 sec. | 16 T. Pryce (Shadow-Cosworth V8) DN3/3A-2 1 min. 20.3 sec. | |
| 5 E. Fittipaldi (McLaren-Cosworth V8) M23/8 1 min. 20.5 sec. | 11 G. Regazzoni (Ferrari-flat-12) 312B3/014 1 min. 20.3 sec. | |
| 4 P. Depailler (Tyrrell-Cosworth V8) 007/2 1 min. 20.8 sec. | 9 H-J. Stuck (March-Cosworth V8) 741/1-2 1 min. 20.7 sec. | |
| 2 J. Ickx (Lotus-Cosworth V8) 72/R5 1 min. 21.2 sec. | 33 M. Hailwood (McLaren-Cosworth V8) M23/1 1 min. 21.2 sec. | |
| 37 F. Migault (BRM V12) P160/09 1 min. 21.4 sec. | 28 J. Watson (Brabham-Cosworth V8) BT42/2 1 min. 21.3 sec. | |
| 17 J-P. Jarier (Shadow-Cosworth V8) DN3/2A 1 min. 21.6 sec. | 20 A. Merzario (Williams-Cosworth V8) IR/04 1 min. 21.6 sec. | |
| 10 V. Brambilla (March-Cosworth V8) 741/2-3 1 min. 21.6 sec. | 19 J. Mass (Surtees-Cosworth V8) TS16/02-3 1 min. 21.6 sec. | |
| 8 C. Pace (Brabham-Cosworth V8) BT44/2 1 min. 21.7 sec. | 6 D. Hulme (McLaren-Cosworth V8) M23/6 1 min. 21.7 sec. | |
| 26 G. Hill (Lola-Cosworth V8) T370/HU2 1 min. 21.9 sec. | 27 P. Gethin (Lola-Cosworth V8) T370/HU3 1 min. 21.7 sec. | |
| 15 H. Pescarolo (BRM V12) P201/01 1 min. 22.2 sec. | 14 J-P. Beltoise (BRM V12) P201/02 1 min. 22.1 sec. | |
| | 23 T. Schenken (Trojan-Cosworth V8) T103 1 min. 22.4 sec. | |

Not Qualified:

| | |
|-------------------------------------|------------------|
| 42 D. Purley (Token RJ/02)..... | 1 min. 22.7 sec. |
| 18 D. Bell (Surtees TS16/03-3).... | 1 min. 22.7 sec. |
| 21 T. Belso (Williams IR/02)..... | 1 min. 23.3 sec. |
| 208 L. Lombardi (Brabham BT42/3)... | 1 min. 23.3 sec. |
| 22 V. Schuppan (Ensign MN02).... | 1 min. 23.4 sec. |
| 29 J. Nicholson (Lyncar)..... | 1 min. 23.6 sec. |
| 25 H. Ganley (Maki F101)..... | 1 min. 23.7 sec. |
| 35 M. Wilds (March 731/3)..... | 1 min. 24.1 sec. |
| 43 L. Kinnunen (Surtees TS16/01)... | 1 min. 25.6 sec. |

transferred into 308/1 for the race.

Regazzoni managed the same time in Ferrari 312B/014 although, being the third to register this time, he found himself pushed back onto the fourth row of the grid alongside Emerson Fittipaldi (1 min. 20.5 sec.). The McLaren team leader had at his disposal a brand new car, M23/8, which featured one or two detail revisions such as low-offset front suspension designed to reduce the steering load as well as a parallel link arrangement replacing the regular triangular wishbone set-up at the rear. Fittipaldi tried both this new car and his regular M23/5, itself doing service as the team spare, in practice before choosing to handle the newer machine in the race.

The only other competitors to record times below the old unofficial record were Hans-Joachim Stuck in his works March 741 (1

min. 20.7 sec.) and Patrick Depailler who managed to equal Fittipaldi's old mark in Tyrrell 007/2. For the remainder of the grid, the "second best" achievement was to lap quicker than the official lap record which was established in the 1973 Race of Champions by Ronnie Peterson's Lotus 72 and the BRM P160s driven by Beltoise and Lauda at 1 min. 23 sec. Everyone who qualified for the grid successfully managed this feat, as did the first two non-qualifiers.

In the second half of the grid there were one or two mild surprises, Mike Hailwood's Yardley McLaren M23 dropping back to 1 min. 21.2 sec. after sustaining a fine challenge for a higher position on the first day; John Watson's private Brabham BT42 turned in a respectable 1 min. 21.3 sec. while Francois Migault amazed the BRM establishment and just about everyone else with a determined 1 min. 21.4 sec. lap which probably proves most racing drivers can scratch round Brands Hatch with a bit of bravery and enthusiasm but it takes a little bit more to get a place right at the front of the grid. His efforts left an even more depressed expression on the faces of Beltoise and Pescarolo who were really struggling with their P201s to qualify for a place on the grid at all. What with ignition problems and porous wheel problems and problems with the new short stroke "special" V12 engine which threw oil out onto the clutch of Beltoise's car, the BRM team had very little to be happy about.

Denny Hulme just didn't want to know about Brands Hatch as can be seen by his low grid position, while Guy Edwards had to hand over the second Embassy Lola T370 to Peter Gethin after a couple of laps practice after finding that it was impossible to handle a racing car properly with ones wrist

in a plaster cast—a legacy of a minor Formula 5000 accident at Mallory Park the previous weekend.

Team Surtees seems to be making very little progress and, with Jochen Mass occupying a lowly grid position with his TS16, it came as a surprise that Derek Bell didn't manage to qualify his similar car on his first outing for the Edenbridge-based team. Surtees himself did not bother to take up his entry in an attempt to qualify one of his own cars; he could probably see the writing on the wall that there would be very little prospect of his qualifying in view of the length of time he has been out of Grand Prix racing.

Tim Schenken (Trojan) scraped on to the back of the grid, but everything else remained much as expected with those who were not expected to qualify not in fact qualifying, these being David Purley (Token), Tom Belso (Williams), Lella Lombardi (Brabham BT42), Vern Schuppan (Ensign), John Nicholson (Lyncar), Howden Ganley (Maki), Mike Wilds in the Hesketh March 731/3 and Leo Kinnunen's very slow old Surtees TS16.

After a half-hour warming up session on the morning of the race, at which neither Jochen Mass nor Carlos Reutemann were to be seen, and following in the wake of a couple of supporting races, the Grand Prix cars were sent out on their warming up laps before assembling on the grid in preparation for the start. Just as he did in Dijon, Niki Lauda took his Ferrari off the line very smartly to lead into the tricky downhill, reverse cambered Paddock Bend with Scheckter and Regazzoni pushing in ahead of Peterson so that the Austrian Ferrari driver had not got to worry about the tenacious Swede on this occasion.

PRACTICE TIMES

| No. | Driver | Car | Thursday First | Thursday Second | Friday First | Friday Second |
|-----|------------------|-------------------------------|----------------|-----------------|--------------|---------------|
| 1 | R. Peterson | Lotus 72/R8-Cosworth V8 | 1. 22.1 | 1. 20.6 | 1. 21.7 | 1. 19.7 |
| 2 | J. Ickx | Lotus 72/R5-Cosworth V8 | 1. 23.1 | 1. 22.1 | 1. 21.2 | 1. 22.2 |
| 3 | J. Scheckter | Tyrrell 007/1-Cosworth V8 | 1. 22.1 | 1. 20.8 | 1. 22.0 | 1. 20.1 |
| 4 | P. Depailler | Tyrrell 007/2-Cosworth V8 | 1. 23.3 | 1. 22.2 | 1. 21.2 | 1. 20.8 |
| 5 | E. Fittipaldi | McLaren M23/8-Cosworth V8 | 1. 22.0 | 1. 21.7 | 1. 21.5 | 1. 20.5 |
| 6 | D. Hulme | McLaren M23/6-Cosworth V8 | 1. 24.9 | 1. 21.7 | 1. 23.4 | 1. 22.6 |
| 7 | C. Reutemann | Brabham BT44/1-Cosworth V8 | 1. 21.9 | 1. 21.9 | 1. 20.6 | 1. 20.2 |
| 8 | C. Pace | Brabham BT44/2-Cosworth V8 | 1. 23.0 | 1. 22.3 | 1. 21.7 | 1. 21.9 |
| 9 | H-J. Stuck | March 741/1-2-Cosworth V8 | 1. 22.9 | 1. 22.5 | 1. 22.6 | 1. 20.7 |
| 10 | V. Brambilla | March 741/2-3-Cosworth V8 | 1. 25.5 | 1. 24.6 | 1. 22.5 | 1. 21.6 |
| 11 | G. Regazzoni | Ferrari 312B3/014-flat 12 | 1. 21.7 | 1. 21.4 | 1. 21.3 | 1. 20.3 |
| 12 | N. Lauda | Ferrari 312B3/015-flat-12 | 1. 21.5 | 1. 20.6 | 1. 20.3 | 1. 19.7 |
| 14 | J-P. Beltoise | BRM P201/02 V12 | 1. 45.6 | 1. 26.3 | 1. 22.2 | 1. 22.1 |
| 15 | H. Pescarolo | BRM P201/01 V12 | 1. 23.6 | 1. 22.6 | 1. 22.2 | 1. 22.4 |
| 16 | T. Pryce | Shadow DN3/3A-2-Cosworth V8 | 1. 21.4 | 1. 21.3 | 1. 20.6 | 1. 20.3 |
| 17 | J-P. Jarier | Shadow DN3/2A-Cosworth V8 | 1. 23.1 | 1. 22.6 | 1. 21.6 | 1. 22.0 |
| 18 | D. Bell | Surtees TS16/03-3-Cosworth V8 | 1. 24.8 | 1. 24.3 | 1. 24.4 | 1. 22.7 |
| 19 | J. Mass | Surtees TS16/02-3-Cosworth V8 | 1. 24.5 | 1. 55.0 | 1. 21.6 | 1. 22.2 |
| 20 | A. Merzario | Williams IR/04-Cosworth V8 | 1. 26.5 | 1. 21.6 | 1. 22.3 | 1. 22.2 |
| 21 | T. Belso | Williams IR/02-Cosworth V8 | 1. 24.8 | 1. 23.3 | 1. 23.8 | — |
| 22 | V. Schuppan | Ensign MN02-Cosworth V8 | 1. 26.7 | 1. 24.6 | 1. 23.6 | 1. 23.4 |
| 23 | T. Schenken | Trojan T103-Cosworth V8 | 1. 25.2 | 1. 24.1 | 1. 23.8 | 1. 22.4 |
| 24 | J. Hunt | Hesketh 308/3-Cosworth V8 | 1. 21.9 | 1. 22.0 | 1. 20.7 | 1. 20.3 |
| 25 | H. Ganley | Maki F101-Cosworth V8 | — | — | 1. 28.8 | 1. 23.7 |
| 26 | G. Hill | Lola T370/HU2-Cosworth V8 | 1. 22.9 | 1. 22.8 | 1. 21.9 | 1. 22.2 |
| 27 | P. Gethin | Lola T370/HU1-Cosworth V8 | 1. 24.1 | 1. 22.9 | 1. 22.8 | 1. 21.7 |
| 28 | J. Watson | Brabham BT42/2-Cosworth V8 | 1. 23.0 | 1. 22.5 | 1. 21.3 | 1. 22.7 |
| 29 | J. Nicholson | Lyncar-Cosworth V8 | 1. 26.3 | 1. 23.6 | 1. 24.4 | 1. 24.5 |
| 33 | M. Hailwood | McLaren M23/1-Cosworth V8 | 1. 22.2 | 1. 21.2 | 1. 22.3 | 1. 21.7 |
| 35 | M. Wilds | March 731/3-Cosworth V8 | 1. 26.0 | 1. 25.4 | 1. 25.8 | 1. 24.1 |
| 37 | F. Migault | BRM P160/09 V12 | 1. 24.1 | 1. 23.2 | 1. 23.4 | 1. 21.4 |
| 42 | D. Purley | Token RJ/02-Cosworth V8 | 1. 25.6 | 1. 24.5 | 1. 22.7 | 1. 22.8 |
| 43 | L. Kinnunen | Surtees TS16/01-Cosworth V8 | 1. 28.8 | 1. 29.8 | 1. 27.4 | 1. 25.6 |
| 208 | Sig. L. Lombardi | Brabham BT42/3-Cosworth V8 | 1. 26.2 | 1. 23.6 | 1. 24.4 | 1. 23.3 |
| 3T | J. Scheckter | Tyrrell 007/3-Cosworth V8 | — | — | — | — |
| 5T | E. Fittipaldi | McLaren M23/5-Cosworth V8 | 1. 23.7 | 1. 23.0 | — | — |
| 6T | D. Hulme | McLaren M23/5-Cosworth V8 | 1. 23.2 | 1. 23.4 | — | — |
| 24T | J. Hunt | Hesketh 308/1-Cosworth V8 | — | 1. 21.1 | 1. 22.9 | — |
| 26T | G. Hill | Lola T370/HU3-Cosworth V8 | — | — | — | 1. 22.5 |
| 27 | G. Edwards | Lola T370/HU1-Cosworth V8 | 1. 34.9 | — | — | — |
| 33T | M. Hailwood | McLaren M23/7-Cosworth V8 | — | — | — | — |
| 37T | F. Migault | BRM P160/10 V12 | — | — | — | — |
| 39T | D. Bell | Surtees TS16/05-3-Cosworth V8 | — | — | — | 1. 23.5 |
| 39T | J. Mass | Surtees TS16/05-3-Cosworth V8 | 1. 26.6 | 1. 24.0 | — | — |

By the end of the opening lap Lauda's lead had built up to almost a couple of seconds, for Scheckter's Tyrrell was unable to quite compete with the powerful Italian car, even though the 12-cylinder Ferrari starts the race with a heavier all-up weight with its extra fuel, water and oil load. Little by little, length by length, Lauda drew away from his pursuers. A measure of the Ferrari's superiority round Brands Hatch could be seen from the way in which Lauda neatly drove round the 2.65 miles, never putting a wheel out of line, never applying more than a touch of opposite lock, and pulling away from Scheckter all the time. In turn Scheckter was edging the Tyrrell away from Regazzoni, the second Ferrari having Peterson's Lotus almost climbing over its gearbox, while Reutemann led Fittipaldi, Pryce, Stuck, Ickx and Hailwood. James Hunt led the rest, but the Hesketh only got as far as South Bank on the third lap before a titanium bolt in the rear suspension snapped, the car spun wildly to a halt and out of the Grand Prix.

Further back Mass had his hands more than full with the works Surtees, but gamely fought off Merzario's Williams, Jarier, Brambilla, the BRMs and Hill's Lola while poor Gethin packed up at the end of that opening lap having been forced to take over Hill's spare car after the warming-up lap, his regular car's engine having blown up. Unfortunately there is a great difference in height between Hill and Gethin, so the little Londoner was virtually lost in the huge cockpit tailored for the team leader. Barely in control, Gethin decided that discretion was the better part of valour and stopped after completing that single lap.

As far as any hopes of a race for the lead were concerned, Lauda just about finished them. Scheckter made a vain chase for fifty laps as the Austrian opened out a lead of just over eight seconds, while the race between Regazzoni and Peterson terminated with both cars being forced into the pits for tyre changes. Much of the responsibility for the rash of tyre changes is probably attributable to Stuck's March scattering debris across the circuit after crashing on lap 36 at Dingle Dell, and it was most likely here that race leader Lauda picked up the cause of the puncture which was to slow him in the closing stages, for he certainly was not putting wheels onto the rough as he went through the corners.

Mike Hailwood and Ickx enjoyed a spirited race until the McLaren spun at Hawthorns and was unable to restart; the driver had been nursing an overheating engine by means of keeping the car in as high a gear as possible. Thus, after getting a little out of line at Hawthorns in fifth gear, he had insufficient torque to power him back into line, resulting in his spinning through 360 degrees. By this time Merzario's Williams had stopped with engine trouble, Depailler's Tyrrell came to an abrupt standstill at Paddock Bend when the engine seized up and Jarier retired the second Shadow with a "chassis breakage", probably feeling rather crest-fallen when he later discovered that his team-mate Pryce was suffering from the same problem and had only been a few miles off lapping him when the Frenchman stopped!

Rather than give up, Pryce carefully worked out that his car's strange handling

must be something to do with the chassis, for he could see no change in the profile of any of the tyres and he was having serious trouble selecting gears. In fact he could only find fourth and fifth, adapting his style so that he could lap the entire circuit without too much trouble for a chassis tube had fractured at the rear of the car, causing the gear linkage to distort.

Meanwhile, with twenty laps or so left to go, Lauda began to realise that a rear tyre was deflating and, by lap 70 most of the pressure had vanished from his right rear cover. The Ferrari team indicated furiously that they were ready for him to come in for a fresh wheel, but Lauda chose to stay out and plug gamely on even though Scheckter went past on Top Straight at the end of the 70th lap and Fittipaldi went past one lap later. On his 74th lap, with just over three miles left to run, the tyre began to break up, leaving Lauda with no choice but to come in for a wheel change.

What followed was a sequence of events which everyone wants to forget. The Ferrari mechanics changed the wheel in double-quick time, Lauda roared off down the pit road to rejoin the race and was confronted with his path blocked. He had only twenty feet to go in order to pass the timing time, he was credited with 74 laps and take fifth place, but the appalling organisation of the RAC had allowed the pit exit road to be blocked by various "bods" who had no business being there whatsoever, not to mention a Ford Cortina course car which somebody had left in their midst. An official gestured to Lauda that he couldn't go out, so the infuriated Austrian leapt from his car and stalked away near tears, leaving Scheckter to score a lucky victory and Fittipaldi to cross the line in



TOM PRYCE displayed commendable mechanical sympathy by nursing his crippled Shadow home in seventh place.

second place, thus re-taking the World Championship lead from an anguished Lauda who could be forgiven for his sullen expression. He had driven an excellent race, perhaps lost the lead by his own mis-judgement, but certainly lost the World Championship lead by the appalling organisation of the Royal Automobile Club who should have hung their heads in shame as the 1974 British Grand Prix ended in a cloud of embarrassment, argument and general bad feeling which will take a long time to clear.

A.H.

Results :
BRITISH GRAND PRIX—Formula One—75 laps—Brands Hatch
4.26 kilometres per lap—319.5 kilometres—Dry and sunny

| | | |
|--------|----------------------------------|---------------------------------------|
| 1st : | J. Scheckter (Tyrrell 007/1) | 1 hr. 43 min. 02.2 sec.—186.25 k.p.h. |
| 2nd : | E. Fittipaldi (McLaren M23/8) | 1 hr. 43 min. 17.5 sec. |
| 3rd : | J. Ickx (Lotus 72/R5) | 1 hr. 44 min. 03.7 sec. |
| 4th : | G. Regazzoni (Ferrari 312B3/014) | 1 hr. 44 min. 09.4 sec. |
| 5th : | C. Reutemann (Brabham BT44/1) | 1 lap behind |
| 6th : | D. Hulme (McLaren M23/6) | 1 lap behind |
| 7th : | T. Pryce (Shadow DN3/3A-2) | 1 lap behind |
| 8th : | C. Pace (Brabham BT44/2) | 1 lap behind |
| 9th : | N. Lauda (Ferrari 312B3/015) | 2 laps behind—in pits |
| 10th : | R. Peterson (Lotus 72/R8) | 2 laps behind |
| 11th : | J. Watson (Brabham BT42/2) | 2 laps behind |
| 12th : | J-P. Beltoise (BRM P201/02) | 3 laps behind |
| 13th : | G. Hill (Lola T370/HU2) | 6 laps behind |
| 14th : | J. Mass (Surtees TS16/02-3) | 7 laps behind |

F. Migault (BRM P160/09) 12 laps behind—Not classified
Fastest Lap : N. Lauda (Ferrari 312B3/015) on lap 25 in 1 min. 21.1 sec.—189.31 k.p.h.—(new record)
Retirements : P. Gethin (Lola T370/HU3) Driver did not fit cockpit, on lap 1; J. Hunt (Hesketh 308/1) broken suspension, on lap 3; T. Schenken (Trojan T103) broken gearbox, on lap 7; V. Brambilla (March 741/2-3) broken gearbox and loss of fuel pressure, on lap 18; A. Merzario (Williams IR/04) engine, on lap 25; P. Depailler (Tyrrell 007/2) engine, on lap 36; H-J. Stuck (March 741/1-2) accident, on lap 37; J-P. Jarier (Shadow DN3/2A) broken suspension, on lap 46; M. Hailwood (McLaren M23/1) spun and unable to restart, on lap 58; H. Pescarolo (BRM P201/01) engine, on lap 65.
25 starters — 14 finishers

Reflections in a London Suburb

FOR ANYONE interested in the history of Grand Prix racing it can be very difficult. Last month we tried to explain how there had never really been a French Grand Prix, only the Grand Prix of the Automobile Club of France, and how this died and became the Grand Prix of France. In Great Britain we had our first Grand Prix in 1926, held at the Brooklands Track, followed by another Grand Prix at the same place in 1927. The RAC who were in charge of things then put

the Grand Prix away and when Fred Craner and the Derby and District Motor Club held a race at Donington Park in 1935, to the Grand Prix rules of the time, they were not allowed to call it the British Grand Prix, so our major event became the Donington Grand Prix. This took place in 1935, 1936, 1937 and 1938, the last two races being the equal of any Grand Prix held in Europe as far as entry and magnitude. Even had the RAC wanted to call the event the British Grand Prix in 1937 it is doubtful whether Fred Craner would have acquiesced. In 1948 the RAC revived the British Grand Prix with a race at the disused Silverstone airfield, starting a long line of events at that central

and popular venue. In 1955 Mrs. Mirabelle Topham persuaded the RAC to let her have the British Grand Prix at her new Aintree circuit and the event alternated year by year between the Liverpool circuit and Silverstone until 1963. Then the Brands Hatch group came upon the scene and took the Grand Prix to the Kentish circuit, and it alternated between Brands Hatch and Silverstone from that day to this.

Since 1948 when the RAC revived our Grand Prix it was known as the British Grand Prix, no matter where it was held, and when the International Calendar was published at the end of last season it stated that the British Grand Prix would be held at Brands Hatch on July 20th 1974. Some time later, without any preliminary warning or discussion, the FIA sent out a correction slip that said "Cancel the British Grand Prix, July 20th and substitute the John Player Grand Prix, July 20th", as simple as that. Some people, who either don't care or are frightened of losing their "perks" from the cigarette manufacturer, fell over themselves to erase all mention of the British Grand Prix from anything they said or wrote, while others, MOTOR SPORT and MOTORING NEWS included, got a bit hot under the collar about the correct title of our premier event being sold from under us by the RAC. Everyone went their own way, referring to the John Player Grand Prix or the British Grand Prix, as they saw fit, and the event took place as planned on July 20th at Brands Hatch. It was very noticeable that certain advertisers supported our cause and referred to the British Grand Prix, among them being Texaco, their advertisement appearing in the same issue of a magazine that was giving away a huge supplement all about the John Player Grand Prix. The Yardley people hedged their bets both ways, referring to the John Player British Grand Prix in their Press handout as far as the title was concerned, but throughout the editorial content they referred simply to the British Grand Prix. Dear old Auntie BBC stated the simple facts about the British Grand Prix at Brands Hatch, both on radio and television, and so the confusion continued. What is going to be interesting is to see what happens at the end of the year, for John Player sponsor a motor racing annual which is called the John Player Motorsport Year Book, and in it there is a comprehensive history of Grand Prix events, including the British Grand Prix. In the 1975 edition will it start a new history under the heading John Player Grand Prix, or will the 1974 event be placed under the heading British Grand Prix, just as the Donington races of 1935-38 were?

The occasion often arises when you have to explain to someone the difference between winning a motor race and finishing first, and the British Grand Prix result was a classic example of this. It is not meant to discredit the driving of Scheckter, or the performance of the Tyrrell and luck always plays an integral part in the results of most motor races, but by any standards it was Lauda's race all through. No-one looked like challenging him or the Ferrari and but for the deflated right rear tyre he would have won the race without dispute, while Scheckter would have finished a very worthy second. As it turned out Scheckter finished first.

Whether Lauda did the right thing when his tyre started to go down is debatable, for he had three options: he could have come into the pits immediately to have a new wheel fitted and rejoined the race, with little hope of regaining the lead; he could try to keep going at reduced pace as long as the tyre lasted, which is what he chose to do; or he could have slowed and waited near the finish until the leader got the chequered flag. He made a tactical error in going into the pits at the very last moment, by which time the whole pit area was a seething mob of people and he was unable to rejoin the race and claim one more lap. The Ferrari team manager was absolutely right in putting in a protest, but the real mistake was Lauda's for he should have stayed on the track and waited for Scheckter to finish his 75th lap and then followed him over the line once he knew he could not make another full lap on the flat tyre. Whatever was right or wrong about Lauda's decision, everything that the organisation did was totally wrong, for he should have been allowed out of the pit lane to complete his 74th lap. That he could not do so because of the authorised and unauthorised people, the circuit car, the dolly birds, sponsors and so on that were blocking his way is just typical of one aspect of Grand Prix racing that has gone off the rails. Everyone's sympathy was with Lauda, not that it did him much good, but the nicest thing was that he made no bones about having made the wrong decision. For that he blamed no-one, nor did he blame Goodyear for their tyre losing him the race, knowing full well that he has won races thanks to Goodyear. For a young driver rising rapidly to the top Niki Lauda has a refreshing outlook on some things and a good sense of values.

If the finish for the Ferrari was a shambles due to the organisation and the layout of the pits and finish line, it would have paled into insignificance had it rained during the race. If a car starts a race on dry-weather tyres and then runs into rain there is no reason why it should not stop and have wet-weather tyres fitted if they are going to allow it to go faster. There are people who point to their road cars and say "We don't stop and change tyres when it rains, why should the Grand Prix cars?" These people have got their heads in the sand, and I am sure they do not continue to drive with the windows open or the hood down when it starts to rain, and I bet they rush to shut the doors and windows of their houses when a storm blows up. The Grand Prix driver cannot stop and put a hardtop on, or even switch on a windscreen wiper, but he can put on more suitable tyres, and he can have the fuel-injection mixture altered to give him better characteristics at lower speeds, and it's up to him to spend time on things if he thinks it is justified. However, the circuit should provide the necessary space to do these things, but at Brands Hatch the pits are such a poor joke that the RAC virtually banned tyre changes if it started to rain. In the supplementary regulations Article 37 was entitled GRAND PRIX WET WEATHER PROCEDURE. It was a very long article, but briefly it said that if rain started before the race was 25 laps old it would be stopped and declared NO CONTEST. It would be started again as

soon as conditions permitted. If the leader had passed 25 laps but not 50 laps of the 75-lap race, then the race would have been stopped for 15 minutes, after which period of time it would have been restarted as soon as conditions permitted. The grid for the restart would have been in the race order at the time of stopping. The race would then be considered to have been run in two heats and the results would have been calculated by adding together a driver's times for the two parts. If the rain had come after 50 laps then the race would have been stopped and regarded as being finished. Any decision under these circumstances was to have been made by the Clerk of the Course, and representatives from the drivers and the entrants. What a good thing it was that it did not rain during the 75 laps, though no doubt Lauda was praying for rain during the last part of the race. The pathetic thing about the whole affair is the fact that it was necessary to make these provisions solely because Brands Hatch is completely unsuitable for rain emergencies. Silverstone would have been an even bigger joke and it is sad to think that Great Britain does not have a circuit that can cope with a rain emergency and pits stops for tyre changing. Although the Spanish Grand Prix at Jarama was a shambles because of the rain conditions, it was entirely the fault of the teams and nothing to do with the facilities. It is not surprising that various people from other countries were beginning to question the desirability of allowing the British Grand Prix to continue in the World Championship.

After a lot of chat and speculation about practice and the desirability of having 34 drivers competing for 25 places on the starting grid, everything went off smoothly and the right people went fast, the usual people tried hard, the tail-enders did their best to keep up and all the people expected not to qualify did just that. The only possible exception was Derek Bell in the works Surtees, but it was not for want of trying. In sports car racing, with the Gulf-Cosworth V8, Bell is every bit as fast as Mike Hailwood when they share a car, and more often than not faster, but in the Surtees he was not in the same league as Hailwood in the McLaren. It could be that there is a big difference between the Cosworth V8 engines that John Surtees has and those that McLaren have. It is hard to believe that the Surtees TS16 chassis is that much worse than the McLaren M23. Then again, while it appears easy to assemble a British Standard Kit Car, perhaps it is not as easy as it looks, which could explain the other eight non-qualifying "kit cars", including the Japanese-built Maki. Anyone who was seriously expecting the Italian girl, Lella Lombardi, to qualify for a place on the grid must show a lamentable knowledge of Grand Prix racing today, but this is no reflection on her efforts which were very commendable. Exactly why she was allowed to take part under the number 208 is difficult to understand, but no doubt some "business" was involved. If more attention was paid to the actual business of Grand Prix racing and less to the circus-atmosphere it might be better for everyone; and talking of the circus, what happened to James Hunt and the Hesketh team?—D.S.J.

ROAD IMPRESSIONS

The Ginetta G21S

in the high performance class, accelerating from 0-60 m.p.h. in about 8.5 sec. with the test car's 3.7:1 final drive ratio or, according to the Walkletts, in 7.8 sec. with the optional (and, I decided, preferable) 3.9 to 1 ratio. Maximum speed is in the 120 m.p.h. region.

A substantial chassis frame constructed from square section steel has a central backbone so that in Elan style the driver is, perhaps unsociably at times, separated from his passenger by the resultant deep centre console. The one-piece, glass-fibre body, moulded by the Walkletts, must be very effectively attached to this stiff chassis, for the G21 is commendably rigid, exhibiting none of the scuttle/body shake to which I have become accustomed with my bechassis'd TR6. Talking of Triumphs, the Ginetta has their ubiquitous coil spring and wishbone front suspension and Alford and Alder rack and pinion steering, in this case of GT6 type incorporating $\frac{1}{2}$ -in. thick front discs instead of the $\frac{1}{4}$ -in. Herald/Spitfire ones employed on the G15 and the Elan. I confess it took me quite a while, and full throttle acceleration over a bumpy road, to realise that a live rear axle is employed, a Rapier example to which the Walkletts have attached twin radius arms each side, a Panhard rod and Armstrong coil spring/damper units. The Rapier's drum rear brakes are retained, the handbrake being self-adjusting and its lever nestling, Chrysler Arrow style, to the right of the driver's seat, avoiding contretemps with the backbone chassis.

Perhaps because the Chrysler cars it normally propels are not particularly inspiring, the 1,725-c.c., four-cylinder engine has been ignored previously by the specialist manufacturers. Yet it is a particularly rugged unit and in Holbay form, as used in the G21S, packs a fair amount of punch. Its valves are operated by pushrods from a single camshaft, so it makes no pretence at sophistication, but it has an aluminium cylinder head and breathes through two twin-choke 40 DCOE Weber carburetters. This five-bearing unit is mounted behind the front axle line to help weight distribution and drives through the

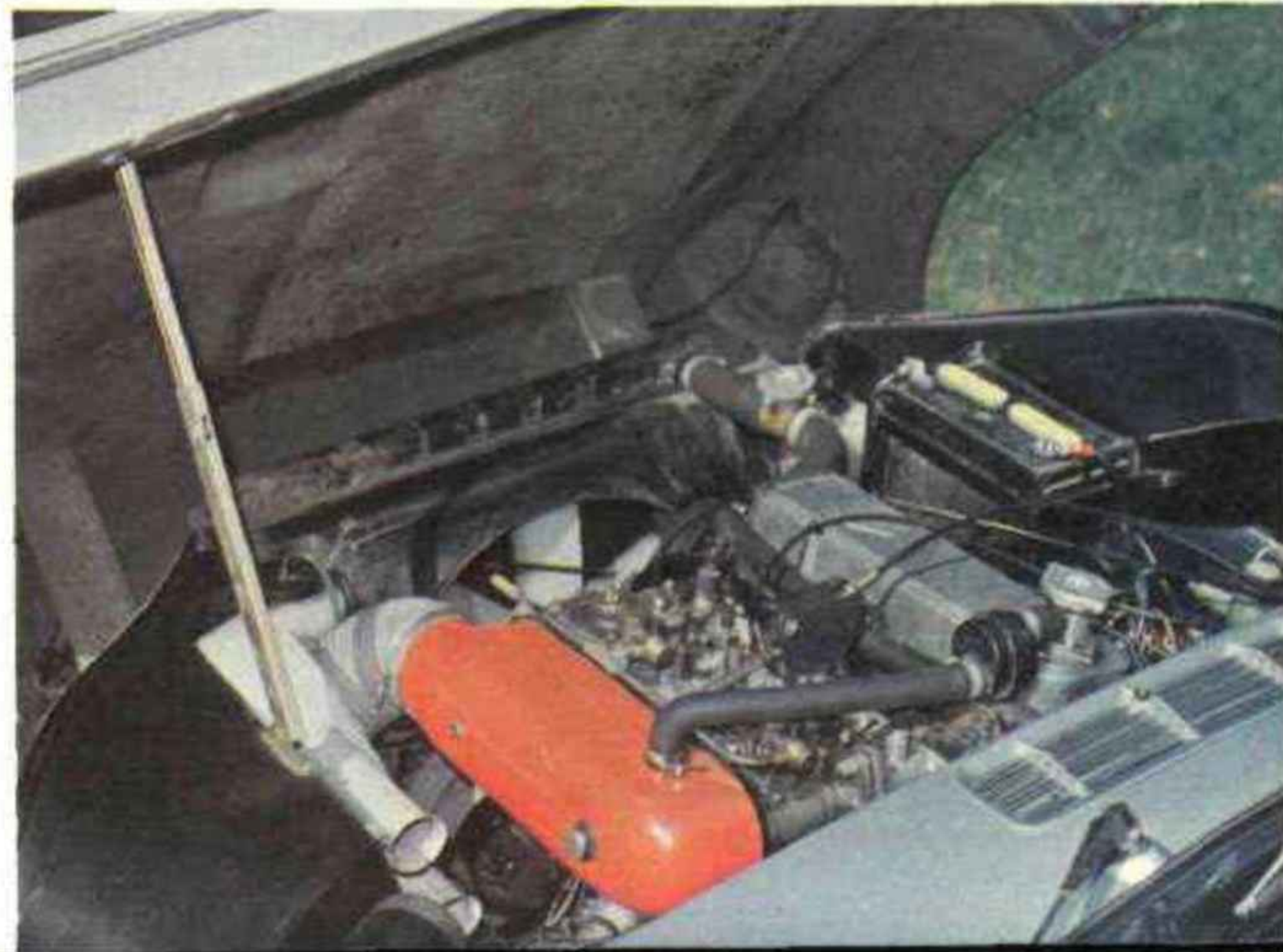


BRITISH ENTHUSIASTS have always been fortunate in having a handful of small, specialist sports car manufacturers to offer them a more individual, usually higher performance alternative to the relatively mundane, massed-produced sports cars of (mainly) British Leyland origin. "Poor men's Porsches", one might call them, for one can be sure that the majority of buyers of such specialist British cars aspire to the several times more expensive German *marque*. Unfortunately such manufacturers have sprouted and withered over the years like leaves on trees, yet through all the ups and downs of these specialists (I do not include such as Lotus and Reliant, who have large capacity production lines), and possibly unique in not having gone through the almost compulsory bankruptcy phase, since the first G1 in 1957 the four Walklett brothers, Bob, Trevor, Ivor and Doug, have continued to turn out their excellent little Ginettas from Witham, in Essex and, latterly, until recently, Sudbury, Suffolk.

In common with the big manufacturers the Walkletts have felt the pinch of rising prices and a fall-off in trade because of last winter's fuel and subsequent economic crisis. Sensibly they have rationalised, rather than struggle on to possible disaster, by dropping the pretty little Imp-engined G15, disposing of the consequently uneconomically large Sudbury factory and returning to the Witham

factory, where the Ginetta story began, to concentrate on production of the new Chrysler 1,725-c.c.-engined G21. An expected bias towards fuel economy has led them to confine production of a 3-litre Ford V6-engined version of the car to special order only. One might well ask, "Why drop the G15?" when thoughts of economy are uppermost. Bob Walklett regretfully retorts that with the current cost of materials and components he could not sell the G15 for less than £1,600, a price which he feels would be scorned by the potential purchaser of an (albeit 100 m.p.h.) 875-c.c. car. It may have survived had not VAT come along earlier to stifle the "kit car".

The G21 is far removed from that "kit car" idiom of a few years ago. It is refined, practical, well-finished, seems properly screwed together and is extremely attractive, the recipient of continual admiring glances. Behind the wheel it feels very much like a Lotus Elan, with similarly inspiring handling and tenacious road-holding, yet it has more room, is more comfortable, quieter, feels much more solidly constructed and has no "doughnuts" to wind up in the driveshafts. Nevertheless it contrives to weigh only 15 cwt., so with the 95 b.h.p. DIN of the optional Chrysler Holbay Rapier engine installed (which adds the "S" suffix to the G21), as in the test car, instead of the standard 79 b.h.p. Rapier engine, it is definitely



Rapier's 8-inch diaphragm clutch and four-speed, all-synchromesh gearbox, in the case of the G21S this being fitted as standard with an electrically operated overdrive operating on third and top gears, an optional item for the ordinary G21. Engine accessibility is excellent, the one-piece bonnet being hinged at the front in E-type style and removable completely by undoing two bolts and the Lucar connectors in the wiring. Neither of the bonnet handles, one each side, is lockable, but ought to be.

This Ginetta's beautiful glass-fibre body, described best in the photographs in which can be seen its frontal resemblance to the G15, is matched by an attractive interior. The fascia and door trims are of extruded plastic, which would not be attractive were it any other colour but black, and the vinyl-covered top of the fascia has two small cowls, the right hand one of which stops reflections in the standard laminated screen (available tinted, as in the test car, for an extra £12.50) from the Smiths, blackfaced, 140 m.p.h. speedometer and 8,000 r.p.m. tachometer, the latter red-lined at the Holbay unit's recommended limit of 6,500 r.p.m. Grouped in the centre are gauges for fuel, water temperature, oil and battery condition. The heated rear screen, another standard fitting, panel lights, heater fan, side and headlights, adequately fast and effective two-speed wipers and the electric screen washers are controlled by rocker switches, the last two being a trifle masked by the steering wheel, so that a column stalk would have been appreciated. As it is, this Ginetta makes do with Chrysler's steering column shroud, containing a stalk for flashers, horn and steering flasher/dip on the right and overdrive switch on the left. I resented the position of the latter switch which makes it impossible (without employing a third hand) to use overdrive third as an intermediate ratio between direct third and direct top as I am able to do with the right-hand overdrive stalk of my TR6 (which now boasts overdrive on second gear too, used advantageously with the above switch to fill the gap between direct second and direct third). The pedals are well placed and spaced, except that the left foot is prevented from resting anywhere except under the clutch pedal by the steering column, peculiarly cranked over to the left. Elan owners' left feet should already be accustomed to finding a home in similar circumstances...

The cloth-trimmed and softly-padded bucket seats look the part, but until I grew accustomed to them I found them to be too short in the cushion and provide insufficient shoulder support. They recline, but the back-



rest comes insufficiently far forward to facilitate loading things into the spacious, smartly carpeted (like the rest of the flooring) area behind them. The Walkletts make no pretence about the G21 being anything other than a two-seater, but in practice there is adequate space for a couple of small children, the floor including indents for their legs. This is necessary extra luggage accommodation, for the boot will accept little more than a medium-sized suitcase, the rest of the space being purloined by the underfloor 11-gallon fuel tank, filled through a big, Monza-type fuel cap, and the 5½ x 13 in. alloy spare wheel, shod with its fat, 185/70 Dunlop SP Sport tyre. Returning to the interior, its focal point is a Mountney, real-leather covered, shiny alloy steering wheel with a really thick rim, just what I like. Good ventilation through eyeball sockets and heating is provided by the same Smiths heater fitted in the GT6 but in this unbiased car controlled by Chrysler quadrant levers. Good ventilation or not, I don't like such compact, fixed-head two-seater cars without sunroofs to relieve the claustrophobia, and the test car was thoughtfully provided with £55 of optional Weathershield sunshine roof. It also had a Philips radio and a separate Philips stereo unit, extras of course, but the fascia "glove box" which Bob Walklett laughingly says will just about hold one lady's glove, graces every G21. Apparently it cannot be moulded any deeper in the process used. Avenger glove pockets are fitted on the doors, on which also the window winders are fitted in deep circular indents designed for barking knuckles. Presumably electric windows could be fitted at a price, for the 3-litre version has them as standard.

The Holbay engine was a little restricted in its ability to rev by the high overall gearing, which had the advantage of making the car very long-legged in the 23 m.p.h./1,000 r.p.m. overdrive top and gave unnecessary maximum of over 60 m.p.h. and over 90 m.p.h. in second and direct third gears. Performance was splendid, but would have come more easily with the optional lower final drive ratio, when the almost Ford-standard

gear change would have come more into its own. The proper Chrysler air-filter muted the Webers, wind noise was moderate with the roof closed and high-speed cruising became a pleasure. The engine started easily from cold with a few pumps on the throttle (though a choke was fitted), but carburation was a trifle lumpy and over-rich slow-running jets dirtied the plugs in traffic, not noticeable until the open road was reached, when a misfire over 5,000 r.p.m. took some clearing.

Handling was superb, fairly neutral, tending towards very enjoyable oversteer on the limit, instantly controlled by the very quick steering, a real Elan feature. The ride too felt very Elan-like, the spring rates being quite soft, so that the ride was good for a sports car, yet roll was very moderate. The live rear axle could judder minutely during hard standing starts, but there was no tramp or wind-up as such. Bad bumps taken at speed occasionally caused the rear suspension to bottom, however, though stability wasn't impaired and ground clearance presented no problem. I would dismiss a rear-end vibration at over 90 m.p.h. as the result of a balance weight lost from the propshaft or the wheels, for an associate who drove the same car earlier in the year recalls no such criticism.

This well-shaped, lightweight car recorded 22.2 m.p.g. in conditions which included British Grand Prix traffic jams, city commuting and high speed enjoyment, so something approaching 30 m.p.g. could be possible. Mechanical repairs should present no problem with the aid of Chrysler and Triumph dealers and as for specific Ginetta problems, I doubt whether any other motor manufacturer can provide the same type of personal service the Walklett brothers are known for at West End Works, Witham. That could be an added advantage of owning this very professional and effective specialist sports car, which sells for £2,598 in the G21S form tested, or £2,196 as the straight G21, the latter quite amazingly now occupying the niche of the cheapest specialist sports car on the market.—C.R.

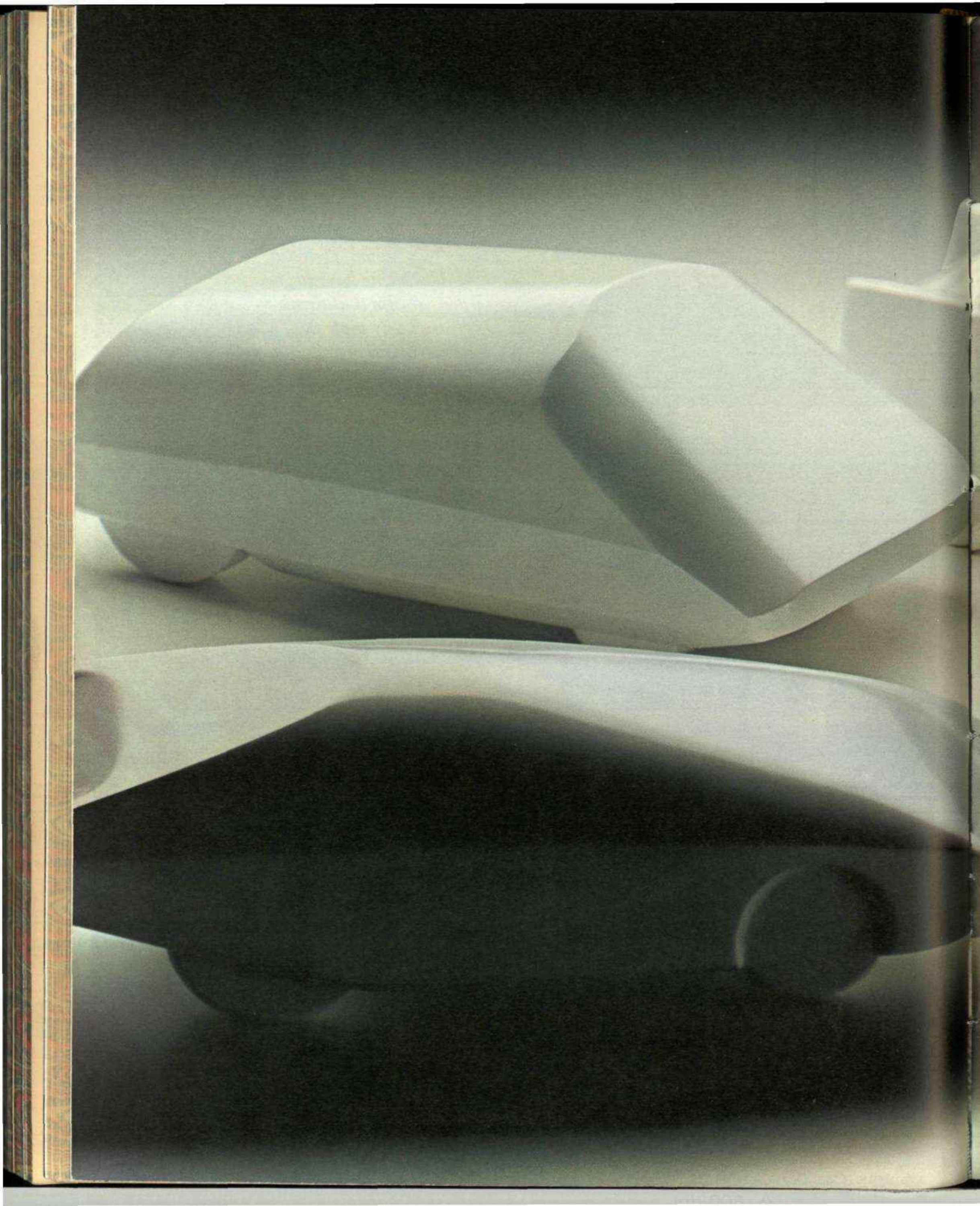
Campari con Borgia

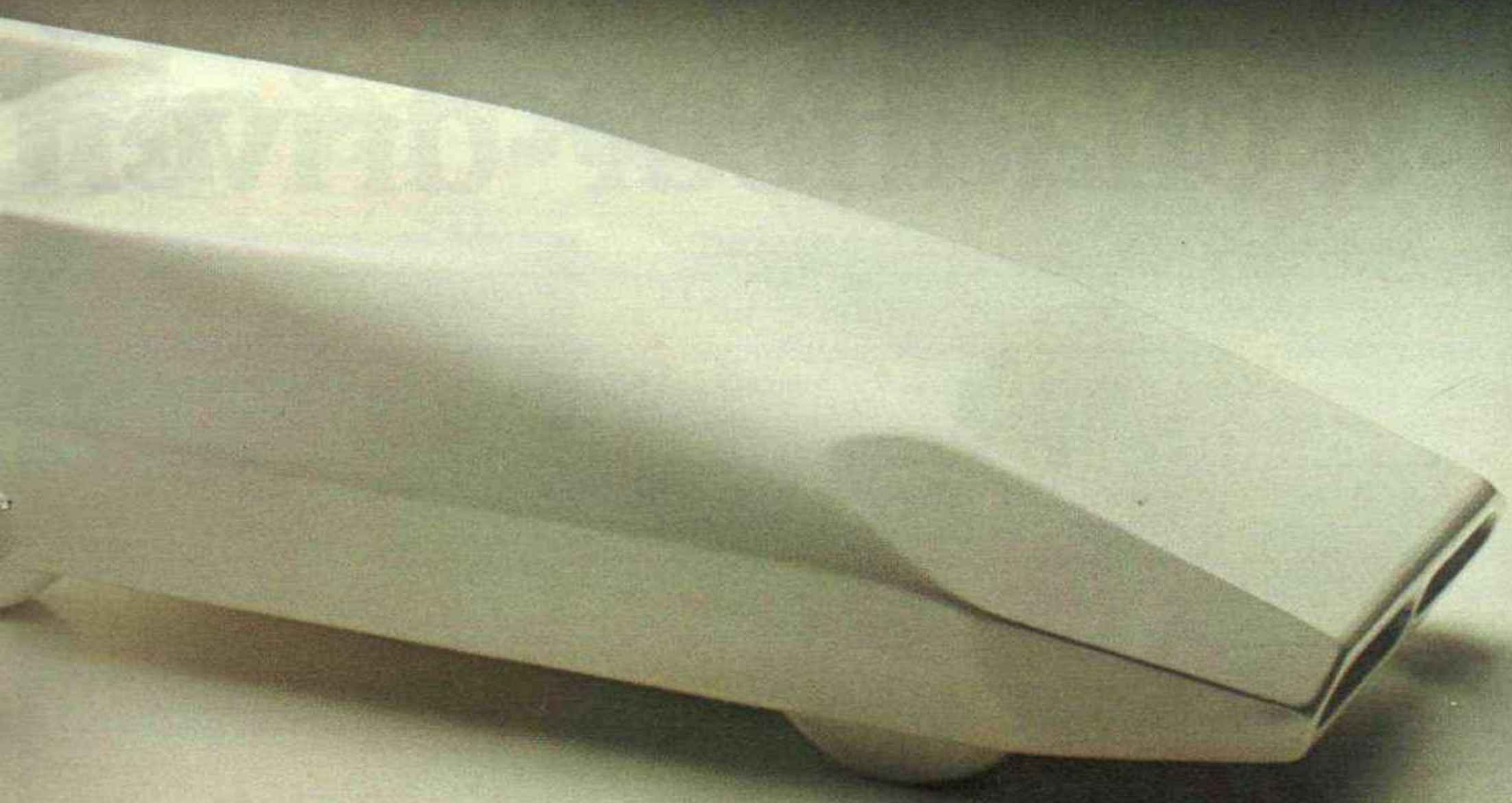
*'Campari's my poison, Lucretia,'
Said her Florentine lover to goad her,
So she poured him that drink
Which is wickedly pink
With ice cubes and orange and soda.*

*And she laughed like a drain
When he died,* in some pain,
And explained: 'Well, he went much too far, he
Was not only coarse
And no good on a horse
But he drank me clean out of Campari.'*

** Hemlock added to the herbs
of four Continents doesn't
do anyone any good.*







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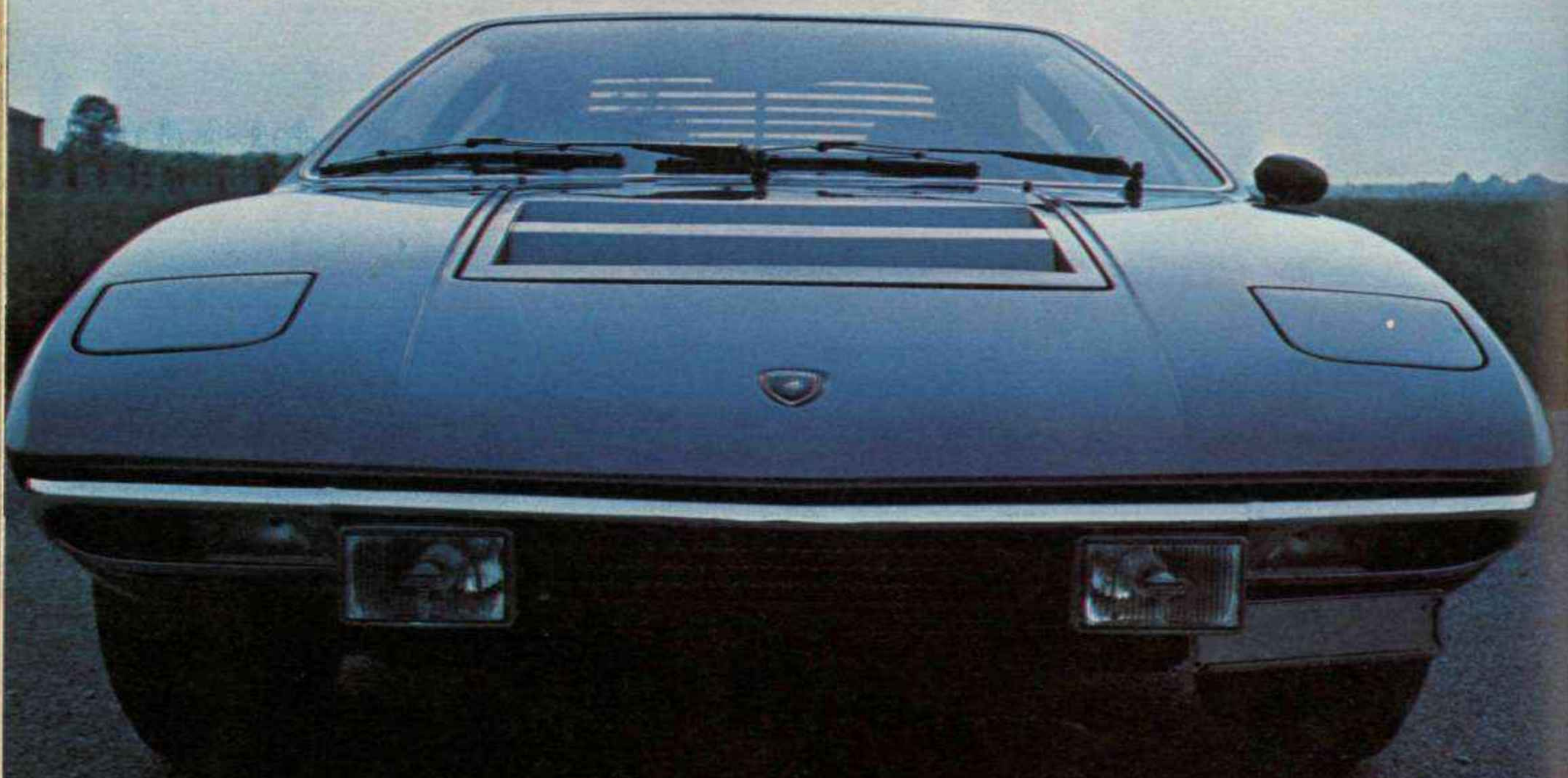
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Economy. Safety. Performance. Styling. Handling.

Pick any one of these, and write in no more than 200 words what you think will be the biggest influencing factor related to motor car development in that category.

(If you like, you can send us drawings or photographs, but please remember to include a stamped addressed envelope if you want your material returned.)

Judging the competition will be some distinguished names connected with all aspects of motoring, headed by Colin Chapman, of Lotus.

The senders of the two best answers in each category will win a trip to the Lamborghini factory in Modena, and then on for a few hair-raising laps around Monza.

One more thing. If, in the opinion of the judges, your idea is particularly outstanding, we will put you in touch with any motor manufacturer interested in developing it.

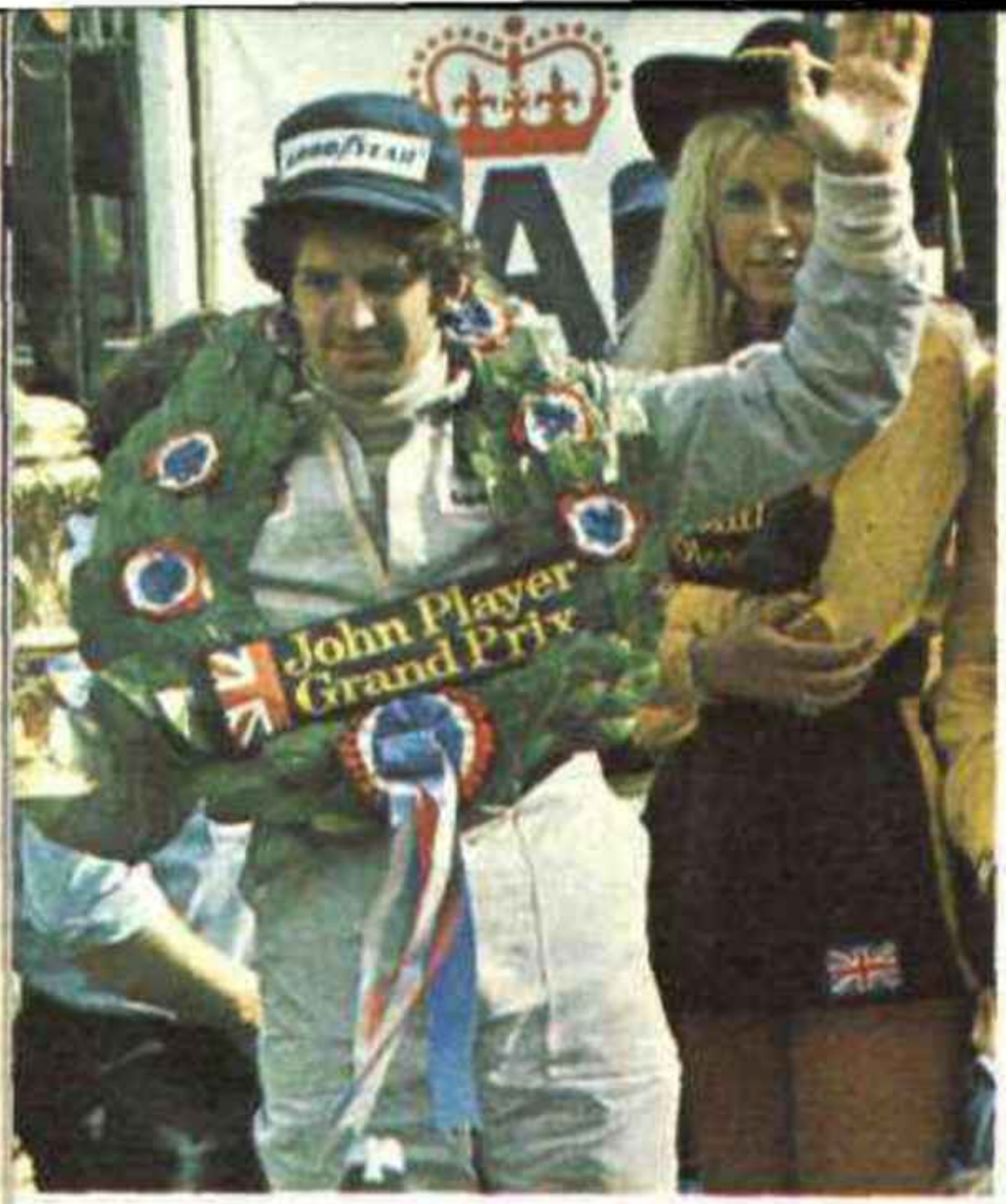
So, as well as the prize we're giving, you could win something else. A place in motoring history.

Send your answer to: Super Visco-Static 1984 Competition, P.O. Box 2 JW, London W1A 2JW. Entries should arrive no later than 15th Sept., 1974. Results will be published in Competitors Journal on 10th Oct., 1974.

No correspondence can be entered into, and the decision of the judges is final.

Rules available on application.





BRITISH GRAND PRIX

JODY SCHECKTER (inset above) survived to finish first in the British Grand Prix at Brands Hatch, his Tyrrell 007 seen rounding Paddock Bend whilst chasing Niki Lauda's Ferrari. Below, Emerson Fittipaldi's McLaren M23 finished second, letting the Brazilian snatch back a single point World Championship lead from Lauda.



MARTELL 1715

Bonnie Prince Charlie 1745



Every Young Pretender needs an old friend.



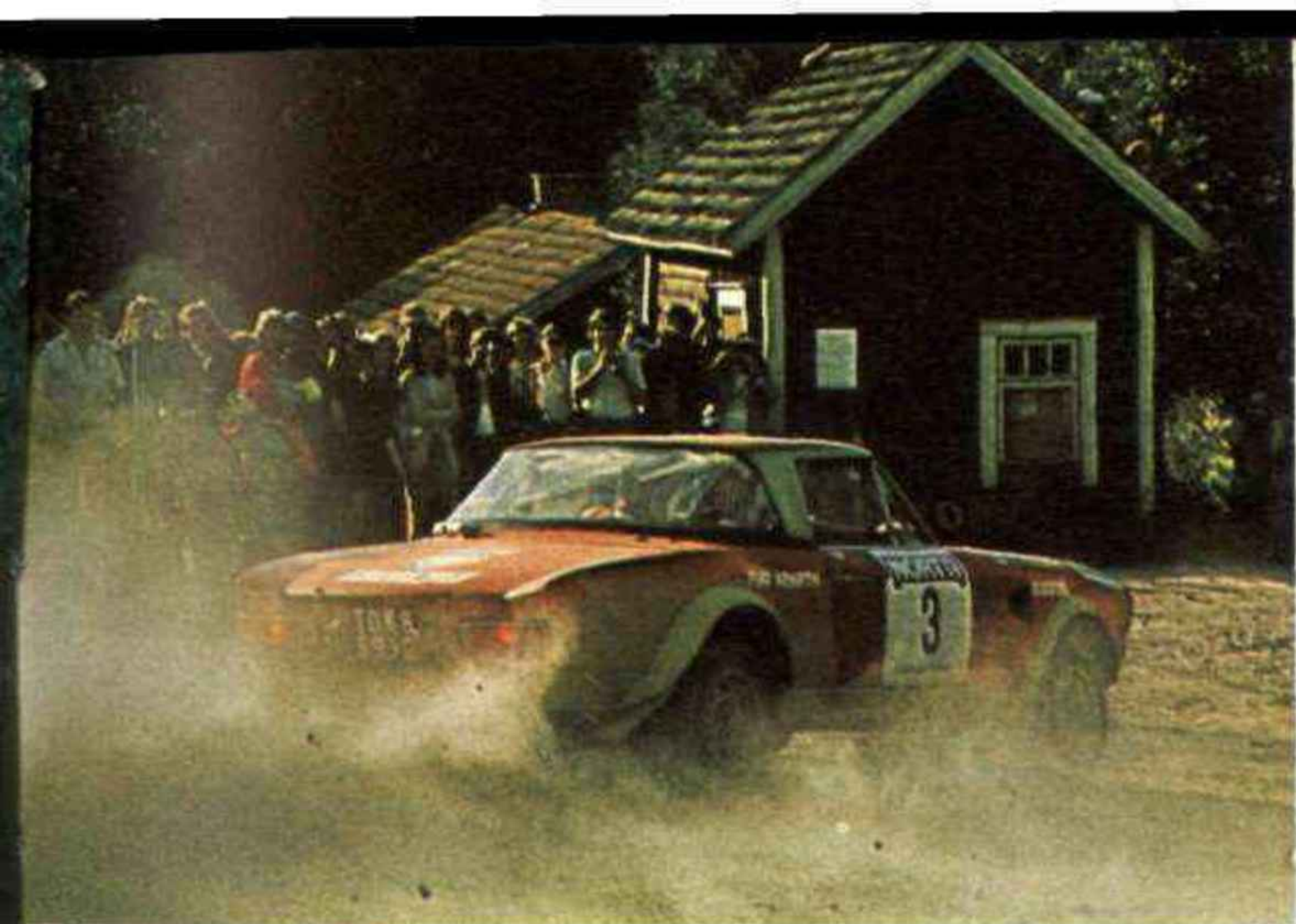


GERMAN GRAND PRIX

CLAY REGAZZONI (*above*) led the German Grand Prix from start to finish, moving into the World Championship lead in the process. A fine second place fell to Jody Scheckter's Tyrrell (*top left*) while Carlos Reutemann's works Brabham BT44 (*left*) finished third despite a strong challenge from Peterson's Lotus on the final lap. Inset above the first three finishers are seen on the victory rostrum. Right, a view down the spectacular Hatzenbach forest section with Tom Pryce's Shadow leading newcomer Jacques Laffite in the second Williams-Cosworth.







RALLY OF THE THOUSAND LAKES

AFRICAN RALLIES may be the world's roughest, but those which dole out the greatest, most violent punishment are in Finland. In the Rally of the Thousand Lakes the jumps outnumber the lakes and any car which survives at competitive speeds has suspension man enough for anything. Top left is Mikkola's winning Escort and below it the Fiat Abarth of Kinnunen about to shake the earth amidst a shower of sparks. Above is the Fiat of Alén and the Saab of Blomqvist, whilst alongside is the Escort of Mäkinen, relegated to second place by dint of inadvertently exceeding a speed limit by 3 k.p.h. Below is the Vauxhall Magnum of Britain's DTV which Airikkala took to a comfortable Group 1 victory.



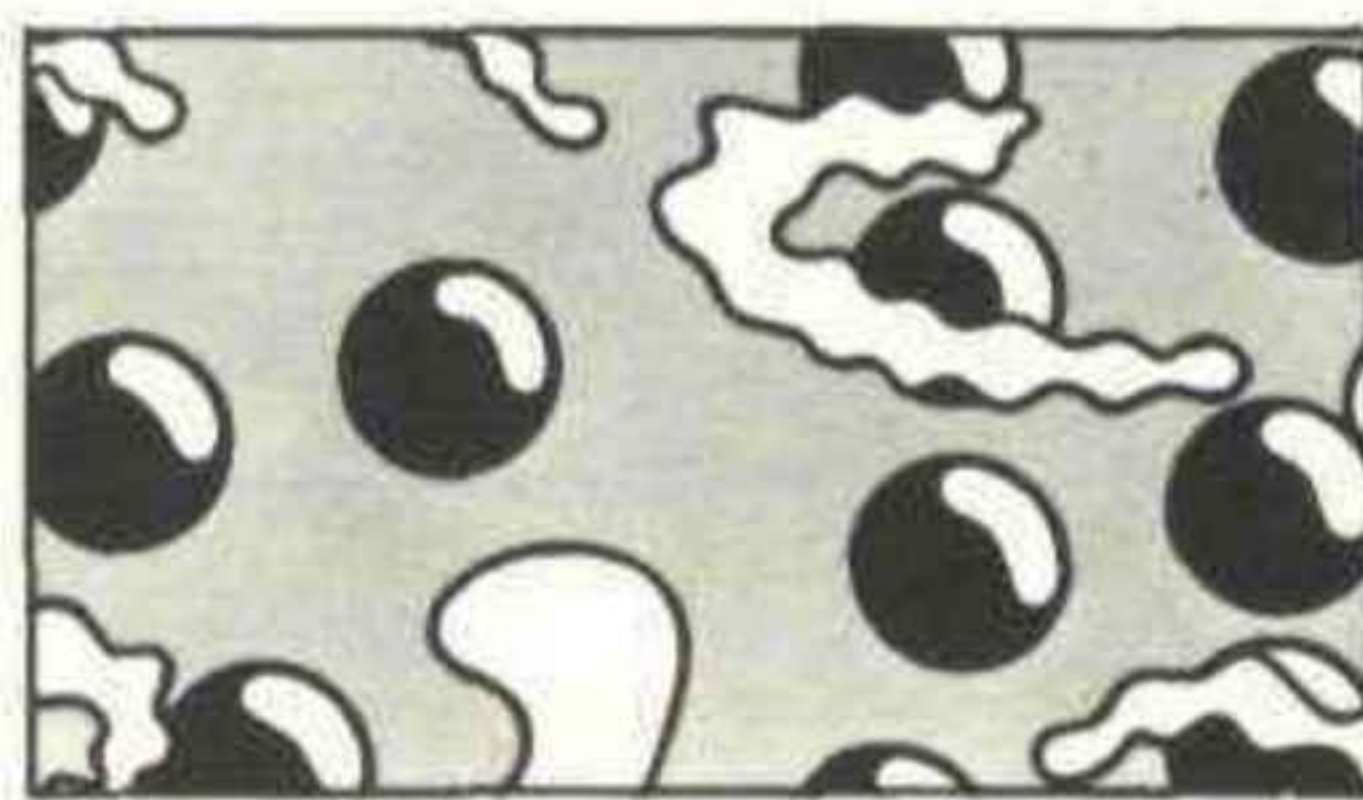
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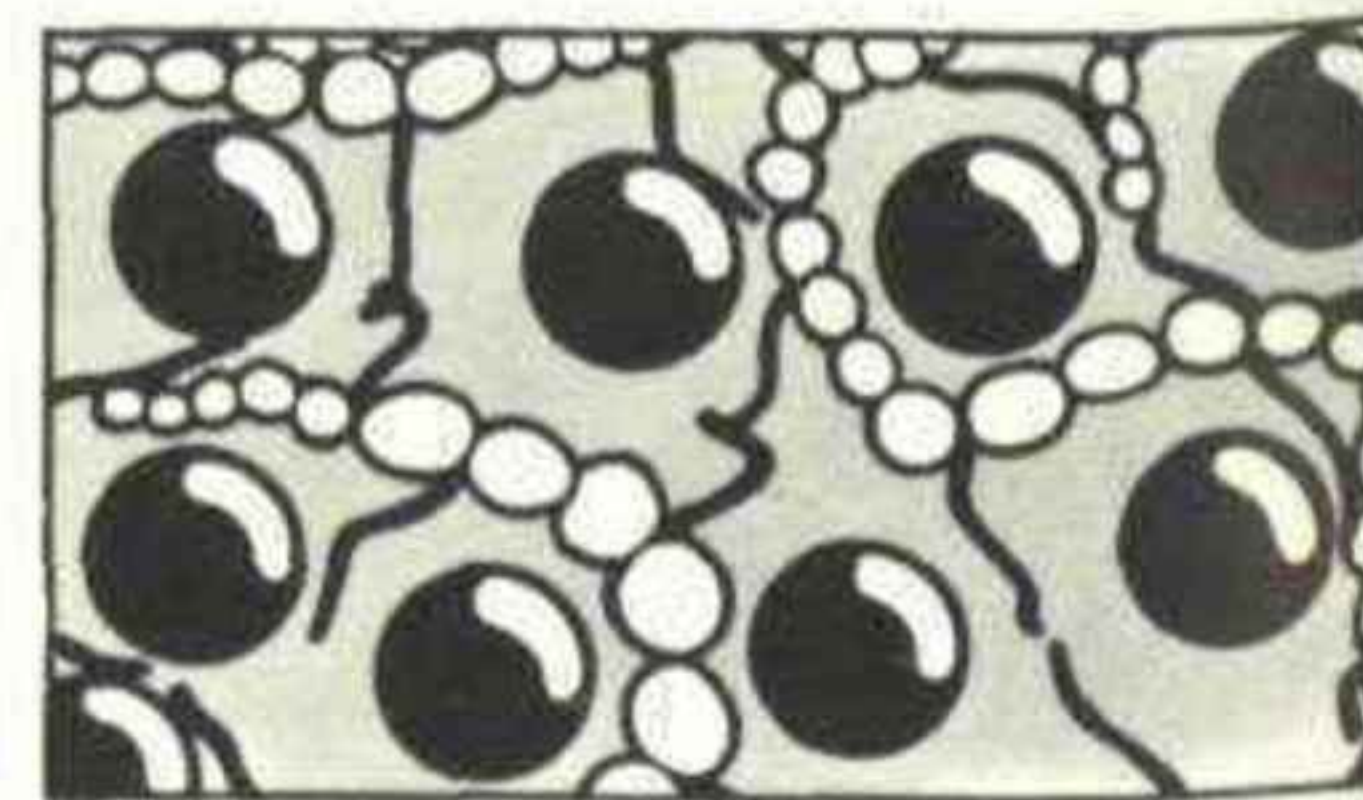
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Ordinary Multigrade Oil without 'muscle molecule' Polymers (white) are added to maintain viscosity but fast-moving engine parts snip up these chain-like molecules and render them ineffective. Result: too-thin oil.



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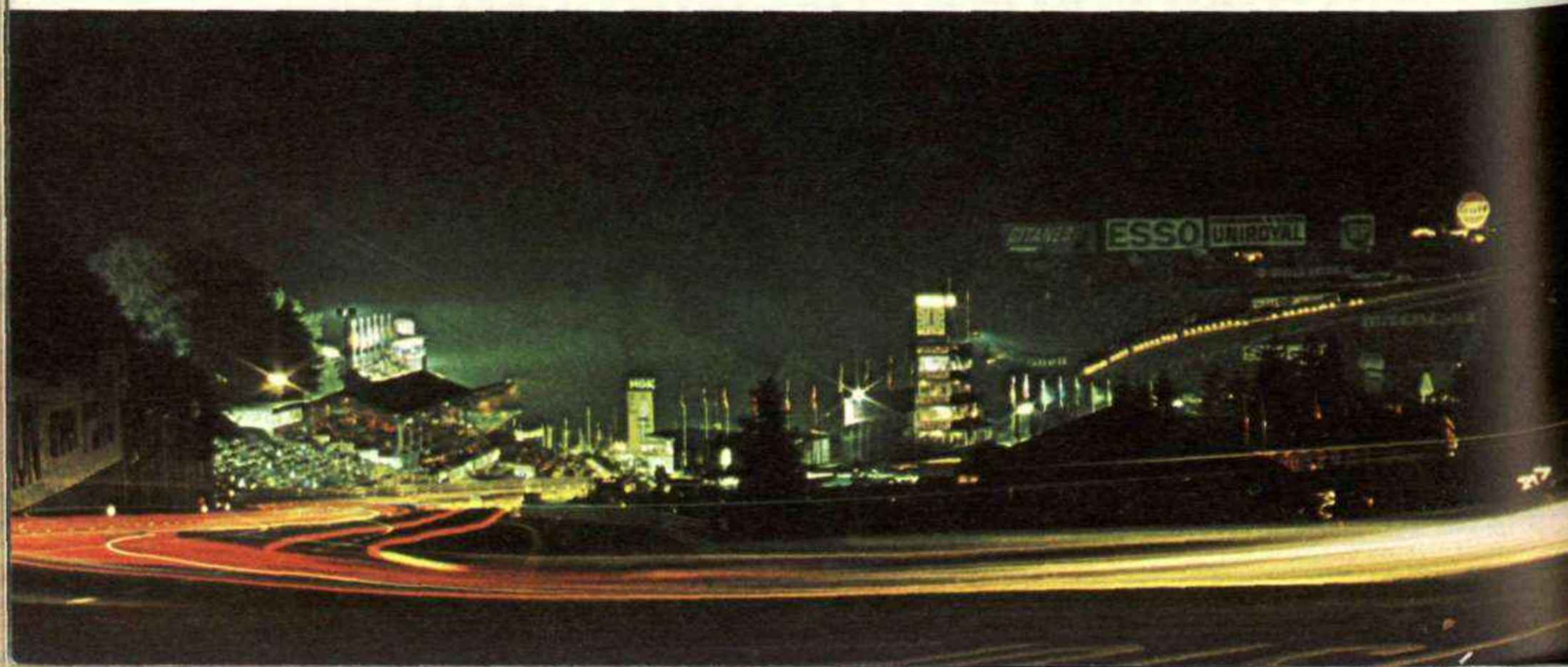
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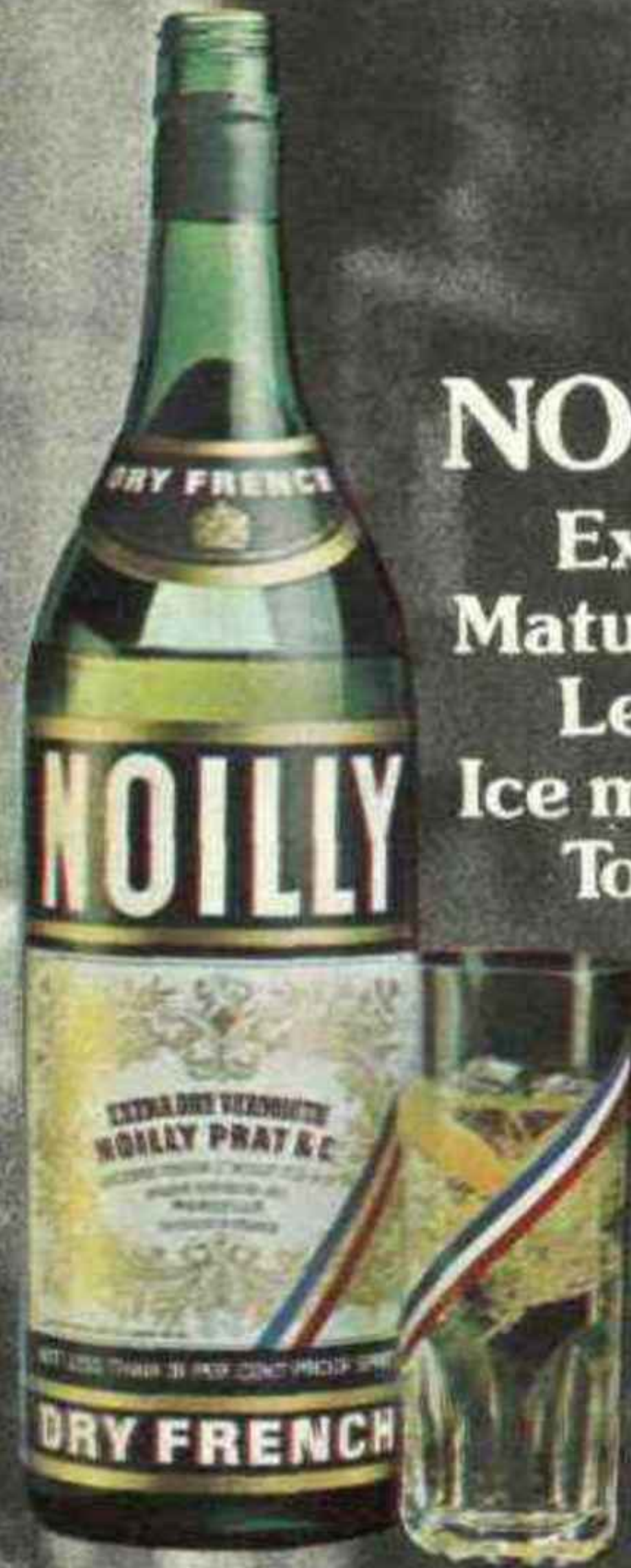


SPA 24 HOURS

A HUGE FIELD of 58 cars started the 24-Hour saloon car race at Spa (overleaf) with Tom Walkinshaw's Ford Capri 2 heading Hugh de Fierlant's BMW and Pierre Rubens' Ford Mustang into L'Eau Rouge. The BMW CSi driven by Belgians Jean Xhenceval and Alain Peltier (left) won after the early leaders fell by the wayside, including the Capri of Walkinshaw and Fitzpatrick, seen here rounding Les Combes (centre left), which first broke a manifold and then lost a wheel. The Triumph Dolomite Sprints went splendidly in their first long-distance endurance race, Andy Rouse and Tony Dron bringing the fastest one (centre right) into fifth place.



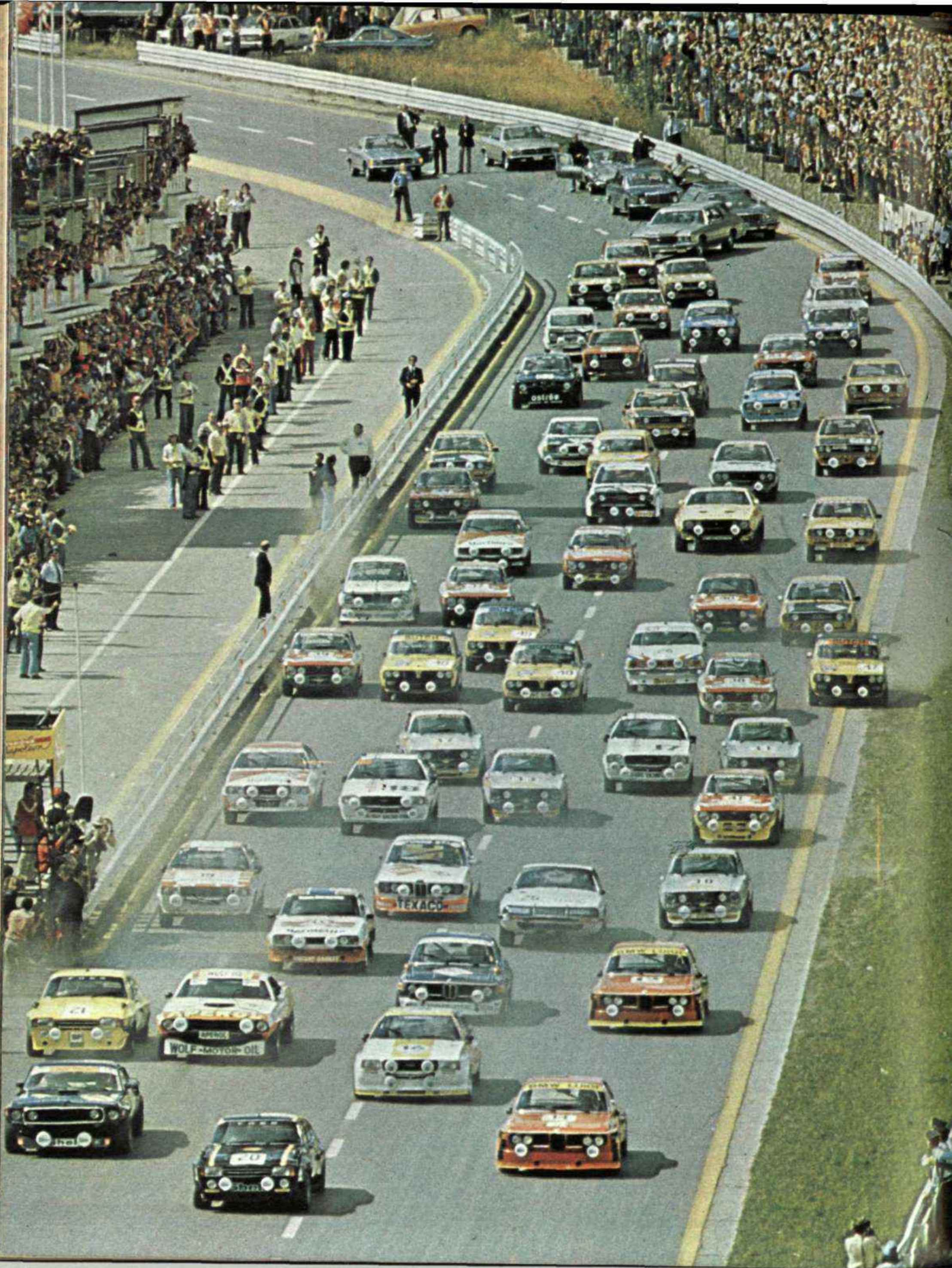
SALES



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1974 Ferrari 365 GT/4 Berlinetta Boxer

ROVER RECOLLECTIONS

(Some random thoughts gathered during the 70th anniversary of the Solihull Company)

I WENT the other day to visit Mr. D. A. Cooper at his charming cottage high up on Frith Common, near Worcester, with a fine panoramic view stretching to the hills of the Welsh border. I did so primarily to chat about Rovers, because Mr. Cooper joined that Company in 1929 as a road-test driver. But I discovered that he is a great enthusiast, who went to Brooklands in the 1920s, and later to Shelsley Walsh and Donington, snapping exciting cars (including that 16/50 Rover single-seater on the Track) with his Box Brownie camera. In those days he had a succession of interesting motorcycles, commencing with a circa-1918 3½-h.p. belt-drive Rover, encouraged by a father who began motoring in a Fiat 501 tourer, probably with an English body, judging by the square-shaped doors.

Mr. Cooper worked first for Arthur Mulliner Ltd., as he was an inhabitant of Northampton, at a time when that Company was making craftsman-like bodies on Daimler and other fine chassis. At "The Rover" in Coventry he found he was required to test all the current models for 2½ hours each, doing four tests a day. Frank Ansell was the final arbitrator, after tests driven by Ernie Sutch, Nobby Clarke, Bob Gosling, Ted Commander, Maurice Powney, and Don Cooper himself. The test route was out of Coventry, avoiding Kenilworth, to Warwick, Barford and up Frizz and Edge hills. It is recalled that the Rover Meteors with P.S.C. bodies often used to "nip-up" before the long grind up Edge Hill was completed. After cooling down they would free off and it was then up to the Inspection Foreman whether or not the engine was rejected or passed. The limousine on the long-wheelbase chassis with body by Holbrooks of Coventry (Dogbody's to the trade!) was given a longer test. At this time the thumpy Ten had superseded the excellent Nine, its two-bearing engine disliking the extra weight of the new bodies. These came from Pressed Steel and to get them right two of the Pressed Steel staff were sent to Rover's to investigate shortcomings. The Rover Pilot, with horn within



An experimental Rover Scarab, registered for the road—see story above.

the radiator grille, is remembered as a poor thing but the Speed Pilot with its nice fruity exhaust note was a good car. Rover's had their own chromium-plating plant for finishing the bright parts of the Regal model but at first it was all too easy to lift off long strips of the new plating from a radiator with finger and thumb. The ordinary models had nickel plating.

One day Jack Nugent, the Meteor Shop Foreman, said he would be wanting a few men to go elsewhere on a special task, but he couldn't say what it would be. This was soon found to be to test the little 840-c.c. air-cooled vee-twin Rover Scarab, which was to have sold for £85, although the proposed price crept up to nearly £100 as the project advanced and before it was finally abandoned. (The slump then, as now, was pushing up prices and the Scarab was intended to combat this.)

Relays of drivers, of whom Mr. Cooper was one, drove several Scarabs day and night round a 20-mile route near Coventry, each driver doing four hours on, four off, between 6 a.m. and 10 p.m. They had arrived at Colonel Searle's house, Braunston Hall, near Rugby, to find much of the work done in the converted stables; indeed, one Scarab had been given an 8/45 JAP engine. The others had Rover's own vee-twin, in a boot at the back. The test-team slept in nearby quarters in a house at Willoughby. (Mr. Cooper has forgotten who made f.t.d., but remembers falling asleep and dropping one Scarab on to its side in the middle of the night!) The main trouble was that in lieu of a differential, a hardwood ring allowed drive to the n/s rear wheel to slip on acute corners, which consequently were taken to the accompaniment of audible grunts and gratings! Tyre life on the back wheels was only about 3,000-4,000 miles. Bigger tyres were tried but were worn out after 5,000-6,000 miles. It was also said that the rear suspension



Side view of the rear-engined, air-cooled 840 c.c. Rover Scarab. Note the all-weather equipment!

infringed Mercedes patents. As there was no heater, driving these Scarabs was a chilly business and the test chaps used to stuff the pedal-slots with old rags and blank off the dummy radiator. A modified body was a slight improvement and a number, including a sectioned engine, went to the 1931 Olympia Show. But the Rover Scarab never went into production. All the test fleet were registered, instead of being taken out on Trade-plates, probably so as not to attract unwanted attention. Alas, none has survived. But Mr. Cooper has; he enjoys going to VSCC meetings, ran a 14/40 Vauxhall until recently, and marshals on present-day rallies, using a Triumph Herald.—W.B.



Mr. Cooper's "snap" of the 16/50 Rover on Brooklands Track.

Steam at Much Marcle

TO ADD VARIETY to the motoring round, I like to attend one Traction-Engine Rally and an Air Display every year. This time it was the Steam Rally of the Ross-on-Wye SES, at a nice site near the pleasant village of Much Marcle. But with 30 steam vehicles, 38 farm-tractors, most of them post-war, 19 motorcycles (down to 1954), 39 vintage cars and commercial vehicles and 96 stationary engines, it is becoming impossible to report such rallies in detail. However, I was spared the need to seek an Air Display, because the flying of the radio-controlled model aircraft, low-wing and high-wing monoplanes and a very effective biplane, was as good as anything real aeroplanes could emulate.

Only six out of the 22 old cars in the programme had assembled on the Saturday afternoon, an insult to the organisers, and these included a 4½-litre vintage open Bentley and a small Star saloon that were not listed. The motorcycles included a 1912 350 o.h.v. one-off racing Stevens-Precision, a very rough 1921 550 Ariel with a crude fan to cool it, as it had been used to drive a saw, this one waiting to be restored, and Brett's formidable 1922 Ariel combination. A one-owner 1914 Baby Triumph, last used in 1927, then left to rot

over a cow-stall, but since nicely restored, and smart examples of 1926 Raleigh and 1924 Omega, caught the eye. Oldest commercial was Watts of Lydney's 1915 ex-WD Daimler lorry, once used, after its life as a 'bus was over, by Corona for delivery work in Cardiff. The duplicated rally programme contained plenty of information.—W.B.

* * *

CARS IN BOOKS

IT IS known that electric cars were popular in America at the turn of the century and consequently I was interested to find, in "Images and Shadows" by Iris Origo, (Kirt Woolf, 1970), a reference to the author's grandmother still enjoying, approaching the age of 90, "the drive in the electric car through the woods". I think the year was 1923, at Westbrook and there is a photograph of "My grandmother and Aunt Olivia in 'the electric'", from which someone may recognise the make of this open vehicle with its carriage lamps.

The subscription to the Car Recovery Service Club is £7.15, not £7.50 as published last month.

Book Reviews

"Brooklands and Beyond" by Charles Mortimer. 240 pp. 8½ in. × 5½ in. (*Goose & Son Ltd., Warner House, Folkestone, Kent. £3.80*).

One tends to miss Brooklands most in the summer months, so it was good to receive not only "Bikes At Brooklands", reviewed herewith, but the long-awaited "Brooklands And Beyond" by Charles Mortimer, from the same publisher. It is Charles' personal memories of days spent at the Track, racing motorcycles and then cars. He rode anything from the last belt-driven machine to run there, the 175 c.c. EF-JAP (illustrated), through various Nortons, to a wicked Brough-Superior and also rode with Fernihough and others on record attempts. Mortimer loved the place and virtually lived there, later driving Bugatti, MG and other cars at the Track.

His book recaptures the very atmosphere of the place! He gives me generous credit for suggesting that he write it, after I had enjoyed his articles about those days in the *VMCC Journal*, and he remembers that I started The Brooklands Society, so I read "Brooklands And Beyond" with especial pleasure! Charles tells of the pranks and the fun that was Brooklands, as well as of the hard endeavour that went into performing well thereat. He explains how betting took place and the fiddles that accompanied it, so that results were not always what they seemed, and he tells of the errors that motorcycle journalists sometimes made in reporting retirements—what Hartley and I are going to do about that, I don't know! Anyone who loved Brooklands is going to lap this up with the utmost relish. The tale is told as straightforward autobiography, with nothing lurid to spoil it, and a factual description of riding the Brough on the Track is included.

The book is not all Brooklands, however, Mortimer is most interesting about his war-time adventures, and describes his post-war association with motorcycle racing and the running of his motorcycle racing schools. He even gets in some domestic background, about divorces and the reverse. But I can never have too much about Brooklands, so I found the earlier chapters, especially, of enormous interest and fascination. There must be a few more who could write on this theme. Meanwhile, here is Mortimer in print, to relish and enjoy. There are, alas, some unhappy mistakes, like T & T's again being rendered with a "p" and Hutchison as Hutchinson etc., but that, I suppose, is hair-splitting.

This is a most entertaining book, full of the Brooklands and later racing personalities whom Charles knew intimately. You live again those sunny, carefree, pre-war days, as the pages flick over. There is a potted "Cars I Owned" chapter and some details of car-dealing, for Charles admits he is an inveterate dealer.

But mainly it is the Brooklands and motorcycle-racing chapters that will hold the reader enthralled. Mortimer and Hartley are "musts" for all Brooklands enthusiasts.—W.B.

"Bikes At Brooklands" by Peter Hartley.

252 pp. 8½ in. × 5½ in. (*Goose & Son Ltd., Warner House, Folkestone, Kent. £4.20*).

Ever since, over 27 years ago, I got hold of the official BARC records and decided that being in possession of such material I should write the history of Brooklands Motor Course I have felt that it would be nice if there could be a companion book about the motorcycling activities at the Track. There were several rumours of such a history being started and some prospective authors even asked politely whether I would have any objection. Naturally I said "Certainly not; go ahead!" But nothing happened—until the pleasant surprise of receiving Peter Hartley's book for review. It deals, very thoroughly, with the pioneer years, that is to say the motorcycle racing from 1908 to 1915, but I understand that the same author is going to embark on the stupendous task of taking his account up to the closure of the old Track in 1939.

I am extremely pleased that he intends to do this, because then we shall have a full and fascinating record of BMCRC and other two-wheeler races (together with sidecar and cyclecar events) at Brooklands. Apart from some articles I once did on the vintage years of BMCRC racing, there is nothing of the kind available outside the bound volumes of the motorcycling Press. So I commend Hartley's industry, and his history as contained in "Bikes At Brooklands". I make the point that he has a formidable task ahead of him, because the races which took place from 1920 to 1939 were innumerable and the bikes diverse and difficult to identify.

Hartley will no doubt cope, because he has made a competent job of his first volume. It has taught me several fresh facts about Brooklands and is a good combination of race reporting, personality remembering, and technical fact. As the son of the late Laurence Hartley, Peter is well acquainted with his subject. But as he was too young to have known Brooklands in its heyday, he has had to rely on contemporary reports for much of his data, although he has also consulted some contemporary riders. His coverage is considerable. Indeed, he takes us almost lap by lap through most of the races, and gives the placings in them, tabulated after each report. This makes the book less one for reading straight off, more a splendid reference-work, and great fun to browse through. The pictures are excellent, the index comprehensive, and altogether I am 100% enthusiastic about this history of the motorcyclists at the Track and wait impatiently for the next volume—while enjoying the information imparted in the first, which includes sorting out those great exploits of the Collier brothers' Matchlesses and the advent of the Indians. It also reminds me that long-distance races were held before 1914, that more than one war-time meeting took place (including the Aircraft Workers' Meeting), and of car drivers like Birkin, Bentley, Miller, etc., who first raced at the Track on motorcycles. A notable book, on all counts.—W.B.

"My Greatest Race" edited by Adrian Ball, is the personal account by twenty top racing drivers of the race they rate as their greatest. It is published by Granada Publishing, 3,

Upper James Street, London, W1R 4BP, £3.50. Royalties earned will go to the Jim Clark Foundation. The contents are Fangio on the 1953 Italian GP, Lurani on the 1933 Mille Miglia, Brabham on the 1959 Monaco GP, Etancelin on the 1930 French GP, Andreotti on the 1969 Indianapolis 500, Taruffi on the 1957 Mille Miglia, Hanstein on the 1940 Mille Miglia, Stewart on the 1966 German GP, Mays on the 1936 International Trophy, Gonzales on the 1951 British GP, Ireland on the 1961 Solitude GP, Hulme on the 1972 S. African GP, Frère on the 1935 Belgian GP, Gendebien on the 1956 Mille Miglia, Salvadori on the 1963 Coppa Inter Europe, G. Hill on the 1965 Monaco GP, de Graffenried on the 1949 British GP, Ickx on the 1969 Le Mans, Moss on the 1955 Mille Miglia and Fittipaldi on the 1973 Argentine GP. I seem to have read some or most of this before. But what a fascinating theme! And one which suggests that the Mille Miglia must be revived.—W.B.

"The Complete Catalogue of British Cars" by David Culshaw and Peter Horrobin. 510 pp. 11½ in. × 8½ in. (*Macmillan Ltd., 4, Little Essex Street, London WC2 3LF. £7.00*).

This is a most ambitious project, which almost comes off, namely a catalogue of every British production car from the beginning of motor cars to the present day. The text is sketchy, but the illustrations are first-rate in most cases. Every make and model is accompanied by data tables giving engine size, valve gear, b.h.p., type of cooling system and carburation details together with similar chassis data and dimensions. Moreover, where known, performance figures are included, for 0-50 m.p.h. and s.s.-¼-mile acceleration, fuel consumption, and maximum speed. Such figures have been culled from sources innumerable, as they have existed after 1924. It seems to me extremely generous of the publishers concerned that such expensively-acquired data has been allowed to be tabulated in this 1974 book. It will certainly be invaluable to future writers, especially those who want to compare one car with another and who would otherwise have to do much digging about in the old motor journals. Anyone who can give the 0-50 m.p.h. acceleration figure for the 30 h.p. Armstrong Siddeley, for instance, is pretty erudite, although the weakness is that the book quotes one figure (27 sec.) for all the Thirties from 1919 to 1932 and even these must surely have varied somewhat? Then I was startled momentarily to read of an overhead-camshaft 12/20 Calthorpe until I realised that the author had set this alongside the side-valve 12/20. But surely more explanation is merited, as this is such an "unknown" model, even against the rare o.h.v. six-cylinder 15/45 Calthorpe.

However, as I have said, this book stands on the data offered by its tables, and some pleasing pictures. Incidentally, did you know that the twin-cam 3-litre Sunbeam took only three seconds less from 0-50 m.p.h. than that Armstrong Siddeley? And was apparently beaten in this respect by the push-rod 20/60? It all depends on what store you set by such collected data. The book has masses of appendices, even one on tyre pressures for the cars of 1945-1974, and many car badges. In fact, a lot, for a lot of money.—W.B.

Letters from Readers

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

Mobil SHC

Sir,

With reference to the letter of Ken Fantom, published in your June issue on the co-incidence of aroma relating to Castrol "R" and Mobil SHC; the former was a vegetable-based oil which carried a very heavy additive dosage and required certain stabilising esters. It was these which provided the distinctive aroma of the oil when burnt.

SHC is petroleum-based and it so happens that similar, but specially synthesised esters of high thermal stability, are used in its make-up. Hence the odoriferous nostalgia. There's no moral in it, however, just a happy co-incidence.

London, SW.

DONALD MCGILL
Public Affairs Department,
Mobil Oil Company Ltd.

Free-wheeling

Sir,

I have been reading with interest the recent letters on the subject of free-wheeling. However, I find it strange that there has been no mention as yet of one current production car which still retains a free-wheel device—I refer of course to the Wartburg. The main reason for this car having a free-wheel fitted is that it is powered by a two-stroke engine running on a petrol mixture rather than having a separate lubrication system—there would be a lack of lubrication on the "over-run" with a closed throttle. As the Department of the Environment still permit the import of this car into this country this bears out what C. G. Masterman said (MOTOR SPORT July 1974) that free-wheeling is not illegal.

I do not agree with the "Driving" manual in their statement that "any form of coasting is wrong, because it lessens the driver's control of the car, and particularly of steering and braking". I contend that in the final analysis the control of steering and braking is dependent upon the driver, and any lessening of control in these respects would be brought about by the driver himself and not by the fact that the car was coasting.

I have been the owner of a Wartburg for some eighteen months in which time I have covered over 30,000 miles, mostly in South Wales, which is not renowned for its flatness or its straight roads. I have found that the car has altered driving characteristics compared to a "normal" car and therefore requires a slightly different driving technique, but I would put this down to the soft springing of the car rather than the total lack of engine braking effect. I agree with C. G. Masterman that free-wheeling is not for the inexperienced—no engine braking effect and the lack of torque reactions when lifting off on corners can be disconcerting to say the least, but one can come to grips with these peculiarities if one is prepared to change his driving techniques. If you can do this, then there is nothing to inhibit you from

spirited driving at all. To prove my point, in last year's RAC Rally three Wartburgs completed the course with the free-wheel in use—also a number of free-wheeling Saabs finished as well. To my mind that shows that free-wheeling gives no loss of control of steering or braking.

As for fuel-saving—using the free-wheel on my car I can obtain 35 m.p.g. under normal (hard) driving, and over 40 m.p.g. with economy driving. These figures are approximately 10 m.p.h. better than cars of the same size, weight and performance. Once on the move the Wartburg free-wheel permits clutchless gearchanges without harm, so there is an obvious lessening of clutch wear. Also whilst the car is free-wheeling, the engine and gearbox are not being stressed, and consequently the life of these components would seem longer. A minus point is the obvious fact that the brakes have to be relied upon a great deal, so a complete brake failure can be a daunting prospect (but no more so than on a fully automatic car), but on a properly maintained and serviced car such a failure would not occur. I have also found that free-wheeling has tended to encourage better and safer driving techniques, and so to my mind free-wheeling is definitely beneficial.

Bridgend.

R. P. WILKINSON

[Alas, the Wartburg seems to have run its course in Europe, due to emission problems, but you will still be able to buy one for some time.—ED.]

Coasting comments

Sir,

As a regular reader of MOTOR SPORT for over 35 years I would like to offer my congratulations and thanks for all your efforts, on the occasion of your fiftieth anniversary.

Perhaps you would allow me to make comments on two matters. Firstly, concerning coasting. Around the 1931/2 era when petrol cost, retail, less than 5/- a gallon and obviously less for bulk buyers, the bus companies introduced a fuel economy bonus scheme for drivers. This led to a large volume of coasting and at least one fatal accident was attributed to this cause. I have been under the impression that legislation to ban coasting in public service vehicles was introduced. It was certainly recommended by one coroner's jury. Alas, it all stopped just as quickly as it started.

Secondly, many fine articles were contributed to your journal under the pseudonym "Baladeur". Were we ever enlightened concerning the real identity of this knowledgeable character who held so many of us enthralled at times or is my memory at fault?

One war-time incident which I recall never seems to have received any post-war mention. When the air raids intensified on London it was decided to have an auction of all the official German cars which had been impounded at the outbreak of hostilities. These were all crammed into the first floor of a

large central London garage. I can't recall which one. The sight of all those Mercedes, BMWs and a really large number of Opels has remained with me since. I believe that buyers had to have a Ministry of Transport permit authorising them to use the car for war purposes in the event of a successful bid. Do any of your readers remember more details which could open up this historic sale for the record before other memories fail? Marple, Cheshire
N. CARR

More Support for the MG-C

Sir,

I read with interest the letter from Mr. Fuller in the July issue concerning the MG-C. I have had experience with both manual and automatic MG-Cs both in open and GT form and would like to pass comment on this model.

When the car was first announced it was hailed as the replacement for the lusty Healey 3000 and thus when tested by various motoring journals, both here and abroad, tended to be compared to the 3000 and therein lies the big mistake.

This was a new car in its own right, and if I recall the early "C"s tended to ride high on the front, although on later 1969 models this was not so evident. The large well-proven engine has plenty of torque and is almost "turbine"-like for smoothness. Combine this with overdrive and 5½J tyres and one has a very fast sports car with a top speed that will leave many TR6's and others hard pressed to match. Considering the engine size I would agree with Mr. Fuller that this is an economical car returning approximately 27 m.p.g. if not extended. Indeed it is quite spacious inside compared to the TR6 and many well-cared-for MG-Cs are holding their prices. It still has many things in its favour where spare parts are concerned. Body panels and engine spares are readily obtainable although gearbox parts are scarce but not impossible to get.

I believe if BL had concentrated on developing the "C" instead of killing it off (due to unfavourable press reports?) then the success of the Datsun 240Z in the MG's traditional export market of North America may have been curtailed. Are BL now trying to redress the balance with that expensive MG-B V8? This car offers little more than a good "C" and has probably missed the boat regarding export potential. (BL get in touch with Chrysler re Sunbeam Tiger).

With the introduction of the new engine there should have been a new body or at least new panels to up-date the design. Why not use the well-tried "Stag" body as a basis for a new fast-back coupe using the MG V8 engine as an alternative to the Triumph engine? Market the car under the MG badge and the export potential for such a model would surely be increased and would be a worthy challenger to the Datsun 240Z and even the "new" Mustang. Maybe this is wishful thinking.

Whitchurch, Bristol.

P.T. SHIRE

* * *

Sir,

Through your columns I would like to take the opportunity of thanking Mr. Fuller for defending and praising the MG-C.

Just over a year ago I was thinking of

purchasing either an Austin Healey 3000 or an E-type. I soon realised that it would cost me a small fortune to obtain either a Healey or an E-type in the condition I required. At this time two of my friends bought MG-C's and had nothing but praise for them, indeed for one friend it was his second C-type after owning a string of sports cars including an Elan, GT6 and an E-type. After a test drive I was convinced that the MG-C was the car for me and I subsequently purchased a 1968 GT model, which has provided me with reliable and enjoyable motoring.

In my experience the MG-C is a rugged sports car with a classic appeal in the same idiom as the Healey 3000 and Jaguar E-type; it should not be compared with the MG-B or similar capacity sports cars. I have found, like so many others, that the MG-C is a much underrated car which deserves a far better reputation (remember the MG-A Twin Cam?) and appreciation. I hope that the MG-C becomes the "classic" it deserves. I am certainly going to hang onto mine. Does anyone want to form a C-type supporters' club?

A second car—yes, I am now looking for a roadster to supplement the GT.

Sutton, Surrey. G. T. WILKINS

[There seems to be sufficient interest developing in the MG-C to make a supporters' club a viable proposition. Letters from interested parties will be forwarded to Mr. Wilkins.—ED.]

Praise for Piranha

Sir,

Like so many of your other readers, I have a catalogue of complaints regarding poor products and rotten service from British manufacturers—my new Scimitar has so far had over twenty legitimate faults.

However, I hope you will publish this evidence that there is still at least one firm with standards. I bought by post a Piranha electronic conversion kit for a GT 1,275 c.c. Mini. After fitting by my local garage (I am both too busy and ignorant to do it myself), the unit failed to work. Last Thursday I telephoned Piranha at London who asked where the car would be available the next day. The next morning a Piranha representative duly arrived here, having travelled across the breadth of England from Liverpool, and exchanged the unit, and tested it. *Quel Service!*

Also, it actually does make the car smoother and quicker and after a 500-mile check has also improved the petrol consumption by about 10%. This is slightly better than the Mobelec and Lumenition ignition fitted on our two other cars. I have no connection with Piranha of course, except as a satisfied customer.

Guisborough. I. J. SIMON, M.A.

The Fourteen Days' Grace

Sir,

I feel I must put pen to paper about the subject of motor taxation which you touched on in the July edition.

I have in front of me four vehicle log books, the earliest one being for a 1952 motorcycle, and the latest being for my present vehicle, 1970 Renault.

Stated on all of these log books is this wording:—

"N.B. A vehicle may be used during the fourteen days following the expiry of the licence provided that application is made for a renewal licence on or before the fourteenth day".

This is an extract from page 4 of one of the earlier log books, the wording on the later log book is virtually the same, see page 1 paragraph 4. Therefore I would assume that the fourteen days' grace must apply, and if I should at any time be charged with such an offence I would take the case to the highest courts to prove my innocence.

I must add that some years ago I was stopped by the police. I gave the above explanation and heard no more from them. It would therefore appear that the police are incorrect in prosecuting for this offence.

Also on the subject of the police I must say, maybe I have been lucky, but in all my dealings with them, on average I have nothing but commendation for them.

I felt someone must state this obvious discrepancy if only to help clear the matter for thousands of motorists.

Luton. D. B. MONTFORD

Seat-Belt Safety

Sir,

I quote from page 710 of the July issue: "... maybe one day instead of fussing over air-bags and seat-belts those who watch over us will insist on heated rear windows and such lamps' washers [as on the Saab] on all cars".

Are you seriously suggesting that head-lamp washers will save more lives than seat belts? Do you not believe statistics? I realise that you, sir, with your vast experience, are far too good a driver to have an accident and only require to see the road ahead to avoid all obstacles. I would question whether all those who read this journal which is, after all, for public sale and not restricted to a group of your equally gifted friends, have your immunity.

I think we are entitled to more responsibility from the Editor of such a journal as this. How can people be persuaded to wear their belts and save their lives if those they respect, such as yourself, in effect dismiss them as props for incompetent drivers? It is this sort of adolescent logic that prevents so many people wearing the most effective single safety device yet invented. And it is only because so many do adopt this false bravery, that the poor substitute of air bags has even been thought of.

I'm sure you think laminated windscreens are a worthwhile safety device. You should make yourself aware of what happens when a head goes through one at speed.

Hayes. GRAHAME O'REILLY

Seat Belts—a Doctor's View

Sir,

The last time the seat belt controversy featured in your correspondence columns, I wrote to you as a consultant anaesthetist of many years standing, giving you my experiences of dealing with the surviving wreckage of motor smashes.

I concluded by saying it couldn't happen to you but imploring you to belt up as there

was always the other lunatic.

Needless to say, my letter was ignored, yet you publish verbatim the letter by Simon Lerner, trotting out all the usual sickening rubbish put out by people who have never seen a face in tatters from going through the windscreen, a smashed-in chest, shin bones driven thro' the floorboard, etc., etc., *ad nauseam*.

Certainly one must have the freedom to indulge in the above horrors, but what about the services—the fire brigade, the police and doctors who have to sort out the resulting holocaust at all hours of the day and night?

D. F. REES, M.R.C.S., L.R.C.P.,
F.F.A.R.C.S., D.A.

Senior Consultant Anaesthetist

Isle of Wight.

[It is not belts I'm against—it's COM-PULSION.—ED.]

Sir,

Peerless/Warwick Register

May I first thank you for the space given to the forming of a Peerless/Warwick Register in the May MOTOR SPORT. I have to date located thirty cars including one in America, so it is hoped to track down existing cars there, as over half the production cars were exported mainly to America. The cars located to date include the original aluminium prototype, the Le Mans car driven by Jopp and Crabb, two Warwicks which were fitted with Buick V8 engines although now fitted with TR units. As it appears that only about 300 Peerless and 90 Warwicks were produced (only half of which were sold in the UK) the thirty cars at present located must be a large proportion of those still in existence.

Mr. Orpin's letter in the July issue of MOTOR SPORT prompts me to extol some of the virtues of P/W cars. Produced originally in 1958 (the prototype in 1957) the spaceframe chassis had independent suspension all round, the rear being a De Dion unit (the only other cars so produced in 1961 were the Lagonda Rapide and the big Lancias [MOTOR SPORT November, 1961]), disc brakes on the front, overdrive on 2nd, 3rd and 4th, all this wrapped up in a stylish 2 + 2 fibreglass body (the poor man's Aston Martin).

Its drawbacks were minor by comparison with the overall design concept and given a longer production run would surely have been overcome, i.e. better soundproofing and raised suspension. I could go on for hours but will not bore you further. Many thanks for an excellent informative magazine.

DUDLEY THOMSON

Friesthorpe, Lincoln.

Sir,

Bad for Vauxhall

I was most interested in the letter from Mr. John A. Sangster (letters from readers, July issue) regarding the service he received following the purchase of a BMW. Contrast Mr. Sangster's experience with the service (?) that I received as the unlucky purchaser of domestic models.

Last year I decided to change my small fleet from British Leylands to Vauxhall Vivacs in order to cash in on the crisper gearchange and smoother clutch that the latter offer. One of the cars I bought was a Viva SL Estate, new on the 1st October last, and delivered with driver's seat belt missing and

odd coloured ashtray, from Messrs Chester Engineering, Colwyn Bay.

From the start this car wouldn't deliver enough power to pull your hat off. This was diagnosed by the garage as binding brakes due to a faulty master cylinder. A new one was ordered and took three weeks to arrive. When it did and was fitted it was found that the trouble wasn't the master cylinder after all, but the brake servo working overtime. Another three weeks to wait? No, Sir. Eight weeks!

During that eight weeks' wait the brake servo, which had been working overtime since I bought the car, went on strike when I most needed it (isn't this always the case?) and I ran into a lorry damaging the (car's) front wing. Another eight weeks' wait? No, Sir. Four months! I finally obtained a wing panel myself—and here's a tip for other Vauxhall owners in the same boat—by writing personally to a gentleman at Vauxhalls known as Mr. Hank Clark. The wing arrived two weeks later. This car, then, was in semi-retirement from the date of purchase until mid-May last.

Other Vauxhall parts delays, for driving school cars that can ill-afford to be off the road, are: ten days for a rear axle pin, a week for a cylinder head and two weeks for a replacement gearbox.

To add insult to injury, one of my drivers recently took a Viva to Messrs. Chester Engineering for some minor work involving about £23. When he called for the car that evening he was told that it would have to be paid for on the spot. He did not have the full amount on him so his car was impounded overnight while he came looking for me for the necessary. When I wrote asking the Garage why they could not have sent me the account as usual I received a reply saying that I could have credit provided I could guarantee them £20's worth of work each month. Their attitude being that repair expenses of £20 per month are normal for Viva owners—and I am beginning to believe them. My new Viva already has the beginnings of a clunk in the back axle and the noisiest speedometer I've ever heard.

So, to anybody contemplating the purchase of a domestic car, especially a Vauxhall, I have three words of advice: "Think, man, think!"

W. H. FLETCHER
Penmaenmawr, N. Wales.

Good and Bad for Toyota

Sir,

In Dec. '73 you printed a letter headed "Toyota Troubles". It came from Australia and maybe there is interest in a UK model?

I bought it after waiting three months for one of the sportier Escorts. On paper it seemed to have a lot going for it, and a wide choice was immediately available. It has just completed 4,000 miles.

Good features are (to me) as follows: 40 m.p.g. overall and at moderately high speeds. Roadholding, directional stability, and fast responsive steering. Short stroke 5 mains engine is quiet, but see later para., has excellent torque from about 2,000 r.p.m., and a claimed b.h.p. (SAE) of 73 at 6,000 r.p.m. equivalent to approx. 2,600 ft./min. piston speed, and a road speed of 90 m.p.h.

Fully reclining seats with head restraints

are comfortable for this 56-year-old frame over about 400 miles in the day. The tank holds 10 gallons, so this is about its range. Tinted glass, and receptive radio are standard, as are the dual speed w/s wipers; fast, and frenetic! Ventilation and heating are good. Outside dimensions are about 2 in. less all round than the Escort; inside is as much room as one could reasonably expect. Driver's positioning is well thought out; all the main controls come naturally to hand. The shape is pleasant, I think.

Bad points: Over a narrow rev. band around 4,000 r.p.m. (60) all hell broke loose; induction roars, fan produces noisy vortices, torque momentarily diminished, but at 4,300 or so quietness resumes and the power comes on again. The gearchange is silky, but beware the change from 2 to 3; a shade too much pressure to the right, and you miss 3rd and land up in the non-existent 5th; back to neutral and embarrassing if you've just changed down for the extra power to pass an HGV!

The brakes on my car are just not up to standard; no obvious maladjustment, but extreme pressure on the footbrake produces nothing like the Highway Code "emergency stop".

And lastly the differential, which to me discloses the most interesting point of all. After 3,000 miles careful running-in I reached 70 m.p.h. at which speed the diff. produced a whine obtrusive enough to drown the radio and normal conversation. So back to the dealer, who I like and respect, because he verified the noise and fitted a unit from another car in his showrooms without any argument. This second diff. is more noisy than the first and he has agreed to change that.

My score is 2-0 in favour of dud differentials, and it could be interesting to hear from other Corolla owners?

But the real point is this: I am told on good authority that my dealer has no right whatever to undertake any work under guarantee until it has first been ok'd by a travelling Toyota rep. The not inconsiderable work he is doing for me is entirely at the dealer's own risk; no Toyota rep. has arrived to authorise it!

Of course, had I known that Messrs. Toyota's guarantees operate in this way, I never would have bought the car.

We hear that guarantee works costs the Japanese manufacturers less than £2 per car? I have heard it and now I begin to see the light!

Sywell, Northants. M. J. MAGRATH

50 Years Young

Sir,

Please do not apologise for displaying that splendid photograph of Stuck at the wheel of the BMW CSL on the front of your July issue. It was a most fitting beginning to your 50th anniversary issue and a marvellous tribute to those remarkable machines and to the courage of their intrepid pilots!

In a more serious vein, I must congratulate you on behalf of myself, and, I'm sure, many thousands of other satisfied readers on com-

pleting 50 years of motoring journalism that is not equalled today and, I suspect, has never been.

My only regret is that at the age of 27, I have only been able to digest nearly fourteen years of the fifty, although I must admit that I have found the diet most satisfying; excellent race reports (although I feel these could be a little longer and more comprehensive), unbiased road impressions, intriguing veteran and vintage coverage (this does seem a little distant for a person of my age, although it is appreciated for the insight it gives into early motoring) and the interesting (always) and controversial (sometimes) letters from readers. Then, of course, like a good brandy after a satisfying meal, there is my favourite "European Letter" from that most eloquent and knowledgeable of motoring journalists, D.S.J.

If the preceding 36 years were as good as the last 14, and I'm sure they were, I must feel a twinge of envy for my older fellow devotees of the sport of motoring as they have derived pleasure from something I have missed. However, I can look forward, God willing, to the next fifty years of honest, forthright, informative and occasionally witty reporting with a great deal of enthusiasm, and I feel sure that you and your colleagues will not disappoint me.

P.S. Please forgive one small complaint. I trust that it is due to the current world paper shortage, but please, if possible, can you revert to that crisp, reassuring gloss paper, instead of July's "comic" material which was somehow a disappointment when I opened the issue. It is still the contents that count, though!

Surrey J. W. AUSTIN

[Your "small complaint" is the basis of a big headache for us. Paper costs have escalated by over 100 per cent since August 1973 and had we kept to the same paper we should have had to increase the price of MOTOR SPORT to 40p. per copy. By using a super calendared paper instead of a coated paper we have maintained the price at 20p. per copy and hope we have made it possible for many of our readers to continue to enjoy MOTOR SPORT during this period of ridiculous inflation. The price will have to increase somewhat before next season starts, even using the "comic" material. We hope, however, by the November issue, to have established a quality and weight of paper that will give clarity to enable clear reading of outstanding contents.—W.J.T., Managing Director.]

Looking Back with Tony Rolt

Sir,

I have read the article by A.H. with interest and would like to draw attention to one inaccuracy.

Tony Rolt was captured at Calais, and not at Dunkirk. Airey Neve's "Calais, A Soldier's Battle", mentions Rolt specifically and describes his bravery which led to the award of an M.C.

Having read also Duncan Hamilton's "Touch Wood", I was convinced that their personalities were entirely compatible as a partnership in the Jaguar team!

Epping. J. R. LEES-JONES

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TVR VIXEN S2 Oct. 1970. White, tinted glass, stereo, alloys, XAS tyres, etc. Immaculate. Bargain, £800. 021-556-2967. (48643)

TR5 PI, 1968. O/d. Immaculate bodywork, no rust, excellent mechanics, low mileage, white, red u/h, soft top, tonneau cover, hood cover, radio, £620 o.n.o. Phone: Burnham 4544. (48645)

TR3A. Superb rust-free and original example. Offered again due to abortive sale in July. Excellent body, mechanics, overdrive, servo, hardtop, £450. Rogers, 23 Mowterey Gardens, Exeter. 77977 ext. 255 (office). (48644)

1937 20.9 H.P. HILLMAN Saloon. Ideal for restoration. £90. Also 1950 Daimler DB18. Pleasant example, one year's MoT, £300. 01-657-8681 (Croydon) after 6.30 p.m. (48646)

ROLLS OR BENTLEY wanted in exchange for small collection: 1924 Talbot two-seater, 27 DeLage Saloon, 34 Morgan Super Sports, Farnborough, Hants 47815. (48647)

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ALVIS 1954 TC/100. Uncommon model, mechanics excellent. Engine reconditioned. Body needs restoring. £125. Phone Duns 3246. (48840)

1968 FIAT 124 Sports Coupé 5-speed box, MoT January 1975. £550 o.n.o. Tel: 01-977 5633. (49357)

FOR SALE—continued

1924 RED LABEL 3-litre Speed Model Bentley. Four-seater, VDP replica body. Petersfield (Hants) 3166. (49043)

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1964 E-TYPE ROADSTER, 71,000 miles. Superb engine. Taxed, MoT. New hood, radio. Needs minor tidying but a sound buy at £475. Telephone Oswestry 2321 after 9th September. Ask for Mr. Isles. (49081)

SUNBEAM TIGER 4.2 1966. Must be one of the best available. Engine lightened, balanced, recent water and fuel pumps, clutch, springs and shock absorbers. In original carnival red, recarpeted, Motorola radio, Radiomobile stereo, 12 in. Motorola, 5 1/2 in. and 6 in. Revolution alloy wheels, electric aerial, hard top, soft top. Anti-theft system, recent exhausts and Semperit 185/70HS radials, to make this Tiger mint. Some spares and manual. £655. Tel: R. Bullock, 021-455 0711 weekdays before 5 p.m. (49078)

BRISTOL 407. Nice condition, runs well, recent radiator, engine, gearbox and brakes overhaul. Well over £1,500 spent. Solicitor owner with large property project reluctantly must sell, £2,750. Tel: evenings Bristol 45282. (48902)

MG-A 1960 FHC. White, new engine, new grille, re-chromed bumpers, over £300 spent on this car. Move abroad means sad parting, £350 o.n.o. Newcastle-upon-Tyne 678888. (48903)

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HEALEY 100/4, 1955. Red/black interior. Completely rebuilt. Beautiful condition. Offers over £800. Helston 3159. (48887)

IMMACULATE WHITE Gilbern Invader Estate. Stored last 12 months. 12,000 miles only. Registered April 1972. Overdrive, sun roof, radio, heated rear window, fibreglass rustproof body. Price £1,550 o.n.o. Richardson, White Gates, West St., Leven, Hull, E. Yorks. Tel: 0401/42438. (48700)

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FOR SALE—continued

LOTUS ELITE 1962 S2 SE, Reg. 96 BBL. Bristol body ZF. In original condition except for colour change from white to a special metallic blue. Definitely one of the best examples in existence. Offers. Tel: Sharpthorpe 596 after 7 p.m. (48839)

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1931 SINGER JUNIOR Saloon, part dismantled, ripe for restoration. Second identical model stripped down and many parts restored. Sensible offers. Taunton 85862. (49119)

MORGAN +8, 1972. Orange. 31,000 miles, two owners, leather seats, luggage rack, spare wheel cover. £1,750 o.n.o. Sway (Hants) 2666. (49122)

1938 TALBOT BP21 3-litre, 47,000 since new, partly restored. Full details from: D. Weavers, c/o 110 Hail Road, Oulton Broad, Lowestoft, Suffolk. (49123)

GILBERN V6 DEC. 1969. Car resprayed in Rootes turquoise blue. New clutch 2,000 miles ago. New gearbox 1,000 miles ago. New king pins and bushes, discs and disc pads. Very tidy and well maintained car. Must sell, so nearest offer to £950. Phone: Geoff. Wakefield 57123. (49124)

LOTUS ELAN SPRINT, 1973 fixed head coupe. Finished in red, white and gold. In exceptional condition and regularly serviced from new. Must sell owing to illness at £1,600. Ring Maidenhead 21026 day, Brookside 8586 evenings. (49125)

FIAT 124 SPORT COUPE 1600, 1971 K. Red. New XAS tyres. £950 o.n.o. Tel: 031-639 2652 (evenings). (49077)

1928 STUTZ 2 VERTICAL OHC. Short chassis. Unrestored, requires body. Offers around £1,800. Bishops Cleeve 3071 evenings. (49076)

1936 FORD B 2-door, Reg. No. XG 5457. Mechanically excellent, bodywork good. Interior shabby. All original. Offers around £400. Phone Leicester 673131. (49044)

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TVR VIXEN S3 December 1970. Brunella brown, gold coachwork, radio, cassette, Kenlowe, alarm. £850. Marazion 710857 Cornwall. (49298)

FORD MODEL 'T' 1924. Mifflinberg suburban style body, 6-seater pick-up, superb condition. £2,250. Little Chalfont 2060. (49300)

TWO FAST CLASSICS. 1956 Jaguar XK140 drophead coupe. Excellent condition. "Tweaked" engine. £1,850. 1968 Fiat 2300S coupe. Magnificent example. 1925. Consider interesting p/exch. Finance possible. 1, Grange Park, Steeple Aston, Oxfordshire. (Steeple Aston 606). (48594)

IMMACULATE 'H' MG-C. BRG. Only 31,000 miles. Fully rust-proofed. W/wheels, o/d, radio. Sensible offers. Tel: New Milton (Hants) 615015. (48593)



When this issue of Motor Sport is published, it will be only a few days before the last European G.P. of the season—the unbelievably exciting Italian G.P. at Monza. It's impossible to predict at the time of writing whether we will have any seats left—it's all looking heavily booked at the moment. But it may be worth a telephone call. We may have had a cancellation for just what you require. Remember—prices are from £29 and duration from a one day visit to a variety of longer stays.

After Monza, the Grand Prix circus will turn its attention across the Atlantic and you can be there too—at the final G.P. of the year at Watkins Glen. We have a fabulous long week-end visit, including two nights in New York and two near the circuit. It's a great experience and costs only £115 including flights, accommodation, coaching and circuit admission. Full details are contained in our brochure.

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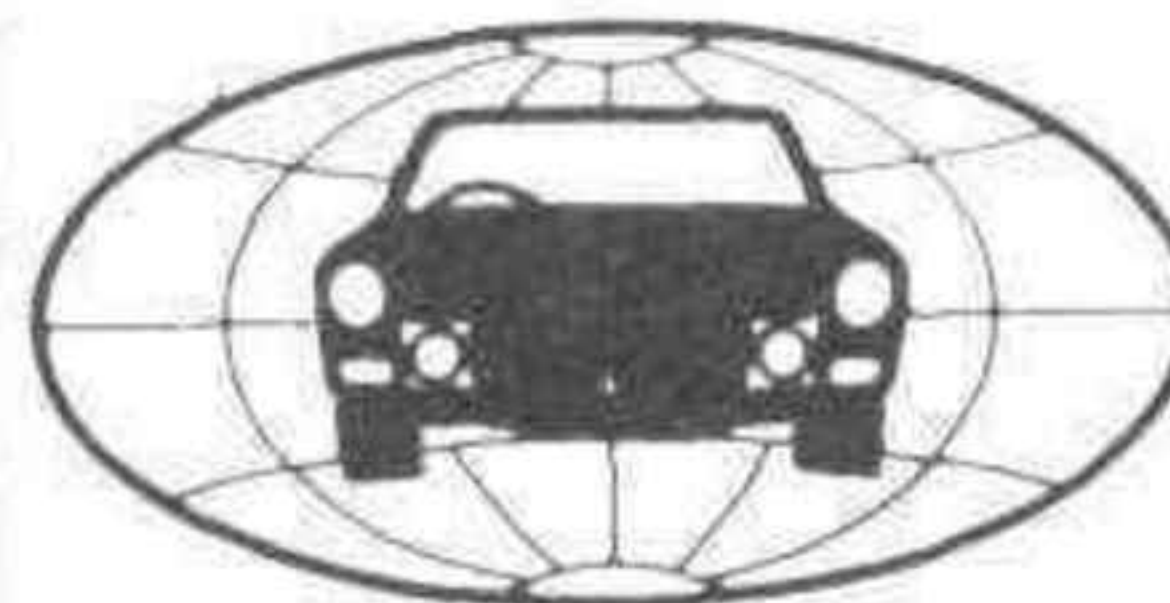
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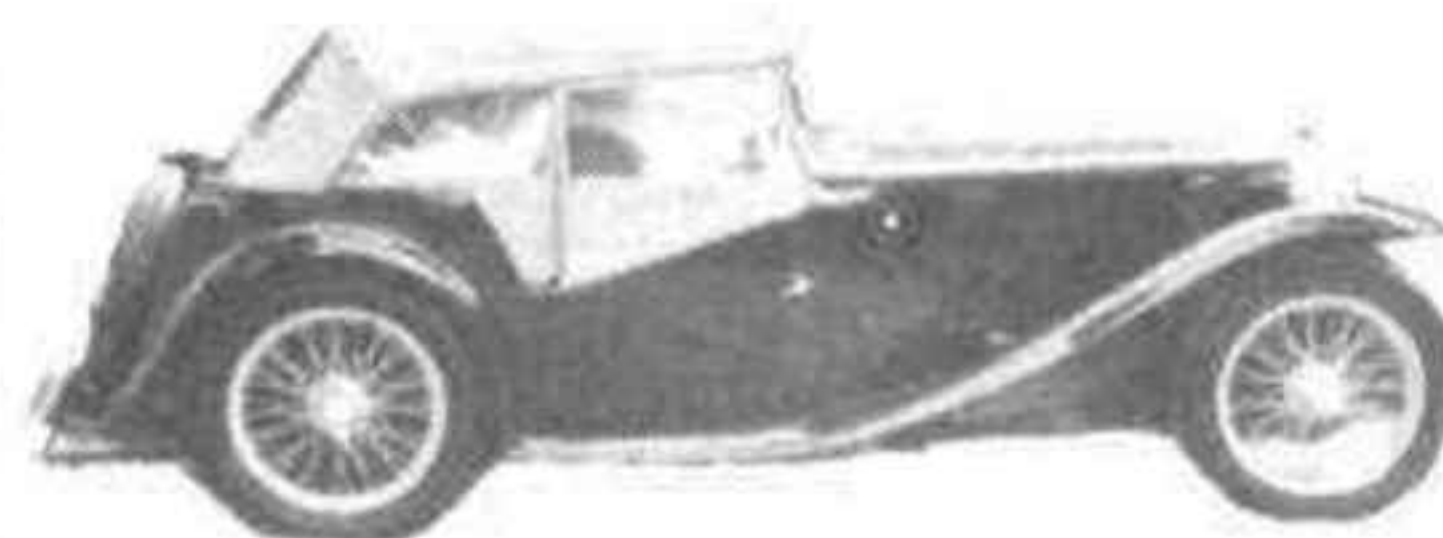
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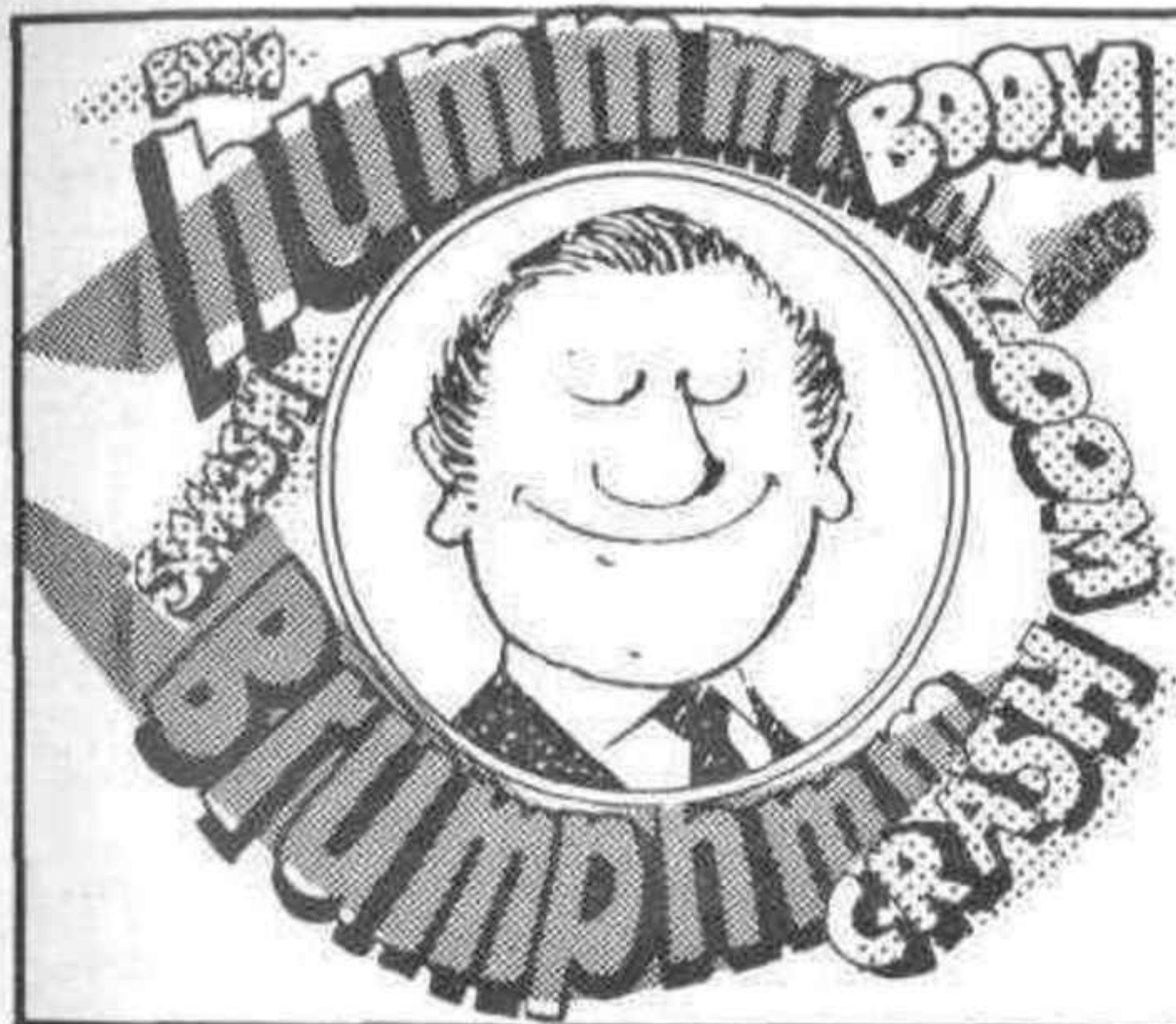
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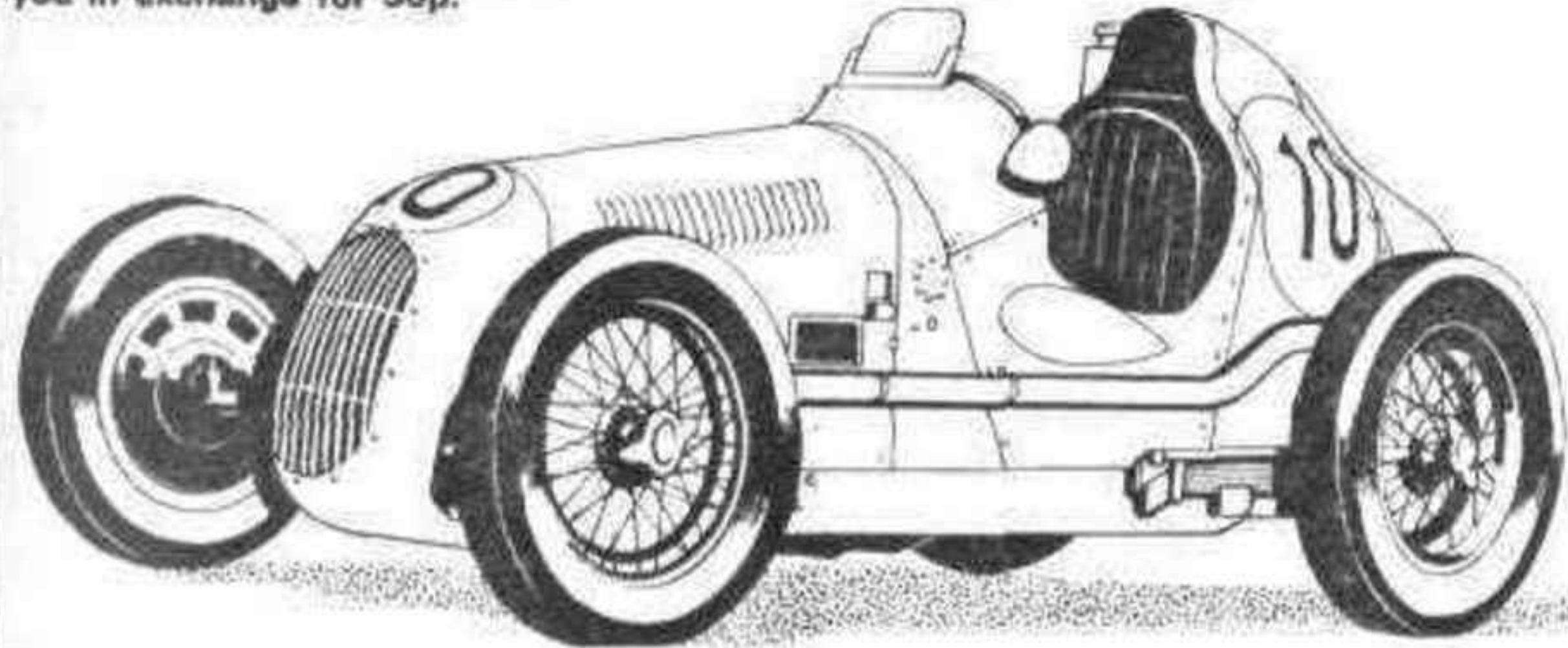


TOP secret until this advertisement appears has been the fact that for just one year the World's leading scale model car construction kit maker has been working with McLaren to make a model of the current Fittipaldi-Hulme F1 car. Now we can announce that the finished kit will arrive with us in time for Xmas but that supplies will be usual be very limited.

In big 1/12 scale the kit will feature fully detailed engine and gearbox with all oil, fuel and ignition lines. Suspension will be fully engineered, bodywork will be coloured in the team's colours, wings will be accurate as will airbox, cockpit interior, rubber slicks, wheels and the six colour decal set.

The 1/12 kit of the Texaco Marlboro McLaren will be the most detailed F1 model yet - a worthy successor to the JPS, Tyrrell, Lotus 49B, Lotus 49 and Honda that the same manufacturer has given us before. Price will not be known until the kit arrives but our order list has already been started and you can be high on it by paying a £2 deposit against the kit now. Nearer arrival time we'll let you know how much more you have to pay and then you will have the kit just as soon as it arrives with us - and that will be long before most others even see it. Remember this kit will have the approval of McLaren - there can be no great guarantee of accuracy and detail.

The JPS and Tyrrell models are still available at £5.99 plus 30p post and insurance as are the others mentioned each costing just £5.50 plus post etc. Details of our range of the world's best big scale car model kits are in our fully illustrated catalogue which we'll send you in exchange for 30p.



THE Austin 750 Twin Cam pictured above is the latest classic to be included in our own range of simple metal car kits under the name "Classic Cars". Already acknowledged as one of the most detailed and accurate series of model cars yet the series will have new releases every month in the coming year and of course already includes many desirable models like the Lotus Elite, Allard J2 and Aston Martin Zagato. Coming soon are Chitty Chitty Bang Bang Mk1, the TT winning XK120, 1927 Salmson, Trojan, Bugatti Type 55, 1939 Le Mans Bentley and many more. Most will cost around £3.30 and like all our metal kits be accompanied by either fully illustrated building instructions and/or an almost idiot proof building guide. Listed below is a selection of the finely detailed and constant 1/43rd scale metal kits we have plus a brief listing of some of the 14,000 ready made models we have in stock. More comprehensive listings are in our metal car catalogue "Four Small Wheels" costing 40p.

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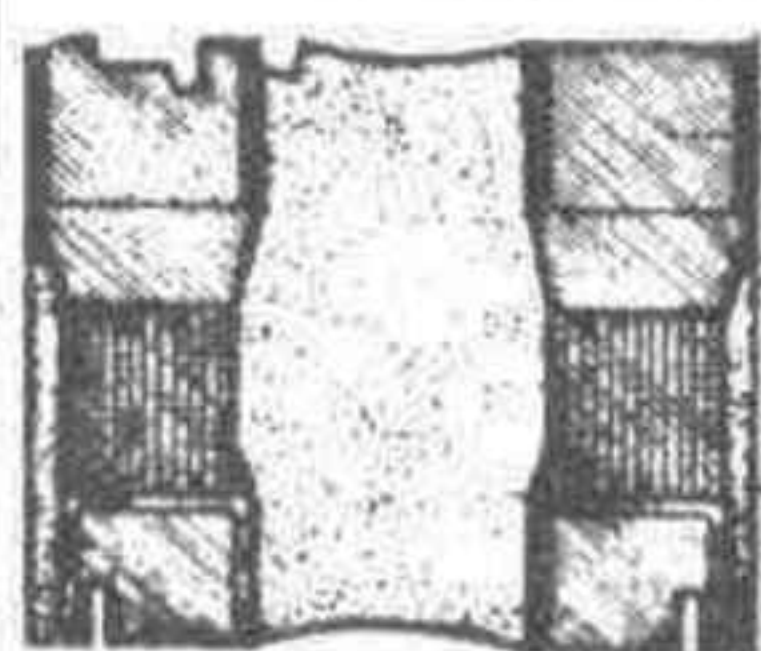
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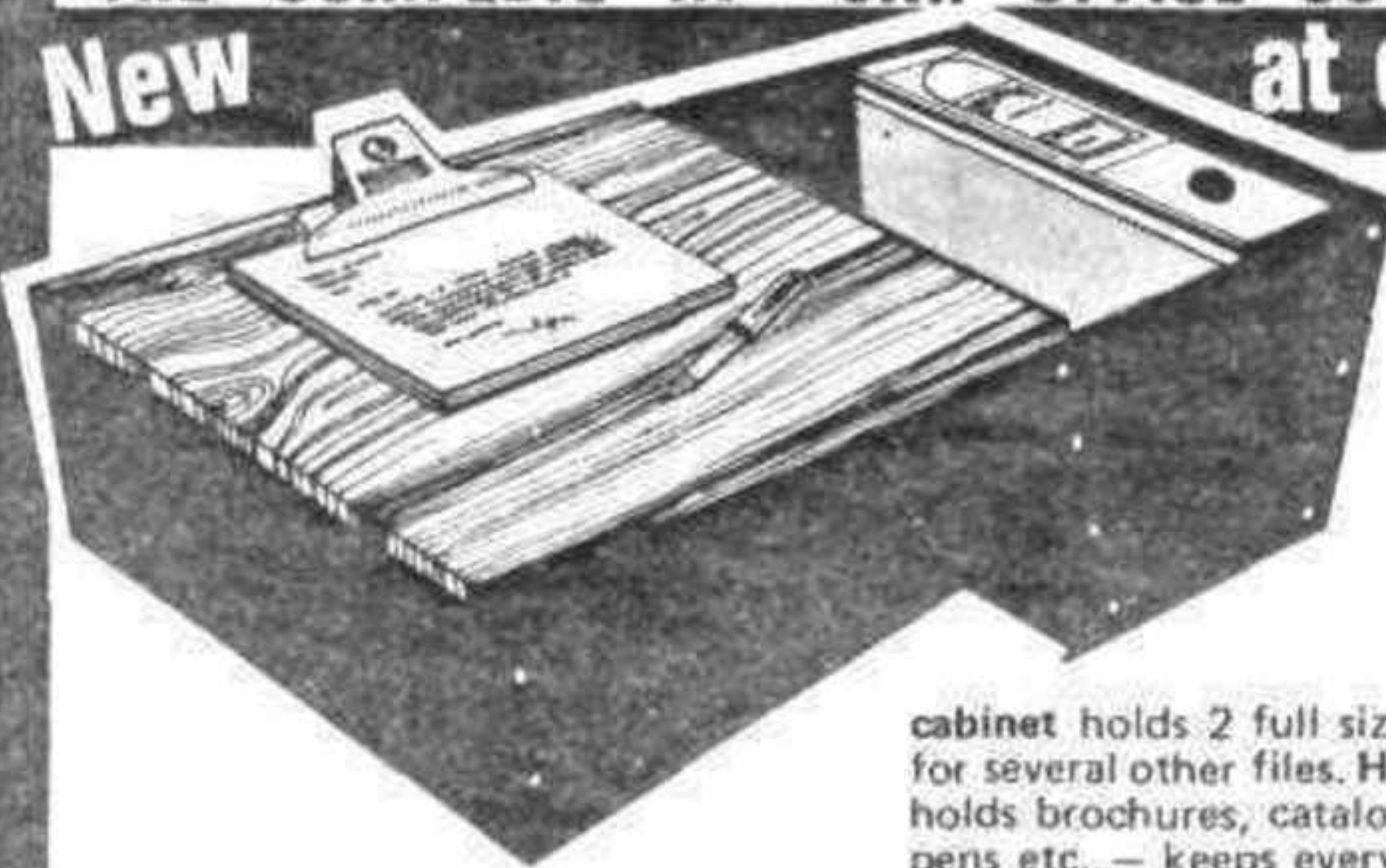
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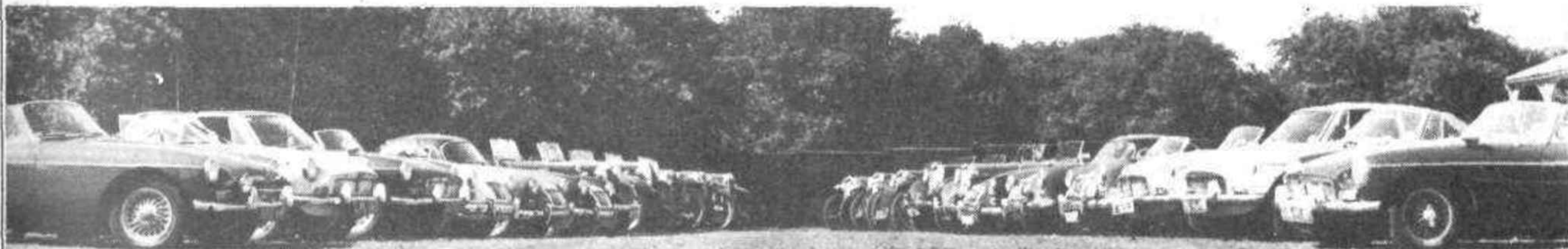
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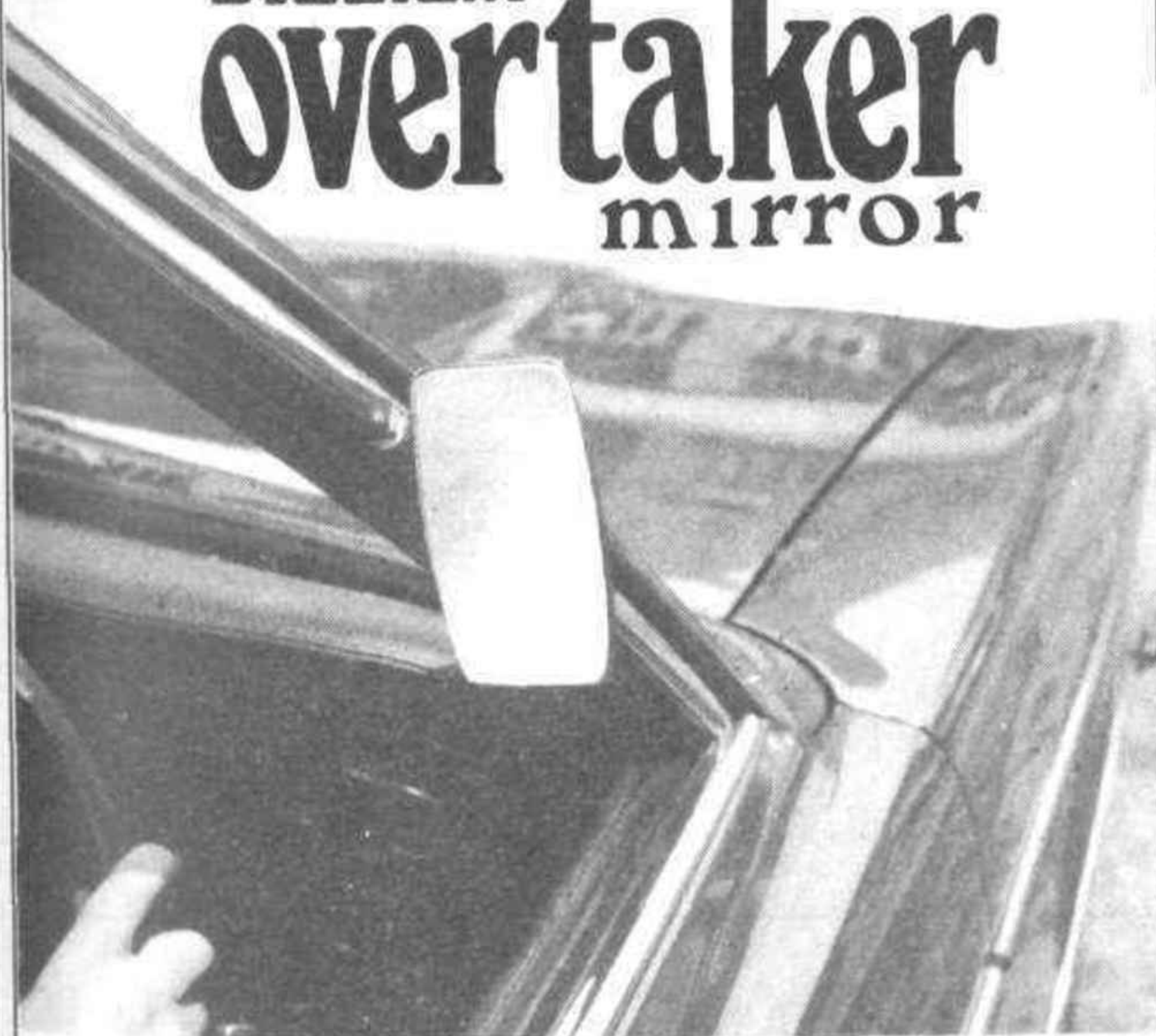
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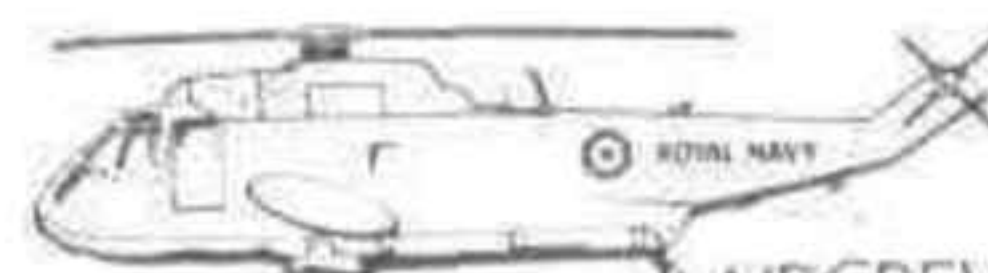
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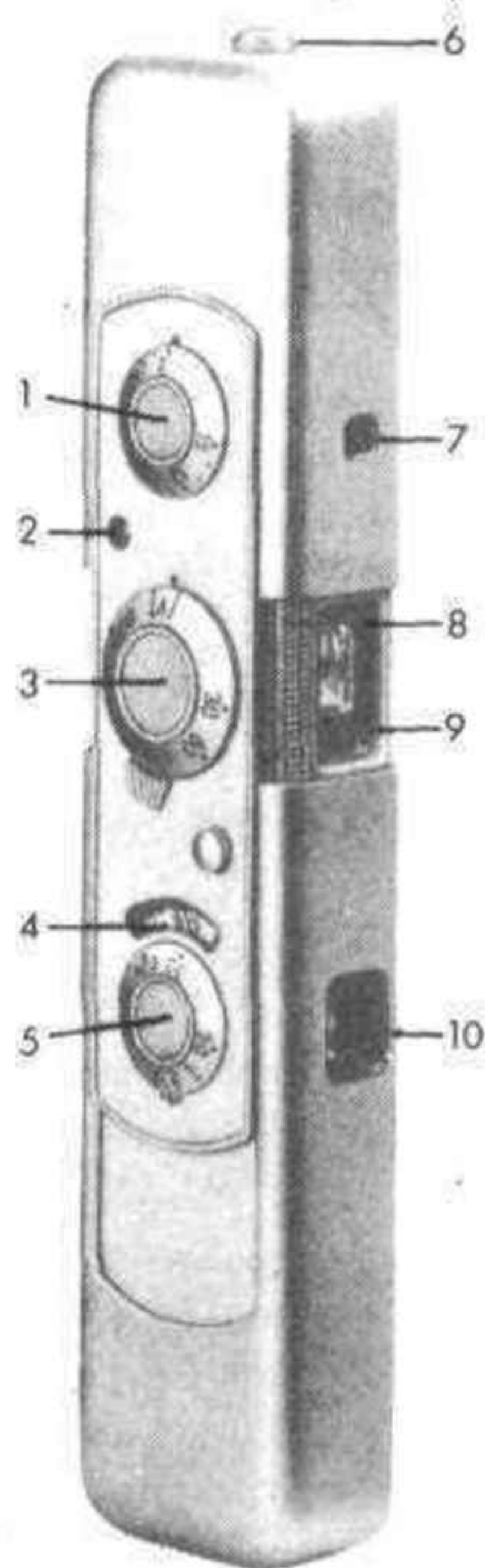


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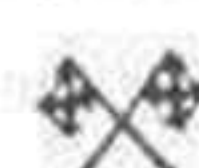
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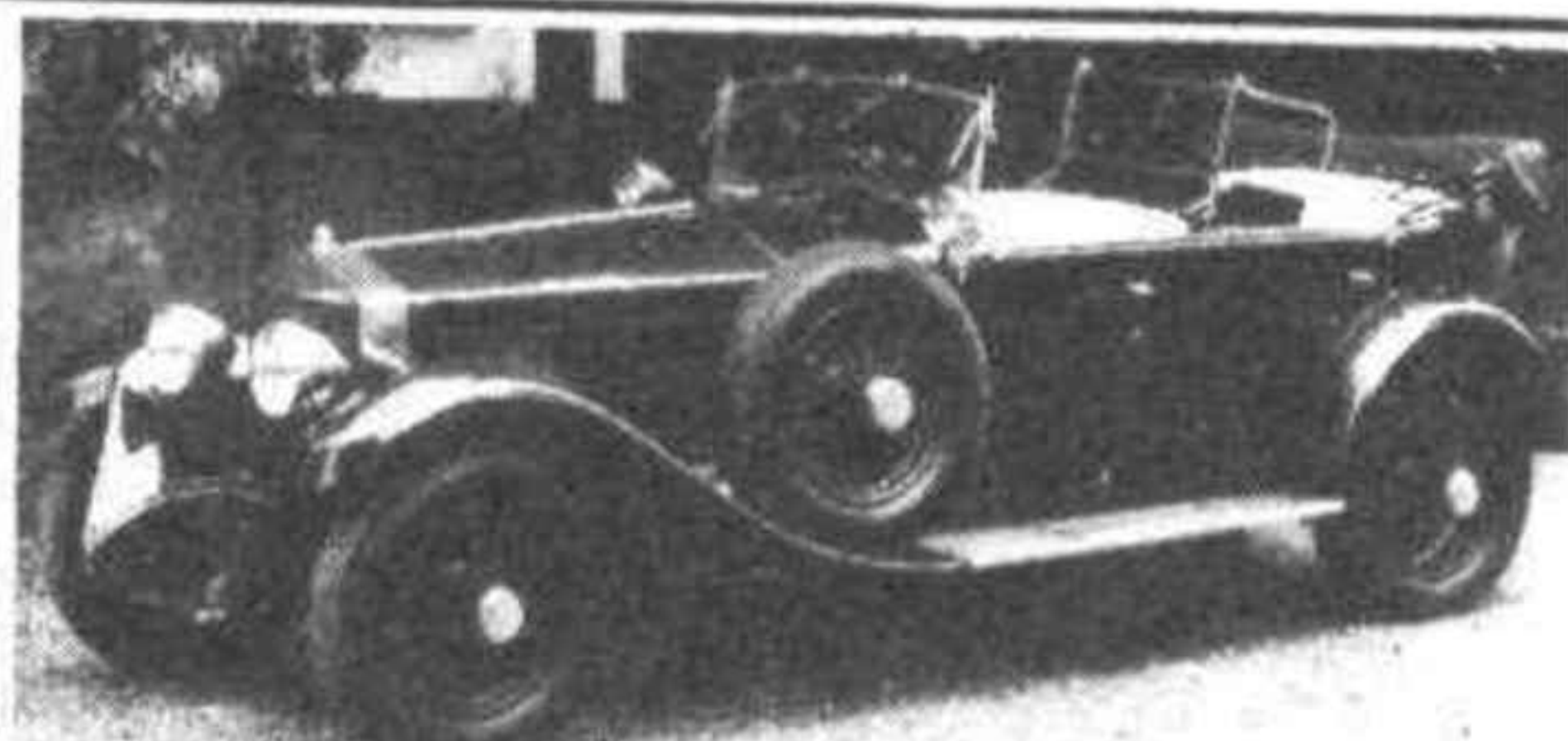
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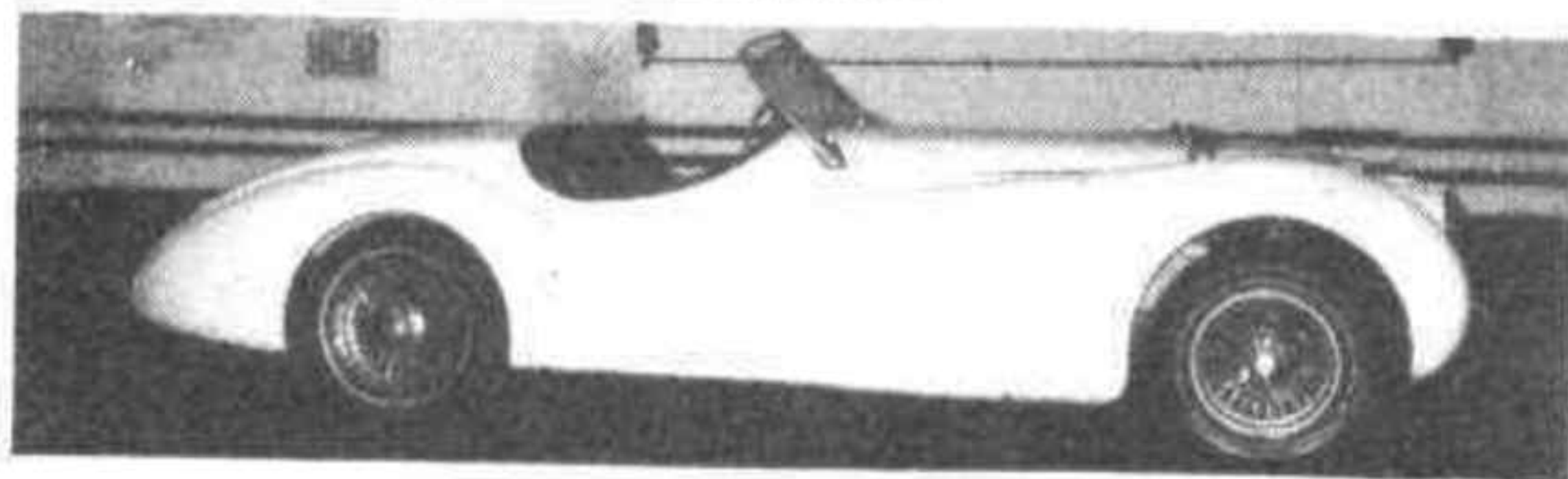


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1920 Rolls-Royce Silver Ghost. Touring body built and fitted by La Bourdette. Comprehensive history available upon request.

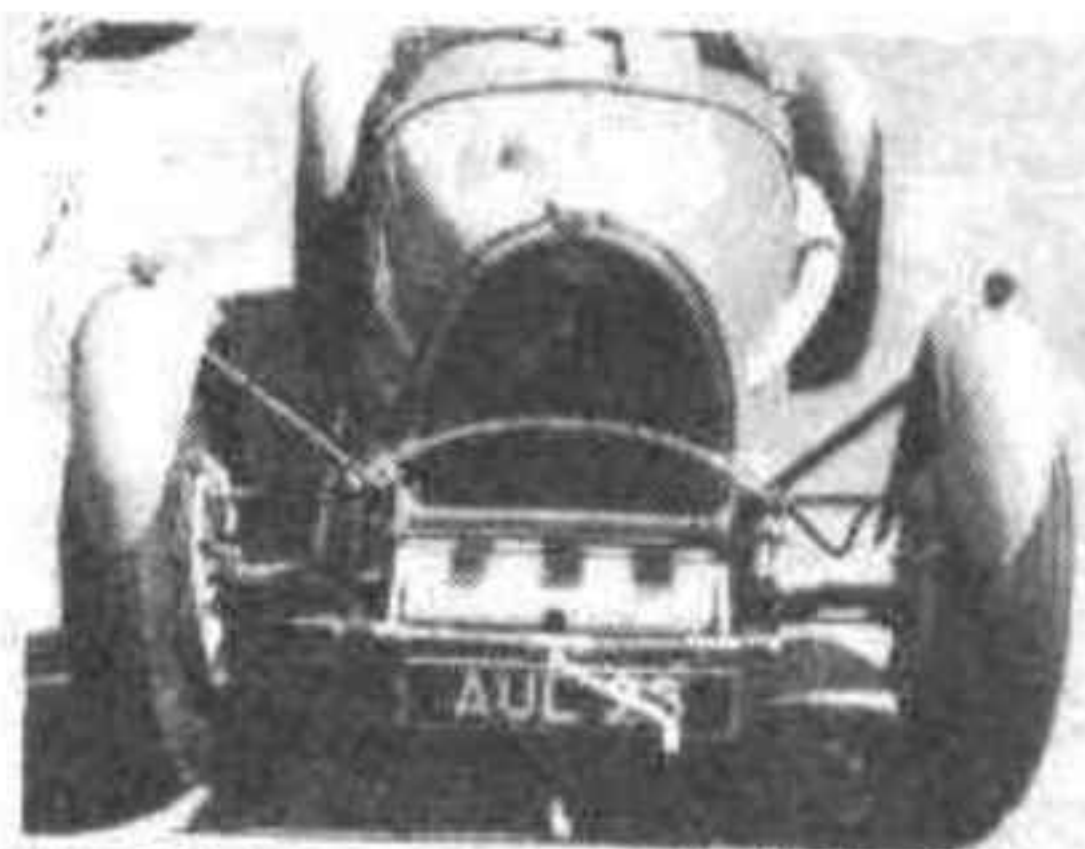


XK120 F.H.C. in British Racing Green, full mechanical rebuild just completed, fitted disc brakes, wire wheels, Monza filler cap etc. **£2,600.**

Undergoing full restoration, we have an XK120 DHC, left-hand drive in green and an XK120 roadster in red. These cars should be complete by mid-September.



1958 DB2/4 Mk III Convertible. This car is in near concours condition having just finished a complete mechanical rebuild at a cost of close to £2,000 by the factory. The car has still to be run in. A unique opportunity to acquire a very rare motor car.



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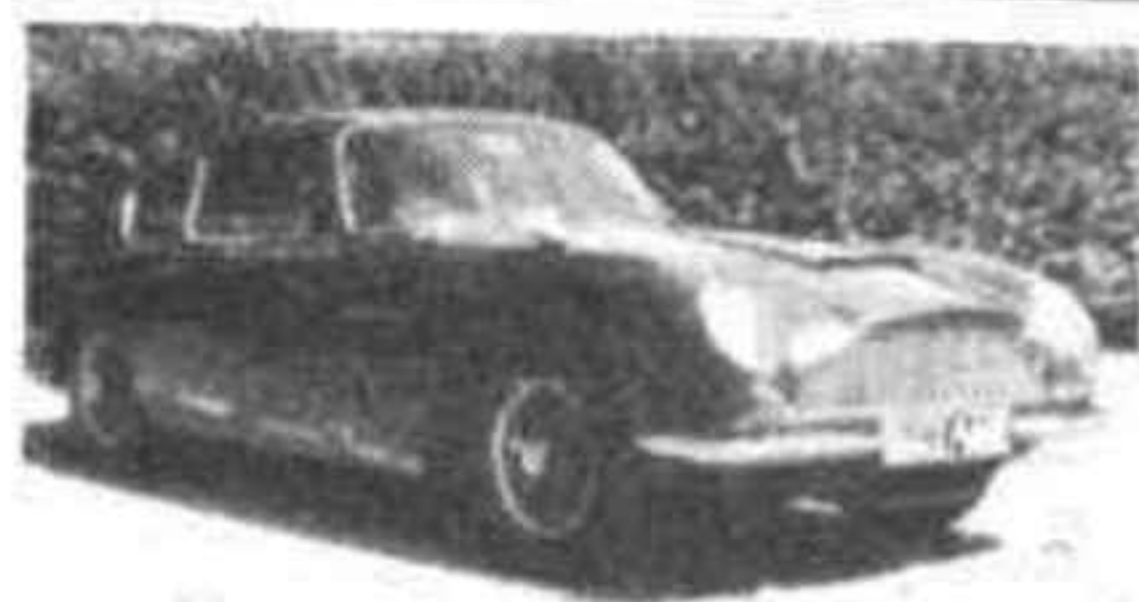
Following the opening of additional premises last month we can now offer the complete answer to your exhaust problems. We have a very wide range of standard systems (a selection of which appears below). If your car is not in our range we can work from your drawing or patterns. If this is not possible we can offer a nation-wide car transporter service to our works, where we have Design, Manufacturing and Fitting facilities to accommodate any vehicle whatever its age or type. Our services are not cheap BUT all Stainless Steel components are of the highest quality and guaranteed for the entire life of the car. If you have any problem concerning vehicle exhausts why not let us solve it PERMANENTLY. Overseas enquiries are welcome and we can arrange export to any part of the world.

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ASTON MARTIN DB6 (1968 Jan.) Dubonnet red with tan hide upholstery. Tinted glass, chrome wire wheels, 5-speed gearbox, 89,000 miles from new. In exceptional condition throughout. Prompt inspection advised. **£1,885.**

M.G.B. GT (1967 July). Black with red trim. Overdrive, wire wheels, M.o.T. Requires minor bodywork repairs to door. Suit enthusiast with time to give loving care: First offer of **£425** accepted.

RILEY 2½-litre SPORTS SALOON (1951 June). Mallard green and black, green hide interior, new carpets, carefully maintained in all respects by knowledgeable owner. **£395.**

JAGUAR 2.4 saloon (1967 Sept.). Silver grey and dark blue, 54,000 miles, new M.o.T., overdrive. **£375.**

Cheshire Sports Cars Ltd



In stock at press
date 10th Aug 74



- 'H' Reg. ROLLS-ROYCE, ex Rolls car. Vinyl roof, refrig., etc. F.S.S. Blue £7,750
- 'K' Reg. FERRARI Dino. Wide wheels. New Continentals. Blue £3,250
- 'K' Reg. ASTON MARTIN DB6. C/w/w. 35,000 guaranteed, history. Silver £2,795
- 1937 (M) LOTUS Elan + 2S. 8,000 miles, one owner. White £2,495
- 1973 LOTUS Elan Sprint f.h.c. 17,000 miles, one owner. Maroon £1,795
- 1973 TR6, hard-top, overdrive, sun-roof. 12,000, one owner. Magenta £1,545
- 1973 TR6 convertible, overdrive. 12,000 miles, two owners. White £1,495
- 1973 GINETTA G15 coupe. 16,000 miles, one owner. Green £1,095
- 1973 SPITFIRE. Hard-top. 11,000 miles, one owner. Blue £995
- 1972 LOTUS Elan + 2S. 12,000 miles, one owner; radio. Blue £2,095
- 1972 LOTUS 7 1600 S/E. 17,000 miles, one owner. Red £1,065
- 1972 MG-B GT. Overdrive, radio. 29,000 miles, two owners. Blaze £1,295
- 1972 RANGE ROVER. Radio/tape. 35,000 miles, one owner. Green £2,450
- 1972 TVR 1600M. Sun-roof. 22,000 miles, one owner. Yellow £1,495
- 1972 TVR Vixen 1600 S4. 19,000 miles, one owner. Yellow £1,295
- 1972 PIPER P2. 13,000 miles. Ex Racing Car Show car. One owner. Plus Piper's RS 2000 engine, mag. wheels, radio, etc. Green Offers
- 1971 ESCORT GT. Choice of three including 1970 and '71 1,600 c.c. version
- 1971 MG-B GT. Overdrive. Yellow £1,045
- 1970 'E'-Type JAGUAR f.h.c., c/w/w. 28,000 miles; radio. Red £1,695
- 1970 'E'-Type JAGUAR f.h.c. Chrome V12 wheels. 44,000 miles. Beige £1,595
- 1970 LOTUS Elan + 2 (customer's car). White £1,195
- 1970 ASTON MARTIN DB6. Chrome wire wheels. Recent overhaul. Maroon £2,795
- 1970 TR6 coupe. Overdrive. Magenta £895
- 1969 'E'-Type JAGUAR convertible. C/w/w., h/t. S/T. J. Coombs head, etc. £1,295
- 1969 MG-B GT. Wire wheels, overdrive, radio; s.r. 45,000 miles. Red £795
- 1969 MG-C GT. Wire wheels, overdrive. Needs attention to overdrive. Red £595
- SCOTT Formula 2. Completely rebuilt with all new parts. Particulars on request. Less engine.
- HONDA 125 c.c. Racing Motor Bike. Details on request.
- 1967 ASTON MARTIN DB6. Chrome w/w., etc.; above average. Maroon £1,595
- 1965 PORSCHE 356SC. Blue £595
- 1965 SUNBEAM Tiger 4.2. Hard-top, soft-top. Cert. 46,000 miles. Green £695
- 1964 ASTON MARTIN DB5 convertible. Metallic green £1,595



Negotiating for the following cars — possibly in stock by Sept. 1st.
73 B MW CSL. 72 V12 'E'-Type conv. 72 TVR 3000M. 72 Europa T/C.
71 Dino. 71 Maserati Indy. 71 Dino LHD. 71 TR6. 66 911 and 912
Porsche. 62 Lotus 7. 66 Marcos Volvo. 69 Stingray. 63/65/66 'E'-Types.
71 and 72 XJ6 4.2s.

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We have customers waiting for the following cars:

71/2 Scimitar GTE (auto. preferred). 73/4 350SL Merc.
73/4 XJ6 LWB. 71/2 Porsche 911S (2). Renault-engine
Europa. Marcos 1600. 71/2 Stag (prefer manual—three
required). 73/4 Dino — low mileage. Lotus 7 S.3.
71/2 Trident V6. 72/3 GT6s. 72/3 Jensen Healey.
69/71 'E'-Type convertibles.

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New and used spares and parts for Maserati automobiles 1950-1970. Overseas enquiries welcome. Good examples occasionally offered for sale.

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FOR SALE—continued

LOTUS ELAN 54 SE DHC. Gold. Only 40,000 miles, KO wheels, servo discs, Radiomobile, Kenlowe, tonneau, new coupings. Immaculate. 1995 o.n.o. Tel: 508 7822 Essex. (49303)

1929 GRAHAM PAIGE. 30 h.p. Believed only one in country. Original paintwork, upholstery, etc. Present owner since 1933. Stored for last nine years. Serious, sensible offers only. Box No. 4472. (49302)

EXTREMELY RARE 1953 Daimler Empress. Immaculate Hooper aluminium 2-door saloon on 3-litre regency chassis, only two built with this beautiful body, electric windows, cocktail cabinets, occasional tables, individual seats. Constantly admired, prestige, pleasure and investment for 1990. Barnes, Aldwick Manor, Aine, Nr. York. (49301)

SINGER ROADSTER in fine original condition. 1953 model 4AD, alloy body, p.h.t. engine. Full weather equipment. Offers around £650. Tel: 031-663 3302. (49297)

MERCEDES 300SE Convertible 1965. Rare and beautiful. Blue with white interior and hood, fuel injected, power-steering, automatic, first-class condition, £1,395. Harpenden 67314. (49308)

BMW 2500 1971. Silver, blue cloth interior, automatic, power-steering, radio, stereo, virtually one owner, immaculate condition. £1,695. Harpenden 67314. (49308)

HEALEY 3000 1964. Beautiful condition throughout. Many extras including wire wheels, radio, overdrive, Dunlop radials, spot, fog lamps, air horns, tonneau, £6,000 miles. Perfect car. Very little used in last five years. £1,000. Phone: 01-998 7462. (49305)

CLAN CRUSADER 1972. Sundym glass, radio, Cosmits, G800s, sunroof, does 100 m.p.h. All this plus 50 m.p.g. Only £999. Rugby 812153. (49299)

LOTUS ELITE Series II. Extensively rebuilt, bills of proof, work to engine, rear suspension, brakes, new wire wheels all round, new tyres, completely rechromed, new perspex side windows. Retrimmed in Wilton carpet leather bound. Repainted white to very high standard. Very original interior and exterior. MoT, taxed. Offers around £1,450. Telephone: Warborough 443. (49311)

ALVIS TE21 CONVERTIBLE. Recent engine overhaul. New clutch, new hood and leather upholstery, w/w, 5 ZF box. Excellent condition throughout. Radiomobile radio and 8-track stereo. Red Triangle maintained. Owner regrets sale. Bargain at £950. o.v.n.o. Tel: Wilcombe 2541 (Glos.). (49312)

PORSCHE 356SE COUPE. Possibly one of the best examples of this model. Offers in the region of £900. Tel: Reading 6151. (49309)

ALFA ROMEO 2600 Sprint. 27,850 miles indicated since new (believed genuine), recent respray, no rust, excellent chrome-work, cream leather interior, electric windows and aerial. Good engine/gearbox (5-speed), original Michelin tyres. 100 m.p.h. cruising 19-21 m.p.g. Steadily appreciating asset. £800 cash, or exchange car value £400 plus cash. Ring: Southampton 441903. (49306)

ALFA ROMEO 1750 GTV. H reg. Blue/ tan trim. Excellent condition. Radio/ stereo tape. £825 or offer. Tel: Friesland (Oxford) 882288. (49304)

FIAT 123 RALLY "L" registration. Orange red. Fitted sunroof. Well maintained, quick and economical. Around £875. Dean, Loughborough 30668. (49199)

JAGUAR XK 150. '59 FHC, BRG. W/w. O/d. Complete brake overhaul. New S/A's and springs. Partial engine overhaul. Only 51,000 from new. Needs new carpets and a little attention to the doors, otherwise almost immaculate. A guaranteed investment at around £1,325. Second company car in family forces reluctant sale. History and bills available. Only good homes need apply to Mr. Husband: 031-226 6441 (office, Gifford 390 (home)). (18808)

MG ZB MAGNETTE 1957. White, good condition overall. £125. Abermule 255 (office Welshpool 2078). (49195)

1923 PEUGEOT Limousine 22.4 h.p. Hayana brown, black wings. Mechanically and bodily sound. Offers. Box No. 4471. (49203)

TVR VIXEN Oct '69 White, black interior, mag wheels, £775. E. B. Fenby, Rochdale 77673 (B) 061-832 9761. (49405)

FOR SALE—continued

CONVERTIBLE CITROEN ID 19. Rare model of this delightful marque. 4-seater, power steering, radio, tonneau, etc. Needs some attention, hence only £600. Including almost complete ID 19 Safari for spares. 062-789 387 (Kent). (49201)

1936 AUSTIN RUBY. One owner until 1967. Full service record, 52,000 miles. Re-sprayed and chromed. MoT, taxed. Immaculate. £600 or near. Silvester, Chalfont St. Giles 5310. (49205)

DAIMLER BARKER SPECIAL Sports. Good mechanical condition. £325. Wymeswood 880067. (49086)

BMW 2.8 CS 1971. £2,450. Wymeswood 880067. (49086)

1939 FORD 4-door de luxe. Reconditioned 3½-litre V8 engine. New radiator, new windscreen. Parts rechromed. £450 o.n.o. Tel: Bournemouth (0202) 291155 day. Christchurch 71471 evenings. (38781)

FERRARI DINO 1973. mint. £3,550. Thistleton 666. (49084)

1939 BENTLEY SPORTS Saloon. Original. £775. Thistleton 666. (49084)

MG-B 1966. O.E. White, wire wheels, new hood, radio, 43,000 miles only. Very good condition. £370 o.n.o. Phone: 01-889 5820 evenings. (49191)

TYPE 315/1 Frazer Nash BMW Special 1953. similar AC Ace. Registered YMU 13. MoT Feb. '75. £100. Phone Southend 73187. (49194)

GORDON-KEEBLE: Bertone bodied full four-seater luxury performance car. Standard Corvette Stingray engine giving 22 m.p.h. on economy pedal, but with shattering performance available on demand via loud pedal. XJ12 wheels and tyres. Full spares service, mechanical and body parts from Gordon-Keable Car Centre and Club. Spares delivery quicker than any current production model—they are simply on the shelf. Road test copy sent on request. Chassis No. 78-V.G.G. in metallic maroon £2,000. Chassis No. 96 (97 made), genuine 30,000 miles in original condition, metallic dark blue. £4,500. Colin Emson, 23 Grafton Street, London W1. Telephone: 01-499 7551 (office), 01-262-2183 (home). (49373)

SUNBEAM 18.2 Saloon. 1932. One owner since 1956, stored 15 years. Presently being rebuilt, much work done. Offers in region of £350. Berkhamsted 4802. (49369)

TVR 1968 VIXEN S1. Midnight blue, 72-spoke w/w, 1600 Ford motor. Good order throughout, fast economical motoring. £650. Tel: Yate 7210 anytime. (49368)

AUSTIN TYPE 65. New MoT, new chrome, sound order but odd jobs to do. £650. Another very rare "seven"—4-seater "Arrow" tourer 1934. £625. Also many seven spares, including rare Nippy items. Alan Raeburn, 118 Eden Way, Beckenham, Kent. Telephone: 01-650 2117. (49363)

AUSTIN ATLANTIC Sports Saloon. 1952. 49,000 miles only since new. £590 o.n.o. Tel no. Richmond (Yorks) 3739. (49380)

TX TRIPPER 1147 Triumph/SAH engine. 90 b.h.p., hood, solid Windows, 5½ Cosmits, Q/H H-lamps, heater kit, full instruments. Mostly new parts. Wife forces quick sale around £500. Tel: Bolton 57425. (49379)

ASTON MARTIN 1956. DB2/4 Mk. I Vantage. Drophead coupé. Excellent condition. Dark blue. £1,550. 01-385 5059. (49378)

ELAN SPRINT FHC 1971. Red over white, Radiomobile. Regularly serviced and maintained in outstanding condition. A superb car. Reluctantly selling for house deposit. £1,065. Midhurst 2589. (49377)

1939 BENTLEY 4½ overdrive Park Ward Saloon. Mechanically good, body rough. Offers over £1,100. Also pretty Mulliner body and wings, would fit above. Tel: Warrington 61406 weekdays, 4-7 p.m. or weekends. (49375)

1939 CITROEN Light 15. In excellent condition for age. Low mileage. Been stored for 8 years. For details, Haywards Heath 50394 (Sussex). (49374)

1937 ALVIS SPEED 25. Charlesworth saloon, two-tone green, very good original condition. 021-777 1809. (49366)

1934 SINGER Le Mans 9 Sports. Very good order both bodily and mechanically. Aero screens, remachined engine, etc. Unforeseen circumstances reason for sale. Any reasonable offer accepted, but would rather exchange MG-B GT. Any enquiries welcomed even if not entirely serious. Ring Highworth (Wilts) 762327. (49499)

FOR SALE—continued

ROLLS ROYCE 1949 Silver Wraith. James Young O/D Sports Saloon. Not concours but described by RR specialists as "in very much better condition than most Wraiths we meet". Recent trips South of France, North of Scotland averaged 16.2 m.p.g. on 2-star petrol, oil normal. Excellent brakes, tyres, P100s, spots, HRW, Motorola (electric aerial). Completely reliable car which is a great joy to drive and to own. £2,950. Seen 45 miles. London Serious enquiries only to Box No. 4475. (49358)

MG TC 1948. Rebuilt, recon. engine, MoT, BRG. Genuine offers around £950. Marshail, 79, Marshaiswick Lane, St. Albans. (49384)

LOTUS EUROPA Special 1972 T/C. Metallic, lagoon blue with oatmeal interior, sunshine roof, alloy wheels, 8-track stereo/ radio. 5,000 miles. Mint condition. £1,795. Nottingham 256390. (49383)

BRISTOL 401, concours winner 1971. Engine and steering rebuilt. New brake servo, hub bearings, rear axle bearings, carpets, etc. Excellent chrome work, good paintwork. All bills available. MoT June '75. £550 o.n.o. B. Smith, 33 Castle Park Close, Newport, Gwent. Tel: Newport (Gwent) 66993. (49382)

SUPERB FERRARI 330 GT 2 + 2. (Dark blue, without a mark), right-hand drive, interior like new. Really well maintained (bills available for last 3 years). Must be one of the best Ferraris in the country. Price £2,250, cash only. No part exchange. Phone: Banbury 710534. (49381)

MERCEDES 190SL. Immaculate example. Stored at 51 Thorpe Road, Peterborough. Tel: 51270. (49362)

SUNBEAM ALPINE V Hardtop GT. F registered. Overdrive, radio. Beautiful condition, taxed and tested. Bargain. £475. Thomas, North Scarle, Lincoln. (49361)

COLLECTOR'S 1953 Triumph Renown. Taxed, MoT. Rear body requires attention. Offers. For appointment phone 021-777 6126. (49360)

AUNTIE ROVER 105R 1957. Fine example of this unusual automatic. MoT. £200. Hanley Swan (Worcestershire) 304. (49385)

TRIUMPH MAYFLOWER 1953. Well worth restoring. £75 o.n.o. Hanley Swan (Worcestershire) 304. (49385)

LOTUS ELAN SPRINT. FHC. K reg. Yellow/black/gold. 27,000 miles. Immaculate example. £1,250. Southampton 557232 evenings. (49345)

1933 MG L-TYPE 2-seat sports for restoration. 1650. Another, less body and with N-type engine. £350. Phone Melksham (Wilts) 703324 anytime (STD 0225). (49346)

ASTON MARTIN DB6 Mk. II. Oct. 1970. Automatic, Sundym, radio, etc. Immaculate condition. £2,900 o.n.o. Tel: Swansea 43311 Ext. 40. (49348)

1931 FORD MODEL "A". A rare two-seater with dickey. Very good original condition. Offers around £700. Please telephone Chesterfield 77449. (49347)

CORTINA LOTUS—Silver Fox. Enthusiast's car. Really must be seen to be believed. Personal reasons force sale. A car that could be kept for ever. Definitely good investment. Romford 24608. (48656)

ARMSTRONG SIDDELEY. Very rare aluminium pillarless two-door close-coupled sports saloon on 1953 18 h.p. chassis. Excellent mechanics with immaculate coachwork. Taxed, Long MoT. £425. Tel: Sheffield 301052. (49333)

1934 AUSTIN 10. Very sound and original. Some surface rust. Some simple work needed to make a runner. View Somerset. Tel: Bristol 48116. (49334)

LAGONDA 1925 12/24 4-seater tourer. Excellent condition. Retrimmed in leather. Thought to be the only model with this body known. Offers around £2,000. 0731-883644. (49337)

BEAUTIFUL JAGUAR Mk. IX. Maroon, excellent mechanics, body sound, appreciating asset. MoT. £650. Gerrards Cross 82632. (49338)

SUPERB 1929 3.6-litre Chevrolet. British landaulet body. Fully restored to original condition. Serious offers around £2,000. Ring Eversley 3826 after 7. (49339)

BRISTOL 405. Professional respray. Mechanics very good. Radio, new tyres. £700. Camberley (Surrey) 25387. (49340)

FOR SALE—continued

1915 12-CYLINDER Packard Tourer. Excellent condition, runs very well. MoT. If you are interested in acquiring this unique V6 Edwardian, call and see it. If you bring the cash with you and make a reasonable offer, you won't be disappointed. Turntree House, Turntree Rd., Whittlesey, Peterborough. (49342)

ALFA ROMEO 6C 2300B Pescara 1937. Four-seater Superleggera Berlinetta by Touring of Milan. This very handsome car is unrestored but complete and original. £3,000. Box No. 4473. (49343)

ROLLS ROYCE Phantom II 1929. Very rakish sports saloon by Park Ward, similar to page 175 "Those Elegant R-R". Chassis complete and running. Body needs restoration. £3,250. Box No. 4474. (49343)

1934 AUSTIN 7 BOX. Superb restoration just completed. £750. Phone Melksham (Wilts) 703324 anytime (STD 0225). (49344)

MORGAN 4/4 Series V. Excellent condition, mechanically and coachwork maintained over past year under present owner. £800. Phone: Bromsgrove 72707. (49481)

FANTASTIC WOLSELEY 6/90 1955. One owner, 50,000 miles from new. Black with red leather. Absolutely immaculate. Must appreciate. £295. Bournemouth 60800. (49482)

ASTON MARTIN Convertible 1965. DB5. 5-speed box. Engine reconditioned recently. £1,300 o.n.o. Blyth (Notts) 219 evenings. (49483)

1962 MG-A 1600 Mk. II in O.E. White— original except for 4½ chrome w.w. fitted with Dunlop SP's. Genuine 40,000 miles, full history on request. Orthopaedics force reluctant sale! Serious offers around £1,000. A. B. Ashley, Plymouth 64052 or 701903 after 6 p.m. (49484)

GOLD STAR DBD34, completely rebuilt to Clubman specification, engine running-in. Handsome, usable, asset. Almost a new bike for £450. Orpington 26972. (49485)

1927 12.50 ALVIS. Wide two-seater. One owner for 43 years. Totally original and still in perfect condition. Current MoT. Offers over £2,000 considered. Box No. 4478. (49473)

LOTUS ELITE Series II 1961. In excellent condition, but requires a small amount of work to complete. £850. Must sell. Phone Elland 6254 (Yorkshire) evenings. (49475)

RILEY 1½ RME 1951. Reconditioned engine, new radiator, battery, good tyres. Body sound, needs tidying. MoT. £270. 061-368 3795. (49476)

HEALEY 3000 1961 2+2. Wire wheels, new hood exhaust system, battery. No MoT. Some work required. £400. Phone: evening Southend 557076. (49477)

LOTUS ELAN Sprint. Yellow, FHC. April 1972. 35,000 miles. Radiomobile. HRW. Regularly serviced by Lotus dealer. One owner. This superb car is too small for us now and is offered at the low price of £1,225. Rowe, Chelmsford 71231 weekdays: 51664 evening and weekends. (49479)

DATSUN 2102. Dec. 1972. Immaculate condition. Finished in metallic green with black interior. Extras include radio/cassette player, 20,000 miles. £1,595. Ware 5647. (49479)

CHILD'S PEDAL CAR, believed contemporary replica of 750 c.c. twin-cam Austin. Needs restoration. £15. Tel: Cheddar 742255. (49480)

1936 AUSTIN 10 H.P. Saloon and 1947 Vauxhall Twelve. Both complete but ripe for restoration. Offers invited—unused for many years. Tel: Broxton 251 (STD 082 925) Cheshire. (49486)

COOPER S 1275. Genuine Stewart and Arden Sprint. Desecrated and lowered. July 1967. Recon. engine and gearbox (bills). Good body in tangerine. Special trim. Rally seats: Miniflites, spacers, spots, Radiomobile. Long MoT. Fabulous appearance. £495. Watford 26109. (49497)

1962 MG-A 1600 Mk. II Tarten Red Roadster. Rare car, sensibly priced. £275 o.n.o. 6 Cray View, Waterfoot, Rossendale, Lancashire. Phone Rossendale 28235. (49489)

TVR GRANTURA sports car. 75% restored, 1959 reg, PBD 7. £225. Write for details. Exchange vintage motor cycle. Box 4477. (49488)

LOTUS EUROPA "J" registration. Black-Alloy wheels, electric windows. £575. Broadstone 4021 (Dorset). (48453)

LENHAM MOTOR COMPANY



ROLLS-ROYCE 20/25 Boat-tailed Replica. The decking and coachwork are impeccable and the interior has just been trimmed in red hide. Superbly different from the usual Rolls! £4,250

BENTLEY 4½-litre Park Ward sports saloon; good history and, we would think, low total mileage make this an above average example £2,950

1939 HOTCHKISS Amilcar Compound 2/4-seat saloon. This amazing little car was very advanced, having in its specification, 1,100 c.c. engine, front-wheel drive, all-independent suspension and a very rigid cast aluminium chassis. All in very good condition and an interesting proposition £1,150

1971 LOTUS Elan +2S 130. Red with silver roof, black interior. One owner and low mileage. Worth considering at £1,685

1970 RELIANT Scimitar GTE. White with black trim, new exhaust and tyres, push-button Motorola radio £1,375

Other cars in stock at the moment include the following:

1970 Alfa Romeo 1300 Junior GT, quite high mileage but otherwise good, £795. **1971 Avenger GT,** electric blue/black, one owner, low mileage (24,000), radio, etc., £695. **1974 (M) Escort RS 2000,** every conceivable extra, £1,695. **1972 Mini Countryman,** one owner, low mileage, £845. **1970 Cortina 1600 Estate,** radio and tow-bar, £635. **Healey 100/4,** very sound and tidy, some work needed but only £325. Just arrived, a really beautiful Mk. VI Bentley, further details on request, about £2,000.

LENHAM MOTOR COMPANY

47, West Street, Harrietsham, Nr. Maidstone, Kent

Telephone: Harrietsham (062 74) 570. 24-hour Ansaphone service



SCIMITAR CENTRE

NEW SCIMITAR GTEs FOR DELIVERY SOON

GTE Manual (non overdrive) - April yellow with tan interior. Fitted with alloy wheels, electric windows. LIST

GTE Overdrive - Everest white with black interior. Fitted with alloy wheels LIST

GTE Overdrive. April yellow with black interior. Fitted with electric windows and stereo cartridge player LIST

GTE Overdrive. Florida green with tan interior. Fitted with alloy wheels, tinted glass, electric windows, laminated windscreen LIST

GTE Overdrive in Beaujolais red with tan interior. Fitted with alloy wheels LIST

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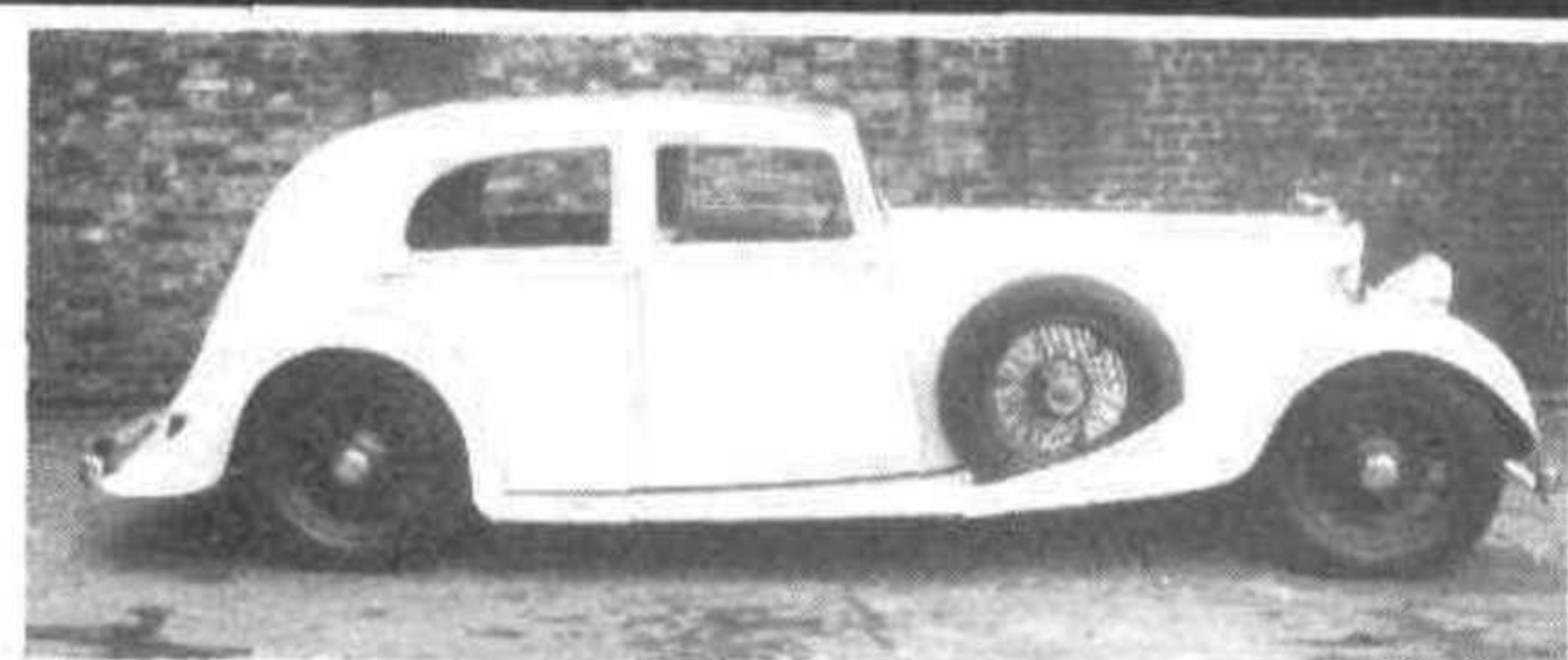
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- 1971 FIAT 124 Sport 1600.** 5-speed, yellow. £1,095
- 1972 JAGUAR E-Type V12 d.h.c.** Green, 16,500 miles only, tinted glass. £2,495
- 1972 MG-B GT.** Red, 21,000 miles, radio, o/drive. £1,250
- 1968 AUSTIN HEALEY Sprite.** Exceptionally clean example in white. £375
- 1969 MINI 1000.** Blue, £400 Janspeed engine conversion with all bills etc. Cooper 'S' performance. £525

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- 71 MASERATI Mexico, automatic. P/steering. 4.7-litre. Four seats. 27,000 miles only, one owner. £4,950
- 62 BENTLEY S.2, exceptional. £2,250
- 54 'R'-Type, automatic. £1,765
- 60 XK150 'S'-Type, drophead. £1,995
- 69 JAGUAR XJ6 4.2. £1,275
- 72 Model VOLVO 164E, automatic. £1,850
- 73 (M) LOTUS Europa, black/gold. 5,000 miles. £1,750
- 69 'E'-Type, very low mileage. £1,275
- 72 FIAT 124 'S' 1600 coupe. Webasto. £1,345
- 71 FIAT 124 'S' 1600 coupe. £1,245
- 70 (Dec.) RS1600, Group II spec. Must be seen. £1,095
- 72 TR6, overdrive, works hard-top. 19,000 miles. £1,295
- 72 CAPRI 3000 GT, 16,000 miles. £995
- 71 PONTIAC Firebird, 27,000 mls. £1,345
- 69 MG-C GT, o/drive, radio. £695

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| TR6 1970 | Red | | £895 |
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| TR6 1969 | D/blue, o/d. | | £795 |
| TR5 1968 | Blue, o/d. | | £675 |
| TR5 1968 | Blue, o/d. | | £595 |
| TR4A 1967 | Valencia blue, | over-drive | £695 |
| TR4A 1966 | Dark blue. | | £545 |



- 2002 1973 Til. Golf. 7,000 miles. £2,195
- 2002 1972. Argave. 20,000 miles. £1,445
- 2002 1970. Silver, 30,000. £945

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- 1915 Silver Ghost, doctor's coupe, apparently complete but requires renovation. £15,000
- 1928 Phantom 1 hearse. £1,650
- 1930 Phantom 2 sedanca-de-ville. Thrupp & Maberly. Very attractive short body with trunk and spare wheels. Chassis and engine totally rebuilt and immaculate. Body fitted new timber as necessary. Needs paint and trim to make a fantastic vehicle. I've spent nearly the asking price on it. £9,000
- 1933 Phantom 2 Continental Freestone & Webb saloon. The best-looking P2 saloon I've ever seen. Some of body timber poor. £5,950
- 1934 Phantom 2 Continental chassis. Totally rebuilt. £4,750
- 1971 Shadow. Regal red. 41,000 miles. Personal transport last 2½ years. £7,750

BENTLEYS

- 1937 Bentley Vanden Plas tourer. Grey. £4,000
- 1950 Park Ward d.h. coupe. Rough but restorable. Price includes spare Mk. VI complete chassis. £1,250
- 1954 "R"-Type. Shell grey over Tudor grey. Well above average. £1,750

VETERANS

- 1907 Peugeot 50 h.p. double chain-drive tourer. Needs rebuild. Massive vehicle. Offers
- 1912 (approx.) Th. Schneider chassis, bonnet, wings, etc. Lots of brass, including magnificent great radiator. £1,650

SPORTS/RACING

- Ferrari 512M. Body, chassis very good order but not mechanically complete. Very rare but I can obtain missing parts. £6,950
- Mercedes 300SL Gullwing. Silver, repainted. Lot of new chrome. £4,500
- Lightweight "E"-Type Jaguar. Probably enough parts to build one, including new factory monocoque. Including spare damaged "E" for odd parts. £4,950
- Elva. Rare and very pretty Type 160 coupe. All aluminium body by Fiore/Fissore. BMW engine. Ex-Wrottesley Le Mans car. Road equipped. £1,695
- Elva Mk. VIII sports racer, less engine. £995
- Both above very competitive for Classic Car Series, especially in 2-litre Class.
- Lotus Elite. Above average car in excellent mechanical order and fitted 1500 Climax engine and Webers from new. £1,195
- 1961 Aston Martin DB4 GT short chassis, 12-plug head, Webers. The best body and paintwork of any Aston I've ever seen. Worth the little extra. £2,995
- 1961 Aston Martin DB4. Reasonable condition. £525
- 1961 Jaguar "E"-Type roadsters. All pre-Production with International racing history. H.S.C.C. registered. One of them almost certainly earliest "E"-Type. From £1,050
- Jaguar XK140 d.h. coupe. Sound body. £425
- 1965 Healey 3000 Mk. 3. Very clean. One of the best. £995
- 1950 Healey Silverstone. Fully rebuilt. Retrimed and repainted. £2,550
- 1928 Stutz Model BB. Single o.h.c. straight-eight. Originally coupe and complete to rear of doors. Easily restorable. Rare American classic. £1,675
- Vinot & Dequinand, about 1918, 2-seater. Needs paint and tidying. £1,650
- 1926 Morris Bullnose tourer. Bodywork immaculate. Low mileage. Needs trim. £1,495
- Large Mercedes 2-seater, about 1926. Will discuss vehicle with interested parties but price must be over £5,000.
- 1937 Alvis Speed 25 d.h. coupe. Much work done including replating. S.S. I coupe. Sound. Needs paint.

I'll listen to any offers for either of the above.

Other interesting transport includes a 1924 A.E.C. bus, £400. An early horse-drawn furniture van, £200. A magnificent horse-drawn hearse, and a large pre-First War Aries lorry. Might possibly also sell an H6B Hispano tourer and a 6-cylinder 1910 Standard cabriolet.



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FOR SALE—continued

1927 MORRIS OXFORD doctor's coupe (flatnose) with dickey. Very original. Some restoration already done, but considerable body attention still needed. Offers over £700. Vacher, Tyret Cottage, Drayton, Oxon, Drayton 465. (49709)

MG MIDGET 1973. Black, excellent condition. 11,000 miles, extras include wire wheels, oil cooler, anti-roll bar, etc. £825. Tel: Abingdon 3879. (49683)

1956 TRIUMPH TR3 Roadster. Stored for five years, now in daily use as second car. Remarkably economical and similarly exhilarating. May be seen in Manchester or Ayr. £625 o.n.o. Tel: 061-736 5710 evenings. (49681)

JAGUAR MK. II 3.8. Dark green, wire wheels, manual, Hi-ratio, Powrlok axle, built 1961 but in amazing condition. Long MoT and tax. Engineer owned, maintained from 1963. Many bills. Sensible offers over £100. Also many spares, heads, axles, etc with car, £50 o.n.o. or separately. Example: 3.8 head, cams, manifold, SU's, £15. Cheap tune up for 2.4. Box No. 4484. (49696)

TRIUMPH MAYFLOWER 1952. Immaculate paintwork. Very reliable engine. In daily use. Tel: Winchcombe (Glos.) 602963 evenings and weekends after 1st Sept. (49682)

SS100 1938 2½-LITRE. Professionally restored both bodily and mechanically to a high standard. Finished in Old English white with rich red, Connolly hide interior. £7,500. (49680)

LAND ROVER S.W.B. seven-seater station wagon, 1974, petrol, 5,000 miles, £150 worth of extras. £1,895 o.n.o. Tel: Bradford (Yorks) 814195. (49686)

MG-A 1960, 1600. 16,000 miles new engine, radio, stereo, belts, Cints, renewed diff., half-shafts, UJ's, exhaust, shock-absorbers, p. pump, carb, re-built Hard/soft tops, tonneau. MoT, taxed, regularly serviced. Maintained in beautiful condition. £535 01-937 3623 evenings. (49685)

RILEY RME 1954. Lovely white car with beautiful interior. Two owners and 37,500 miles from new. Admired everywhere. Must be one of best available. Investment at £1,000. Telephone: John Richards 661-276 3434. (49679)

MG TF. Very good condition throughout. Complete recon gearbox 500 miles. House purchase forces sale. £1,100. Johnson, 14 Hawk Lane, RAF Staff College, Bracknell, Berks. (49687)

ROLLS ROYCE 1937 25/30 Sports Saloon by Hooper, in excellent condition, 96,000 miles, tools, history. New tyres, MoT. Distinctive registration number. £3,750. Details: 01-658 1005. (49693)

1930 VAUXHALL T80 23 h.p. 2-seater drophead coupe with dickey. Good condition, but requires some finishing. £1,250 o.n.o. Erskine, 4 Woodlawn, Kingston Vale, London SW15. 01-546 2027. (49692)

GINETTA G4 COUPE. Very nice example. 1500 GT, 7 in. and 5½ in. Wolfrace wheels, twin speaker radio. £650 o.n.o. 01-834 9321. (49707)

FIAT, 1914-1918 MODEL 610 30 cwt rolling chassis complete and in good condition. With numerous spares. Realistic offers please. Kessell, St. Dennis, phone: Nantpean 258. (49708)

MORRIS MINOR 1955. Immaculate condition. 69,000 miles, engine rebuilt at 50,000 miles. Offers to Dr. Kimber, Chesterfield 863221. (49757)

ELAN '64. Laid up last year for overhaul. Genuine reason for stalled plans, then and now. Only really needs new radiator and work to get roadworthy. Offers. Tel: 61-973 5746. (49763)

SS534K ON LOTUS ELAN Sprint F.H.C. 18,000 miles only. £1,200. Excellent condition. Owner purchased four-seater, Moss, Hunters Chase, Warfield, Bracknell, Berks. Bracknell 25897. (49765)

1972 EUROPA TWIN-CAM. Lima green. One owner, 17,000 miles. £1,350. Clarks, Romford 68436. (49734)

CORVETTE STINGRAY, 1971, but M registered. Blue, black trim. Well maintained, very swift. £1,900. Gosport 83793. (49759)

1964 VOLVO 121. Excellent bodywork, tuned engine, really very economical. MoT, taxed. £285 o.n.o. Hermitage (Berks.) 530 evenings. (49761)

PORSCHE 911T Lux Sportomatic. "H" reg. Blue, HRW, radio, usual extras. 25+ m.p.g. Mot, taxed. £1,500. Higgs, 10 Belmont Rd., Chesham, Bucks. Tel: Chesham 71678. (49762)

SPEEDWELL GT SPRITE 1960. Rare model. Bodywork tatty but restorable. Flared Cible Blade h-lights, 1100 engine, Weber 40. Disc brakes front. Aquajet over-size radials. Electric tach, alloy leather rim wheel. Special seats. Parting reluctantly after eight years. No time to restore. £100 o.n.o. Knight, 20 Orchard Park, Holmer Green, Bucks. (49758)

FOR SALE—continued

LOTUS SEVEN, 1958 Climax. Excellent condition. Recent rebuild. Ready road/track. MoT. Exciting motoring. High short-term investment potential. £1,200 or vintage car plus cash p/ex. 184 Alcester Rd, Wythall, Worcs. 0561/823209. (49760)

HEALEY 1959 100-6 2+2 B.N6 engine, wire wheels, hard and soft tops, overdrive, MoT. Excellent condition. Offers? Phone Huntingdon 53130 or Warboys 843 after 8th September. (49764)

ROLLS SILVER CLOUD III 1965. Shell over black pearl. Red trim. Super car. Exchange and finance. £3,900. Tel: 764 9607. (49752)

MORGAN 1969. H reg. 4/4 competition, 4-seater, immaculate body, white with black trim £1,150. Tel: Danbury 4865 (Essex). (49753)

RILEY 1½, 1950, excellent throughout. New tyres, brakes, exhaust, MoT, very original and genuine. Reg. NHW 500. £295 o.n.o. Rochester 363 (Staffs). (49754)

SCIMITAR GTE 1972. Highland purple, tan trim, alloy wheels, £1,750 o.n.o. for this fast, economical and rust-proof car. Phone: Brighton 778107. (49756)

RARITY, ALL AC Greyhound. Beautiful condition. Just been resprayed and restored. Only done 51,000. Will consider any reasonable offer or exchange. Saughall 815. (49751)

JAGUAR MK. 9, genuine 20,000 miles, one owner. No rust or stone chips. Immaculate inside and out, recent £260 spent on tyres, batteries, etc. Really looks and rides like new. Taxed and MoT until June 1975. £1,000. Telephone: Southery (Norfolk) 562. (49750)

MG TD 1953. Rare Mark II competition model. Very original, but requires renovation. £550 o.n.o. Birmingham 021-743 5672. (49744)

ROLLS SILVER CLOUD II 1961. Metal grey over steel blue. Radford seat conversion, electric windows, etc. £2,800. Exchange, finance. Tel: 764 9607. (49752)

MY BELOVED 1964 Reliant Sabre 6 must be sold due to house purchase. Owners' Club concours winner. Excellent condition. £425 o.n.o. Tel: 01-440 2515 evenings and weekends. (49740)

MERCEDES 220S Coupe, 1958. Collector's item. Reclining seats, Webasto sun-roof, Motorola radio. Spares, including engine, gearbox and servo. £550. 01-462 6665. (49741)

E-TYPE JAGUAR "G" reg. F.H.C. metallic silver blue. Radio, electric aerial, HRW, new battery, XJ-6 tyres, MoT. Excellent condition. £1,095 o.n.o. Littlehampton 4928 (a.m.). (49743)

'72 MG-B GT MK. III. Immaculate. Red, navy cloth trim. O/d, radio, undersealed, tinted windows, HRW, head restraints, Rortyles, servo, etc., low mileage. £1,150. Brentwood 215896. (49742)

GAA 459, Singer Roadster 4-seater, first registered 1/10/1947. Car No. A 563, 117563/R. In daily use and fit for restoration. £100 spent in June on transmission. Starts off the button. Sensible offer accepted. Seen Belfast or Liverpool or Stranraer by arrangement. N. Downing, Flat D, 40 Annadale Avenue, Belfast 7. (49745)

LOTUS EUROPA T/C 1972. Laqoon blue, oatmeal trim, excellent, extras, bills available. £1,450. Tel: Burnham-on-Sea (Somerset) 4126. (49773)

LAGONDA RAPIDE 1964. Webasto roof, new tyres, complete anti-rust treatment. Full service history. In excellent order throughout. Dubonnet russo with red leather. Believed the penultimate sold. Offers invited around £2,000. Ring: 0353-2787 (Ely) evenings. (49735)

SPRITE MK. I. Beautiful example, £400. Write for full details. G. Cooch, 1 Southford Cottages, Whitwell, I.O.W. (49738)

DAIMLER SP250, 3,000 miles since complete mechanical overhaul and rebuild. All brightwork rechromed, respray in Daimler Gunmetal, new hood, wide wheels with G80's seats retrimmed. Bills produced for £1,200 so cannot accept less than £1,600. Phone: Claverdon (Warks) 2708 to view. (19012)

TR4 1963. Superb condition, extensive body and mechanical rebuild. £550 o.n.o. Tel: 01-538 6401. Geoff Mills. (49774)

BSA MOTORCYCLE 1963 A65 650 c.c. star, 15,000 miles. Original condition with export spec., front brake. £225. Tel: Ackleton 604 (Nr. Waverhampton, STD code 074 65). (49770)

SUNBEAM TIGER 4.2, 1966. Black, in superb condition, new clutch, many extras. £745 o.n.o. For full details ring, Boringh Green (0732) 883000 evenings. 01-588 7131 Ext. 45 office. (49767)

BENTLEY R-TYPE 1953. Manual, rare and very attractive Freestone and Webb sports saloon. Sliding roof, black over silver. Excellent history. £2,600. S. D. France, 24 Greys Hill, Henley-on-Thames, Tel: 6474. (49769)

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1973 CARRERA COUPE
Grand Prix white with black interior and green wheels. One owner, 11,807 miles. **£6,500**

1974 MODEL 911 TARGA
Sahara beige with midnight interior. Tinted glass, rear wiper. One owner. **£5,950**

1973 911S TARGA
Guards red with black interior. Rear wiper, rear bumper bar, rear muffler skirt. One owner, 5,750 miles. **£5,650**

1973 911S COUPE
Light yellow with black interior. Limited slip differential, tinted glass, rear wiper. One owner, 19,800 miles. **£4,950**

1973 911E COUPE
Tangerine with black interior. Rear wiper, tinted glass, side lettering, push-button radio. One owner, 15,291 miles. **£4,650**

1973 914 S/C ROADSTER 2.0-litre. Metallic ocean blue with beige interior. Tinted glass, heated rear window. One owner, 22,610 miles. **£2,600**

1970 911T COUPE 2.2-litre model. Registered February 1971. Signal orange with black interior. Tinted glass, front spoiler, 6" steel wheels. One owner. **£2,100**

1965 356C COUPE
Light grey with black interior. Recorded mileage 24,796 miles. Sold as seen, tried and approved. **£1,150**

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ALVIS TD 21 D.H.C. This delightful vehicle is finished in Alice blue with cream hide interior. A genuine opportunity to acquire a most desirable thoroughbred. £1,595



BENTLEY 4½-LITRE BY H.J. MULLINER. This the MX overdrive version is in splendid order throughout. The midnight blue aluminium coachwork and contrasting trim make this particular example an asset to any collection.



JAGUAR MK V 3½ LITRE. A very sound example of this model that seems to be ever-growing in popularity. £895.



1952 BENTLEY BY H.J. MULLINER. An all aluminium lightweight saloon returning unusual performance.

OTHER VEHICLES INCLUDE:

- 1963 DAIMLER SP 250 'C' SPEC. Concours Order. £1,295.
- 1958 JAGUAR XK150 F.H.C. Manual o/drive, grey, contrasting trim. £1,650.
- 1960 JAGUAR XK150 F.H.C. Manual o/drive, ivory, red trim. £995.
- 1958 JAGUAR XK150 F.H.C. Auto. £995.
- 1937 BENTLEY 4½ LITRE TOURER SPECIAL. In need of some finishing. £1,395
- 1969 MGC. Low mileage extraordinary. £875.
- 1970 BMW 2002, Excellent. £1,095

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1973 (L) FERRARI Dino Spyder. Dark blue, 1 owner, 17,000 miles, leather trim, electric windows, radio, stereo **£4,750**

1973M JENSEN HEALEY in light blue, radio, 10,000 miles, one owner, is in superb condition **£1,595**

1973L TVR 3000 M, in metallic brown, radio, sunroof, one owner, 5,000 miles, as new **£1,995**

1973L LOTUS Elan Sprint f.h.c., lagoon blue, 10,000 miles, radio, **£1,795**

1973L SPITFIRE, magenta, one owner, unmarked **£925**

1973L TR6 coupe, with sunroof and overdrive, red, one owner, radio, faultless **£1,545**

1971 TR6, soft top, radio, o/drive, one owner, blue as new, 15,000 miles **£1,495**

1973L Europa JPS, 13,000 miles, Sundym, radio, one owner .. **£2,095**

1972L JENSEN HEALEY, yellow, radio, one owner, 13,000 miles. Superb **£1,265**

1972K TR6, soft top, radio, o/drive, yellow, one owner, 24,000 miles **£1,265**

1971J ELAN Sprint, blue and white, one owner, 26,000 miles, immaculate. **£1,295**

1969G ELAN S4 f.h.c., pale green, nominal mileage, mint condition. **£895**

1969G ELAN S4 in yellow, new hood, radio, nominal mileage and in unbeatable condition for **£945**

1969H ESCORT Twin Cam, in white, two owners, recent rebuilt engine **£665**

1972 ESCORT GT, 2 dr., white, vinyl roof, one owner, 21,000 mls. service bills **£895**

This month's selection of P/X saloon cars for sale: No reasonable offer being refused: Late '72L Capri 1600L; '69G Escort 1100; '73 VW Beetle 1303S, 13,000 miles.

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1973 (June) PORSCHE 911E Targa, Roman purple, tinted glass, Recaro seats, Becker radio, one owner **£4,500**

1973M ASTON MARTIN DBS V8 auto., Imperial blue/white hide, 10,000 miles **£6,750**

1969K ASTON MARTIN DBS 6, manual, Roman purple, two owners, only **£2,750**

1968 (series) JENSEN INTERCEPTOR, white/tan hide .. **£1,995**

1973 JENSEN HEALEY, red/black trim, 14,000 miles, one owner **£1,495**

1972 TRIUMPH Stag, sable/cinnamon, overdrive, 15,000 miles, radio, hard and soft tops **£2,150**

1972L TRIUMPH TR6, white, overdrive, 10,000 miles **£1,295**

1964 TRIUMPH TR4, pale blue, hard and soft, exceptional **£395**

1971K M.G.-B GT, orange, overdrive, radio, 13,000 miles **£1,195**

1970 M.G.-B drophead, maize, overdrive, radio **£795**

1973 LOTUS Europa JPS, black/oatmeal trim, low mileage, radio. **£1,995**

1970 LOTUS + 2S, pale blue **£1,395**

1970 LOTUS + 2S, metallic green **£1,195**

1969 LOTUS + 2S, metallic metalflake green. This car was Lotus's own car until recently and is faultless. **£1,395**

1968 LOTUS + 2, red/silver, exceptional **£1,095**

1970 ELAN f.h.c., red, radio **£1,095**

1970K RAMBLER Javelin, metallic green **£1,395**

1970 TRIUMPH Vitesse, convertible, pale yellow **£695**

1970 ALFA 1750 GTV, white, sunroof, radio **£1,195**

1968 ALFA 1300 GTV, white/black trim **£695**

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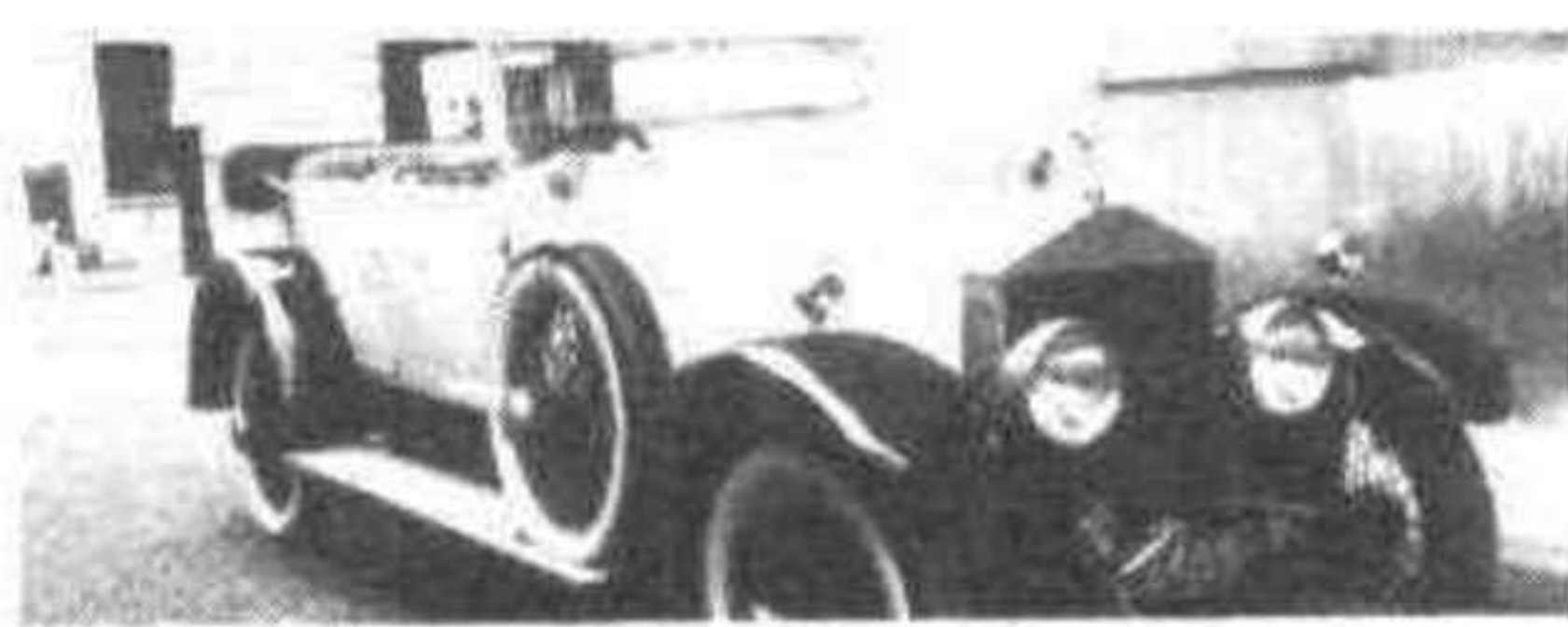
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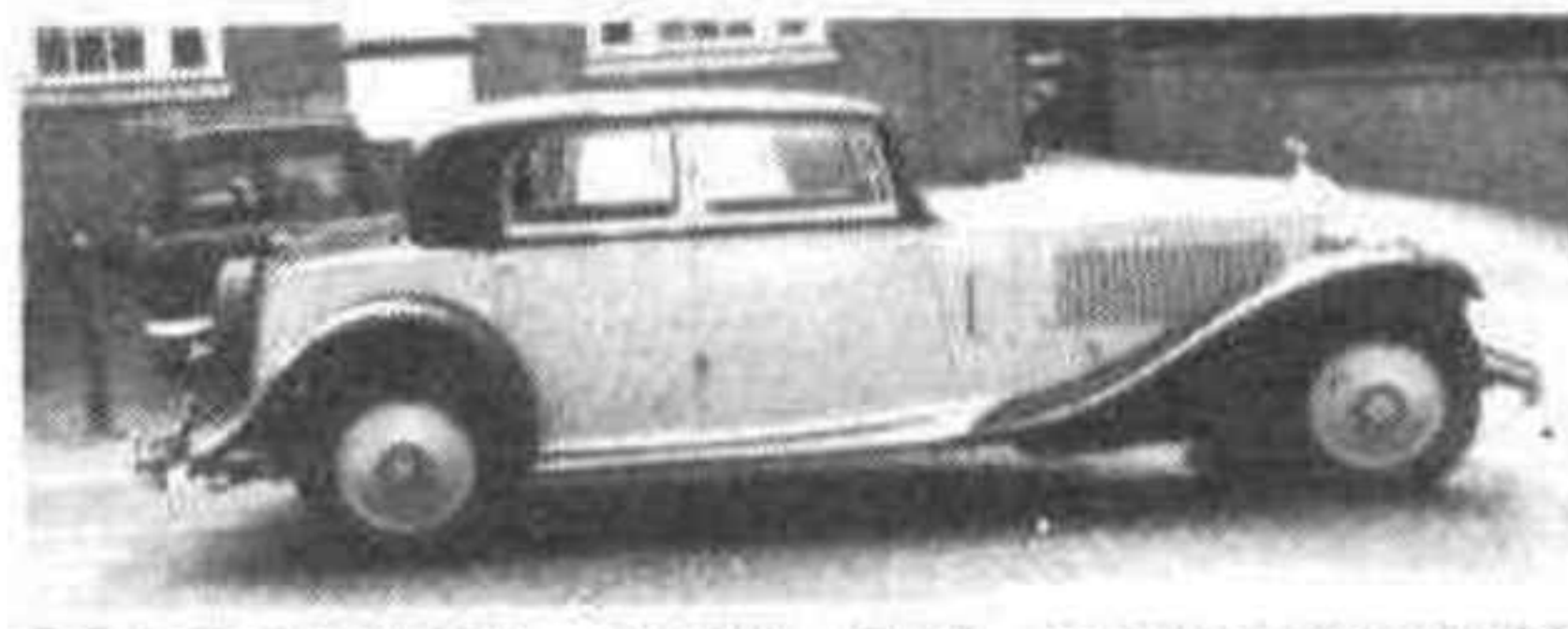
2, CHESTER CL., CHESTER ST., LONDON S.W.1.



ROLLS-ROYCE, 1933, 20-25 owner-driver, small and delightfully proportioned sports saloon by Hooper, with fully louvred bonnet and scuttle, side-mounted spare and shapely protruding rear end treatment. Very original throughout, finished in ebony over velvet green with matching trim; recorded mileage 71,000, believed correct.



ROLLS-ROYCE, 1923, Silver Ghost 4-seater open touring car by Hooper. Magnificently restored to national prize-winning standards. Finished in ivory and black with red Connolly hide trim, twin side-mounted spares, rear Auster screen. An elegant and desirable carriage in pristine order throughout.



ROLLS-ROYCE, 1932, P.II Continental-styled owner-driver close-coupled sports saloon with Hooper coachwork. Extensive history available, much mechanical work recently completed. Finished in primrose over black with twin rear-mounted spares; trimmed in tan hide; an exciting vehicle with impressive styling.



ROLLS-ROYCE, 1964, Silver Cloud III 2-door coachbuilt sports saloon by Mulliner/Park Ward. Probably the most elegant post-war model produced. Finished in Ming blue with grey trim. Two owners and a recorded mileage of 66,000.



BENTLEY, 1965, S.III Continental 4-door Flying Spur, virtually indistinguishable from new; two owners and under 43,000 miles recorded. Finished in sage green with tan hide trim, all tools, etc. A must for the discerning buyer.



ROLLS-ROYCE, 1964, Silver Cloud III 2-door convertible. A rare opportunity to acquire the most sort after model of the series. Two owners and 64,000 miles recorded. Finished in midnight blue with black power-operated hood, electric windows and aerial, white sidewall tyres. A truly outstanding example of this elegant model.

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Hello Morgan enthusiasts.—Starting from the top we have a 1972 Morgan 4/4 finished in Motor Show yellow and blue, with brown leather buckets, low mileage and beautiful. Next a 1972 Morgan 4/4 4-seater, white (brilliant), brown leather and wire wheels, i.e. basically all the extras. 1974 Morgan 4/4 in sophisticated dark blue, bucket seats, wire wheels, and service history. A December 1970 Morgan +8, dark blue, low mileage and having just had a major overhaul in our workshops. We would like to point out that we are the best, and certainly the least mysterious, buyers of any Morgan. Just pick up the phone and give us a call, if you have one for sale. Back to the stock. 1970 Morgan 4/4, orange, wire wheels and luggage rack. This car has just been re-built by the factory and is practically as new. 1970 Morgan 4/4 green, wire wheels, leather interior, a rare 1968 Morgan +4, in bright new crimson, wire wheels, luggage rack, an appreciating car. Although mentioned before in our columns, our vintage Morgan 4/4 4-seaters require a little more explanation. The 1938, which is red with black leather upholstery, is one of three built before the war and is now, we believe, the only surviving example. The 1950 Morgan was completely renovated by the last owner, including new chassis and wings made specially at the factory, all mechanicals reconditioned or new, re-upholstered and re-hooded with the result of being an immaculate, concours car. So phone your bank manager now and come and see us. For those of you who have a villa or yacht in the South of France, or merely want a left hand drive second-hand Morgan, give our gnomes Frank or Peter a ring in Nice 879065

REECE MEWS, LONDON SW7



FOR SALE—continued

TR4A IRS. F registered. Valencia blue. Beautiful condition, including new engine, clutch, carpets and respray. Low mileage. £650 o.n.o. 01-300 9593. (49630)
1936 BENTLEY 4 1/4 litre engine, complete except for crankshaft, pistons, and rods. Offers 698-3514. (49623)
998 IMP. 2 400COE's, 1 R3 cam, front rad. close gears, lowered, full roll cage, and more. Offers, details from 051-426 6885 after 6.00. (49640)
CONCOURS COOPER "S" (1293 c.c.). F regd. Tangerine/white. Black interior. Superlite wheels, sensible extras. Recent complete rebuild. Investment with excitement at £535. Harwich 2939. (49638)
TR2 EX WORKS team car. Won Coupe des Alpes in 1954 Alpine Rally driven by Gatsonides and Slotemaker. Now eligible HSCC events. Original equipment includes steel hard top, o/d and wire wheels. £395. Luton 595165. (49637)
MG TD MK. II, 1953. Excellent value at £825. Phone: Prestbury (Cheshire) 48554. (49636)
LOTUS ELAN S3/SE, 1967 F. F.H.C. Dark blue, good condition. Long MoT, taxed until November. Fast, economical and reliable. Worth having a look at! £635. Tel: Dartford 23336. (49647)
OFFERS FOR 1952 Singer Saloon, black (SM 1500), 3 owners. Phone Chesterfield 51430. (49645)

FOR SALE—continued

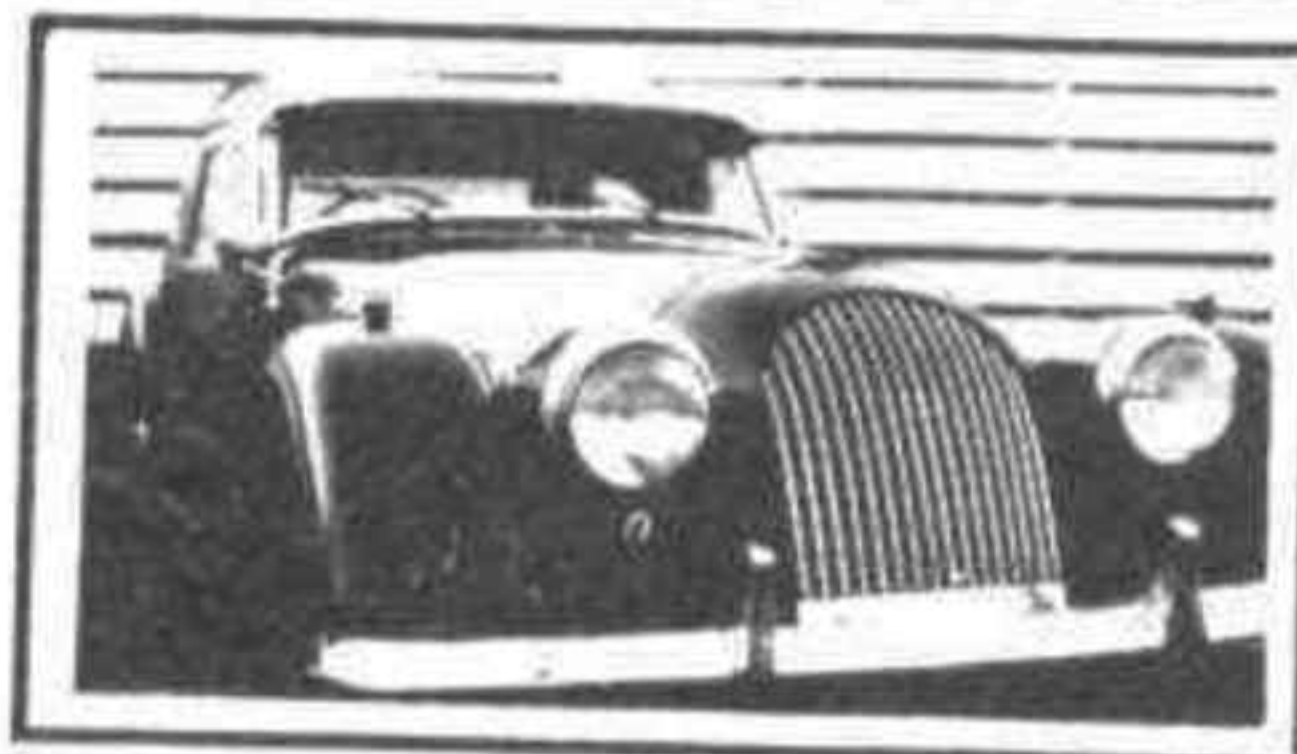
DAIMLER 104 Automatic. Registration 4 DPB. Reconditioned engine, 20,000 miles ago. Many new parts including king pins. Smart appearance. Also 1953 Conquest in far above average condition. Sensible offers to Arnold, 44 Campbell Road, Burton, Christchurch, Dorset, or telephone Christchurch 6197 (evenings). (49649)
LEA FRANCIS 2 1/2 litre sports 1950. MoT, taxed. A good example of this fine and appreciating car. £450 o.n.o. Tel: Hodnet 415. (49648)
MG-C GT 1968. Golden beige, metallic. Wire wheels, overdrive. Downton exhaust, triple SU's, radio, very good condition. £800 o.n.o. Tel: 021-705 0119. (49624)
PORSCHE 912. Blue, excellent condition. New tyres, MoT, taxed. 1995 o.n.o. or exchange for estate car. Phone: Kimbolton 782. (49621)
52 BENTLEY Continental 2-door Sports Saloon by Mulliner, 1962. Black/fawn upholstery, 110,000 miles. Superb and completely original condition. Full service history from new. Original owner eight years. Offers over £4,800. Canterbury 66188 (evenings). (49619)
JAGUAR E-TYPE V12 1973 2+2. Genuine mileage 16,000. This car is in faultless condition throughout. Extras include Radio-mobile, stereo 8 and heated rear window. Private sale, but part exchange considered. £2,895. Ring 021-373 3246 evenings. (49616)

FOR SALE—continued

GORDON KEEBLE 140 m.p.h. 0-60 in 6 secs, 18 m.p.g. Full 4-seater saloon 5.4 litre V8 Fibreglass body. Only 99 produced, hence appreciating. Spares easily obtained. In excellent condition throughout. Haggle around £1,750 or try interesting p/ex. Newcastle-on-Tyne (0632) 601768 (home). (49610)
A VERY SPECIAL Phantom Rolls Royce is offered. Write for details. Box No. 4482. (19005)
MERCEDES 230SL. Ivory. P.a.s. Automatic. Hard and soft tops. New engine just run in. 2 owners from new in 1966. Very good condition. £1,600 o.n.o. Poplar Farm, Atworth, Melsham, Wilts. Tel: Melkham 708813. (49701)
PORSCHE SUPER 90SC 356B. Collector's car. Aug. 1963. New MoT, tax. 100% excellent original throughout. Genuine 61,000 miles. AFN maintained. £200 just spent, full history supplied. Offers invited over £850 01-883 2078 evenings. (49706)
TVR V6 TUSCAN Nov. 71. Overdrive. Alloys, sunroof, +30 m.p.g. £900. Consider p/exchange. Redditch 68516. (49702)
1959 MG-A TWIN-CAM. Light blue. Fixed BMC B series engine. All steel body professionally restored. Brakes completely overhauled. n/exhaust, batteries, re-chromed, c/ratio g/box, oil cooler, alloy s/screens. £475 o.n.o. Phone: Salisbury 5100. (49700)

FOR SALE—continued

XX120. COLLECTOR'S ITEM. Immaculate late, 1951 white roadster, rebuilt 1971. New engine, discs, etc. £2,000 offers. Beaty Forward Engineering, Balsall Common, Warwick. Tel: Berkswell 33484. Box No. 4485. (49703)
ROVER 10 SPORTS Special 1946. Two-seater, DHC with aluminium body in mint condition. A real eye catcher. Absolutely unique, good investment. Offers around £1,500. Details: Selsey (Sussex) 3357. (49620)
MG MAGNETTE 1955. Absolutely superb black coachwork. Probably one of the nicest available, but not quite concours, hence sensible price of £295 for immediate sale. Wheathampstead 2695 (Herts.). (49714)
TR6 1972 DROPHEAD. 31,000 miles. Overdrive, tonneau, workshop manual, new tyres, stereo tape recorder. £1,150. Pluckley 295. (49712)
FLAT RAD MORGAN +4, 1953. Impending insolvency forces sale of superior example. Rebuilt and cosseted by Morgan specialists almost regardless of expense. Minor improvements still available to enthusiast, but reconditioned or new frame, TR3 engine, clutch, battery, electric upholstery, hood, king-pins, makes this a bargain at only £800. Long MoT of course. Phone tearful owner on 01-940 3720. (49713)



LOUEZ UNE MORGAN
 RENT-A-MORGAN IN FRANCE
LOCASPORT SARL
 39, Promenade des Anglais, Nice, France
 Tel.: (93) 87/90/65



FOR SALE—continued

FIAT ABARTH 595 F. reg. Dark blue. Completely overhauled, fully instrumented. Borrani wheels, year's MoT, good condition. Genuine reason for sale. £320. Telephone: 01-304 1916 after 7 o'clock. (49635)
PORSCHE 356C Convertible (Cabriolet) 1964. LHD. "F" regd. This very pretty car has had much time and money spent and must surely appreciate in value. Radio, MoT, etc. Bargain to discerning buyer. £575. Might take interesting part exchange. Walton-on-Thames 42368. (49643)
MASERATI SEBRING 3500 GTI. Sept. '63. Registration no. "89 HRH". R.H.D. super condition, 47,000 miles only. A must for investment with Borrani w/w, electric windows, radio, fuel injection, etc. Metallic grey/blue trim. £1,600 o.n.o. Ring: 01-478 2617 daily. (49642)
JAGUAR XK150S, 1959. D.H.C. Dark blue. Engine, etc. overhauled. Very good original condition. Inconspicuous tow hook. New house forces reluctant sale. £1,750. Tel: Trumpington 3417 (Cams.). after September 8th. (49611)
ROLLS PHANTOM II hears 1930. Excellent condition and complete. £2,850. Box No. 4181. (49634)
LAGONDA M45 1934. Four seat tourer in really superb condition throughout. £4,350. Sutton Coldfield 021-308 1078. (49651)

FOR SALE—continued

ALFA ROMEO Giulia Super 1969. Dark blue, red interior. Virtually one owner. Fully documented service history from Alfa Romeo. Radio. Absolutely mint condition throughout. £675. Might take interest in part exchange. Ivan Dutton, 4 Long Drive, Greenford, Middx. Tel: 01-578 3810. (49617)
PORSCHE 356 1500 COUPE 1955. Taxed. MoT. Many spares including engine and transmission. For sale owing to change of plans. £250 o.n.o. Cannock (Staffs.) 3551. (49615)
1950 RED MG/TD. Excellent condition. New MoT, £690. Tel: Bow Street (Dyfed) 623. (49614)
ROLLS ROYCE Silver Dawn 1955. Automatic. Silver grey and green. Ritson, 50 Elveley Drive, West Ella, Hull, HU 7RY. Tel: Hull 6482-657231. (49613)
PORSCHE 912. Perfect, economical, utterly reliable, second car much of its life. £1,150. Mrs. Waller, Red House, Sanning, Berks. Phone: Reading 693082. (49612)
"FROGEYE" SPRITE (1960). Sporty, economical, appreciating. Fully weather-proof. £285. 1955 Bristol 405, £750. Finance possible. Steeple Aston 606 (Oxfordshire). (49611)
MINI-MOKE 1967 MoT and taxed. Good condition and maintenance. Positano yellow, green canvas. £500. Watlington (Oxon) 2441. (49691)

FOR SALE—continued

SPRINT CONVERTIBLE 1972 (white). Sundym screens all round. Eight-track radio, electric aerial, Motolita wheel. 17,500 miles £1,495 o.n.o. Mill Hill 5534. (49705)
LOTUS ELAN FHC. Bahama yellow. 16,000 miles. J reg. As new, must sell. Second car. £1,095 o.n.o. Daytime 01-890 5806; evenings 01-373 2324. (49704)
JAGUAR XK150 DHC. Excellent condition. New hood fitted. Taxed. MoT. £1,500. Tel: 01-941 0798. (49699)
1929 RILEY "9" Mk. IV Tourer. Recently rebuilt. Solid, reliable vintage motoring. £1,500 Tel: 01-941 0798. (49699)
GORDON KEEBLE 1965. Recently checked over by designer. New engine fitted, re-chromed Chev. Corvette engine. Most effective in disposing of Astons, Jensens, etc. First £2,750 for this rare appreciating classic. Box No. 4483. (49694)
1936 AUSTIN TEN Saloon. Excellent condition. MoT. £1,000. 7 Sycamore Close, Bourne, Lincs. (49715)
UNIQUE FROGEYE Sprite Mark I. Genuine H registration. Ford 1650 half-race engine. (Full specification available). Professionally converted. Low mileage. Modified suspension, anti-roll bar, servo, large brakes, alloy wheels. Many more modifications and extras. Full history available. Has to be seen. £490. Phone: Worthing 32011. (49690)

FOR SALE—continued

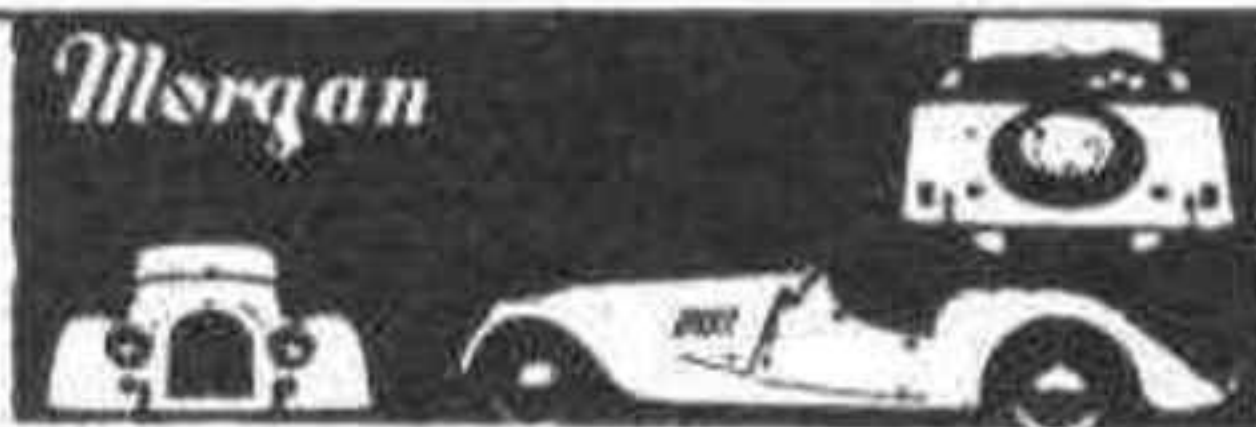
TR3A 1961. White, o/drive, h/top, s/top, tonneau, etc. Radio, spots. Bills for extensive rebuild in '73 including suspension, engine, gearbox and a £125 respray. Spares, clutch and propshaft included for £600 o.n.o. Genuine reason for sale. Contact: Wendy Stevens, office hours. Crawley 28811. (49689)
FROGEYE SPRITE 1960. White. Excellent condition. All steel, radio, MoT. £200. 01-850 9861 Ext. 47. (49711)
COSWORTH RACING Lotus Elan Shapecraft. No time wasters 01-852 8904. (49771)
1923 ZEDEL TORPEDO 4-str tourer, 14 h.p. Wire wheels, original in every detail and restored as new. Unique French car. £3,250. 44 York Rd., Cheam, Surrey. 01-612 7808. (49688)
MORGAN +8 1972. 22,000 miles. Rover box. Silver, stone leather interior, push-button radio, luggage rack, rear bumper, excellent condition. Phone: Coventry 456333. (49684)
ALFA ROMEO GTV 1967. Excellent condition. Interior immaculate. Extras. MoT, taxed. £560 o.n.o. Ring: 01-387 8928 evenings. (49710)
VERY RARE RHD 914S VW-Porsche. 1700 cc. Targa top, 5-speed g/box, Feb. '71. J reg. 28,000 miles, taxed, Long MoT. £1,175. Tel: office hours: Southampton 23855 Ex. 587 Currie. (49699)



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 Morgan, V8's MG-Bs, E-type 4.2 and V12 Roadsters,
 Healey, Triumph Stag
SPORTSHIRE LTD.
 Reece Mews, London, S.W.7. 01-789 0757
 01-589 8309



John Britten



Come motoring the Morgan way; with tomorrow's vintage car today. **Morgan Plus 8**, 1973, signal red, black trim, rear bumper, wide track, several unusual features, probably available towards the end of the month. **Morgan Plus 8**, 1971, indigo blue. **Morgan Plus 4 4-seater**, 1961, cream, recent attn. in hood and exhaust depart-

ments. **Morgan 4/4 2-seater**, Oxford blue, flat rad., Standard o.h.v. engine, twin spares, folding windscreen, scalloped 17" wheels, lady owner these many years. **Morgan 4/4 4-seater**, 1969, black, wire wheels, red leather, SPs, grid, tonneau. **Morgan 4/4 2-seater**, 1968G, canary yellow, tinted screen, antique dealer. **Morgan**

4/4, 1963, white, wire wheels, louvred bonnet, 1500GT power unit, rear bumper. **Morgan 4/4**, 1973 'M' regd., special Jaguar "Heather" paintwork, spotlamps, wire wheels, radio, electric aerial, underseal, anti-theft device. **Morgan 4/4 4-seater**, 1970J, royal ivory, radio, bucket seats, W.R.S.W., rear bumper. **MG-B GT**, 1973,



teal blue, radio, heated rear window. **Mini Pick-Up**, 1972L, teal blue, push-button radio, professionally fitted with Mk. II saloon grille etc., wide Avons on 4 1/2 Rostyles, rear tonneau, carpets, lady-driven. **Austin Healey Sprite Mk. I**, 1960, dark blue. **Morgan Plus 4 4-seater**, 1968, flame red, Cinturatos, annual mileage believed less than 4,000 since new. **Morgan Plus 4**, 1953, green, twin spares, fold-flat screen, curved rad., TR2 unit, ready later. **Morgan 4/4 4-seater**, 1974, white. **Morgan Plus 8**, July 1973, details to follow. **Morgan 4/4**, few hours short of 1969, indigo blue, black leather, rear bumper. **Morgan 4/4 4-seater**, 1973, deep Brunswick green, one owner, Ziebart, tonneau, rear bumper, fully louvred bonnet (normally 4-str., has 1/2-length louvres to stop rain falling on battery, battery being at front to stop offside rear pass, going short of 1/room), racing mirrors, one owner. **Morgan 4/4**, 1969, Old English white, wire wheels, leather interior with hood piped to match, pneus XAS. **Morgan 4/4 4-seater**, 1971, indigo blue, black leather, wire wheels, grid, mirrors, tonneau. **Lea-Francis** with Swallow Doretto body, regd. 1957, blue, 1,767cc twin cam, all cream dashboard, etc. **TVR Tuscan 3-litre V6**, aquatic jade, 1970, used to be my car and was in fact the one I was in when "done" for doing 106mph on the M1, subsequently it was always a matter of slight regret that

(a) the speed was not one more worthy of the car's potential, and (b) that the Police car which grew in the driving mirror with such rapidity was a mere Rover 3500. My latest M1 experience was that the camaraderie which one might have expected to exist between fellow Range Rover users (myself and the Police) does not apply on this particular road, and a Summons has arrived to prove the point. **Lotus Super Seven**, 1968, 1500GT power unit with two 40DCOE Webers, radio, heater, two owners. **Jensen Healey**, 1973, white, one owner (Dr.'s wife). **MG Y-Type saloon**, 1951, MG red, scarlet leather, sliding roof,



opening windscreen, two owners. **Morgan Plus 4**, 1968, dark metallic green, rear bumper, tonneau, grid, TR4 engine. **Morgan Plus 4**, 1952, white, flat rad., TR4A engine, wide wheels, Turbospeeds. We

to follow. **Morgan 4/4**, 1970, indigo blue. **Morgan 4/4**, 1972, wire wheels, grid, rear bumper, bucket seats, tonneau, one owner's 4th car. **Morgan 4/4**, 1972L, canary yellow, wire wheels, rear bumper, louvres. **Lotus Super 7 Srs. III**, 1970, 1600GT, white, wide wheels. **Jensen Healey**, 1974, white, radio, our demonstration car and only for sale because Jensens like us to change them when the ashtrays are full (of parking tickets). **Arkley SS**, Pekin yellow with tan interior, alloy wheels, Torinos, new car built from all new parts, unregistered. More cars arriving at frequent intervals. Our second-hand cars under about 5 years old have a full pre-sales service, fresh oil and filter, brakes, exhaust, steering and many other items are checked and signed for, rear drums removed and brake linings inspected, triple road-test procedure before car is passed as fit for delivery, written guarantee. If interested, please ask to see the job card for the car you are buying. AA or RAC inspection not objected to. Specialist servicing on Morgan, Jensen Healey and other decent sports cars. We do mechanical repairs but not bodywork. **ARKLEY SS** kits to convert your Sprite/Midget into a real sports car; vary between ex-stock and 14 days delivery, please send large SAE for our brochure. **NEW MORGANS**: They are working hammer & tongs at Malvern Link to catch up with the backlog of orders, please consult with us if thinking of buying one. The team of roadgoing Morgans came 4th on scratch out of 20-odd teams in the 6-Hour Relay at Silverstone, beaten only by GT40s and sports-racing Clubmen's cars. Our own car is to be seen racing in Prodsports events this season; the only one I can remember offhand being Croft Oct. 6th, but we do have some September events as well. It is of course a Plus 8, red in colour. **NEW JENSEN HEALEY**: We are agents for these 140bhp 16-valve twin-cams, and welcome enquiries from Bedfordshire, Hertfordshire and London. The best deals will be freely offered and part-exchanges will be taken with a smile, how-



ever forced. Open to 7pm weekdays, 6pm Sats., closed Sundays and Bank Holidays. We are on the A411, 1 mile East of the A1 and 1 mile from Barnet tube stn. Few minutes' drive from the M1.



may have a 1952 Plus 4 4-seater as well. **Morgan 4/4**, 1972L, royal ivory, bucket seats, grid, wire wheels, rear bumper, tonneau. **Morgan 4/4 4-seater**, 1972, canary yellow, stone leather trim, rear bumper,

spotlights, badge bar, one owner. **Morgan 4/4 4-seater**, 1973, orange chrome, wire wheels, rollover bar, radio, one owner. **Morgan 4/4**, 1972, crimson, wire wheels, sheltered life. **Morgan Plus 8**, 1969, details

FOR SALE—continued

UNIPOWER 1971, 1275 "S" lightened, balanced engine, K.O. Minilites, Sunroof, tinted glass, Fully adjustable suspension, servo, oil cooler. Every possible refinement carried out. Good condition. MoT. Offers: Tel Stratford-upon-Avon 3297 work. 66639 home. (49892)
1956 AUSTIN PRINCESS 4-litre saloon. Rather tatty, but all complete and basically sound. Renovation started, but I have no time to finish. Stored for last year. Ideal for enthusiast. Sensible offers: Tisted (Hampshire) 445 evenings. (49889)
GURNEY NUTTING Derby Bentley 1935 3 1/2-litre sports saloon. Primrose/black. Recent history available, including extensive mechanical overhaul. Taxed and tested. Any inspection. In daily use. A very pretty example of this rare model. Best offer over £1,800. Telephone: David Gibson, Leeds 28130. (49897)
MG-B DECEMBER 1970, J. Blue. Rostyle wheels, new radials, Radiomobile, MoT, taxed, tonneau, £750 o.n.o. Tel: C1-628 4950. (49904)
MOTORCYCLE SPORT, all copies from 1964, 60p each including postage. Box No. 4487. (49905)
MG-C ROADSTER, 1969. White with black hardtop, stereo, racing mirrors, first-rate condition. Bargain at £485. Camberley 64309. (49882)
COSTIN AMIGO K reg. 1972, £1,600 or exchange. Apply: Woodridge, 26 Main Street, Willoughby, Rugby. (49883)
FROGEYE SPRITE fantastic condition, taxed, full year's MoT, Quick sale, hence any reasonable offer over £225 considered. Tel: Guilford 65931. (49834)
MINI COOPER S Mk. III 1971. Glacier white/dark blue roof, navy cloth, reclining seats, flared arches, alloy wheels, special dash, 31,000 miles. Truly immaculate. £975 o.n.o. Chichester 86265 after 6 p.m. or 01-677 2776. (49832)
1935 BUICK N.A. Convertible Coupe. Twin side-mounts, rumbie seat. This car is in very good original condition and is one of the prettiest Buick's in the country. Also one of the rarest. Sensible offers to P. Burnell, Brandon House, Aust, Bristol. Tel: Piling 2838. (49829)
PORSCHE 911E 2.2-litre, 1970 model (Regd. Nov. 1969). Orange with black upholstery, cartridge player/radio, HRW, new tyres, regularly serviced and maintained by Porsche agents. Superb condition. Must be seen. £2,250 o.n.o. Phone Portsmouth 22649 (day), Titchfield 43748 (evenings). (49886)

Vintage Car—ARAB



1926. 2-litre, designer Reid Railton, engineered by Parry Thomas at Letchworth. 1,960 c.c., overhead camshaft by leaf (laminated) valve springs as on the Thomas-designed Leyland Eight. 65 b.h.p. at 4,000 r.p.m. Perrot brakes, 4-speed Moss box and rear axle. First registered 1929. Restored to concours condition, suitable for vintage racing.

£2,000

To view contact Mr. Black, Keighley, Tel: 61735. Write to J. P. Smith, Motor Flat, Kildrummy Castle, Alford, Aberdeenshire, AB3 8RA; or telephone: Kildrummy 264.

A.C. COBRA

Mk. 2, 1965

Low-mileage car finished in tartan red. Shelby 4.7 engine, wire wheels, etc. Excellent condition. Offers around £4,750

Also available one **Ford 427 engine (7-litre)**. Not used since complete rebuild by well-known Racing Team, fitted twin Holleys, special manifolds, pistons, etc. £650

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01-348 2221



MERCEDES-BENZ 250SL, 1967. Finished in pale blue with blue hide interior; extras include hard- and soft-tops, radio and power steering **£1,895**

LANCIA 2600 coupe, 1964. This Superleggera-bodied car is finished in metallic silver mist with black interior; there is a host of spares with this vehicle. An appreciating investment at **£795**

AUDI Coupe 'S', 1972. Finished in Tibet orange with black interior. This car has had only one owner and has covered 26,000 miles since new **£1,795**

MG-B GT, 1971. Finished in blaze with black upholstery; one private owner from new; fitted with overdrive, radio and heated rear screen **£1,095**

LOTUS Elan S3 fixed-head, 1968. Finished in black with tinted front screen, electric windows, knock-on wheels, etc., etc. **£795**

MINI COOPER 1275 'S', 1968. This Mk. 2 Mini is finished in white with black roof; fitted with twin tanks, oil cooler, and is in excellent condition throughout **£595**

FIAT 850 Sport Coupe, 1970. Finished in yellow with black interior; fitted with sun-roof and radio; economical sports coupe **£645**

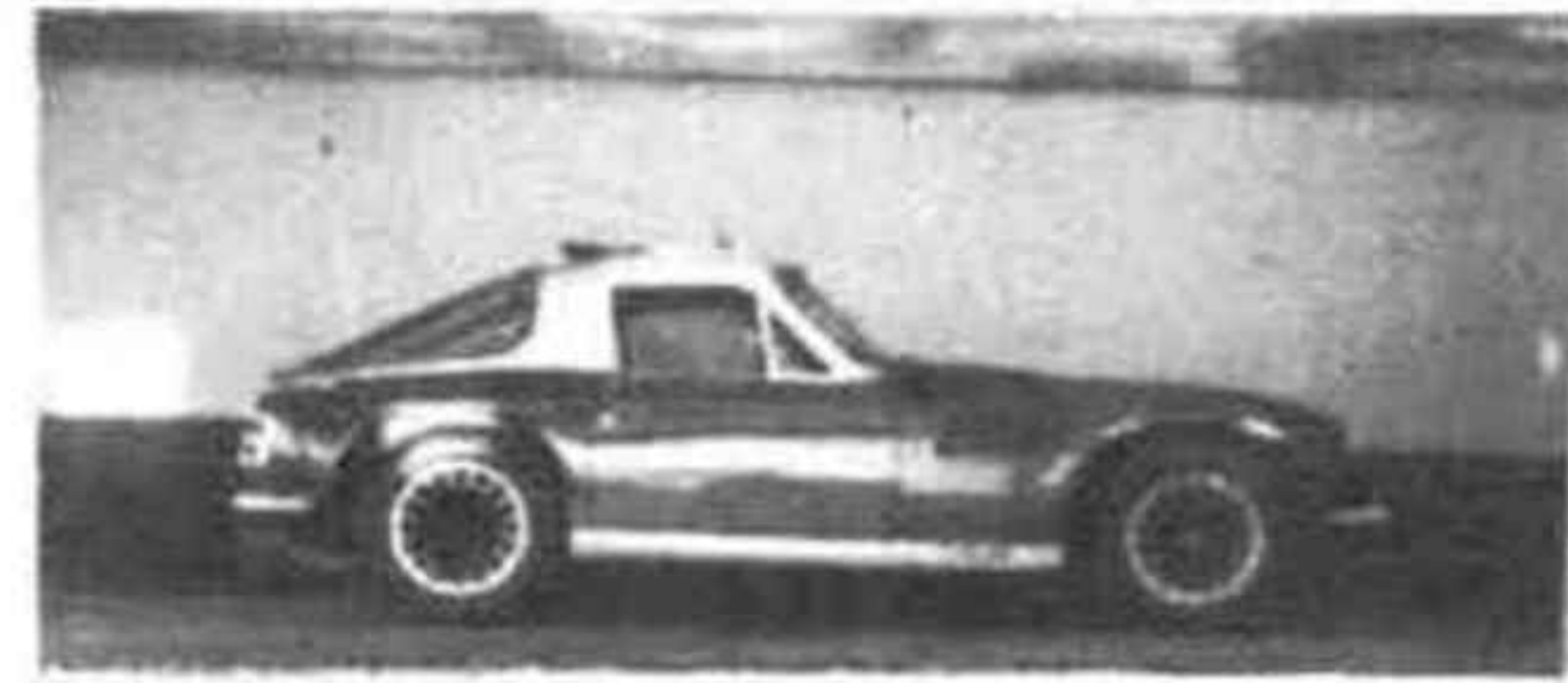
LOTUS Elan 2, 1968. Finished in powder blue with black trim; fitted with electric windows, knock-on wheels, radio, etc. A very well-maintained car **£1,095**

LOTUS Elan - 2S, 1970. Finished in metallic almond brown with black trim; fitted with sunshine roof, chrome wheels, radio, electric windows, etc.; an extremely attractive car **£1,395**

LOTUS Elan Sprint fixed-head, 1973. An absolutely pristine example; finished in metallic brown over white; only 8,000 miles from new **£1,795**

MG-B GT, 1971. Finished in teal blue with black upholstery; fitted with overdrive, heated rear window and a radio **£1,095**

LOTUS Elan Sprint drophead, 1971. Finished in black with gold coachlining. This car has been impeccably maintained and only one owner from new **£1,295**



JENSEN CV8 Mk. III, 1966. Finished in silver with black hide interior (Chassis No. 112-2478 — the fifteenth from last produced); this superb example had only one owner until September 1973, and one since; surely remarkable value at **£1,295**

MGMidget, 1972. Finished in white with black hood and interior; only one owner from new **£725**

ESCORT Mexico, 1972. Finished in red with black upholstery; fitted with Rallye Pack, tinted glass, radio and 8-track, roll bar, full harness seat belts; 1,760 c.c. engine with two twin-choke Webers, etc., etc. Sparkling performance **£995**

BARLOTTI MONZA Go Kart. Upton Villiers 210 c.c., transistorized ignition, 5" x 6" slicks, 5" x 6" wets., mag. front wheels, Nylite rears **£275**

LOTUS Elan Sprint drophead, 1971. Finished in lime green over white with black trim; low mileage; beautiful condition throughout **£1,295**

LOTUS Elan + 2, 1969. Finished in tangerine with black trim; all the usual +2 refinements including elec. windows, radio, knock-on wheels, etc. **£1,195**

LOTUS Elan S4 S/E drophead, 1970. Finished in metallic blue with black trim; only 24,000 miles and two owners from new **£1,095**

LOTUS Elan S4 S/E fixed-head, 1968. Finished in metallic silver with black trim; no expense has been spared in the maintenance of this vehicle **£895**

LOTUS Elan S4 S/E drophead, 1969. Finished in "Sprint" colours; black over white. Without doubt one of the prettiest Elans we have owned **£995**

MINI 1275 GT, 1971. Finished in blaze with black trim; fitted sunshine roof and Dunlop wheels **£795**

PORSCHE 911S Targa, 1972. Finished in tangerine with black trim; fitted with tinted glass, mag. wheels and a radio; only 11,000 miles since new **£3,900**



TRIUMPH TR6, 1972. Finished in Pimento with black upholstery and hood; fitted with overdrive and a radio; low mileage **£1,275**

FOR SALE—continued

1948 JAGUAR 1½-litre saloon. Urgently required, a new owner for my partly restored car. Ideal for completion or for use as spares for someone with similar model. Phone (0742) 397744 (after 6 p.m.). (49860)

MORGAN +4 4-seater, late 1968G. White exterior, black leather interior, w/wheels, usual extras. Excellent throughout. £1,200 o.n.o. Nash: 021-357 6052. (49864)

TVR VIXEN S2, 1969. W/wheels. £875 o.n.o. Stanbury, 12 The Orchards, Newton, Rugby, Warwick. (49863)

BEAUTIFUL SCIMITAR GTE, 1970(J). manual. Golden sand, black interior. Long tax, MoT. Extras include radio, h.r.w., back wiper, £1,195, plus finance arranged. Sedlescombe 247 (Sussex). (49867)

GOOD HOME wanted for superb character Daimler Consort, 1952, coachbuilt saloon. Alloy body. Excellent mechanics, good interior. Body not concours but very shiny and eye-catching. Photo on request. MoT, taxed. £450 o.n.o. or exchange, W.H.Y. Farnham 21722. (49836)

SUNBEAM-TALBOT ALPINE, 1953. Bodywork reconditioned excellent. Interior needs cleaning. £550 o.n.o. Hook Norton 302. (19065)

TR6, 1971. Soft-top model in red with overdrive and factory hard-top £995. Beaconsfield 6602. (49858)

ESCORT MEXICO, 1972. Le Mans green. New radials. Going abroad, must sell, £895. Lieutenant Turner, HMS Blake, HM Naval Base, Portsmouth. Tel.: Portsmouth 22351 or 051-428 1105. (49849)

ROVER 100, 1962. extremely good condition. Owner retiring, must sell, £225. Steyning 813385 (evenings and weekends). (49848)

"E"-TYPE JAGUAR, 3.8, f.h.c., 1963. Pearl grey, blue interior. I have owned this car for the last six years and maintained it myself in top-class condition. Anyone wanting a 3.8 "E" should come and see this one. I think it is worth about £800. Pete Foster, 16a Stewarts Way, Marlow Bottom, Bucks. Tel.: Marlow (06284) 6291. (49846)

AUSTIN HEALEY 3000 Mk. 2. This much-loved car, in excellent condition throughout, finished in primrose with black trim, has been entirely rebuilt with costs in excess of £500. Works hard-top, w/wheels with 6800s, o/d., etc. £700 or haggle. Wokingham 783039. (49866)

MK. VI BENTLEY. Good usable condition. £325, or exchange for rough MG sports pre 1955. 028-367 4904. (49847)

MG-C GT, 1970. Two owners and genuine 27,000 miles from new. Extras include overdrive, wires, h.r.w. and tastefully modified bodywork. Immaculate condition. £875 or part exchange. Details from Welwyn (Herts.) 4895. (49842)

CLAN CRUSADER, February 1973. 16,000 miles. Yellow, sun-roof, alloy wheels, O1 lights, radio, electric aerial. Family growing with frightening rapidity, hence sale. £1,125 or consider part exchange either way for roomy sporting saloon of similar vintage. Midhurst 2888. (49859)

FOR SALE—continued

SCIMITAR GTE, June 1972. Auto. Satin silver/black. 18,000 miles, genuine. Superb. £1,875. 021-236 6814 (daytime). (49843)

PORSCHE 911 de Luxe, finished in white with black trim. Well above average condition both inside and out. This car was the very first RHD 911 imported into the country (Chassis No. 301929) and is reported to be the Motor Show car for 1966. Total mileage now only 50,500. Part exchange possible. £950, 01-572 5066. (49824)

ASTON MARTIN DB6, Vantage, 1966. 5-speed manual. White, black hide interior. In excellent condition, with Sundym glass, Selectaride, chrome wire wheels, radio/stereo cassette, reclining seats and seat belts. Recent complete overhaul with new clutch and tyres. Taxed, MoT. £1,295 o.n.o. Tel.: 01-283 3090 ext. 159 (day), 01-518 0688 (home). (49845)

LOTUS ELAN S3 f.h.c., 1967. Burnt sand. New big-ends and main bearings. MoT to 1975. Taxed to December. 8-track stereo, radio. £750 o.n.o. Aldershot 27327 (weekday evenings). (49844)

FIAT 128 SL coupe, 1,300 c.c., 1973. 35 m.p.g., 100 m.p.h. White 2-door, black interior, usual extras. Well maintained, one owner, company director's car. Offers around £1,000. Mr. Willes: 01-508 9847. (49865)

E-TYPE JAGUAR, 1970. f.h.c. Midnight blue, pale grey trim. Sun-roof, h.r.w., chrome steel wheels. Low mileage. Excellent condition. Any test. Reason for sale is house purchase. £1,550 or offer. Folkestone 39757 (evenings). (48178)

TR6 "K" (Nov. 1971), saffron, overdrive. Extras include S.A.H. modified suspension and exhaust, roll-over bar, SP Sport VR radials, cassette radio, square 8 spotlamps, quintuple air horns. Offers around £1,000. Walsall (Staffs.) 35619. (49840)

1970 S4 SE ELAN convertible. Bahama yellow. 8-track stereo. Very good condition. £975 o.n.o. Sutton Valence (Kent) 3351. (49839)

JENSEN CV8, May 1966. Silver grey, black interior. Interceptor wheels and tyres fitted. Many bills to show that this vehicle has been spared no expense. £1,250. Wythall 823127 (near Birmingham). (49838)

HEALEY 3000 BJ7, superb, overdrive, etc. Meticulously reconditioned over two years, hundreds spent. Mini de Luxe '66, two owners, recent clutch, subframe, etc. Also excellent. Bills. Accept £995 or separate for reasonable offer, exchanges. Weekends, Stone 3307 (Staffordshire). (49862)

CORSAIR 2000E, "G" regn. Lotus gearbox and suspension, 5½ wheels with new radials. Reclining seats, vinyl roof. Excellent condition. Taxed and MoT. £500. Exchange MG vintage or modern, cash either way. 01-462 4083 (evenings). (49788)

MG-B ROADSTER, 1971. Midnight blue. New SPs, wires, radio. 37,000 miles. £850. Tel.: Birmingham 358 6344 (after 6 p.m.). (49789)

DATSUN 240Z, 16,000 miles only. Immaculate, grey with black interior. Expected baby forces reluctant sale. £1,500 o.n.o. Tel.: Bournemouth 66224 (evenings). (49790)

FOR SALE—continued

LOTUS CORTINA, 1967. JUH 777E. MoT March 1975, taxed. Radio, h.r.w., laminated windscreen, adjustable shock-absorbers, new tyres. Powermax pistons. Recent gearbox and rear axle rebuild. £325 o.n.o. 3 Cypress Court, Aberdare, Glam. Aberdare 5236. (49791)

TR6, Aug. 1973. 6,500 miles. 185-15 SP Sports, radio, electric aerial, overdrive, other extras. French blue. For quick sale due to forthcoming baby, first offer over £1,275 accepted. Reading 478522. Evenings 580896. (49792)

AUSTIN HEALEY 3000 Mk. III. Dark blue. New SP Sports and recent MoT. Very good example. £850. Colchester 5354. (49793)

ALVIS TA21, 1953. d.h.c. Very attractive condition overall. Extras include twin SUs, h.o. wire wheels, twin spots, searchlight. Comprehensive engine and clutch overhaul last 2,000 miles. Good tyres. Realistic offers to: Maldon (Essex) 891560 (after 15th Sept.). (49794)

PORSCHE 912, 1967. Bright red. Genuine 39,000 miles, well maintained, very good condition for year; new tyres, MoT, taxed. Emigration forces sale. £975. Exeter 71379 (evenings). (49796)

1948 ALVIS TA14 shooting brake. Sound body. Good running order. Also spares. Mrs. M. Lancaster: Bedale 2637. (49798)

BUGATTI. Full eight-plug, twin magneto, twin carb. Brescia. Good condition. Offers around £7,500. 0494 881190. (49799)

1,253-CC 120-BHP Sprite engine and gearbox. Bills for £450, all extras. £199 o.n.o. Keith, 12 Eastern Cres., Thorpe, Norwich. 720014. (49797)

MG YB. Excellent running order; 30 p.s.i. oil (hot). Interior refitted, new floor, carpet. Regrettably, must sell. £150 or offer. Gregory, Blenheim House, Litcham (218), King's Lynn 27. (49800)

MG "M"-TYPE, 1930. Extremely attractive little vintage car, having just been completely rebuilt to concours condition. Resplendent in dark green with contrasting red wheels and interior. Engine completely overhauled and many new parts, including Replica fabric-covered boat-tailed two-seater body, wings, tyres, radiator, etc. Offers invited over £800. Larger vintage or PVT car wanted, Alvis preferred but anything considered. Jim Marland, 8 Somerton Rd., Brightmet, Bolton, Lancs., or phone 061-794 0211 ext. 231, between 9 a.m. and 10 a.m. (49806)

ALLARD J2. All-enveloping air racing bodywork (original by Panelfcraft). Cadillac, De Dion, etc. Ex Chequerred Flag £900. 01-769 3455. (49801)

LAMBORGHINI P.400 GT Miura Corsa, 1968. One of the world's great cars, right-hand drive. Collector's item. Priexchange, H.P. 01-769 3455. (49801)

1936 LAGONDA 4½-litre Rapide. Probably one of the finest examples of this marque still in existence, in really superlative and original condition. Genuine mileage 93,000. Tel: Douglas (0624) 22386 or Douglas (0624) 22455 (daytime); Douglas (0624) 22834 (evenings). (49802)

FOR SALE—continued

1962 ROVER 110, two owners, 86,500 miles, well maintained. Various extras. Full history available. Taxed, MoT. Nearest £300. Tel.: Trowbridge (Wilts.) 4306. (49803)

TRIUMPH TR2, 1954. BRG. Reasonable condition, MoT and tax. Genuine reason for sale at £225 o.n.o. Priexchange considered. Ian Jay, 184 Grangeway, Rushden, Northants. Tel.: Rushden 58265 (Home) or Bedford 55233 ext. 250 (office hours). (49804)

PROBABLY THE FINEST 1965 Jaguar E-Type f.h.c. in Britain. £745. For details phone Slough 28840. (49805)

1970 LOTUS ELITE Stage Two Climax engine. Finished in yellow with green stripe and black trim 12 months MoT. £750 o.n.o. Phone Colley 01-283 3444 ext. 272. (49887)

21 YEAR OLD Austin-Somerset. A gleaming black investment. 53,000 miles, all genuine and original. No rust at all. Looks like new £250. Chesham 2158. (49805)

CLAN CRUSADER May 1973. Yellow, mag. wheels, sun roof, Sundym glass, etc. Economical to run and maintain £1,175. Wormley (Surrey) 2743 (evenings). (49801)

HEALEY ABBOT Drophead Coupe. Very rare, 1950. MoT, taxed. Some attention required. £525 o.n.o. Saffron Walden 22330. (50013)

MIDGET 1973. Bronze/black, 13,000 miles. Rostyles, ZX, anti-roll bar, under-sealed, radio, hard top, tonneau. £850. Tel.: Gravesend 61668. (50011)

MG SA SALOON 1936. Stored 5 years, complete, needs work. MG reg. number. Lack of space forces sale. Seen London. Offers: phone Farnborough (Hants) 512227. (50013)

ALFA ROMEO Giulietta, sprint, late series, with reconditioned 1600 c.c. engine, 5-speed box; no rust, immaculate interior. One of the finest examples left. Full history £500 o.n.o. Tel: 01-229 4172. (50014)

'R' MULLINER Continental 1953. One of the rare early models. Chassis No. BC 3C. Magnificent bodywork and mechanics. Full history. £3,850 o.n.o. Also Jaguar 150S FHC. New white cellulose, sound mechanics, a lovely example of an appreciating car. £1,485 o.n.o. Phone: 01-937 8724 after 4 p.m. (50016)

TR6 M REG. Red, overdrive, hard & soft tops, radio, stereo. As new. Cost now over £2,300. Will accept £1,645. Tel: 01-289 1644 (evenings). (50015)

BUGATTI TYPE 35A, two-seater, recent complete rebuild to a very high standard. Chassis no. 4093. Offers on £14,500. Serious enquiries only to 0926 43545. View London. (50016)

ASTON MARTIN DB4 1961. BRG. Red leather. Excellent in all respects. £950 o.n.o. McGregor, Farnham 41b2 (home). Merstham 4172 (work). (50021)

LANCIA Flavia 2000 Pininfarina, 'J' Reg. Superb cond. Low mileage. Radio, h.r.w. Metallic gold **£1,095**



ALFA 1750 GTV. Red. Good condition. Radio. Black trim **£775**

LANCIA Aurelia B20 Series 3. Fitted with Spider engine. Stored for approximately 12 years. Bodywork fully restored; all new chromework. Lovely cond. A true thoroughbred **£725**

For enthusiast — interesting project. **NSU Ro80** fitted with V4 2000 GT engine. Needs exhaust plumbing finishing and some small detail work. Must be a unique car.

Offers around £450

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1953 MG TD
Red paintwork, excellent condition. This car has been completely rebuilt and mechanically is as new. It has a reconditioned engine, gearbox, and carbs., as well as new axles, clutch, brakes and other new parts. Must now be reasonable at **£1,300 o.n.o.**

1969 LOTUS SEVEN SERIES III
30,000 miles. Excellent condition throughout. Ford 1,600-c.c. cross-flow engine. Much work done last winter including a respray and engine rebuild. New tyres. Runs superbly. An opportunity to acquire a first-class example of this traditional sports car at **£825 o.n.o.**

BENTLEY 'R'-TYPE
Two-tone grey and dark blue. Owned by my father for past two years. One previous owner. Immaculate condition throughout, must be one of the best 'R'-types available and is not ridiculously priced at **£1,850 o.n.o.** P.S.—Serviced by Rolls-Royce throughout its life.

Also **Morris 8 tourer, 1937**, 2-seater for spares or restoration. **Offers.**

We will often part exchange for cars or w.h.y., boats, share certificates, etc. Try us.

CALLERS BY APPOINTMENT ONLY PLEASE

FOR SALE — continued

MG-A TWIN-CAM coupe. Very good order throughout, 12 months MoT. Good Pirellis, £500. Also MG ZA Magnette. Good original condition, tested, £150. Tel: 0484 84 3172. (50018)

JAGUAR ENTHUSIAST'S Mark II saloon E-type (3.8) engine, special front seats. Fast, reliable car. £300 or exchange for estate car A60 or similar. Dorking 2437 (50020)

LANCIA FULVIA coupe, 1968. Red. Good tyres. MoT. Nice runner. Special reg. no. 20 ELO, £400. Tel: 01-698 9921. (50017)

FIAT 124 SPYDER, L reg, hard and soft tops, alloy wheels, LHD. £825 o.n.o. or exchange considered. Watts, 061-681 2244 day, 061-881 4787 evgs. (50022)

888 JMT. 1956. RHD BMW 3.2-litre V8. Good condition. Best offer secures. Daniel, 205 Caerleon Road, Newport, Gwent. (50025)

IMMACULATE MG-C. Registered Sept. 70. Hard top, soft top, overdrive. Registration B.98. Offers: Naphill 3312. (50026)

MG-A 1600 c.c. Roadster, 1960. Attractive red bodywork, re-upholstered, excellent mechanics, hard top, tonneau, MoT, appreciating model, £295. Must go, space needed. Tel: Spalding (Lincs.) 3038 or 2073. (50019)

LOTUS ELAN +2S, "H" Reg. Carnival red, alloy wheels, tinted screen, radio, electric aerial, windows. Many extras, outstanding condition. £1,400. Liphook (Hants) 722614 (after 11th Sept.). (50030)

WHAT IS IT? More comfort than a Cooper, scares Mexico's. Rare opportunity to purchase one of the best performing/handling 1100 c.c. production saloons from Renault. This 1967 R8 Gordini must be seen and driven. Rebuilt engine 600 miles ago, 95 b.h.p., 100+ m.p.h. Year's MoT. Taxed. Sacrifice at £250. Genuine enquiries only (fed up with time-wasters). Phone Rayleigh (Essex) 79797. (50042)

HEALEY 3000 2+2 Mk. I. O/d, w/w, h/top. In beautiful condition after restoration. Metallic blue. Complete engine rebuild New exhaust and soft top, etc. Year's MoT. Offers around £650, phone 0935 6250. (50054)

MUSTANG MACH I. 1970. 351, 4-speed manual. Special headers, shocks, anti-tramp. First shift. New tyres. Stereo radio. 8-track. Personally imported. A beautiful car, in excellent condition throughout, HP possible. £1,195. 1 South St., Rainham Essex. Rainham 52488. (50031)

JAGUAR 3.4 MK. 2 Automatic, 1962. Genuine 60,000 miles, known history. Garaged, excellent condition; Radio. £195 Tel: 01-422 4528. (50033)

FOR SALE — continued

ELAN S3 f.h.c. Blue. Recent engine rebuild. New dampers and Rotoflexes. Radio, oil cooler. £750 o.n.o. Rayleigh 71882. (50036)

E-TYPE JAGUAR 3.8 Mk. I. 1962. f.h.c. Sun-roof, wire wheels. XJ6s. MoT. £399. 01-993 1659. Emigrating soon. (50041)

MG-B GT. Nov. 1970. "J" Reg. 38,000 miles. Lady owner. Good condition' £800. J. Garratt, Sunnyside, Hunter Ave., Gresty, Crewe (Crewe 3984). (50044)

GILBERN INVADER estate, 1971/2. White with black vinyl sun-roof. This car has all the usual extras and is probably the best of its kind, having covered only 15,000 miles. A sound investment at £1,750. Bishop's Stortford 813634 (after 7 p.m.). (50045)

MG MIDGET. 1972, one owner, 25,000 miles. Taxed. Tonneau cover, Radiomobile. Blaze red. First class all round condition. £685. Tel.: Buckland (Oxon) 214. (50046)

BENTLEY, 1934. 3½-litre dismantled chassis. Most components available, few body parts. Wells (Somerset) 72527. (50047)

CORTINA 2000GT 4-door, 1973M. 7,500 miles, £1,175. Would accept Spitfire Mk. IV in part exchange. Tel.: Cullingworth 3690 (near Bradford, Yorks) (evenings). (50049)

1973 LOTUS ELAN Sprint f.h.c., red, one owner. Immaculate. 16,000 miles. £1,800 o.n.o. Byfleet 43169. (50050)

1964 MERCEDES-BENZ 230SL. Immaculate white with red leather interior. PAS, automatic, hard- and soft-tops; low mileage. This car has been maintained from new by MB Distributors, one fastidious owner. Offers around £1,700. Tel.: Leeds 651199. (50051)

1929 RILEY 9, Mk. IV. 4-seater, open tourer. 1934 Standard 10-h.p. de luxe saloon. Both in original, unrestored condition, running. Offers to Kenilworth 56423. (50052)

MAJOR RESTORATION projects, rusty but rare: 1925 Bullnose Morris Cowley and 1928 Cowley light van, rolling chassis. 1932 Rover Pilot, 6-cyl. 13-h.p. 4-door saloon. All with freed engines. Offers to Kenilworth 56423. (50052)

MG TF 1250, 1954. Immaculate. Basilica blue. In regular use. £1,500. Tel.: Devonan 882773 (Cornwall). (50053)

AUSTIN HEALEY 3000, 1961 Mk. I, 2/2. This car is in beautiful condition both inside and out, over £1,000 having been spent in the last two years. Bills available for inspection. Fibreglass wings, sills and boot lid. New hood, tyres, seats, carpets, instruments, battery, etc. Brakes, steering and suspension fully reconditioned. Good engine and gearbox but requires overdrive repair. Therefore £525 o.n.o. Full details, including photographs, from Honeyman, Woodlands Park, Haverfordwest, Dyfed. Tel.: Haverfordwest 3961. (50056)

LOTUS ELAN. Lady (owner since new) must sell 1971 (K) Sprint d.h.c. Genuinely excellent condition. Pistachio green/white; 28,000 miles. Specialist maintained. H.P. possible. £1,095 o.v.n.o. Tel.: Burscough (Lancs.) 3743 or 2451 (50055)

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- 1971 Lotus +2S 130. White with silver roof and black trim. Fitted with radio, heated rear window, chrome wheels. Recorded mileage 36,000. **£1,695.**
- 1973 Lotus +2S 130/5. Rich tawny with silver roof and oatmeal trim. Fitted with alloy wheels, radio, 8 track stereo and heated rear window. A one owner car with a recorded mileage of 16,000. **£2,395**
- 1973 Lotus +2S 130/5. Lime green (monol) and black trim. Fitted with tinted glass, radio, heated rear window and chrome wheels. An exceedingly well maintained car in every respect. Recorded mileage 15,000. **£2,450**
- 1973 Lotus Elan Sprint Drophead. Regency red (monol) with gold coach line. Fitted with push button radio, an opportunity to acquire one of the best kept examples of this increasingly rare car. Recorded mileage 5,000. **£1,895**
- 1973 Lotus Sprint Fixed Head. Tawny over white with black trim. Fitted with heated rear window and Phillips radio/cassette stereo. A one owner car supplied new by ourselves. Recorded mileage 19,000. **£1,795**
- 1972 Lotus Sprint Drophead. White with black trim. An impeccably maintained one owner car with a recorded mileage of 17,000. **£1,595**
- 1972 Lotus Sprint Drophead. Specially sprayed silver with black trim. Fitted with radio and tonneau cover, a 2 owner car supplied new by ourselves. Recorded mileage 42,000. **£1,395**
- 1971 Lotus Sprint Drophead. Red over white with black trim. A very well maintained example which is fitted with a "Bullitt" close ratio gearbox. Recorded mileage 29,000. **£1,375**

USED M.G.

- 1973 M.G. 'B' G.T. Green Mallard with ochre trim. Fitted with overdrive, servo brakes and headrests. A one owner car with a recorded mileage of 19,000. **£1,545**
- 1970 M.G. 'B' G.T. Green with black trim. Fitted with wire wheels heated rear window and radio. A one owner car which was supplied new by ourselves and has only 10,000 recorded miles. **£945**

USED TRIUMPH

- 1974 Triumph T.R.6. Roadster. White with tan trim. Fitted with overdrive. Recorded mileage 4,000. **£1,745**
- 1973 (M) Triumph T.R.6. Hardtop. Mimosa with black trim. Fitted with overdrive, push button radio and head restraints. 3,000 miles only. **£1,595**
- 1972 Triumph T.R.6. Roadster. A concours car finished in deep maroon with white coachline. Fitted with overdrive, radio etc. 23,000 recorded miles. Far above average. **£1,335**
- 1972 Triumph T.R.6. Roadster. Red with black trim. Fitted with overdrive and push button radio. 25,000 recorded miles. **£1,195**

MISCELLANEOUS

- 1972 Panther J.72. The original fully hand built 3.8 engine car which was built for R. Jankey, proprietor of Panther Cars. Finished in silver with tan leather trim. Fitted with chromium plated wire wheels, suspension and luggage carrier. Recorded mileage 15,000. **£4,495**
- 1972 Range Rover. Davos white with tan trim. Fitted with radio. An impeccably maintained example in every respect. Recorded mileage 24,000. **£2,595**
- 1972 (Nov) TVR 3000M. White with black trim. An impeccably maintained one owner car with recorded mileage 9,000. **£1,595**

1974 Alfa Romeo 2000 Spyder. White with black trim. Fitted with radio/cassette stereo. A one owner car with a recorded mileage of 9,000. **£2,495**

1973 (M) registered Datsun 240Z. Red with black trim. Fitted with radio and tinted glass. Recorded mileage only 4,000 **£1,995**

1973 Volvo 145E Automatic. Green/blue metallic with cloth trim. Webasto roof, push-button radio with 4 speakers and electric aerial, alloy wheels, grille mounted spot lights, rear children's seat. One owner, recorded mileage 15,500. **£2,350**

1972 Ford Mustang Convertible. Metallic lime green with contrasting trim. 351 4V V8 engine, automatic and power steering. Fitted with power hood, windows and discs, tinted glass, power-lock diff, sports trim, instrument group, sports wheels with F60 x 15 raised letter tyres, combined self-seeker radio/8-track stereo. Supplied new by ourselves and possibly one of the finest examples currently available. **£2,395**

1974 Lancia Fulvia S3 Coupe. Sable with fawn trim. 1,400 miles only. **£1,795**

1972 'L' Reg. Gilbern Invader Mk 3. Silver with red trim. A one owner 9,000 mile example, fitted with radio, heated rear window, sports wheels, electric windows and overdrive. **£1,595**

1972 Datsun 240Z. Silver with black trim. Fitted with tinted glass, radio and 8-track stereo. Recorded mileage 26,000. **£1,545**

1973 Jenson Healey Roadster. Red with black trim. Fitted with radio. Recorded mileage 7,000. **£1,535**

1972 Mini 1275 G.T. Black tulip with red trim. Fitted with heated rear window, reclining seats, sound insulation and undersealed. One owner, 20,000 mile car which was supplied new by ourselves. **£865**

1971 (K) Opel Manta Rallye. Bahama yellow, with black trim. Fitted with sunshine roof, and radio. A well maintained example with a recorded mileage of 40,000. **£865**



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1932 Austin Seven 'box' saloon, authenticated 32,000 miles from new and virtually one owner. This car is in pristine order throughout. Not a restoration but 100% original. **1929 Morris Cowley** saloon, good running order, all mech.; rebuilt body good but requires repaint, etc. 100% original. **1946 Rover 10 h.p.** saloon in *concours* cond. inside and out. New M.o.T. **1953 Swallow Doretti** Sports. A very rare car in good condition, all original including TR2 mechanics. New M.o.T.

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1959 DB Mk. III D.H.C.
 Beautiful example featuring rare DBD (Vantage) engine, close-ratio gearbox plus o/d. Recent full engine/clutch overhaul (HWM's). Undergoing 17-coat repaint in Old English White with Burgundy interior. Detailed history. **£1,695 o.n.o.**
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"Daily Telegraph" Styling Car, Earls Court Motor Show 1971
5.3 Bartz Chevy, 5-speed ZF box. This gull-winged prototype has only covered 6,000 miles and has exceptional performance and road-holding.
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 5, Ware Rd., Hertford, Herts.
 01-485 6195 Hertford 4012

FOR SALE—continued

DAIMLER CONSORT, 1956, black. Daily use. Lady antique dealer. Very good condition. Replacement engine, mechanically sound, MoT, taxed. **£350.** Jenny Pierson, Hoddesdon (Herts.) 64680. (49850)

BRISTOL 401 1952, one owner since new. Carefully maintained, mechanically sound. MoT November '74. Offers, Tel: Derby 703262. (49861)

LUXURY AND PERFORMANCE for around £950. Jensen 1965 CV8 III automatic. Full 4-str. sports saloon (330 b.h.p.). Specifications similar to Interceptor I but with fibreglass/aluminium body. White coachwork/black hide. Usual refinements incl. Selectoride, HRW, LSD, elec. aerial, reclining seats, ventilated power discs (chassis tubes used as vacuum). Low mileage. New SP sports, new exhausts, towbar fitted. History available. JOC member. Derby 52550 (apologies if you rang this No. last month). This beautiful car simply must be seen. (48685)

BURRELL 4½, in scale traction engine. A beautiful coal-fired engine 6 ft. long weighing approx. ½ ton and very powerful. Complete with seat, winch, blower for raising steam quickly, etc. Serious enquiries only please. **£3,950.** R. B. Watson-Smyth, Sarn, Newtown, Montgomeryshire. Tel: Kerry 216. (49986)

BLACK LOTUS ELITE. Unique works-built twin-cam, 1968, featured "Car" and "Classic Car". Recent work to £500. Mini-lites. Very fast, practical, asset. **£1,650.** Orpington 26972. (49983)

1958 TR3A. All-steel body, h & s tops. Rebuilt engine, 21,000 miles, overdrive. One owner last nine years. About **£500.** Tel: 051-427 1475. (49985)

ASTON MARTIN DB5 Estate Car. Dark metallic blue. Reg. 1966. One previous owner. C.W.W. refrigeration, 8-track radio, one of only eleven built. Beautiful condition. Sell or exchange vintage car or Bentley W.H.Y. Ring p.m. 0734 341390. (49982)

BENTLEY S3. Black with beige interior. In truly excellent condition for year. 3 owners, pleasure to drive. **£2,950.** Part exchange considered. Ring p.m. 0734 341390. (49982)

DAIMLER CONSORT, good condition throughout, taxed, MoT. **£275 o.n.o.** Darton, Britford Lodge, Longford Park, Salisbury. (49977)

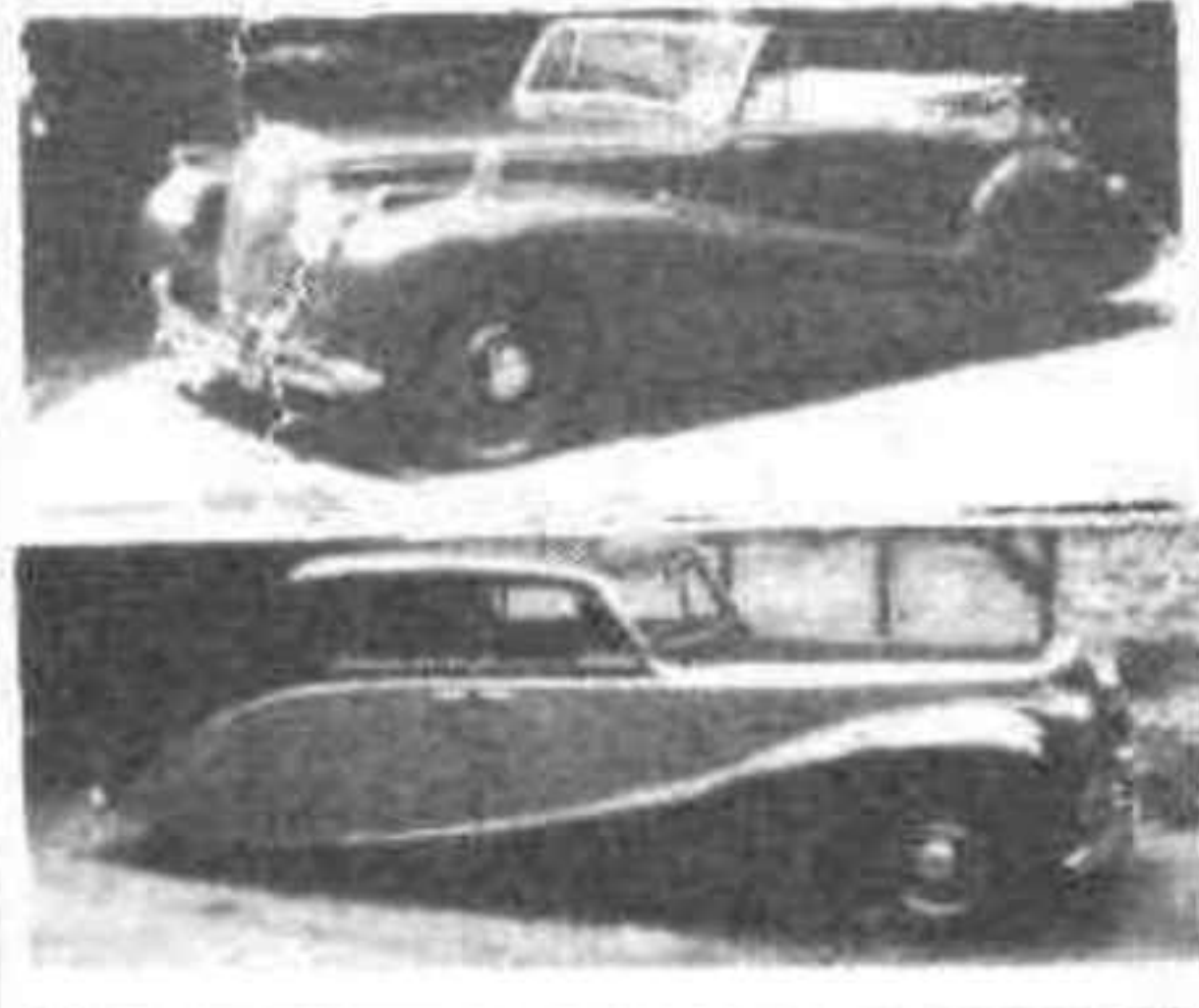
TRIUMPH SPITFIRE Mk. IV, July 1972. White, black interior. Soft top and tonneau cover, undersealed from new, one owner. **£700.** Phone: Stevanston (STD code 0294) 65518 after 6 p.m. (49953)

AUSTIN HEALEY 3000 BJ7 2+2 1963. Overdrive, icon engine, 8,000 miles, drivable, body needs attention. Best offer over **£400.** Tim Swatcliff 503 (Oxen) (49980)

SPORTSCAR GARAGES

DAIMLERS

BELOW, two particularly elegant examples (recently sold) of Special Aluminium Coachwork on the 2½-litre chassis. One, a Barker Special Sports, the other an Empress Razor-Edge by Hooper. Others in course of preparation include a rare 3-litre Empress, a Barker Special Sports previously sold by us in 1970 and therefore a known history, 65,000-mile Century, again documented service history, and lastly a 2-seater aluminium roadster in process of virtual rebuild.



Following our recent move we have unearthed a collection of bits and pieces, Pre-War, 1940's and 1950's, for Austin 7, SS and XK Jaguars, Jowett Jupiter and Javelin, Sunbeam Talbot. Some give-away, some small charge.

UNION WALK, SHOREDITCH, LONDON, E2 HP

(Union Walk: Off Waterson St. from the Kingsland Rd., Shoreditch High St. end. Tubes: Old St., Shoreditch.)

Tel.: 01-729 1221

FOR SALE—continued

1961 DAIMLER Majestic Major, Reg. No. 777 B.YE. All in running order, but needs some attention. Best offer. Tel: Shurdington 506. (49979)

ASTON MARTIN DB5 fitted with Vantage engine, and usual refinements. Nearly £900 spent on restoration so in above-average condition. Offers please. Saxmundham 2134/2193. (49978)

1968 RELIANT SCIMITAR 3-litre GT. Dark blue, overdrive, sunroof, radio, stereo, cassette, low mileage. Long MoT, taxed. **£675.** Phone: Dulverton 377 to arrange viewing London. (49976)

1955 AUSTIN 10 "Clifton" Tourer with dickey seat. Complete engine rebuild including clutch, new hood, five new tyres. **£150** recently spent. Near Carmarthen. Realistic offers. Tel: Tumble 310. (49975)

SUNBEAM TIGER 260 V8 1966. Beautiful sand and sable coachwork. Excellent mechanically. 41,000 miles. Cosmic alloy wheels. Dunlop SP Formula 70 tyres. Konis, Marchal Quartz Halogen headlamps. **£900 o.n.o.** Tel: Devonian 662478. (49969)

TR2 1956. Red convertible. Overdrive. 2 owners only last 14 years. Owned by lady. Needs some attention. **£150.** Tel: Mostyn 448. (49962)

TRIUMPH TR5 PI. Overdrive, 1968. 45,000 miles, surly top. **£465 o.n.o.** for quick sale. Tel: 061-483 5670. (49974)

MG YT. Extremely rare four-seat open tourer. Generally tatty, but sound. Used regularly. MoT June 1975, **£650.** Apply in writing, A. K. H. Miller, Dept. of Neuro-pathology, Runwell Hospital, Wickford, Essex. View car, London. (49968)

AUSTIN ASCOT 12, 1937. One owner from new. All bills including original invoice, 100% complete and original. New tyres, superb for restoration. **£250 o.n.o.** Phone for viewing 21/22 September. 021-373 5045. (49961)

1973 CORTINA SAVAGE XL3000 Mk III Estate (reg. Nov. '72). 22,000 miles. Many extras. Excellent condition. **£1,535.** Pottery Bar (Herts) 57752. (49965)

RILEY 2½ 1952. Maroon. 4 owners from new. Engine rebuilt, new roof, exhaust, carpets, good brakes, steering and bodywork. 12 months MoT. **£450 o.n.o.** Evercreech, Somerset 393 after 6 p.m. (49966)

MERCEDES 220S 1958. Black, leather seats, Motorola, 1 year's MoT. Condition fair. Worth restoring. Further details ring Bognor 21439 evenings. (49970)

1958 JENSEN 541R, Reg. No. VYL 9. Renovated. Offers Tel: 061-748 8336. (49971)

LOTUS ELAN +2, 1969. Excellent condition, metallic blue. **£925 o.n.o.** Telephone Doncaster 854885 after 6 p.m. (49964)

TALBOT 65 1932 SALOON. Rebuilt completely 5 years ago. Running continuously since. Loss of garage forces sale. **£450 o.n.o.** Thomas, 87 Egguckland Road, Plymouth. (49960)

1936 BUICK McLaughlin 31 h.p. saloon, side-mounted spares, straight 8. Very sound and tidy. MoT. **£575.** 1948 Buick Roadmaster 38 h.p. convertible. White with black interior. Excellent condition, used daily. **£985.** 1937 21 h.p. Terraplane saloon. Untidy, but runs. A rare opportunity for **£175.** Mr. Moore, 01-629 4155 daytime; 01-658 1709 evenings. Away until September 12th. (19101)

1930 AUSTIN 7 long scuttle aluminium saloon, very rare. Completely stripped—chassis, wheels and many other parts shot-blasted and enamelled. Engine reconditioned. Radiator re-chromed. Steel floor pan restored. Steering, brakes, suspension, hubs, transmission, electrics overhauled. Complete and original down to bronze carb, upholstery, tool kit. I've done the boring, expensive work, now you can enjoy completing one of the finest and most valuable Austin 7's in the country. Seen Sussex, Walker, 01-437 9261 (office). (19102)

MG-C GT 1968 G regd. Wire wheels, overdrive, 56,000 miles. Bargain. **£540.** Tel: Earby 3315. (49959)

JAGUAR XK120 Roadster. Mechanically rebuilt. Bodywork sound and free from rust. **£1,500 o.n.o.** P. R. Burgess, 4 Montford Place, Westlands, Newcastle, Staffordshire. Tel: Stoke-on-Trent 750471 daytime, 614059 evenings. (49952)

TR6 "K" and Jag. XK150 1959. Both one owner cars in good condition with o/d and o.h.c. Offers **£1,100 each.** 051-428 2020. (49963)

AUSTIN HEALEY 3000, 1967. Red, overdrive, wires, good condition. **£200** new spares. **£1,200 o.n.o.** Brennan, 14 Brampton Rd., Kingsbury, N.W.9. Tel: 01-638 1777 ext. 224 daytime. (19103)

BARGAINS: COUGAR 351 auto, p.a.s., radio, 8-track. **£1,095.** Pirebird 350 auto, radio, mag, 1845. Both immaculate. Long MoTs. Senford 891775. (49958)

1956 XK140 FHC C-type head. Original wire wheels, overdrive. Taxed November MoT 12-8-75. Good mechanically. Excellent oil pressure. Not immaculate, but not rusted out. First **£500** cash can drive away. Phone: Bideford (Devon) 5220. (49951)

CHEAP RILEYS! Sound RMA 1½ for simple restoration. **£50.** Another for spares. **£10.** Bedford 771689. (49955)

THREE CYLINDER Bullnose Scab, sun roof, sound body, good mechanically. MoT June '75, taxed. **£125.** Bristol 691421. (49954)

CITROEN GS CLUB K Reg. 33,000 miles, red, laminated screen, HRW, radio, sunroof, one owner, full history. **£925.** Bracknell (0344) 21717. (49957)

ROLLS ROYCE 1926 Phantom I, open two-seater. In good condition, raced at Oulton Park in June. Many spares. Telephone: Lachgally 780391. (49956)

FOR SALE—continued

JENSEN CV8 Mk. II 1965. Excellent condition. Monza blue. **£875.** Tel: Wilberfoss 665 (Yorkshire) after 6 p.m. (49984)

MORGAN 4/4 1955. Rebuilt 6,000 miles ago, new ash frame, 105E engine o/bored to 1025 c.c., A2 cam, Stage III head, 28/36 Weber, 4-branch exhaust manifold, new front suspension inc. springs and Konis, 15 in. wheels with radials, heater, full weather equipment, incl. tonneau. Excellent condition. **£650.** Tel: 061-428 8949. (49827)

RILEY 2½ 1953. Rebuilt engine, brakes, steering, new battery and exhaust. Original radio and sunshine roof. Some spares. MoT May. **£425.** Tel: Blythe Bridge 2962 (Nr. Stoke-on-Trent). (49831)

TWO AUSTIN SEVEN Ruby chassis with front and rear axles. **£25 each o.n.o.** Dibble, 2 Bridge Buildings, West Exe North, Tiverton, Devon. (49829)

E-TYPE JAGUAR 2+2 1969 Series 2. Light blue, dark blue trim, chrome wires, radio, 8-track stereo. Very good condition. **£1,200.** Phone: Thornbury 414158 (Bristol). (49826)

E-TYPE JAGUAR, fixed head, 1966, white with superb interior, chrome wires, heated rear screen, Radiomobile, low mileage, makers oil pressure, long tax and MoT. **£750.** Ring: Peter Lee, Willingham, Cambridge 0954 60249. (19066)

CHEVROLET CAMARO 1969. 5.3-litre, auto, pas, etc. Dark blue with white interior. Absolutely perfect mechanics and body. Original owner. **£880.** Darby 836-2466 (office). 6790442 (home). (49833)

1952 STANDARD VANGUARD, MoT. Runs very well, body good. Interior needs some attention. **£125.** Phone: 01-368 4001. (49830)

MORGAN 4/4 4-seater 1963. Fully rebuilt from new chassis during last twelve months. At last not a spot of rust. Many new panels. Mechanically rebuilt to +4 performance. New extras include hood and tonneau, wire wheels, Corbeau seats. Bills available to **£800.** Royal blue **£1,250.** Tel: 01-895 4066. (19067)

AUSTIN HEALEY 3000 III Dec. 1967. 54,000 miles, wires, overdrive. Best offer around **£1,000.** Leeds 673011. (49906)

1971 MG-B GT, O/d, HRW, 39,000 miles, 34 m.p.g. MoT, taxed, 1945. Eaton Bray 220416 (Beds.). (49901)

BENTLEY 1949 Mk. VI, daily use, well shod, rough round edges. **£300.** Cortina 2000 GXL 1971. 27,000 miles, good condition, 1950. Offers: Simmonds, Manton (Rothland) 369. (49903)

JEFF UREN SAVAGE 1971 Mk. 3 Cortina, GTV6. Pacific blue, 28,000 miles only, tinted windows, usual extras. Enthusiast's car: 0-60 in 9.00 secs. Well maintained. Around 1900. Marriage forces sale. Crowther, Guildford 64691 office hours. (49895)

LANCIA FULVIA 1.3 coupe, 5-speed gearbox, HRW, Radiomobile, electric aerial, 18,000 miles, magnificent in metallic silver with maroon trim. **£1,195.** Tel: 01-590 6923. (49891)

ASTON MARTIN DB35. Ring Otley 3396. (49900)

ROVER CLASSIC 1948/49 P3 "75" saloon. Maroon with matching leather upholstery. Splendid condition inside and out. Fully equipped as new. Mileage only 45,150. Metalwork, polished woodwork, and Avon tyres excellent. Also all the chromium. Clutch and an oil seal require attention. In present ownership 19 years. Low price of **£350** for early sale. Owen, 01-942 1776 (Malden, Surrey). (49835)

LOTUS CORTINA, November 1967. Excellent condition, CPL2 cams, gas-flowed head, Halogens, radio, new SP Sports, gearbox recently overhauled, inertia reels, tow-bar, tinted laminated screen. Professionally resprayed Havana brown/marigold. Reluctantly selling before emigrating. **£450.** Tel: Bourne End 22027 (near Maidenhead). (49893)

MG TF. Concours winner. Complete mechanical overhaul 25,000 miles ago. Bodywork rebuilt and resprayed. New seats and trim. New hood, sidescreens and short tonneau. Excellent condition. Offers invited around **£1,400.** Thomsett, Redbarn, Olivers Hill, Ashburnham, Nr. Battle, Sussex. Rushlake Green 620. (49894)

MG TC 1946. Completely rebuilt from chassis up. New body built using timber frame supplied by Naylor Brothers. Total mechanical overhaul, engine rebuilt and balanced, flywheel lightened, Laystall head, Derrington manifold, 1½ SU's, AEG 122 camshaft. Total expenditure in excess of **£1,100** plus many hundreds of hours labour. Best offer secures. Hornchurch 42121. (49898)

DAIMLER 2½-LITRE V8, Late 1965. New engine, tyres. Excellent mech. order, body sound, radio. **£370** recently spent on major overhaul. Taxed. MoT. **£475 o.n.o.** Ring Newcastle, Staffs (0782) 613330. (49888)

MORGAN 4/4, Series H, 1961. Fitted Ford 1100 crossflow engine, good tyres, hood, interior, chocolate brown bodywork, taxed. Long MoT. **£550.** Skelmanthorpe 3971 (10 minutes M1 junction 38). (49896)

BRISTOL 403, 1953. British Racing Green with matching interior, well shod, Kenlowe fan, taxed and tested. **£395** or interesting part exchange. Skelmanthorpe 3971 (10 minutes M1 junction 38). (49896)

MG-B (1965 REG.) Primrose/black. Overdrive, w/w hardtop, radio, reconditioned engine. **£365 o.n.o.** Hewson, Fern Royd, Woodhall Spa (Tel. 52819) Lincolnshire. (49825)

FROGEYE SPRITE, Red. MoT May. Taxed February. Sound original example. H/s tops. Radials. Radio. **£190 o.n.o.** Rugby 812740 evenings. (49890)

WANTED

LONDON PROPERTY. The man with the mania has moved to Scotland but the purchaser of 18 Jephtha Road, London S.W.18 has failed to complete. Sale now urgent at any reasonable price to settle bridging loan. 3 bed modernised house, workshop, coachhouse, 4 L.U. garages, large yard. Asking price before crisis was £45,000. Any offer now considered. Telephone: William Taylor, Muckhart (Perthshire) 331 or write to Box No. 4470. (49193)

WANTED—Long range fuel tank and louvered bonnet for Austin/Healey 3000. Parsons, Hemel Hempstead 59557. (49198)

JAGUAR C-TYPE or Lister wanted for historic racing. Used condition rather than concours preferred, but anything considered. Cash available for right car. Duffy, 2 Strickmere, Stratford St. Mary, Colchester. Tel: Colchester 323167. (49406)

WANTED: SWEDISH MG C.C. member wants to buy MG K.N. Answers to Mr. Lönn, Adr. Götgatan 81 11662 Stockholm, Sweden. Phone: daytime: Sweden 08/423996. (49404)

MOTOR SPORT wanted—complete unbound years 1924—1931; 1933; 1940—1945; various odd copies. Private collection. Tel: Erith 41824. (49409)

SPORTS CARS urgently wanted for cash or part exchange. Boughton (022-775) 223. (18902)

FOR RILEY pre-war 6 cyl. engine, any condition, G. Perfect, Glen More, Penn. Birks, Tel: Penn 2679. (home), Penn 4123/4 (business). (48871)

LOTUS ELEVEN. Sports, Club or Le Mans in any condition. Also any spares. 021-745 3576. (49082)

GINETTA G15/G15S post 1971. Full details including price and mileage to G. K. Stonehouse, 43 Davenport Avenue, Hesse East, Yorkshire. (4870a)

RILEY, PRE-WAR 2-seater, prefer Brooklands or Sprite. Also require good Kestrel. Send photo, price. Box 4-80. (56293F)

MG TF 1955 or MG TC 1949. Jaguar XL series or Austin Healey 3000 Mk. 3. Car must have wire wheels and be in good mechanics and original condition. Up to £1,000 for right car. Phone: 01-769 1120. (48837)

RILEY PARTS and literature for 1950 2.5-litre saloon. Water pump, steering wheel, wind wings. . . what have you? Would consider good d.h.c. or roadster. Also back issues of "Motor Sport" 1940s-1950s. Eric Killorin, P.O. Box 109, Andover, Mass. 01810, USA. (56251F)

WANTED—R. Royce Silver Ghost chassis or car in poor condition for restoration. Write: J. F. Chambault, 20 Rue Stuart 75002 Paris. (48708)

MORRIS MINOR 1931 S.V. handbook wanted or any spares for this "1100 model". Garner, 151 Melton Road, Stanton on the Wolds, Notts. Plumtree 4153. (48884)

RILEY 9 SPECIAL, or rolling chassis with or without body suitable for rebuild as special. Stourbridge. 5908. (49627)

ALVIS 12/50 2-seater touring required by enthusiast, preferably beetle back model. Evans, 9 Compton Drive, Dudley DY27ES. (49644)

DELARGE, DARRACQ or similar four-seat vintage touring for purchase or exchange one of my cars. 021-308 1078. (49651)

ROLLS ROYCE 20 h.p., 20-25 h.p., 25-30 h.p. Silver Wraith or Cloud wanted in good condition. Would consider Bentley. Also wanted pre-war motor-cycle, Erskine, 4 Woodlawn, Kingston Vale, London SW15. Tel: 01-546 2027. (49639)

PRE-WAR BMW type 327/80 wanted. Alternatively another type of open pre-war BMW. Day, 5 Browning Road, Felcham, Leatherhead, Surrey. (49622)

WANTED. SPORTS Saloon SSI, Alvis SP 20 or Bentley 3 1/2 urgently wanted. Prefer rusty car. Best cash price paid. Please write to 6 Kristensen, Sandhojen 19 2720, Vanlose, Denmark. (49604)

WANTED—MORGAN 4-1 series I 1936—1950 urgently wanted. Prefer car needing work. High cash price paid and quick sale. Please write to E. Kristensen, Aalektrvej 234, 2720 Vanlose, Denmark. (49605)

WANTED—MG PA or similar wanted. Best cash price paid. Any condition. Please write to Kim Tryel, Slotsherreusvej 70 2720 Vanlose, Denmark. (49606)

SCIMITAR GTE wanted for cash. 4 Meadow Close, Scarborough. Tel: 0723 887018 (Cayton Bay). (49626)

PORSCHE 356B 5-90 1962/3, preferably Cabriolet or Roadster RHD. High price for immaculate car. Wrexham 51879. (49593)

WANTED: Cylinder head and crankshaft for 4ED Meadows. Phone: office hours: 01-236 6324 or write Williams, 12 Grimsdelle Lane, Amersham, Bucks. (49573)

WANTED: AUSTIN 7 "top hat". Early 30s Riley Saloon. 12/50 Alvis Saloon. Also late 20s/early 30s delivery van. Tidy and running preferred but some work welcome. Howard, 51 Great Darkgate Street, Aberystwyth 7473. (49583)

WANTED: a Rolls Royce or Bentley, not standard steel, must be in perfect order; prefer Continental fastback or "S" series, but a nice Silver Wraith would tempt me. Not expensive, please. Full details with photographs to David de la Warr-Critlow, The Coach House, Cranhams Lane, Cirencester, Glos. Phone: Cirencester 2855 anytime. (49601)

"MOTOR SPORT" 1943-1973 bound, plus 60 copies 1931-1942. Offers for the lot. Many pre and early post-war motoring books and manuals. SAE for list. Box 4186. (49699)

WANTED—continued

RILEY PATHFINDER 1955 laygear AEB 3219 to car no. 3676. Ainsworth, Box 18 Turangi, New Zealand. (49204)

WANTED: MG TA, TC, TD, TF or pre-1939 MG 2/4 seater. Also wanted: Morgan V-Twin 3-wheeler, plus 4 or 4/4 or other interesting sports, touring or coupe. Any condition, good or bad. Very high price paid for suitable vehicle. Please phone 01-521 0520. (44094)

WANTED: Parts to complete my early Rolls-Royce Silver Ghost cars. Please send list and prices. Joe Lacey, 9930 Chardon Road, Chardon OH 44024 USA (55408F)

MGs: A, TF, TC, TD, TA, TB, Y, VA, WA, P, J, etc. Also pre-1960 Rolls and Bentleys. 061-224 1069 evenings and weekends. (39850)

ALVIS, LAGONDA, or similar sporting motor in good condition. Straight cash purchase. 01-828 7449. (45120)

PORSCHE 4-CAM spares, documentation, or complete engine required. Skinner, 6 Rurton Mews, London W11. (46012)

ROLLS ROYCE or Bentley wanted up to 1965. Condition totally unimportant. Cash. 01-658 1005. (48363)

ANY SPORTS CAR WANTED. Modern or anything old and interesting, any condition. 01-658 1005. (48376)

ALVIS FWD WANTED. Any condition, good price paid by enthusiast for this model. Information and literature on all Alvis cars also sought. Tony Cox, 109 Portland Road, Kingston upon Thames, Surrey. Tel: 01-516 5635. (48963)

MASCOTS WANTED Rolls Royce and Bentley. Private buyer. 01-658 1005. (48376)

WANTED: HRG standard body. Cash available. Lewis, Little Orchard Farm, Scend, Nr. Melksham, Wilts. Tel: 038-093 374. (18973)

WANTED: Motor, Sports, Speed and Brooklands Gazettes, all years. Write: Advertiser, 43 Cullford Avenue, Totton, Hampshire. (49698)

WANTED: Good Volvo P1800's or P1800E for cash or part exchange and cash for 1963 Mk. 10 Jaguar in for sale section. Also good Sunbeam Alpine with detachable hardtop. Must be late model and automatic with wire wheels. No rubbish please. Cash for right car. Ring: Southport 79719. (49736)

ENGINE AND GEARBOX, 1 1/2 to 2-litre, for installation in 1929 107" wheelbase French Derby. Has anyone got information leading to my obtaining a suitable unit please. Phone: 01-789 3251 evenings. (49748)

RILEY FALCON 12/4 for restoring. 01-852 8904. (49771)

C-TYPE JAGUAR spares. 2 in. Sandcast SU's, genuine cylinder head, steering wheel (early type), also rev. counter. Would buy or swap C/D spares. Ring (0590) 892226. Daytime. (49795)

D-TYPE JAGUAR spares. Rear axle and suspension, instruments, top wishbones and stub axles, 35/40 inlet manifold, oil cooler. Would buy or swap. Ring (0590) 892226 daytime. (49795)

JAGUAR E-TYPE Convertible, 1967 model. Must be exceptional condition. Low mileage. Tel: Bradford (Yorkshire) 32102 (mornings). (49807)

INTERESTING VINTAGE or PVT touring, Alvis preferred, but anything considered. Jim Marland, 8 Somerton Road, Breightmet, Bolton, Lancs, or phone 061-794 0211 ext. 231 between 9 a.m. and 10 a.m. (49806)

BOOT LID Scimitar GT. White preferred, not essential. Will collect. Holmfirth 4571 (Yorkshire). Urgent. (49811)

I NEED 1920 Rolls-Royce speedo, clock, rear shocks, fuz-box cover. I have to exchange 1908/13 R.R. dash instruments, air pump, 1914 parts book 1700/2600, 1920 parts book series A to H, tools/wrenches. 1913/20 distributor rotor. I need Ferrari year books, especially 1952, 1958, 1960. I have to exchange Maserati year book 1936/54. Write to: Baylis 43 Cullford Avenue, Totton, Hants. (49902)

ABARTH ZAGATO wanted. Write: Langtons Place, Stancomb Lane, Medstead, Alton, Hants. Phone: Alton 63219. (49868)

MATRA M530 or Djet wanted. Will travel. Stuart Mackenzie, 15 Thornton Court, Gilton, Cambridge. (49823)

MG TC/TD/TF required by private enthusiast for restoration. Don Turner, Rotherham 79520. (49899)

MISCELLANEOUS

KENT—Large workshop/garage with double doors to road at rear of garden attached to house and garage. Four bedrooms. Bathroom/toilet. Sitting room dining room, fitted kitchen, gas c/h. Outside W.C. £14,750. Lydd 20132. (49817)

OLD ESTABLISHED Motor sales/repair business, ideally suited for sale of vintage and sports cars. Will hold approx. 40-45 vehicles. Close to Manchester city centre. Property on rent. £3,000 inquiring required or would consider vehicles of same value. For fullest details phone 01-428 6301. (49857)

MAGNETOS. Several BTH 1930's magnetos/distributors for sale, brand new. Suitable Alvis Speed 20, etc. Also other Speed 20 parts for sale or exchange. Tel: Luton 34990. (49211)

ARTILLERY WHEELS 32 x 5 and 31 x 4 1/2 complete with tyres blown up ready for use. 5-stud fitting. £3 each. Wythall 823127 Nr. Birmingham. (49839)

ARMSTRONG SIDDELEY Owners' Club. Details of membership and services offered from Membership Secretary, 31 Vicars Hall Lane, Boothstown, Worsley, Manchester M28 4JP. (44353)

MISCELLANEOUS—continued

JR 180 REG. No. on immaculate Rolls Silver Cloud Three. Dark blue/light blue interior. All usual refinements. Offers around £3,750. Phone: 060881 590. (48634)

MODERN TRIPLE garage and workshop and 6-year-old georgian style 3-bed semi-detached house with good-sized garden. Excellent position, 30 miles from London. Ideal for car enthusiast. £21,500 freehold. Might take good Edwardian or vintage car in part exchange. Box 4469. (49202)

WANTED: Instruction manual for 16/80 2-litre, 6 cylinder Lagonda, 1932. Also spares. Buy or exchange for anything pre-war R.B. or R.R. 119. Hall Road, Scarisbrick, Nr. Ormskirk, Lancs. (49197)

SHORROCKS SUPERCHARGER complete for 1200 Volkswagens. Stromberg carburetter, electric pump, coil, all manifolds, brackets, etc., £65. Great Witley (Worcs.) 229. (48386)

AUSTIN HEALEY 3000 gearbox, £35. Triumph 9" Globe of World hub caps (4), £8. Kidlington 2560 (Oxfordshire). (49496)

150 MOTOR SPORTS dating back to May, 1954, £15. Paul Shaw, Uppertorpe, Edge Hill, Kinver, Stourbridge, Worcestershire. (49491)

HUNDREDS MOTOR books/magazines for sale. Stand 167 Beaulieu Autojumble Sept. 8th. Or send your wants list now to Box 4460. (48697)

BRISTOL AUTOJUMBLE, Sept. 28th at St. Johns Hall, White Ladies Road, Bristol. Stalls available. SAE 12, Reybridge, Lacock, near Chippenham, Wiltshire. (48666)

INDEPENDENT REAR suspension including diff. possibly off 1950s sports/racing car. was fitted to Healey 100/4. Offers: 061-973 4271. (49085)

GILBERT O.C. invites all owners of fibre-glass sports cars to a Concours d'Elegance and Gymkhana and a barbecue at Wickhurst Farm, Leigh, Tonbridge, Kent, on September 8th. Details: Martin Ingall at the farm. Tel: Weald 456. (49376)

MOTOR SPORT, 63 loose copies, 1947—1963 plus nearly 200 other motoring magazines, Autosport, Motor Racing, Autocourse, Road and Track, etc. £25 the lot. Phone: Rushden 58687 (Northants). (49365)

ALFA ROMEO Owners' Club members. Jon Dooley (Alfetta), Peter Hilliard (GTV) and Leo Bertorelli (Alfetta) finished 15th, 20th and 28th in the recent Avon/Motor Tour of Britain, were 3rd, 4th & 6th in their class (1601-2500 c.c. and over £1,600), 2nd in the Manufacturers' Team Prize and won the Club Team Award. If you are an Alfa owner and would like details of the Club and what it has to offer, write to Heather Rosser, 48 Lime Grove, Eastcote, Middlesbrough. (38638)

SIMMS MAGNETO SRM/4/110, V.G.C. suit Lagonda, Bentley, similar 1920-30 cars, £20 o.n.o. 12 Celtic Crescent, Cleadon Village, Nr. Sunderland. (48696)

B.S.F. BOLTS & sets, c/w nuts, washers. Mostly H.T. and plated. 3/16 to 3/8" dia. 1/2"—3" long. 150 assorted. £3 p.p.d. New, UNF/UNC/BSF bolts, sets, nuts, washers, pins, s-tap screws. 6-32 to 3/8" dia. 1/4"—2" long. 7 lbs. (approx. 1,400 pieces). £3.50p p.p.d. E. A. Clare, 25A Lenton Road, Nottingham. (48885)

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings, newsletter and magazine. New membership secretary: 4 Portsmouth Road, Camberley, Surrey. (7542)

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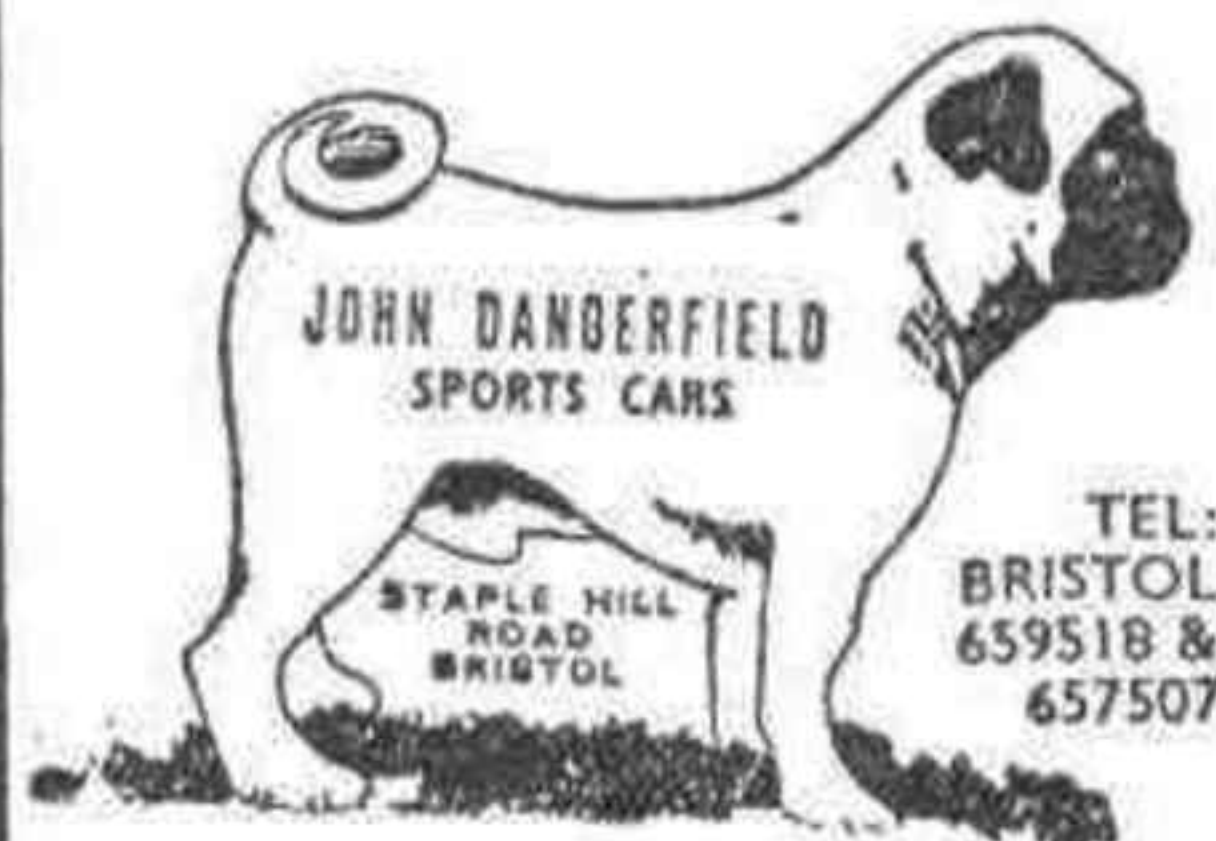
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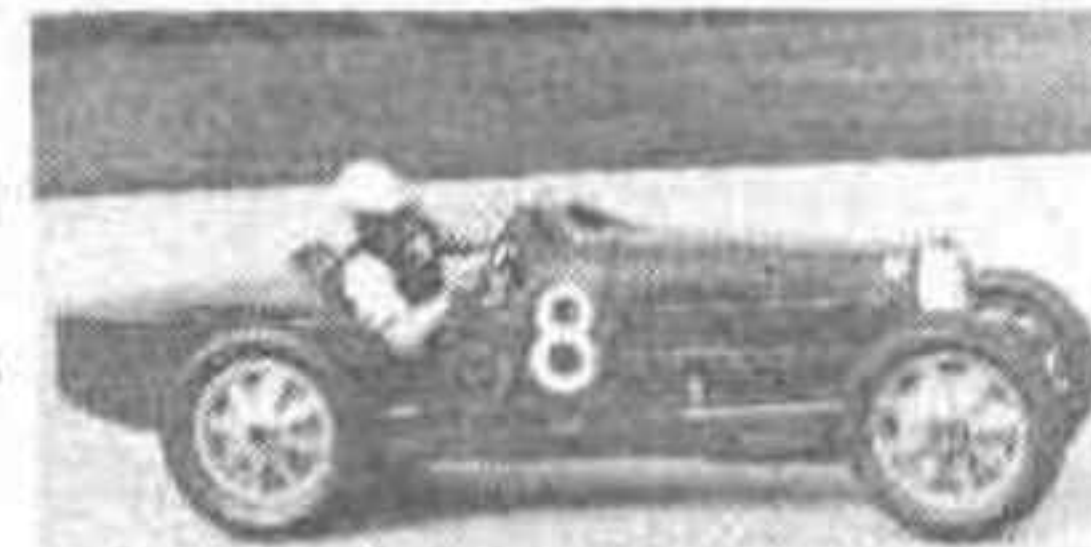
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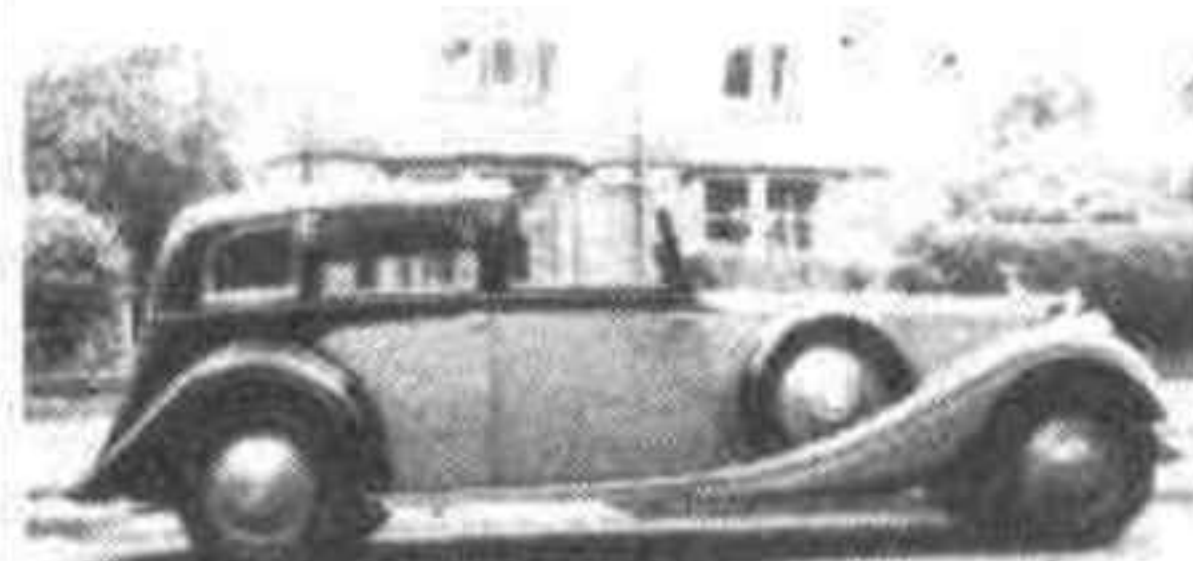
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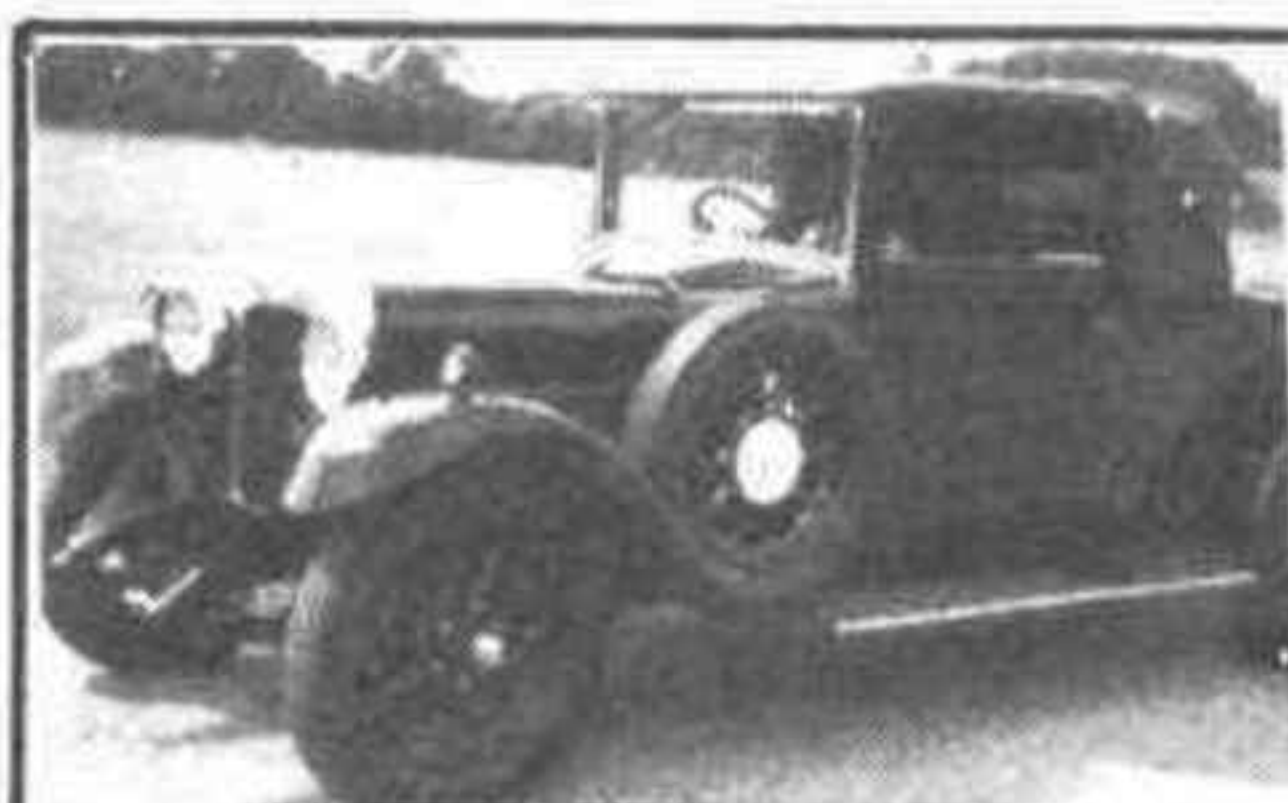
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ROLLS-ROYCE Silver Shadow, 1969, F.S.S. Regal red with tan trim. Refrigeration and Sundym glass. Whitewall tyres and radio. History available. £7,500

BENTLEY Mk. VI 4 1/2-litre open 4-seater tourer, Vanden Plas style. An excellent example of a professional hand-built conversion (not to be confused with anything similar currently on offer) and as such must represent an excellent investment. £3,500

BENTLEY Mk. VI, 1948. Coachwork by Freestone and Webb. Finished in black with grey trim. Low recorded mileage. History available.

MUSTANG Fastback 302, 1970. One owner. Fitted automatic transmission, power steering, radio, wide ovals. Only £1,195

LANCIA 2000, 1973. One owner, 4,900 miles. B.R.G. with green cloth trim. Fitted 5-speed box, power steering, Xs. Would cost new £2,500. A tremendous saving therefore at £1,795

JAGUAR E-Type, 1969 Series II, drophead coupé. Finished in ivory with black trim. Fitted chrome wire wheels, radio. Two-owner example. £1,395

★ WANTED: Immediate cash available for purchase of all sports cars, especially LOTUS Elans, Europas, Elan +2s, M.G.-Bs, B GTs, TFs, TDs, TCs, JAGUAR E-Types, XKs and AUSTIN-HEALEYS.

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M.G.-C GT, 1969. Fitted overdrive, sun-roof, wire wheels, radio. Finished in B.R.G. with black trim. A very good original example. £795

AUSTIN-HEALEY 3000 Mk. IIs. Choice of two extremely clean examples. Both fitted overdrive, wire wheels, radio, tonneaux. £725 and £795

M.G.-A 1600 roadster. Red with wire wheels. £595

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- 1972 LOTUS Elan +2S 130, one owner, 19,000 miles, Blaupunkt, vinyl sun-roof. £1,995
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- 1973 LOTUS Elan Sprint d.h.c., lagoon blue, 1,000 miles, one owner. £1,795

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- 1972 MG-B roadster, 17,000 miles, one owner, radio, Rostyles. £1,095
- 1974 TRIUMPH TR6 roadster, 5,000 miles, one owner, Sundym, radio, stereo, spots. £1,795

- 1973 TRIUMPH TR6 roadster, low mileage, one owner, Blaupunkt. £1,495
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- 1968 TRIUMPH TR5 roadster, radio, overdrive. £695
- 1973 TRIUMPH GT6, low mileage, o/d., radio, h.r.w., spots. £1,345
- 1973 LANCIA Fulvia 1600 Sport Zagato, one owner, electric windows, velvet interior. £1,895
- 1970 VOLVO 1800E, 24,000 miles, one owner, radio, h.r.w., special wheels. £1,395
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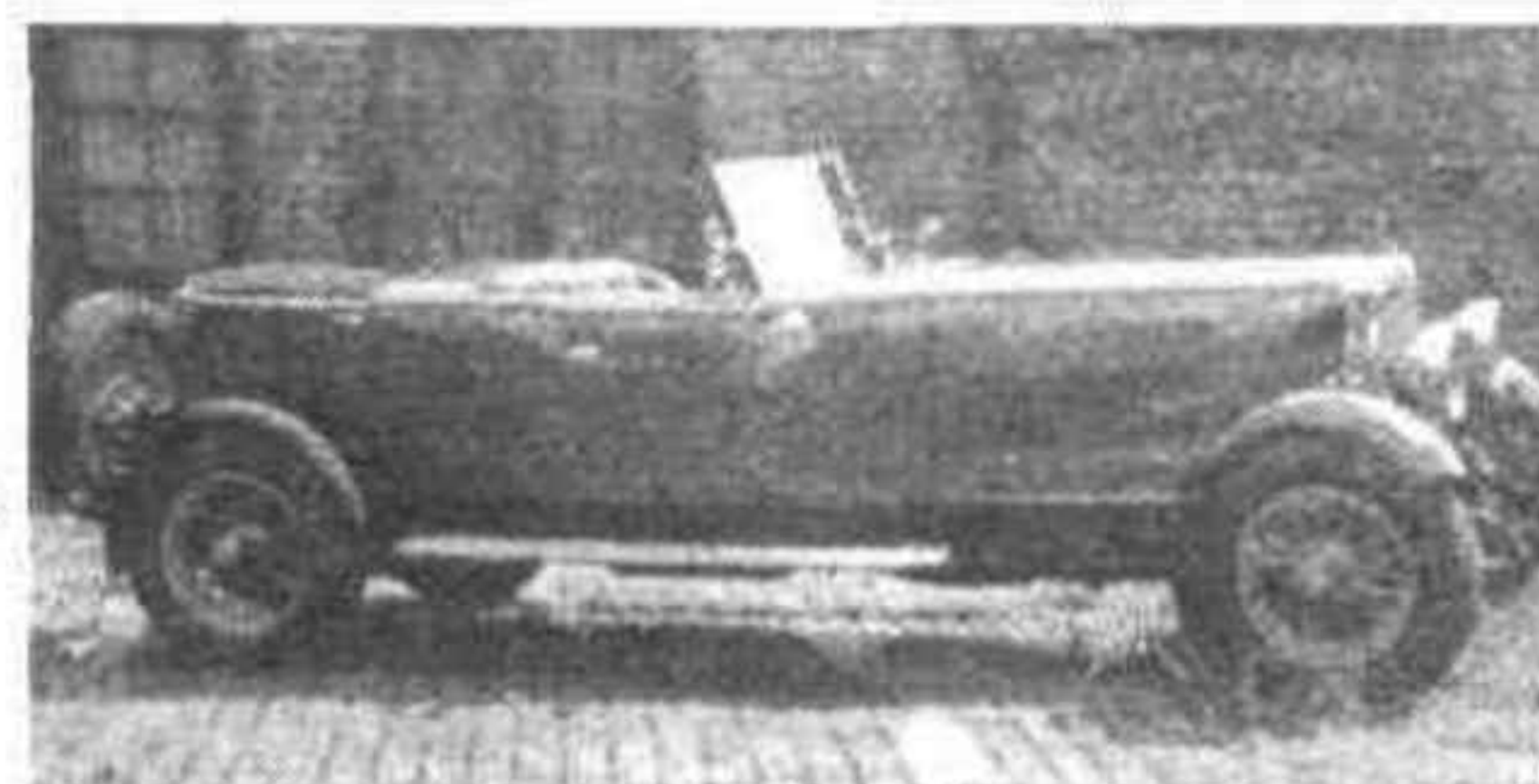
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MG-B Roadster, 1972, Arctic White with black trim, o'drive, Cosmic wheels with HR-SPs, 8-track stereo, etc. **£1,135**

ALFA ROMEO 2000 Spyder Veloce, 1972 (L), White with Black trim, radio, headrests, etc. **£1,895**

JAGUAR V12 2+2 E-Type, 1972 Midnight Blue with pale-grey trim, auto., tinted glass all round, radio, h.r.w., etc. One owner. **£2,865**

JENSEN-HEALEY 1973 Roadster. French Blue with black trim and coachlines, alloy wheels with F70 tyres, radio/stereo tape, headrests, etc. **£1,585**

MARCOS GT. Burnt-Orange with red trim, chrome wires with SPs, radio etc., tuned 1800 GT unit. **£1,095**

JAGUAR V12 E-Type, 1972 Manual roadster, Silver Birch with Blue trim, chrome-wheels with HR-SPs, radio, etc. **£2,485**

MG MIDGET Mk. IV, 1974, as new in White with tan trim, radio, u'seal, oil cooler etc. 6,000 by one owner. **£1,095**

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MG MIDGET Mk. IV, 1973, unmarked Teal Blue with tan trim, radio/stereo 8, air horns, etc. **£985**

TRIUMPH TR5, 1969 (G), surrey top coupe, Conifer Green, radio, spots, G800s, etc. **£865**

MG MIDGET Mk. IV, 1973, White with dark blue trim, radio, Cints., tonneau, lthr. wheel, one owner. **£965**

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LANCIA 'Zagato' 1.3 Coupe, 1972 in Rosso Palermo with black trim, 8-track stereo, electric rear window, lthr. wheel, etc. **£1,365**

MG-B GT, 1973, in Teal Blue with ochre trim, overdrive, radio, h.r.w., one owner. **£1,485**

ASTON MARTIN DB6 Coupe, 1969 (G) in Ascot Silver with blue leather, automatic, electric windows, tinted glass all round, P.A.S., chrome wires, Selectaride, Radiomobile, etc. **£2,285**

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MG-B GT, 1971 car in Bronze Yellow with black trim, overdrive, Rostyles with SPs, radio, h.r.w., etc. **£1,095**

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JAGUAR V12 2+2 E-Type, 1972. Magnificent in Regency Red with pale grey trim, manual box, radio + stereo tape, HR-SP tyres, h.r.w., etc. **£2,685**

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ASTON MARTIN 'Volante' DB6, convertible, gleaming Regal Red with White power-hood, 'Vantage' unit, 5-speed, electric windows, Sundym glass, chrome wires, Voxon stereo-8/radio. **£3,685**

JAGUAR V12 E-Type, 1973 Roadster, unmarked Primrose/black trim, auto., chrome wires with whitewall SPs, radio, tinted glass, etc., cost over £4,000. **£2,985**

MG-B V8 GT, 1974 without blemish in Damask Red with Black cloth, overdrive, tinted glass, radio/electric aerial/8-track stereo, chrome/alloy wheels with G800s etc., etc. Only 3,000 miles. **£2,285**

PIPER GTT, 1970 Coupe in Orange with black trim and stripes, alloy wheels, sunroof, tinted glass, etc. **£1,075**

SCIMITAR GTE Mk. III, 1973 in Capricorn Blue with tan trim, automatic, chrome alloy wheels with HR-Cints., radio/cassette tape, h.r.w., etc. Over £1,000 under current price. **£2,685**

TRIUMPH SPITFIRE Mk. IV, 1973 in White with Black cockpit, overdrive, etc. One owner. **£995**

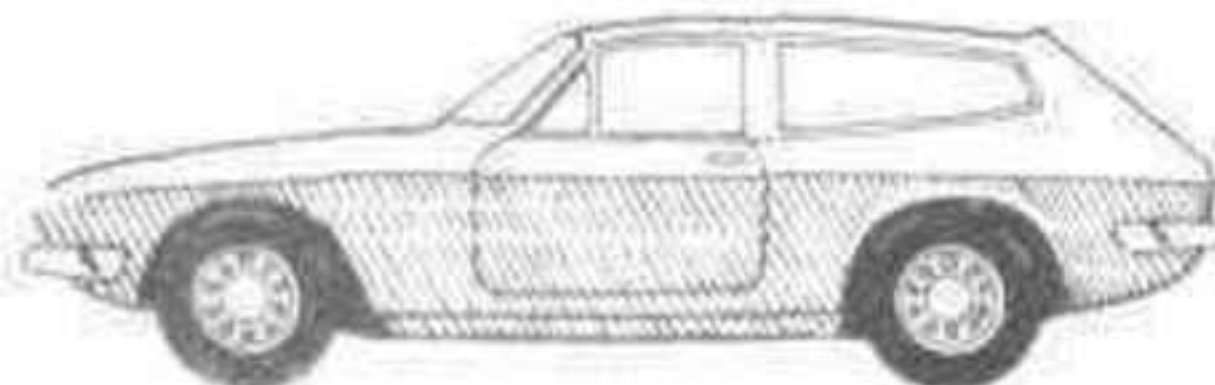
TRIUMPH TR6. Choice three 1972 cars, Emerald green/Grey trim, Red/black trim, or White/black trim, all overdrive, radio, etc. **from £1,235**

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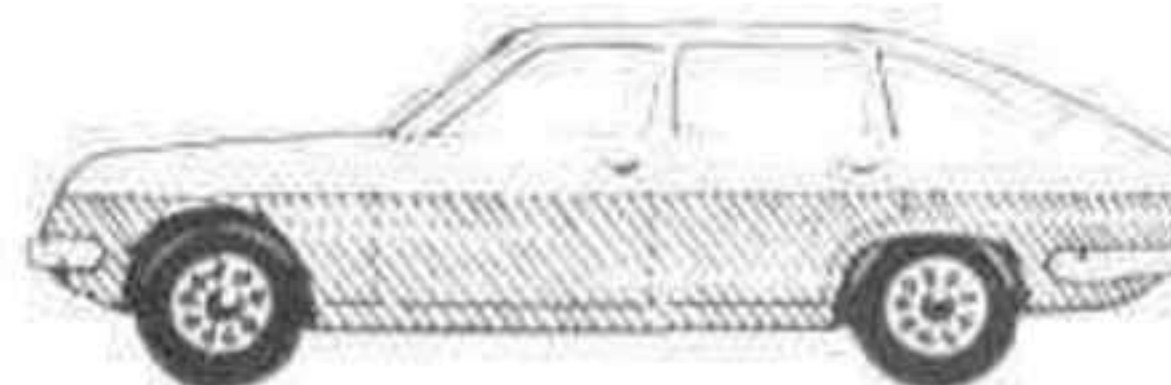
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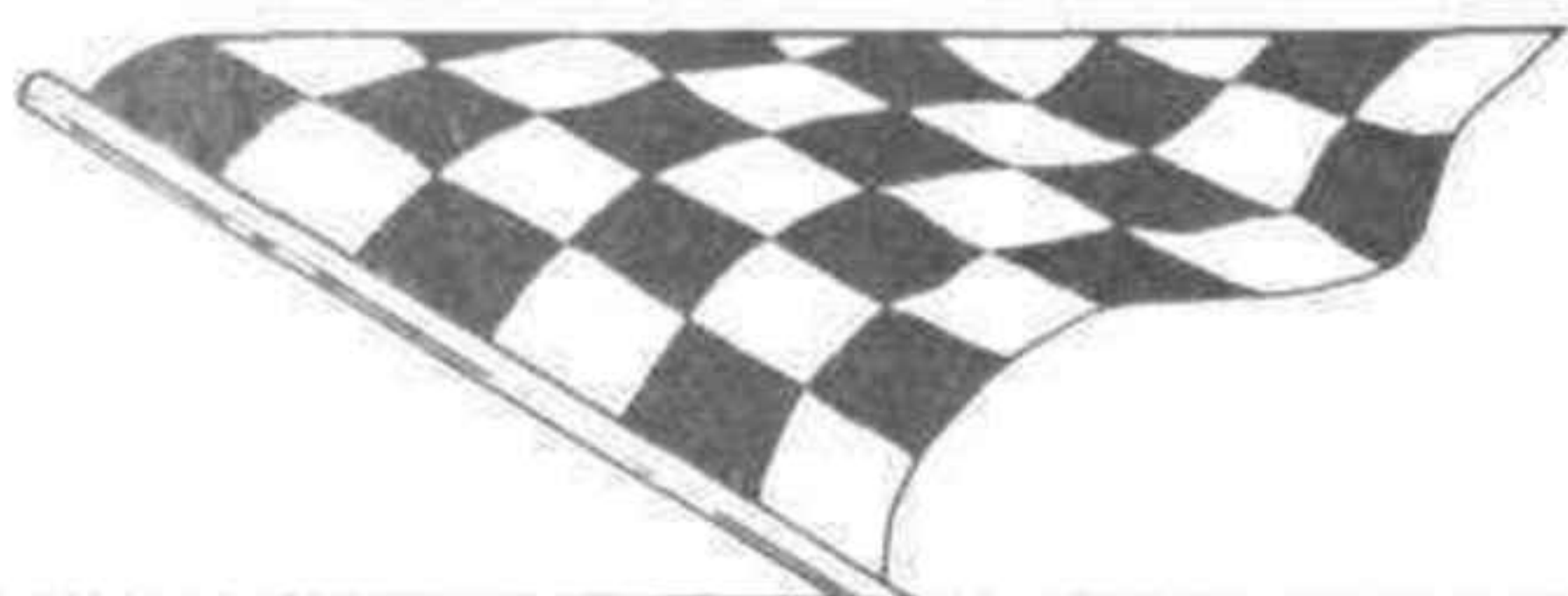
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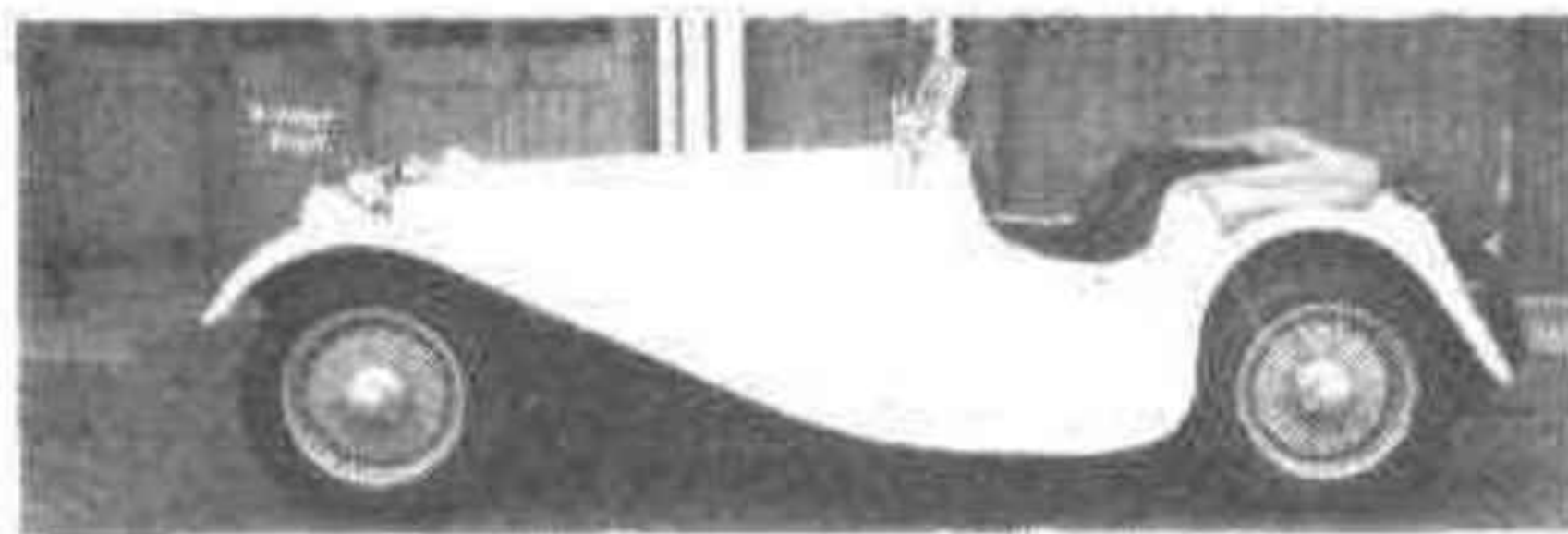
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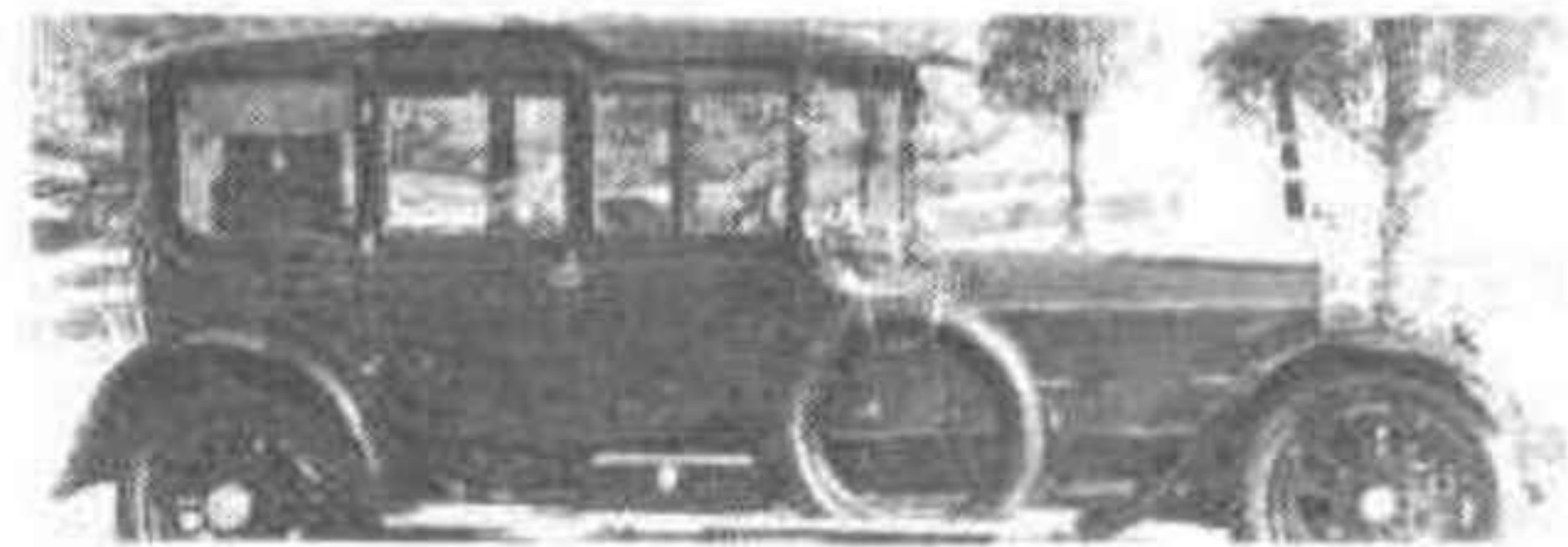
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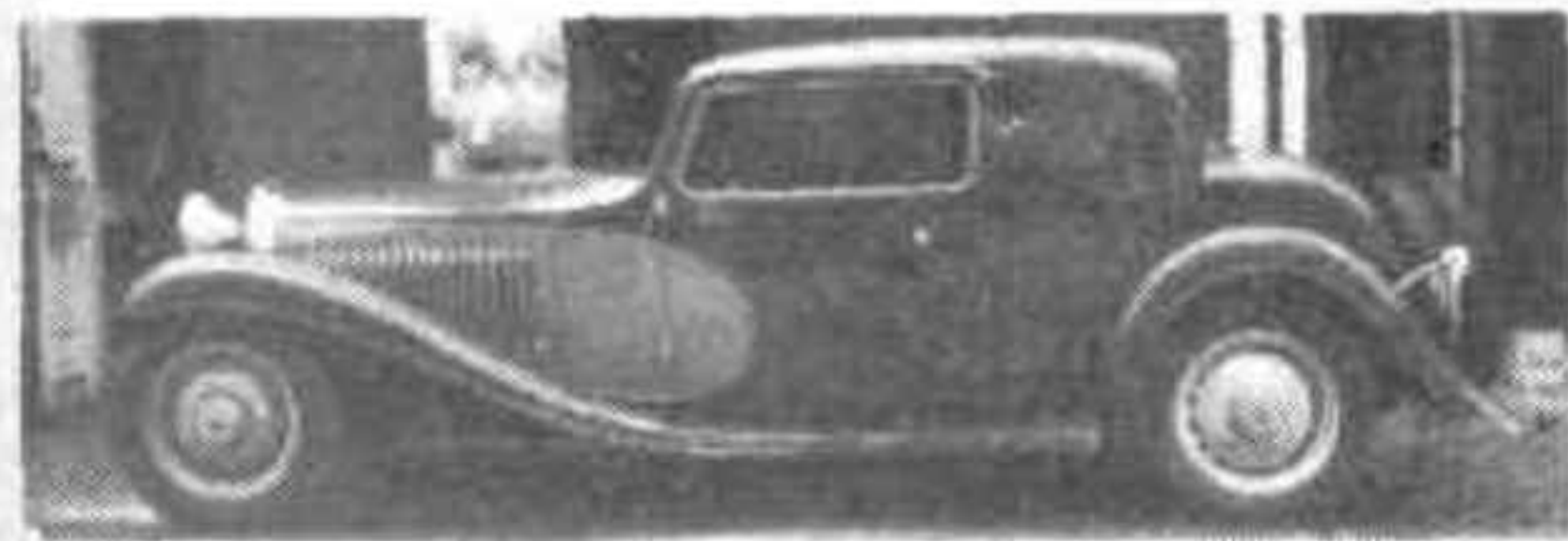
1905 PANHARD 24 h.p. Rois de Belges 6-seater. V.C.C. dated. Magnificent example.



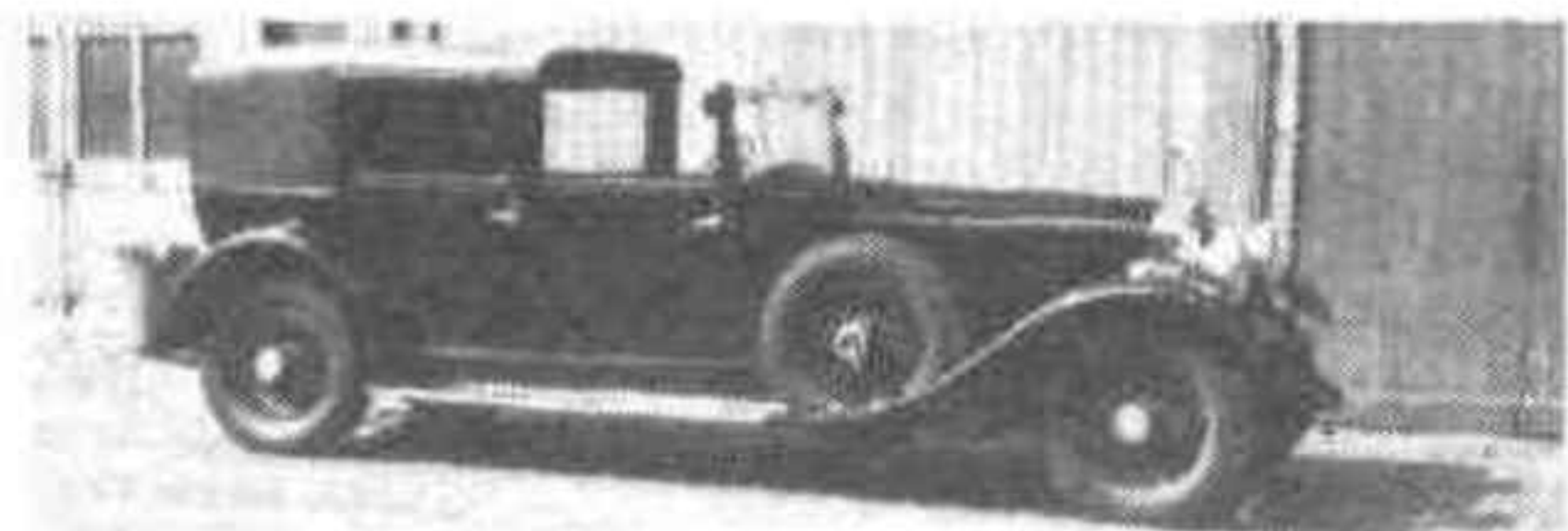
1938 SS 100 2 1/2-litre two-seater, in first class condition throughout.



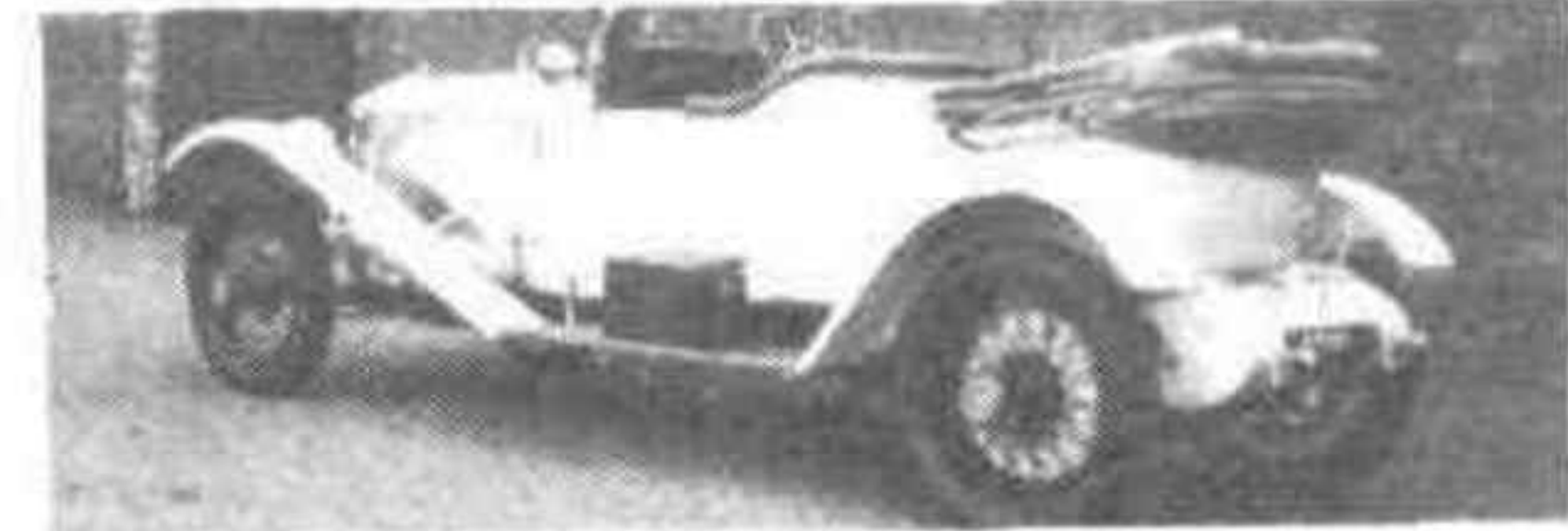
1912 ROLLS-ROYCE Silver Ghost Pullman limousine by Mulliner. Restored to very high standard. Authentic in every detail.



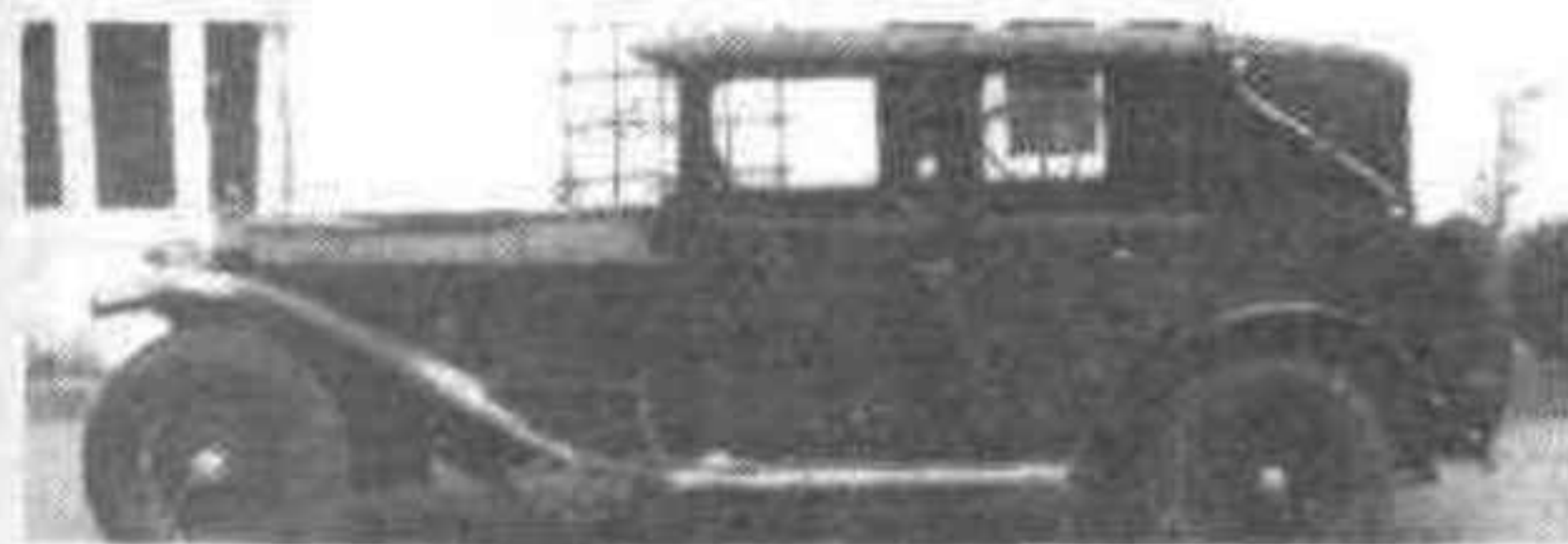
BUGATTI Type 46 5-litre 6-cylinder fixed-head coupe.



1929 ROLLS-ROYCE Phantom II brougham-deville by Hooper. Original order in fine condition.



1921 ROLLS-ROYCE Alpine Eagle Silver Ghost with Wilkinson London-Edinburgh replica coachwork. Very sporting Silver Ghost in fine condition.



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1928 BENTLEY 4 1/2-litre Vanden Plas type coachwork. Original mechanical specification—recently rebuilt.

1930 ROLLS-ROYCE 20/25 enclosed cabriolet by Windover, undergoing restoration.

1924 BENTLEY 3-litre long-chassis tourer by Gurney Nutting. Beaded-edged tyres, original specifications.

1936 RILEY Lynx 1 1/2-litre four-seater tourer.

1930 ROLLS-ROYCE foursome drophead coupe by Harrington.

1923 ROLLS-ROYCE tourer by H. J. Mulliner. Centre gear-change. Beaded-edged tyres.

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- 1931 ROLLS 20/25 7-seater limousine by Barker.
- 1934 ROLLS 20/25 sports saloon by H. J. Mulliner.
- 1938 ROLLS P.III touring saloon by Gurney Nutting.
- 1960 ROLLS Silver Wraith State limousine by Hooper.

ROLLS BEING RESTORED:

- 1934 ROLLS P.II sports saloon by James Young, 75,000 miles.
- 1931 ROLLS P.II coupé-deville by Windover (one of a kind).
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NEW LOTUS +2S 130/5. Choice of colour.
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NEW ALFA ROMEO 2000 Spider. White, 5-speed gearbox, etc.
NEW ALFA ROMEO 2000 saloon. White, 5-speed gearbox, etc.
NEW ALFA ROMEO 2000 GTV, 5-speed gearbox, h.r.w., etc.
NEW ALFETTA, 5-speed gearbox, h.r.w., etc. Piper yellow.
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 1974 DOLOMITE Sprint. Yellow. Radio £1,845
 1972 DATSUN 240Z. Metallic blue. Radio £1,595
 1972 ALFA ROMEO 1300 GT. Red.. £1,345

1972 BMW 2002. White. Radio. One owner £1,495
 1974 RENAULT 12TS. Yellow. Low mileage £1,245
 1973 LOTUS Europa Special. Black/oatmeal int. 5-speed gearbox. Choice of two from £2,095
 1973 TRIUMPH GT6. Mimosa, tinted windows. One owner... £1,295
 1972 SCIMITAR GTE, Auto. Nevada yellow. One owner... £2,095
 1972 TRIUMPH Stag Aug., hard- and soft-tops. Saffron. One owner... £2,095
 1972 TRIUMPH GT6. Sapphire blue £1,045
 1970 JENSEN FF. Red. Radio/stereo £2,695
 1972 RANGE ROVER. Red/black. Vinyl roof, radio, carpets, rear wiper/washer... £2,495
 1974 SCIMITAR GTE. O/drive. Florida green. Alloy wheels, radio/stereo, tinted windows.
 1973 (M) PEUGEOT 504 Inj. Metallic silver. Sun-roof. One owner... £1,650
 1974 RENAULT 15TS. Yellow. Low mileage £1,545
 1973 (M) RENAULT 17TL, Auto. Sun-roof. Orange. One owner, low mileage... £1,495

1973 MORGAN 4/4 2-seater, one owner, very low mileage... £1,795
 1972 FORD Capri 1600 GT XLR. Yellow £1,055
 1973 LOTUS +2S 130/4. White/black interior £2,250
 1973 TRIUMPH TR6 coupe. Overdrive. Damson £1,465
 1973 'J' series JENSEN Interceptor Mk III. Primrose/Vinyl roof, Sundym, air cond. £5,495
 1972 (L) MUSTANG Mach I. Yellow/tan interior, 351 V8 Ram Air. One owner, low mileage £1,795
 1974 SCIMITAR GTE Auto. Capricorn blue/tan leather int., radio/cassette, laminated screen, electric tinted windows, alloy wheels.
 1972 (Dec.) GT6. O/drive. One owner, low mileage. Radio. Green... £1,125
 1972 Model LOTUS Europa Twin Cam. Colorado. One owner... £1,395
 1972 (K) LOTUS Elan Sprint d.h.c. Red/white. Low mileage... £1,495
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MG OWNERS PLEASE NOTE !

As from Sept. 1st our Spares Depot at 25 St. Peter's St., Ipswich, will be open to callers 10 a.m. - 1 p.m. and 2 p.m. - 4 p.m. (Tuesday to Saturday inclusive), for the sale of our usual range of new T & Y-Type parts. Chris McCarthy, our Parts Manager, will be pleased to help you. Prior notice is needed for secondhand parts.

MAIL ORDER CUSTOMERS — our usual Postal Service will of course be maintained and our ever increasing range of parts is fully listed in our latest New Spares Catalogue. Send large S.A.E. for your copy.

ALL CORRESPONDENCE STILL TO BARKING TYE PLEASE !!

ATTENTION MG-A & Z-Type OWNERS

During the next few months we will be extending our range of parts to cover the MG-A, ZA and ZB models. Our first list is now available. Send S.A.E. (overseas customers — International Reply Coupon).

SOME OF OUR LATEST LINES FOR T & Y TYPES :—

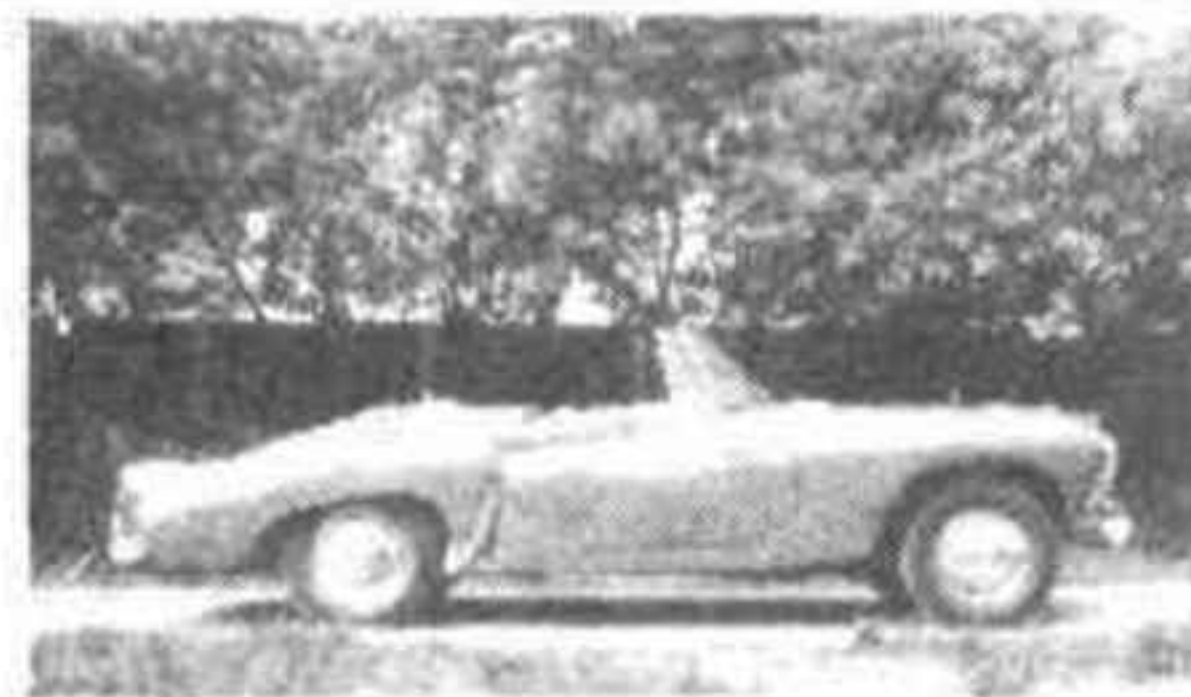
Front Bump Stop Rubbers
 Rear Bump Stop Rubbers (TA/C).
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 Gearbox Needle Rollers (TD, TF, VA, YB).
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THIS AND THAT

A few recent episodes of national unimportance: My A/Healey 100/6 was judged best '100 series' model at the Healey National Rally in July; I also took the Ex-Works 3000, notwithstanding a defunct petrol pump that we operated manually for 250 miles! I've decided not to sell the Gullwing Lotus XI advertised last month — sorry! 'MOTOR' magazine just featured the Triumph TR Fury in colour on the front cover — two months too late! My wife has just acquired a shatteringly bright A35 van, Reg. No. 4 ROD, so if she's seen in the Lake District when she's supposed to be at her mother's in Mill Hill, please let me know! Aug. 28th sees me facing a charge of speeding in the Ex-Works 3000 — I hope I'm still with you next month.

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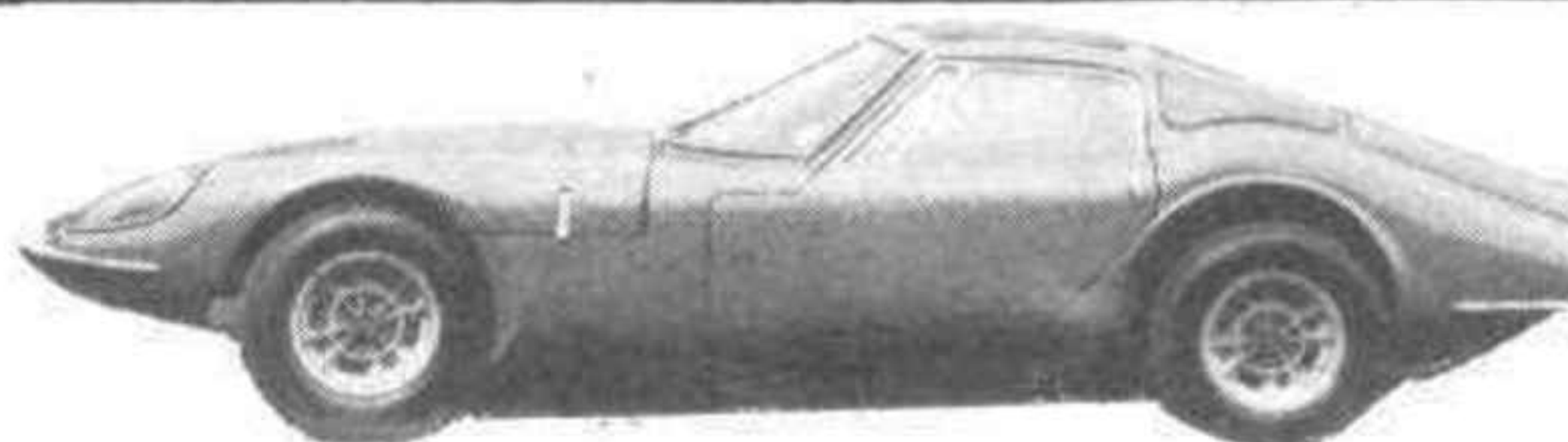
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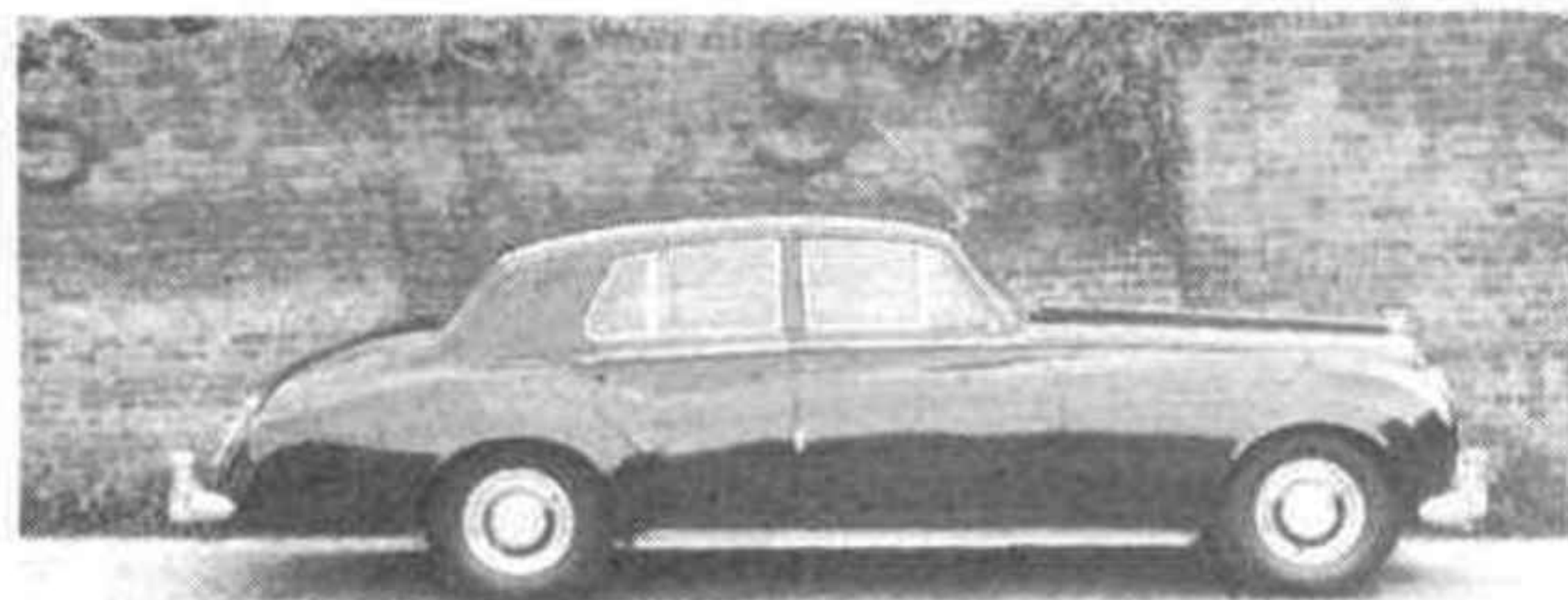
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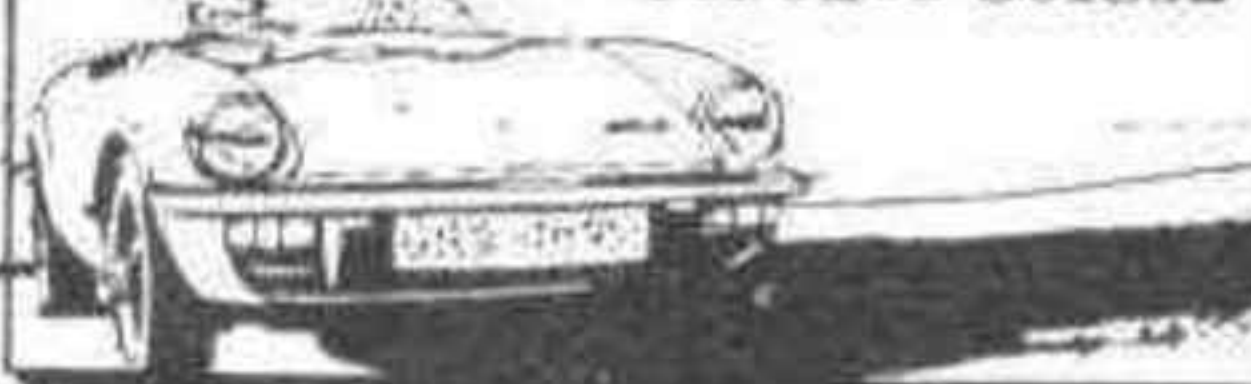
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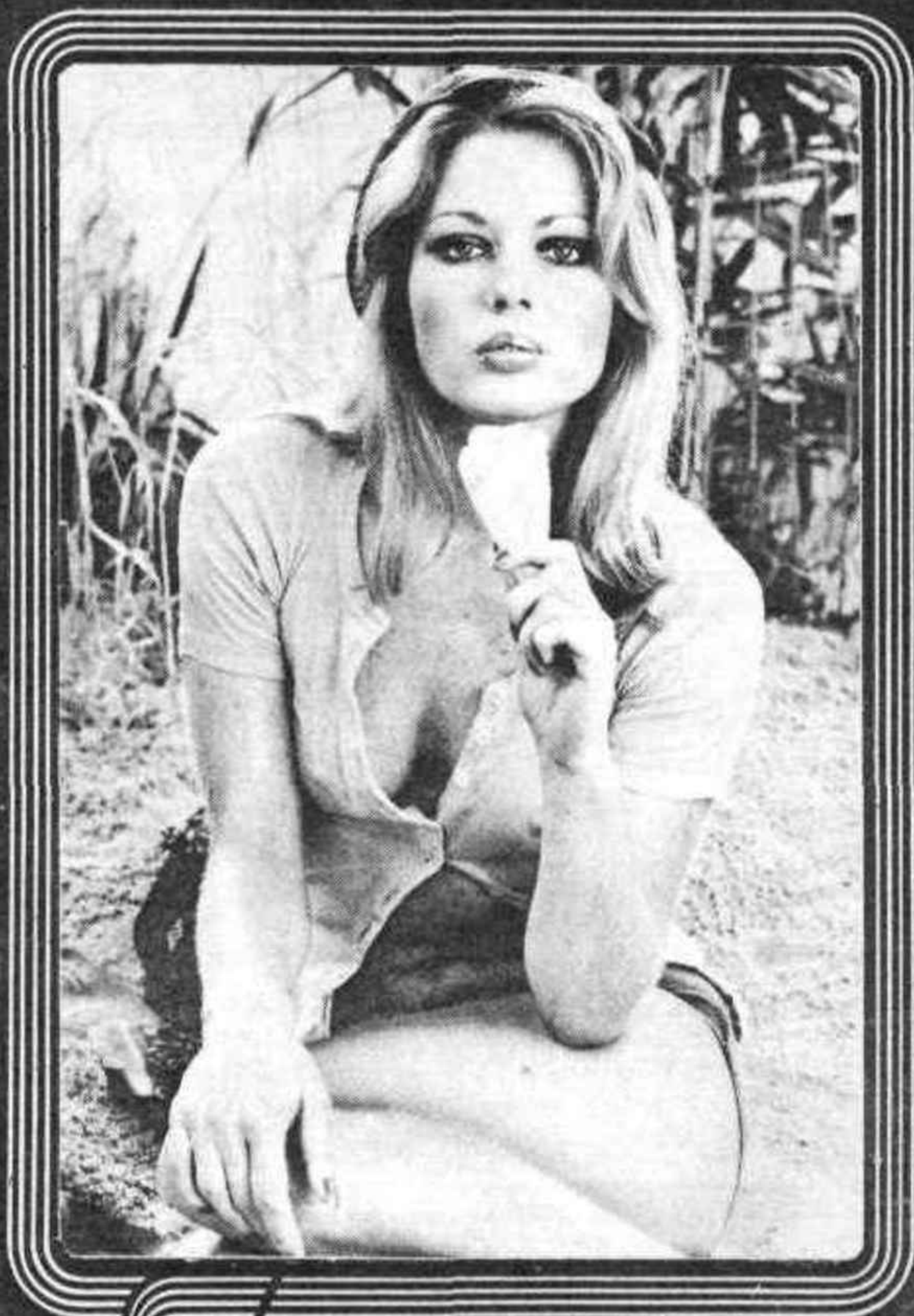
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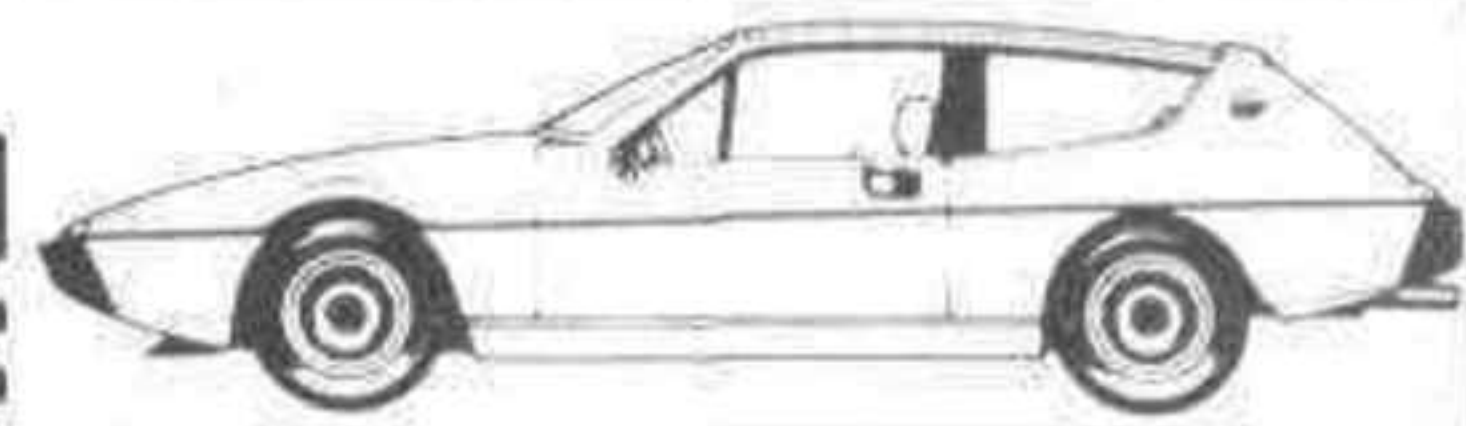
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1972 LANCIA 2000 saloon. Fuel injection, 5-speed gearbox, power steering, tinted glass, electric windows and h.r.w. Superb in white. £1,749

1973 LOTUS 2S 130/5. 5-speed gearbox, alloy wheels, Sundym screen, h.r.w. and radio. 7,000 rec. miles. Regency with black trim. £2,299

1972 LOTUS 2S 130. Chrome wheels, Sundym glass and radio. Silver over red with black trim. £1,999

1971 LOTUS Europa Twin Cam. Nice example in Pistachio, alloy wheels. Highly recommended. £1,399

1971 LOTUS Europa 52 (Renault engine). Very nice example in yellow. Sundym glass and radio. £1,199

1971 MASERATI Indy 4.7 Automatic. Air-conditioning, P.A.S., radio, tinted glass, h.r.w. etc. Blue with Champagne hide. £5,499

1967 MERCEDES 250 SE Automatic. Power steering, fuel injection, radio/cassette, elec. aerial, etc. Elegant in dark blue. £1,399

1973 MG Midget. Fine example of this pedigree sports car, fitted with Rostyle wheels and headrests. Teal blue. £949

1973 (Series) M.G.-B GT. Fitted with headrests and h.r.w. Attractive in white with navy velour seating. £1,449

1972 M.G.-B GT Manual with overdrive. Also fitted with radio, Rostyle wheels and h.r.w. Sparkling in red with navy. £1,229

1974 M.G.-B roadster. Overdrive, very low mileage. Immaculate in blue. £1,499

1973 M.G.B roadster with overdrive. Tonneau cover, Rostyle wheels, spotlamps, headrests, etc. Attractive in blaze. £1,299

1971 M.G.-B roadster. Above-average condition for the year, fitted with overdrive, alloy wheels, detachable hardtop, and radio. Yellow. £999

1972 (Reg'd) PORSCHE 911 'S' 2.2. 5-speed gearbox, tinted glass, radio/cassette player, etc. Elegant appearance in silver. £2,999

1973 RELIANT Scimitar GTE Automatic. Alloy wheels, radio/stereo and h.r.w. Beautiful in Nevada yellow. £2,449

1971 RELIANT Scimitar GTE. Overdrive. Also radio and h.r.w. Very nice condition throughout. White with black interior. £1,699

1971 TRIUMPH Stag Automatic. Hard and soft tops. Power steering, elec. windows, h.r.w., etc. Damson. £1,799

1973 TRIUMPH TR6 hardtop coupe. 13,000 recorded miles, overdrive. Superb in emerald. £1,599

1972 TRIUMPH TR6 roadster with overdrive. Also fitted wire wheels and radio. White with black trim. £1,299

1974 TRIUMPH GT6 Mk. III. Overdrive, Sundym glass and h.r.w. 1 private owner. Pristine example in French blue. £1,599

1971 TRIUMPH Spitfire Mk. IV. Superb in saffron. Radio and tonneau cover. Nippy small sports car in lovely condition. £649



1970 LOTUS Elan 54 f.h.c. Special equipment model in white with black trim. Push-button radio and h.r.w. £1,099



1974 M.G.-B V8 GT. Works mileage car in Citrus yellow, alloy wheels, tinted glass, headrests, reel belts and h.r.w. Worthwhile saving at £2,399



1973 RELIANT Scimitar GTE Automatic. Comprehensive spec. includes elec. windows, tinted glass, alloy wheels, radio/stereo and h.r.w. White with tan. £2,699



1974 TRIUMPH TR6 roadster with overdrive. Beautiful in yellow. Worthwhile saving on today's list price £1,799

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1954 **BENTLEY 'R'-Type** Freestone and Webb saloon, automatic, good mechanically, body not perfect... £1,150

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1916 **DOUGLAS 2½ M/c.**, in good condition... £450

1959 (circa) **MANX NORTON**, 500 c.c. £650

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We now support a growing stock of the Classic Variety. We could wax lyrical on the condition of these but prefer to state quite simply that we are confident any would-be purchaser will not be dissuaded from his purchase due to their condition. As at 23rd July (copy date for this publication) our stock consists of:-

1955 Mercedes-Benz Gullwing silver, reg no. RLX11; 1963 Ferrari 'Lusso' red, reg no. 28 EVE; 1967 Ferrari GTB.4 red, reg no. 69 EVE; 1972 Ferrari Daytona Silver, reg no. 44 TGO.



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models of the month



TRIUMPH

- 1973 Stag, one owner, h & s tops, Sundym. £2,495
- 1973 TR6 Rdstr., one owner, o/drive, Carmine. £1,475
- 1972 'L' Reg. TR6 coupe, o/drive, one owner. £1,395
- 1970 TR6 Rdstr., Saffron, o/drive, radio. £995
- 1974 Spitfire II, 4,000 miles, overdrive, radials. £1,195
- 1972 Spitfire IV, Emerald green, radio. £875

RELIANT

- 1973 'M' Reg. Reliant Scimitar GTE, radio, Sundym. £2,695
- 1972 Reliant Scimitar GTE, 20,000 miles, auto. £2,045
- 1971 Reliant Scimitar GTE Auto., silver, radio, h.r.w. £1,695

ASTON MARTIN

- 1972 Aston Martin DBS.6, air conditioning, stereo. £4,495
- 1970/71 Aston Martin DBS.6, 'J' Reg., radio, power steering. £3,195
- 1967 Aston Martin DB.6, Auto., Silver birch, radio. £1,695
- 1964 Bristol 408 Auto., radio, silver, blue trim. £1,395
- 1972 Clan Crusader, stereo, sunroof, cosmic wheels. £1,045
- 1973 Dec. 'M' Reg. Jensen Healey, 9,500 mls., one owner. £1,945
- 1969 Jensen Interceptor, Stratos blue, radio, etc. £2,095

JAGUAR

- 1974 V12 E-Type rdstr., delivery, mileage, chrome wheels. £3,745
- 1973 'M' Reg. V12 E-Type 2-2, low mileage, white, radio. £3,795
- 1973 'M' Reg. V12 E-Type rdstr. Auto., 1,500 mls., c.w.w. £3,395
- 1973 V12 E-Type rdstr., Carmen red, 12,000 mls. Sundym. £2,995
- 1973 V12 E-Type rdstr., stereo, radio, azure blue. £2,945
- 1972 V12 E-Type 2-2 Primrose, 15,000 miles, Sundym. £2,795
- 1970 E-Type 2-2 Auto., chrome wheels, radio. £1,795
- 1969 E-Type 2-2 'H' Reg., Sunroof, c.w.w., radio. £1,695

MG

- 1974 MG-B GT, white, 6,000 mls., tinted glass, o/drive. £1,795
- 1974 MG-B rdstr., 820 mls., o/drive, tonneau, servo. £1,595
- 1973 'M' Reg. MG-B rdstr., one owner, o/drive, radio. £1,345
- 1970 MG-B rdstr., BR green, radio, o/drive. £845
- 1973 'M' Reg. MG Midget, 8,000 mls., tonneau. £1,045
- 1970 Reg. MG-C rdstr., hardtop, o/drive, radio. £845
- 1969 'H' Reg. Mini Cooper, cosmic wheels. £645

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- +25,130/5-speed Roman purple, radio. LIST
- Europa Special 5-speed Sable, oatmeal trim. LIST

Elite demonstrator available.

- 1974 +25,130/5-speed, 4,000 miles, alloy wheels. £2,695
- 1973 Europa Special 5-speed, tinted glass, stereo. £2,095
- 1972 Elan Sprint, d.h.c., 19,000 miles, tonneau. £1,545
- 1971 'K' Reg. Elan Sprint, Sundym screen, radio. £1,395
- 1972 'L' Reg. Seven S4 alloy wheels, radio. £1,095



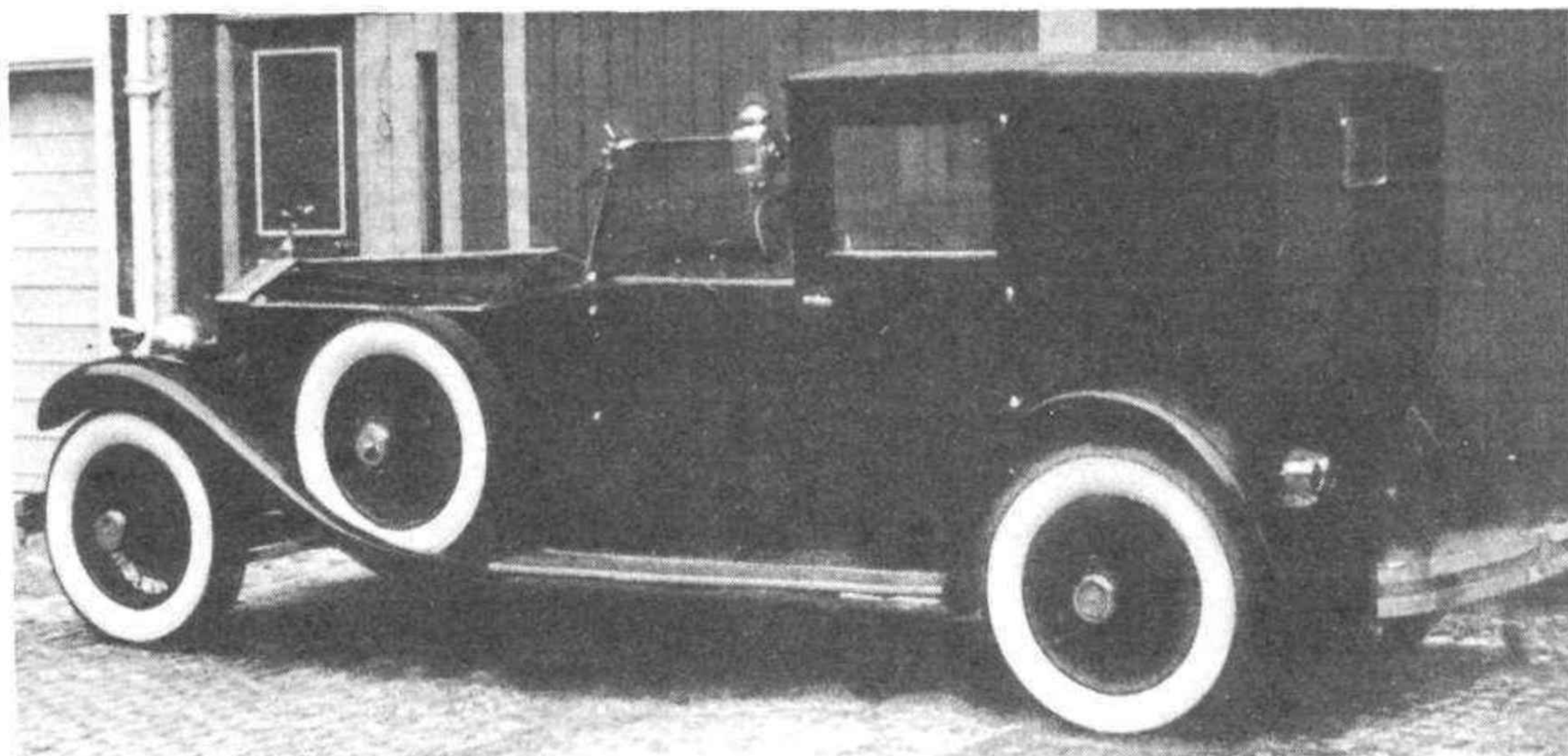
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- 1928 Mercedes Benz SSK 2-seater Sports.
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- 1949 Rolls-Royce Silver Wraith 3-position hood by Gurney Nutting.
- 1921 Rolls-Royce Silver Ghost, Barker Torpedo Tourer.
- 1926 Hispano Suiza H6B Fixed Head Coupé by Hibbard & Darrin.
- 1936 Mercedes Benz 500K Cabriolet by Windover.

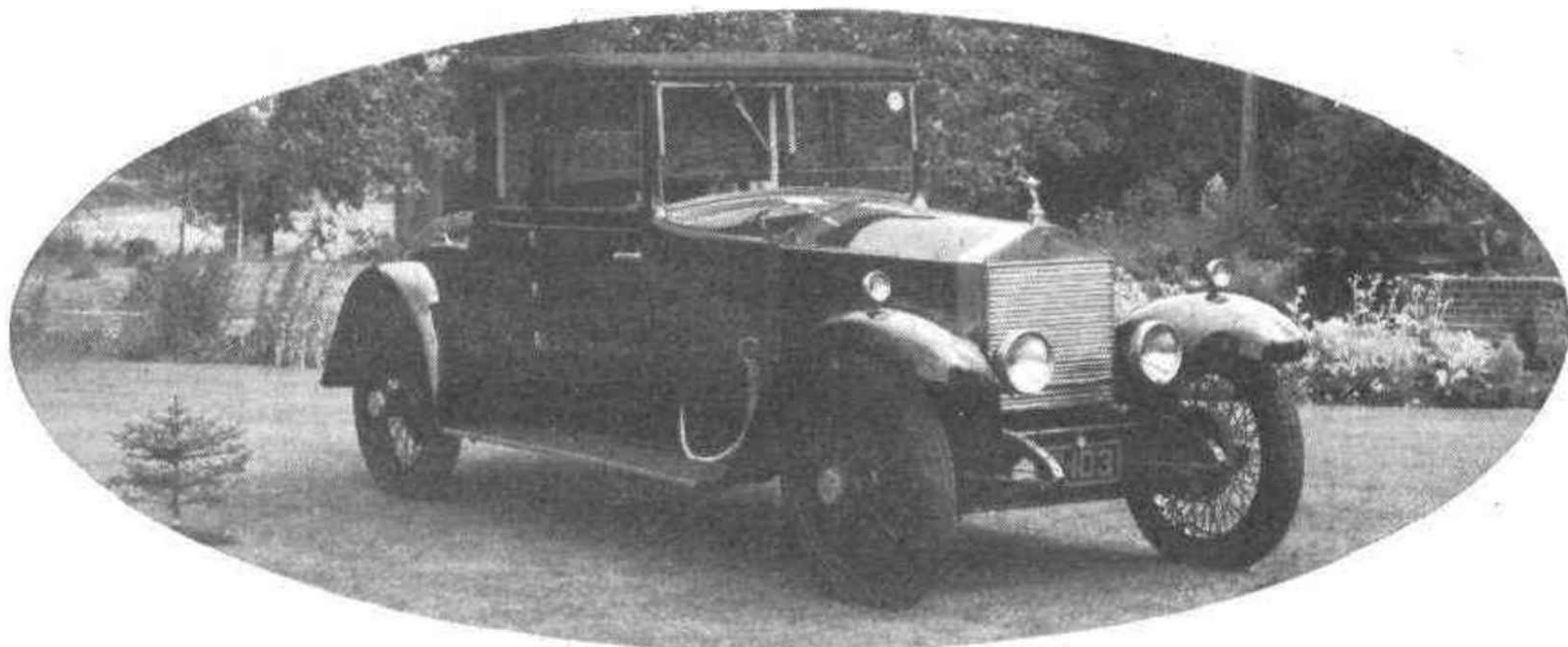
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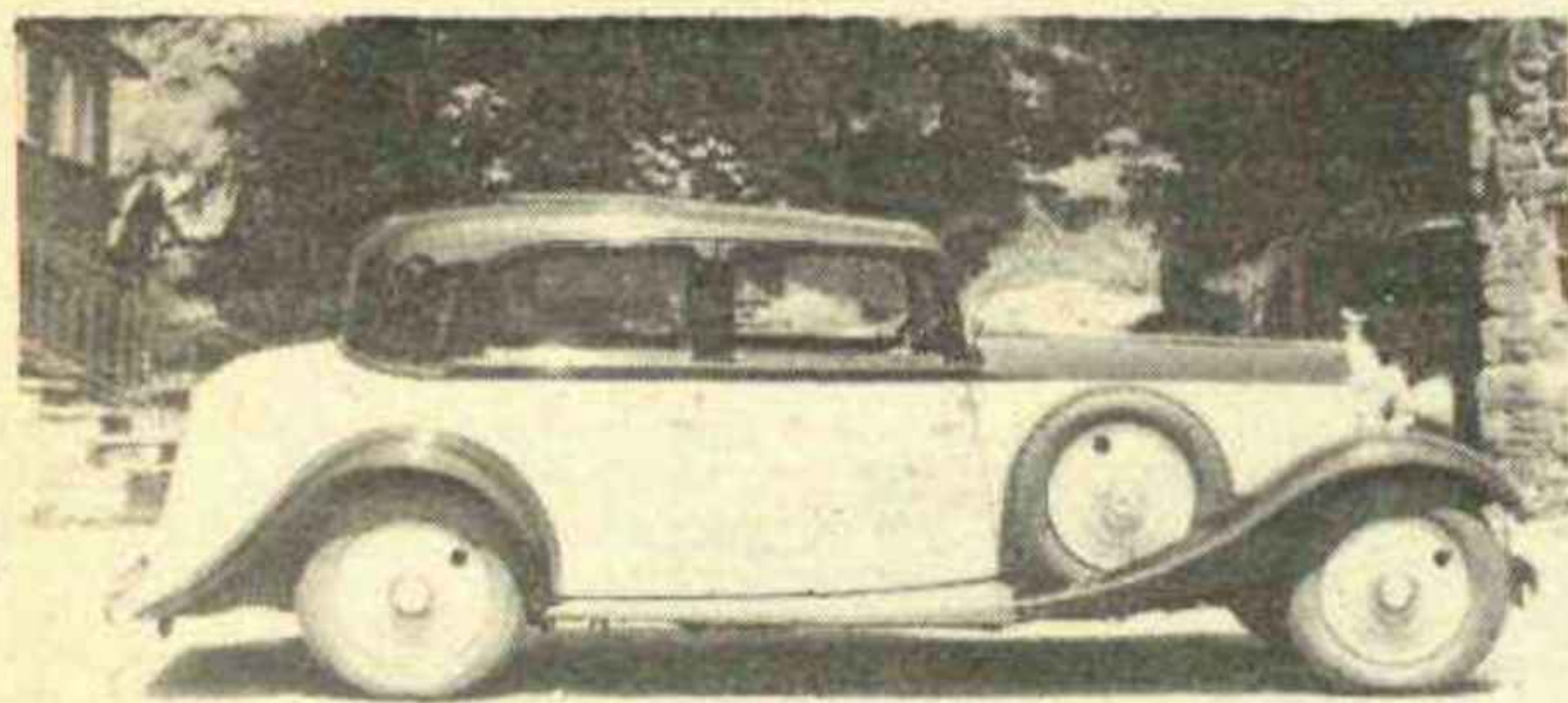
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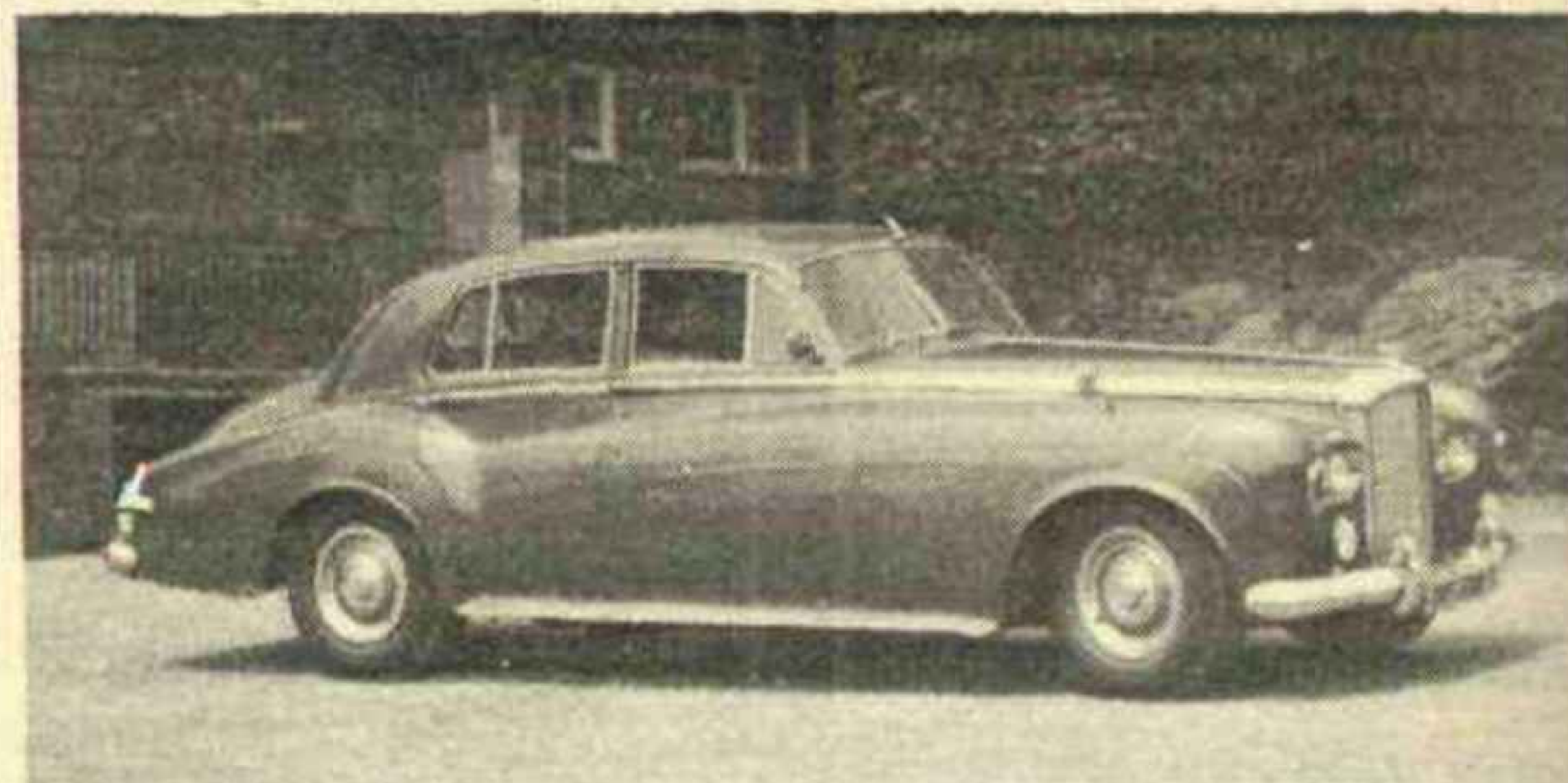
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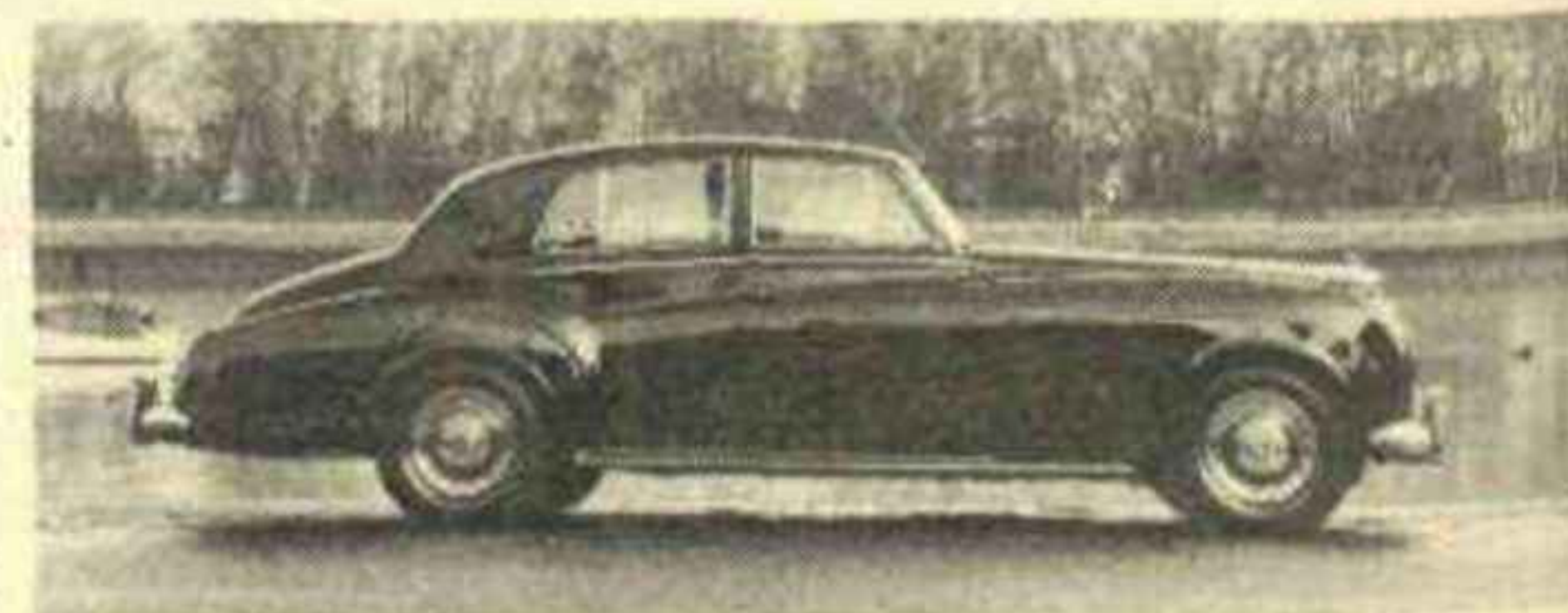
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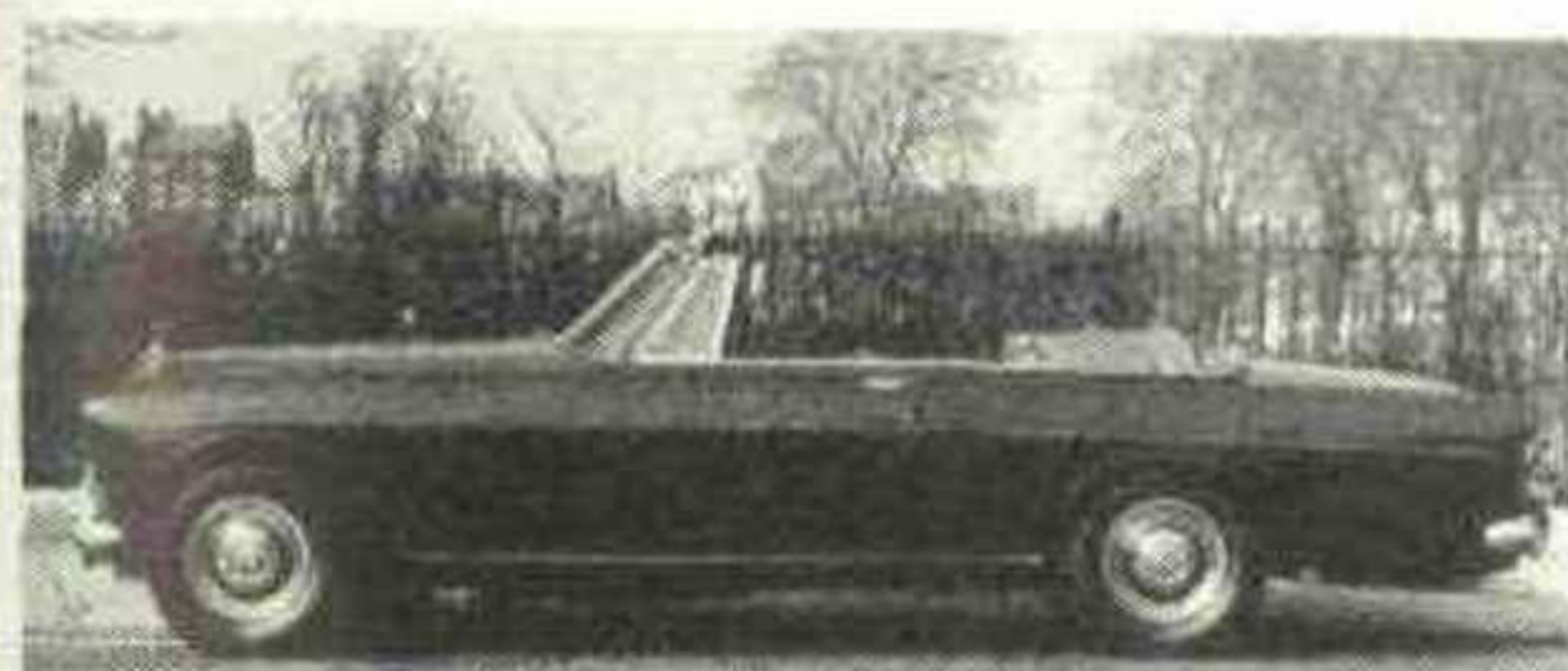
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