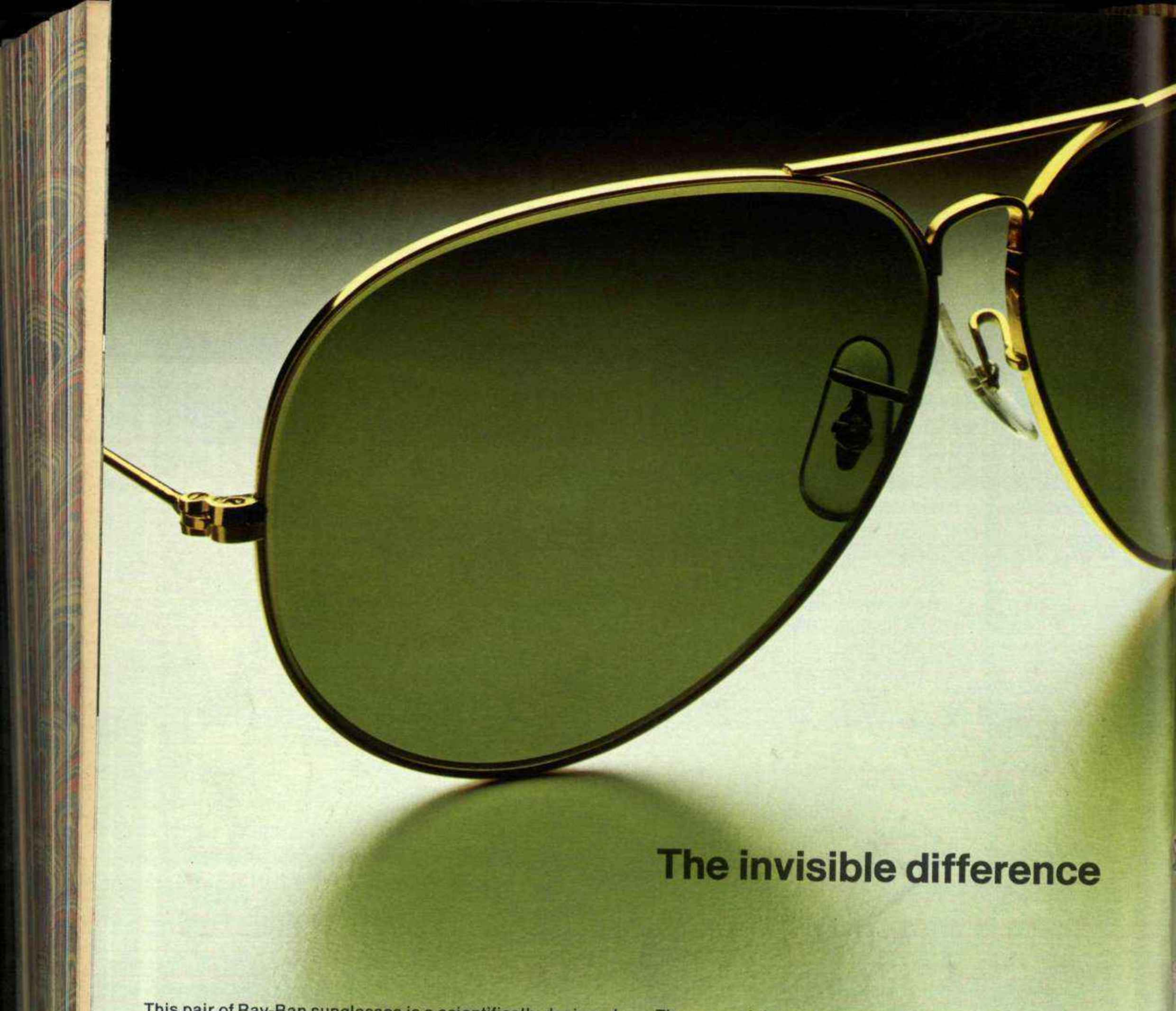
June 1975 Vol. LI No. 6 25p

MOTOR SPORT

Founded in the year nineteen twenty-four





The invisible difference

This pair of Ray-Ban sunglasses is a scientifically designed piece of sports equipment. Other sunglasses may have lenses that look the same colour: but the Ray-Ban lens, originally designed for military pilots, blocks harmful ultra-violet and infra-red rays as well as visible glare. It is these invisible radiations that cause the worst eyestrain, actually deplete your energy reserves, and can harm your night vision.

The distinctive Ray-Ban shape has never been surpassed, though frequently copied. Based on the shape of the visual field itself, the Ray-Ban lens combines all-round vision, maximum protection, and minimum weight. Light, strong, and durable, the frame is made in 160 hand-tooled operations from 10 carat gold-nickel alloy. The impact-resistant lenses are optically perfect and accurately colour-matched.

There are eighteen styles to suit most sporting and leisure needs. This model is ideal for the motorist. Other models are specially designed to suit the golf, boat or gun enthusiast. Choice of filters includes narrow-spectrum green, grey to preserve true colour values, Kalichrome for sharper definition in poor light, and Photochromatic self-adjusting density lenses. Frames are available in three metal finishes as well as synthetic fashion materials. For a full-colour catalogue, and the name of your nearest supplier, write to Ray-Ban Division of Bausch & Lomb, Department MS, Lenten House, Alton, Hampshire. Indicate your main sporting interest for advice on the most suitable model.

Ray-Ban®

Caterham Car Sales

LOTUS SEVEN
New Super Seven. Early delivery of **Lotus Twin Cam-engined Series III** now available with louvred bonnet and new alloy wheels. Price around **£2,000.**

USED LOTUS SEVENS
A range of used models always available but stocks are rather low in the summer. H.P. and special insurance rates.

LOTUS
1973(M) Elan +2S 130/5. Pistachio, h.r.w., sun-roof, radio **£2,395**
1972 Elan +2S 130. Blue. Radio, h.r.w., tinted screen **£1,845**
1970 Elan +2S. Red. Radio **£1,195**
1971 Elan Sprint d.h.c. Red/white. Radio **£1,395**
1973 Europa Special, 5-speed, all extras **£1,995**
1972 Europa T/Cam. Regal red, radio, alloy wheels **£1,595**
1971 Europa S2. Yellow, radio **£1,045**

TVR
New 3000M. Tawny, sun-roof, extras. Pre-increase price due to cancelled order.
New 3000M due shortly, **£2,960,** and **New 1600M, £2,495.**
1973 3000M. Yellow, radio, alloy wheels; one owner warrants 4,000 miles **£1,795**
1973 3000M. White, alloy wheels, radio, sun-roof **£1,595**
1972 1600M. Blue, alloy wheels, sun-roof **£1,395**
1972 Vixen S4 1600. Red, sun-roof, alloy wheels **£1,145**
1971 2500. Red, sun-roof, alloy wheels **£1,095**
1968 Vixen S2 1600. Met. green, alloy wheels, radio **£895**

SPORTS CARS
New Llama Siva. Early delivery of this Imp-engined Moke-type sports car.
1974 Llama Siva. Hard-top, yellow. Very low mileage **£1,195**
1970 E-Type roadster 4.2. Blue, radio.. **£1,495**
1970 TR6. White, o/d., hard-top, radio.... **£895**
1973 Mini Clubman. Harvest gold; one owner **£995**
1973 MG Midget. Bronze yellow; one owner **£845**
1971 Ford Mexico. Maize..... **£695**

BARGAINS
The following cars are not our usual stock either because of model or year. They are offered fully serviced but at Trade Prices.
Aston Martin mid-engined prototype. Now powered 327 cu. in. Chevrolet V8—300 plus b.h.p., 5-speed ZF transaxle.....Offers around **£3,000**
1974 (Reg. Dec. '73) Peugeot 504 T1. Silver mist; one owner, 13,000 rec. miles..... **£1,495**
1968 Lotus Elan +2. Teal blue, radio.... **£695**
1960 Volkswagen Caravanette. Sink, bunks, canopy, etc. **£295**
1962 Lotus Elite. Good mechanics. Needs respray **£595**

MOTOR RACING. The Lotus Seven is considered *too fast* for PRODUCTION SPORTS-CAR RACING. We regret to inform supporters that David Bettinson, in his Lotus Seven, has now been banned from Modsport racing. The RAC say the ban has nothing to do with his outright win at Thurston. Nothing?

HISTORIC CAR RACING. Peter van Rossem is having a good season in our LISTER JAGUAR. If you are buying or selling a sports car meet Peter at the green and white transporter in the paddock, 14th June, Oulton Park.

WANTED FOR CASH
All Lotus Elan +2S, Europa, Elite, Seven. Also MG-B, Clan, TVR. Consult us if you are selling a good condition sports car. HP accounts settled.

LOTUS 7 CLUB
Next meeting — Thurs., 5th June, White Hart, Godstone, 8.30 p.m. Send 5½p stamp for membership details.

N.B. Our stock is ever changing. Please send stamps for return mail of brochures and stocklist.

Name .....

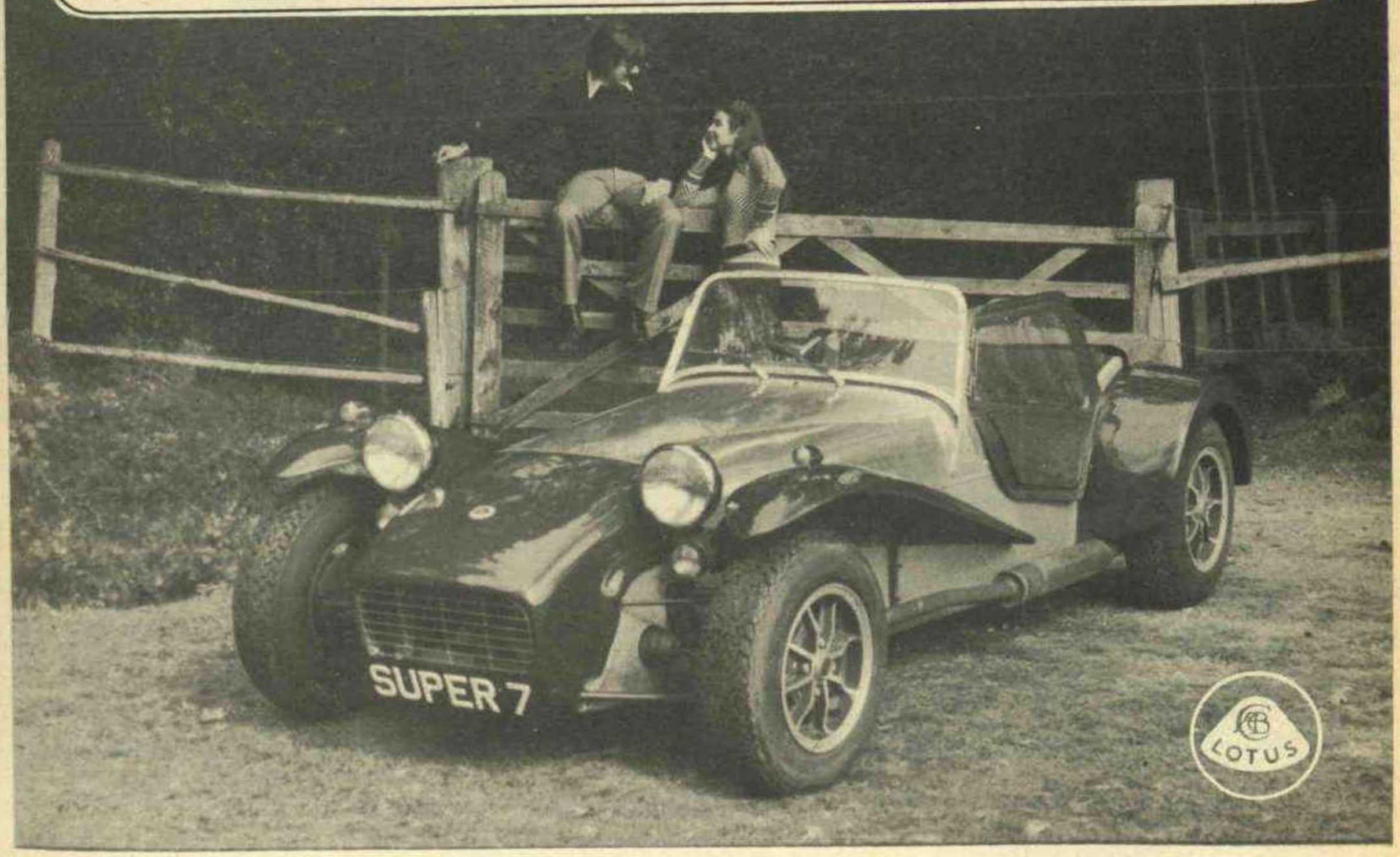
Address .....

.....

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

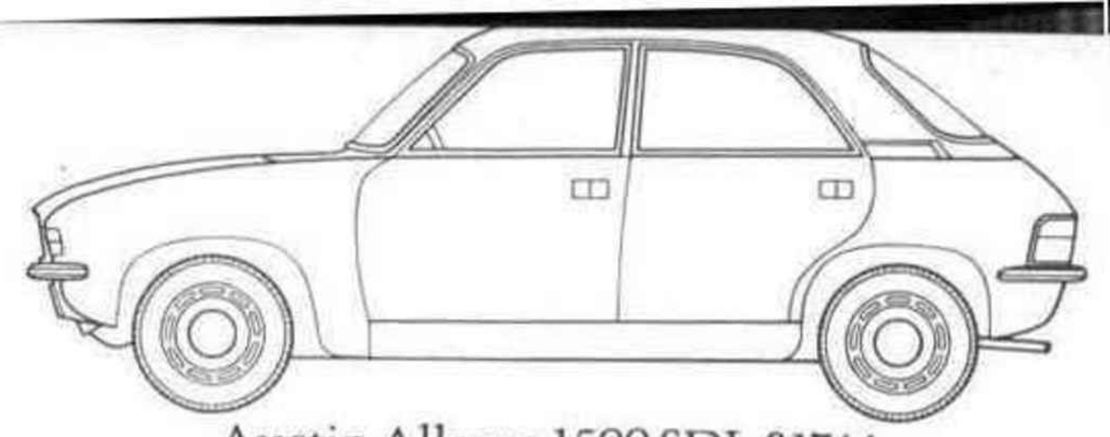
London: 142 Finchley Road, NW3. Tel: 01-794 9659
Directions: Just south off the M1 on the A41 into London, 100 yards from Finchley Road Tube Station.

Caterham: Town End, Caterham. Tel: Caterham 46666 (Works 42381) (Parts 42382)
Directions: Just off the A22 south of Purley. Telephone from Caterham SR station for transport.

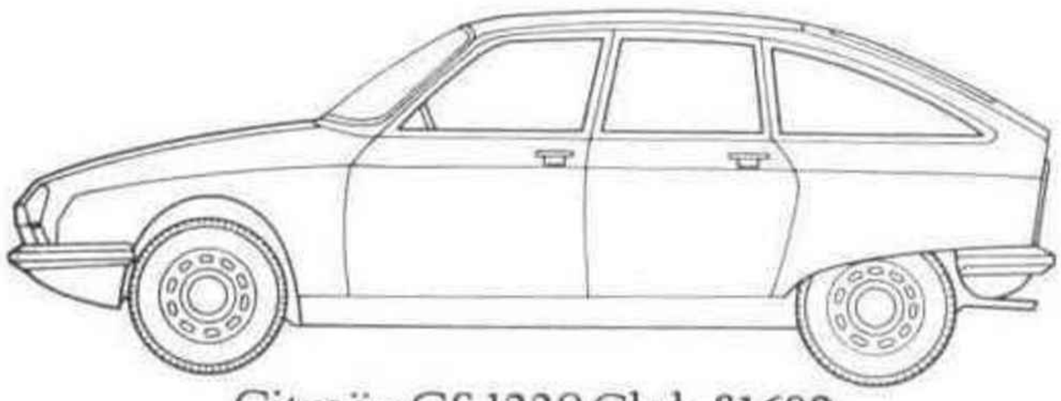




Ford Escort 1300 GL **£1777**



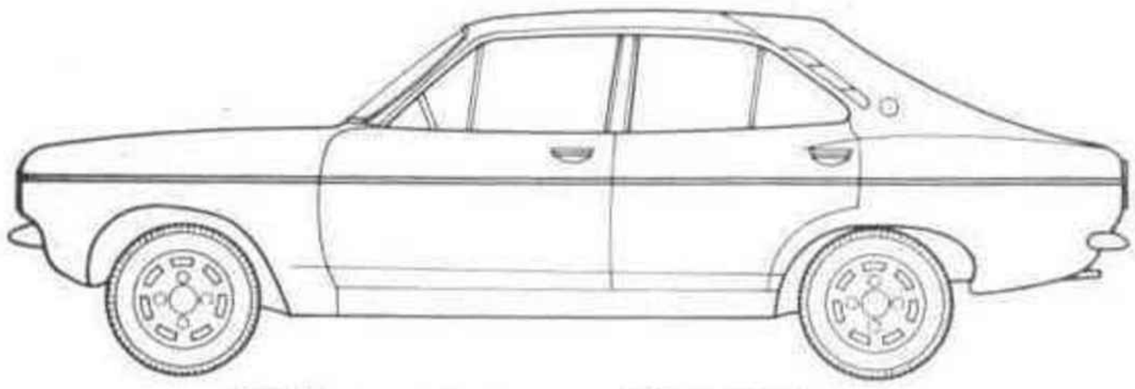
Austin Allegro 1500 SDL **£1744**



Citroën GS 1220 Club **£1689**



Vauxhall Viva SL **£1723**



Hillman Avenger GL **£1767**



Alfa Romeo Alfasud **£1668**

Why buy a car when for under £1,700 you can buy an Alfa Romeo?

With car prices going through the roof, it's a heartening thought that you can buy an Alfa Romeo for £1668.

The Alfa Romeo Alfasud is a car your family will really feel at home in.

It drives like an Alfa.
It corners like an Alfa.

And when you stack it up against the competition, we leave them standing.

The Alfasud gives you more leg room than a Jaguar XJ6.

Better mpg (41.7 mpg at 50 mph) than an Allegro 1750 SS.

And a bigger boot than a Triumph Dolomite.

You only pay for 4½ hours servicing in the first 18,000 miles.

And it's very safe and easily maintained.

So fill in the coupon and take a test drive.

And remember.

For the price of a car, these days you can buy an Alfa Romeo.

ALFASUD from *Alfa Romeo*

Duty free sales. If you are a visitor to the UK, a British Resident or member of the Forces going abroad, or a Diplomat you're eligible to purchase an Alfa Romeo free of taxes.

The Alfa Romeo range of cars starts at £1668 and goes up to £6299. It includes the Alfasud, Alfasud Ti, GT Junior 1.6, Alfetta, 2000 Saloon, 2000 GT Veloce, 2000 Spider Veloce and Montreal.

All prices quoted are the latest available before publication Source: "Motor"

To: Alfa Romeo (Great Britain) Ltd., Edgware Road, London NW2 6LX Tel: 01-450 8641

I'd like my local Alfa Romeo dealer to arrange a test drive for me. My present car is

The Alfa Romeo I'm interested in is

Name

Address

Tel

Export ☐

20/6

BEFORE YOU DECIDE ON PHILIPS IN-CAR ENTERTAINMENT CONSIDER A FEW OTHER NAMES.



These key rings represent some of the finest cars in the world.

And some of the most respected.

But British or French, Italian or German, their makers have one thing in common.

Over the past few years, they've all chosen Philips equipment for in-car entertainment.

Equipment like the RN342 stereo cassette car radio* shown here.

It's very compact (7" x 2" x 5.9"). So it fits snugly into a standard dashboard aperture.

Yet in spite of its size, there's a powerful output of 5 Watts per channel.

We've also given it a continuously variable treble/bass control and a built-in stereo balance control to guarantee perfect reproduction.

On both the medium and long wave radio, and the stereo cassette playback.

On the cassette player itself, we've included a number of important features:

An electronic tape speed control. A fast wind control. A cassette playback indicator lamp. And an automatic stop at the end of the tape.

Incidentally, if cassettes are your favourite form of music, and you regard a radio as a little unnecessary, you might also consider our N2607 stereo cassette player.* The whole unit is about the size of a paperback.

And it contains full stereo amplification to a power output of 2x5 Watts.

Whichever system you choose to make driving more relaxing, you can be sure of at least one thing.

You'll be in good company.



PHILIPS

PHILIPS

Music on the move.

*Suggested selling prices: RN342 £85.00 with speakers. £75 without speakers. N2607 £47.00 with speakers. £41.09 without speakers.

Pay a little for a lot.



The little.

4 Door Polski Fiat 125P
Saloon £1159.00*
5 Door Polski Fiat 125P
Estate £1299.00*

The lot.

1481 cc OHV power unit ☐ Top speed around 90 mph ☐ Approximately 30 mpg ☐ Servo assisted, dual circuit disc brakes on all 4 wheels ☐ 4½J wheels with Dunlop radial tyres ☐ 2 stage full body protective treatment ☐ Dual headlights ☐ Lockable petrol cap ☐ Independent front suspension with anti-roll bar ☐ Reversing light ☐ Laminated windscreen ☐ Fully fitted carpet ☐ Reclining front seats ☐ Flow through ventilation ☐ Heater with 2 speed fan ☐ Two speed wipers with adjustable intermittent wipe ☐ Electric windscreen washers ☐ Glove box and big parcel shelf ☐ Cigarette lighter ☐ Dipping rear view mirror ☐ Comprehensive instrumentation ☐ Tool kit ☐ Touch up paint ☐ Boot light ☐ Engine compartment light ☐ Twin choke carburettor ☐ All synchromesh 4 speed gear box ☐ And there's still more.

The Polski Fiats are very complete cars indeed. You really should take one for a test drive. We really have a great deal of a car on offer.

To Polski Car Imports (GB) Ltd.,
Longfield Road, North Farm Industrial Estate, Tunbridge Wells, Kent.

Please send me the full information regarding the Polski Fiat 125P Saloon and Estate.

Name .....

Address .....

.....

Mo.S1

*(Includes Special Car Tax and VAT. Seat belts, number plates and delivery extra).

POLSKI FIAT

Simply better value

Where to look over the Polski Fiat.

Avon
Bath, *Pulteney Service Station, Bath 64064*
Bedfordshire
Shefford, Shefford Motor Company, Hitchin 812939
Cambridgeshire
Doddington, Coles Motor Services, Doddington 371
Needingworth, Needingworth Service Station, St Ives 63160
Cheshire
Crewe, Harry W Dodd (Crewe) Ltd, Crewe 4317/8
Cumbria
Carlisle, Prospect Garage, Aspatria 20555
Essex
Benfleet, Woodman Car Sales, Rayleigh 2238
Braintree, Bridge Motors (Bocking), Braintree 141
Chadwell Heath, Lester Motors Ltd, 01-590-2377/6657
Orsett, Byscouth Garages Ltd, Grays Thurrock 891204
Hertfordshire
Baldock, Whitehorse Motor Co Ltd, Baldock 3399/3295
Kent
Belvedere, Nuxley Road Garage Ltd, Erith 36006
Bromley, Valentine Motors/Woods Garage, 01-698 3463
Lancashire
Colne, Edgar Simpson & Sons Ltd, Colne 4266
Dalton in Furness, G O McMeekin & K Newby, Dalton-in-Furness 2336
Liverpool, Howards Tyres Ltd, 051-525-1325
Mossley, R Bird & Co (Motor Engineers) Ltd, Mossley 2560
Preston, Station Garage (Grimsargh) Ltd, Longridge 3669
St Annes on Sea, Heyhouses Service Station, St Annes 26799
Wigan, Castle Hill Motors, Wigan 55961
Leicestershire
Rothley, Lazenby Garages, Rothley 2484
Lincolnshire
Epworth, Axeholme Car Centre Ltd, Epworth 872533
Lincoln, Metheringham Car Sales, Lincoln 61242
Louth, Waumsley Motors, Louth 2116
Greater London
Enfield, Elmsleigh Autos Ltd, 01-363-5333
Kensington, Kensington Car Centre, 01-370-3152
London NW1, Burlington Camden Ltd, 01-485-9333
New Barnet, Ash Motors (Barnet), 01-449 5772
West Ealing, Empire Motors (Ealing) Ltd, 01-567-3535
Norfolk
Great Yarmouth, Frederick Motors, Great Yarmouth 61984
Norwich, Hazeldene Motors, Norwich 726295
Wymondham, Bridge Garage, Wymondham 2394
Northamptonshire
Northampton, Broadway Motors, Northampton 31856
Peterborough, Cyril A Seaton Ltd, Peterborough 71739
Northumberland
Newcastle upon Tyne, Robb & Weakford, Newcastle upon Tyne 666321
Stocksfield on Tyne, Branch End Garage, Stocksfield on Tyne 2124/2177
Nottinghamshire
Bulwell, Main Line Service Station, Nottingham 272744
Sutton in Ashfield, Manor Garage (Sutton in Ashfield) Ltd, Sutton in Ashfield 2446
Somerset
Bridgwater, Eastover Motors, Bridgwater 2010
Staffordshire
Stafford, Fred Shaw & Son (Stafford) Ltd, Stafford 55486/7
Stoke on Trent, Motor Circle, Stoke on Trent 264888/9
Wednesbury, Caldmore Service Station, 021-556 4655
Warwickshire
Rugby, Lawford Garage, Rugby 5381
Worcestershire
Worcester, *Gordon Moss Motors Ltd, Evesham 830278*
Yorkshire
Barnsley, Millhouse Garage, Barnsley 743710
Bradford, Lightowler's Garage, Bradford 631583
Halifax, Pye Nest Garage, Halifax 65036
Hessle, P J R Motors Ltd, Hessle 645281
Sheffield, Abbey Garage, Sheffield 365091
Sheffield, Beighton Motor Co, Sheffield 692373
Teesside, Campbell Bros, Eston Grange 6855 1/2/3
York, Glen Garage, York 54202
Wales
Cardiff, Stanley Moore Motors, Cardiff 41034
Cwmbran, S R Car Sales, Cwmbran 67313/6
Pembroke, Castle Garage, Pembroke 3188
Swansea, Peniel Green Car Sales, Swansea 794879
Wrexham, H Taylor & Harry W Dodd (Wrexham) Ltd, Wrexham 2646
Scotland
Glasgow, Hampden Cars Ltd, 041-632-6455
Glasgow, Ross Motors of Glasgow Ltd, 041-339-6811
Kirkcaldy, John Grubb, Kirkcaldy 4332

Important
We are rapidly expanding the Polski Fiat Dealer network – if the above list does not show a Dealership in your area please post the coupon and we will return a current New Dealer list together with our brochure.

POLSKI FIAT

---

dcm



THE TR CENTRE
(SPORTS CARS) LTD

21 Lexham Mews
London W8

Phone RICHARD KWOLEK
or JULIAN WIGDOR
01-937 1410

TR6, '73, mimosa, 10,000 miles, o/d., 8-track **£1,395**
TR6, '73, pimento, 15,000 miles, o/d., w/wheels **£1,395**
TR6, '73, white, 21,000 miles, o/d., radio **£1,345**
TR6, '72, sienna, 29,000 miles, o/d., stereo **£1,245**
TR6, '72, pimento, 27,000 miles, hard-top, radio, o/d... **£1,295**
TR6, '72, damson, 33,000 miles, hard-top, o/d., w/wheels **£1,295**
TR6, '72, green, 25,000 miles, o/d. **£1,245**
TR6, '71, damson, 29,000 miles, radio, o/d..... **£1,095**
TR6, '71, saffron, 31,000 miles **£1,095**
TR6, 1969, dark blue, o/d., radio **£795**

SEVERAL TR4As IN STOCK

B.M.W.s

BMW, '73(M) 2002, Taiga, 15,000 miles **£1,795**
BMW, '72(L), 2002, fiord, 26,000 miles, tint, cloth **£1,495**
BMW, '72(L), 2002 Tii, white, four headlamps, 38,000 miles **£1,645**
BMW, '71(K), 2002 Tii, golf, 36,000 miles, sun-roof **£1,495**
BMW, '71(K), 2002, automatic, 37,000 miles.. **£1,195**
BMW, '69(G), white, 19,000 miles **£895**

TR WORKSHOPS

COMPLETE SERVICING FACILITIES FOR ALL TR, 2.5 PI SALOON FUEL INJECTION AND COACHWORK REPAIRS.

Phone : 01-937 1285

Full Parts / Labour GUARANTEE.
Full Pre-Sales Preparation
HIRE PURCHASE
PART EXCHANGE

WANTED:
ALL GOOD TRs
B.M.W. 2002s
Highest prices paid

ASTON MARTIN is alive & well and living at Nod Rise Coventry

Despite all you may have read and heard recently, there are still some people who believe in the future of the Aston Martin Car. Here at the Aston Martin Centre we practise 100% dedication to the marque with these specialist services:-

* **SERVICE** – a team of trained mechanics, using the latest and most sophisticated servicing equipment, all under the supervision of factory trained John Verdon our Service Manager.
* **PARTS** – a very substantial stock of parts to meet most of the needs of Aston owners.
* **SALES** – we've a comprehensive selection of Astons in our Showrooms and we're always interested in discussing your part exchange requirements. Our Sales Department will be pleased to help at any time.

ASTON MARTIN CENTRE OFFER

1970 (J) DBS6 Manual. Maroon with black interior. Fitted with sliding roof, radio, stereo, fog and spot lamps, door mirrors, reversing light and rear guard fog lights, a specimen vehicle. **£2,995**

1973 (M) Aston Martin Vantage. *Ascot Grey with blue interior. 25,000 miles. This vehicle is in beautiful condition.* **£4,500**

1970 Aston Martin DBS6 Automatic. Chrome wheels. Sundym glass, radio, light blue with black interior. **£2,250**

1967 Aston Martin DB6 Automatic. Green with natural trim. Radio, stereo, Sundym glass, sunroof, fog and spot lights. **£2,995**

1971 (K) Aston Martin DBS V8 Oxford blue with tan hide interior. Radio, stereo, air conditioning. Sundym glass. **£3,500**



When you're next in *the area make a* personal visit to our Showroom. The map will help you to find us.

THE ASTON MARTIN CENTRE

NOD RISE, OFF BROAD LANE, COVENTRY CV5 7NJ,
TELEPHONE 461441/2

CHATER & SCOTT LTD

The Le Mans 24-Hour Race 1949 - 1973. Produced at the request of the Automobile Club de l'Ouest, the organisers of Le Mans, to mark the 50th anniversary of the events history. Exciting, dramatic, colourful — the true story of the 25 races. Every race detailed with comprehensive tables, details of the cars that took part. 211 pages and more than 300 photographs. Large format. **£12.50**

The Cobra Story. By Caroll Shelby. This is his autobiography. He discusses the production models and details their competition history, both setbacks and victories, into the 1965 season. A fascinating story. Includes specifications and racing results. 288 pages, 61 photos. **£4.95**

The Lamborghini Guide 1963 - 1973. A 16 page booklet outlining the marques decade of history through some superb photographs of both prototype and production vehicles. Technical details are included with each model. **£1.10**

The Scott Motorcycle. This is the absorbing story of one of the most unusual, yet revered motorcycles, often described as 'The Bugatti of motorcycles' and of its designer, Alfred Scott. **£4.60**

Mercedes Benz 300 SL. This book is about the spectacular and highly imaginative creation — The author through twelve factfilled chapters recounts the entire fascinating history from the very beginning of the idea to its final version, the roadster model which eventually replaced the exciting unorthodox gull wing coupe. **£9.95**

Specialists Sportscars - British Small-Series Production Cars. Peter J. Filby describes 120 models of 27 different marques, all produced in limited quantities and outstanding for their individuality and performance. Also included are details and photographs of previously near secret cars such as the Ginetta 20, the mid-engined Gilbern and the Lotus Elan prototype. **£3.85**

From Brands Hatch to Indianapolis. A lavishly illustrated in depth review of ten of the worlds leading racing circuits. The history of each and the technique of racing on each. Brands Hatch, Buenos Aires, Indianapolis, Kyalami, Le Mans, Monaco, Monza, Spa-Francorchamps, Nurburgring and Watkins Glen. **£4.40**

Automobile Year 22, 1974-75. The world's most colourful and authoritative motoring annual, combining detailed coverage of the world's major events with superb illustrations and magnificent production. **£10.50**

The Way to Win. By Stuart Turner. An authoritative and comprehensive competition guide to success in circuit racing and rallying by one of the worlds foremost experts on the subject. **£4.15**

Porsche Sport 73. By Joe Rusz. This excellent compendium contains articles on 74 model road tests, Porsche miniatures, the Can-Am and Interseire, the 917-30, IMSA, Trans-Am, etc. 104 pages and 145 illustrations. **£3.85**

Motor Racing 75. 48 pages packed with colour including the top drivers and cars for 1975; the championship trail; the circuits and the trans-atlantic challenge. A John Player Special. **£0.75**

Motor Racing Mavericks. By Doug Nye. A catalogue of inventiveness in its way a tribute to designers who accepted only two constraints — you've got to have power and you've got to have wheels. 232 pages, 64 photos. **£3.85**

The Nifty Fifties Fords. By Roy Miller. An illustrated history of the 1950's Fords. 320 pages and over 1000 illustrations written by one of Americas leading Ford enthusiast. **£9.55**

The Classic MG Yearbook 1974. By Richard L. Knudson. A collection of reports on truly outstanding MG events from all over the world. The reports are illustrated with first class photographs of the cars in action. MG enthusiasts will enjoy seeing a wide range of types and models in various stages of restoration. Several historical articles are included to add to the store of MG research. **£6.35**

Jaguar Sports. The second in the Autocar Special series. Road tests, reprints, articles and photographs all taken from the archives of the Autocar. Excellent value. **£1.00**

Bodies Beautiful: A History of Car Styling and Craftsmanship. By John McLellan. The author traces the careers of the leading designers and assesses their impact of the evolution of motor body design and construction practice, from the work of the pioneer individualists, through the period of mass production and flamboyant styling in the twenty years between the two world wars to the present day. **£5.60**

Autocourse 1974 - 1975. The only complete record of the year's competitive motoring. The emphasis naturally lies on the World Championship Grand Prix series, the pinnacle of the sport. The book includes lap charts of each race and a wealth of dramatic photography. **£5.95**

The Daimler Tradition. By Brian E. Smith. The only book on Daimler available and certainly the most comprehensive ever written. 334 pages and 370 black and white illustrations. **£6.45**

The Poster Book of Antique Auto Ads 1898 - 1920. A collection of advertising posters showing the development of the manufacture of motor cars. 96 pages and 95 illustrations (48 in colour). **£4.45**

The Classic Single Seaters. By Doug Nye. This book tells the vigorous and fascinating history of Grand Prix motor racing. The author has brought together detailed and entertaining profiles of the great personalities, places, races etc. to give a penetrating insight into the 80 years of this sport. Over 100 colour photos and more than 250 black and white photos. **£5.45**

Sixteen Cylinder Motorcars. By Roy A. Schneider. The 16-cylinder motorcar was the pinnacle of mechanical excellence, the summit of fine custom coachcraft. Includes charts providing a registry of every sixteen cylinder motorcar ever built - broken down by body type, researched from factory archives. **£12.00**

Ferrari: The Early Berlinettas and Competition Coupes. Large pictures and scale drawings with descriptive text incl. specifications and background of each model. **£4.55**

Cord - Without Tribute to Tradition by Dan Rost. The world first bonafide production front wheel drive car appeared in automobile exhibitions during 1929. This book is the story of Errett Lobban Cord and the remarkable cars he produced. Supplementing the text are several full scale reproductions of classic collectors items. Large format. 219 pages. **£9.55**

World Cars 1975. A fantastic book, 440 large format pages, full colour section. 900 cars are listed from 31 countries. Special articles covering technical innovations, developments and top racing competitions. **£8.10**

FUTURE TITLES

FERRARI (Foulis)
JAGUAR (Foulis)

SYON PARK, BRENTFORD, LONDON TW8 8JF, ENGLAND
Telephone: 01 - 568 9750

BOOKS

To avoid delay make certain that you send your order to our SYON PARK address. All prices are correct at the time of going to press but are subject to alteration. Postage and packing charges are included in the book price. Surface mail anywhere in the world.

Ring appropriate dot, complete coupon and send to us complete with PO/Cheque.

- **The Le Mans 24 Hour Race 1949 - 1973**
- **The Cobra Story**
- **The Lamborghini Guide 1963 - 1973**
- **The Scott Motorcycle**
- **Mercedes Benz 300SL**
- **Specialists Sportscars. British Small Series Production Cars**
- **From Brands Hatch to Indianapolis**
- **Automobile Year, 22, 1974 - 1975**
- **The Way to Win**
- **Porsche Sport 73**
- **Motor Racing 75**
- **Motor Racing Mavericks**
- **The Nifty Fifties Fords**
- **The Classic MG Yearbook 1974**
- **Jaguar Sports**
- **Bodies Beautiful**
- **Autocourse 1974 - 1975**
- **Daimler Tradition**
- **The Poster Book of Antique Auto Ads 1898 - 1920**
- **The Classic Single Seaters**
- **Sixteen Cylinder Motorcars**
- **Ferrari: The Early Berlinettas and Competition Coupes**
- **World Cars 1975**
- **Cord - Without Tribute to Tradition**
- **Catalogue (15p) NEW**
- **Motor Cycle Catalogue (10p)**

PO/Cheques to be made payable to Chater & Scott Ltd. DONT FORGET TO FILL IN YOUR NAME AND ADDRESS. All orders are dealt with care and promptly mailed.

For all enquiries please enclose an addressed and stamped envelope.

PLEASE COMPLETE IN BLOCK CAPITALS

Enclosed PO/Cheque for £ . . . . . .

Name . . . . . .

Road . . . . . .

Town . . . . . .

County . . . . . .

Post Code MS/675

CHATER & SCOTT LIMITED
SYON PARK, BRENTFORD
LONDON TW8 8JF, ENGLAND

Aerofan: the motoring aid that really works!



ORDER DIRECT

As road speed increases the blade pitch reduces.

This unique DOWTY/ROTOL developed radiator fan, simply replaces your existing fan and is used extensively throughout the world by thousands of satisfied motorists.

THE MOTORING PRESS SAY THE REST .....

THE AA	*"Easily fitted. Soundly designed, gives worthwhile benefits"*
AUTOCAR	*"We used it with success on our 1100"*
MOTOR	*"Minimises power loss and noise"*
MOTOR SPORT	*"Reduces power loss"*
METROPOLITAN POLICE	*"Improved mpg. 500 rpm increase to top"*
HOT CAR	*"More power, better consumption, less noise"*
B.B.C. TV	*"Better performance, less noise"*
CAR	*"Works well. A good buy"*
FINANCIAL TIMES	*"Less noise, 3 mpg improvement. Thoroughly recommended"*
MAN EVE NEWS	*"Appreciable saving in petrol"*
AUTOSPORT	*"Increased mpg. Top speed up 3 mph. 0-60 3 secs. quicker on our Mini"*
B.BLYDENSTEIN	*"No problems. Saves bhp. Reduces noise level"*
INST. ADVANCED MOTORISTS	*"A60 test — increase from 25 to 28 mpg"*

JUST SEND **£6·75** OR TICK C.O.D. (inc. VAT & P.P.)

to: Aerofan, Evesham, Worcs.
Telephone: 038 681 2378.

Send, by return, an Aerofan for:
MS/675

Name _____

Address _____

_____

_____

_____

Make _____

Model _____

Year _____

☐ Cheque ☐ Cash ☐ P.O. ☐ C.O.D.

AEROFAN IS COVERED BY WORLDWIDE PATENTS

Get this superb power-driven car!



OUR PRICE £35 inclusive VAT and CPH

Turbojet Powerdrive racing car for Junior Drivers

Complete with 6 volt battery and mains recharger. Steel chassis with superstyled body, high backed upholstered seat, shift lever giving forward and reverse motion controlled by accelerator pedal. Overall dimensions – length 44", height to top of steering wheel 20", overall width 22".

With successive recharging the battery builds up power storage capacity giving up to 6 hours continuous use. Recharges overnight with mains recharger supplied. Inclusive price, carriage paid home UK mainland, including VAT – £35.00.
This model is used extensively for Road Safety Instruction.

To: Town & Country Mail Market, P.O. Box No 204, 60 Gainsford Street, London SE1 2PB. Reg. No 1212785 (26.10.85)

Please send me TURBOJET CAR(S) at **£35.00** incl. VAT.
Cheque/PO/Cash No. enclosed for £
Should you wish to pay by credit card delete where applicable.
Please debit my Access/American Express/Barclaycard/Diners Club Account

My Account number is

NAME

ADDRESS

SIGNATURE

MSB

Malcolm C. Elder Tel: Steeple Aston (0869) 40606

1, Grange Park Road, Steeple Aston, Oxfordshire.





1930 Standard Big 9 saloon. Very nice **£725**
1930 Vauxhall 20/60 Six — Super — Excellent Wire wheels. Rare, no body..... **£650**
1935 Bentley 3½-litre "Airline" saloon by Thrupp & Maberly (*photo*)..... **£3,250**
1947 Morris 8 Series E. Very good... **£375**
1952 Healey Tickford. Excellent.... **£775**
1953 Armstrong Siddeley Sapphire **£375**
1959 Berkeley B.105. Superb..... **£295**
1958 Mercedes-Benz 190SL (*photo*).. **£765**
1961 Landrover S.II, SWB ("J" Reg.) **£330**
1964 Alfa Romeo 2600 Sprint convertible. Very rare. RHD **£599**
1970 Citroen DS21. Lovely car..... **£725**
MOTORCYCLE COMBINATION:
1966 Panther 120S and sports chair **£229**

Part exchanges considered. Finance arranged. Callers preferably by appointment.

01-882 4541

ALL POLICIES PLACED WITH LLOYDS OF LONDON

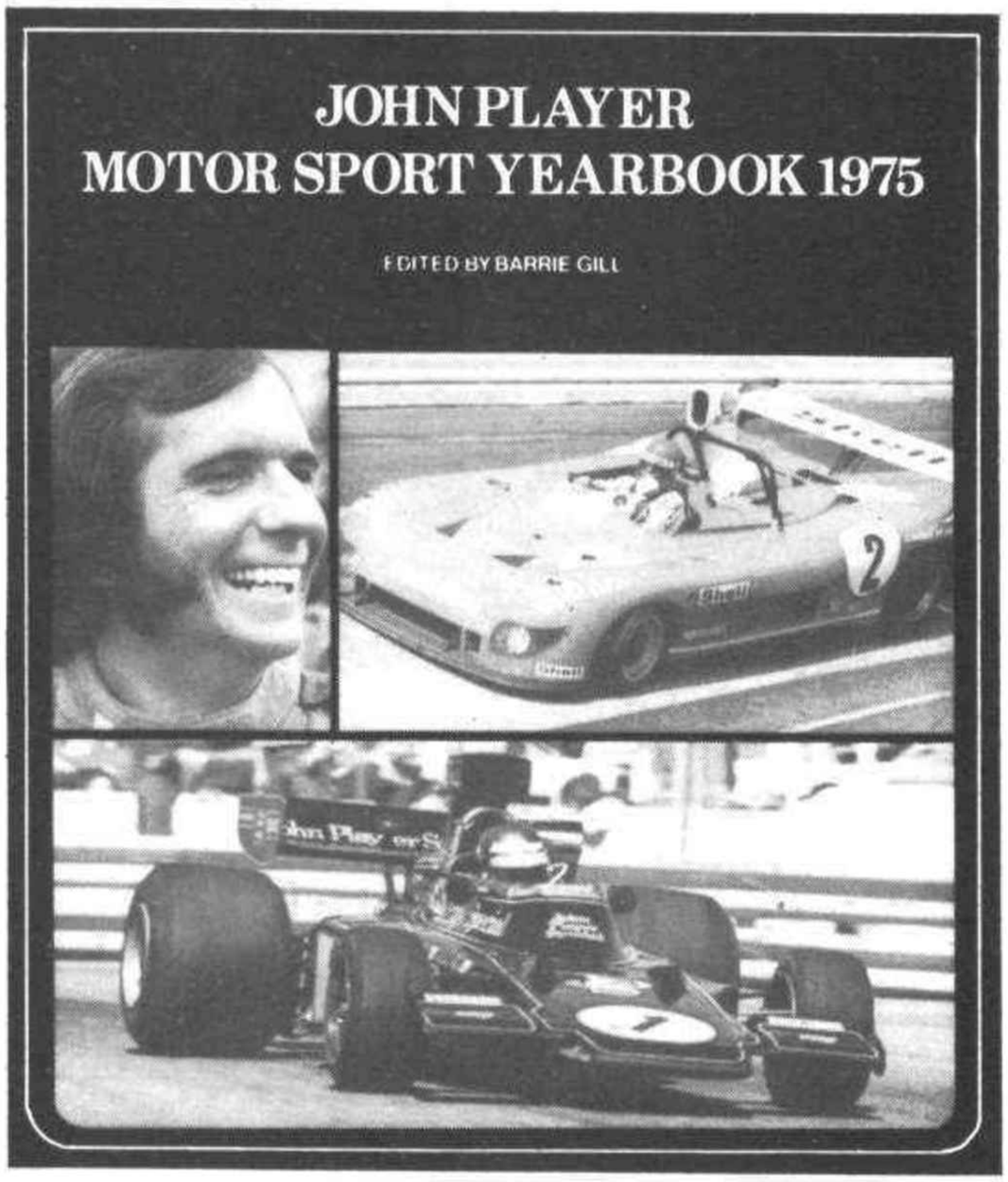
★ 35% 1st Year Bonus.
★ 25% INTRODUCTORY DISCOUNT
★ Convicted Breathalysed; Young and Sports Car Drivers at the most reasonable rates.
★ 3, 6, 9, 12 month Policies, plus instalments.

NAME _____
ADDRESS _____

Business / Pleasure Use. Age
Occupation
Full/Prov. Licence for year(s). Comp. &/TPF & T/TPO Cover.
Country of Birth
Owner only / Owner and Wife / Any Driver.
Nil / £15 / £25 / £35 / £50 Excess. Make of Car
Model Year C.C.
Value Reg. No. Kept in open / Garage
Will anyone under 25 drive? Will anyone under 21 drive?
Licence held years. No Claims Bonus years.
Details of any accidents, convictions, disabilities, or other drivers to be included.

CT MOTOR POLICIES

256 GREEN LANES, PALMERS GREEN, LONDON, N13



'The best in the business'

John Player Motorsport Yearbook 1975

Edited by Barrie Gill

Lively, provocative, entertaining, informative - the 1975 edition of Britain's most comprehensive motorsport yearbook.

Offering complete coverage of last season's racing in every formula, including saloon car racing, the yearbook also features Formula Nostalgic - recapturing the glorious achievements of the past with colour portraits, biographies of the champions, and a report on the JCB Historic Car Championship.

Articles such as 'Time for a Change' by Doug Nye look to the future, exploring, and criticising, the sports car world; biographies of the leading and top up-and-coming drivers throughout the world; the story of the great designers, and their achievements; plus a detailed and objective look into the most highly contested Formula One World Championship we have ever known.

Everything for every follower of this most sophisticated and dangerous of sports.

336 pages, plus 8 pages in colour. Illustrated throughout.
Soft cover: £2.75 Hard cover: £3.75.

Available wherever good books are sold, or direct from Purnell Book Services Limited, Department QAP, PO Box 20, Abingdon, Oxon OX14 4HE (Please enclose a cheque or postal order payable to Queen Anne Press Limited, allowing 25p per book for p & p).

BELL & COLVILL LTD

LEADING DISTRIBUTORS FOR

Lotus Alfa Romeo Jensen-Healey

NEW CARS FOR IMMEDIATE DELIVERY

LOTUS Elite 502, Regency ..... **From £6,789**
JENSEN Interceptor convertible, blue metallic. **From £9,974**
ALFA ROMEO Montreal, green metallic, a/c., and cloth **£6,604**
ALFA ROMEO 2000 GTV SE, red **£3,336**
ALFA ROMEO 2000 GTV, Piper yellow **£2,998**
ALFA ROMEO Alfetta, Le Mans blue **£2,659**
ALFA ROMEO 1.6 GT Junior, maroon, green. **£2,355**
ALFASUD SE, yellow, coral, green, dark blue, red **£1,598**
JENSEN HEALEY III, black or tangerine, tan trim and hard tops, five speeds **£3,258**

DEMONSTRATIONS: Available for all models.

FINANCE AND INSURANCE: We are able to provide Finance and Insurance Facilities for all vehicles. Telephone for a quote — it may cost less than you expect.

SERVICE: Our fully equipped Workshops are staffed with Factory-trained Mechanics with extensive experience of all the above models. Telephone Michael Hallowes, who will be pleased to assist with all service matters.

PART EXCHANGES WELCOMED

1974 LOTUS Elite 502, green/sable trim, 8,000 miles, immac. Supplied and serviced by us.. **£4,950**

1973 LOTUS +2S 130/5, met. green/silver, oatmeal trim, 5-speeds, alloy wheels, radio; 19,000 mls. **£2,395**

1973 LOTUS +2S 130/5, blue met./silver, oatmeal trim, alloy wheels **£2,395**

1973 LOTUS +2S 130/4, blue met./oatmeal trim, 19,000 miles. Supplied and serviced by us.. **£2,250**

1971 (Aug.) LOTUS Europa S2, white, 25,000 miles **£1,295**

1972 LOTUS Elan Sprint f.h.c., blue, one owner **£1,475**

1974 LOTUS 130/4, Roman purple, oatmeal trim, alloy wheels, radio; one owner, 3,800 miles. Supplied and serviced by us **£2,850**

1972 (Sept.) LOTUS Europa Twin Cam, tawny met./oatmeal trim, radio/stereo, tinted glass, alloy wheels; 32,000 miles **£1,645**

1970 LOTUS +2S, Bahama yellow, 49,000 miles, immaculate **£1,495**

1970 (Sept.) ALFA ROMEO 2000 Spyder, blue, one owner, 10,500 miles **£2,695**

1972 ALFA ROMEO 2000 Berlina saloon, silver, radio; one owner, 27,000 miles. Supplied and serviced by us **£1,295**

1971 ALFA ROMEO 1750 GTV, yellow, radio; 35,700 miles **£1,195**

1970 ALFA ROMEO 1750 GTV, navy, sun-roof, radio; 48,200 miles **£1,045**

1973 ALFA ROMEO 1.6 GT Junior, navy, radio; 27,300 miles. Supplied by us **£1,600**

1972 ALFA ROMEO Giulia Super saloon, red, radio; one owner, 25,700 miles **£1,195**

1970 ALFA ROMEO Giulia Super saloon, white, 59,700 miles **£695**

1970 ALFA ROMEO 1750 Berlina saloon, white, one owner, 41,000 miles **£745**

1965 ALFA ROMEO 2600 Sprint, blue, radio. Sound example **£395**

1973 FERRARI Daytona 365 GTV4, met. blue, air-cond., radio, cassette; 11,500 miles, immac. **£6,950**

1965 BENTLEY S3 saloon, silver. Absolutely original **£3,250**

1960 ASTON MARTIN DB4, blue, excellent example **£1,450**

1973 TRIUMPH Dolomite Sprint, mimosa yellow; one owner; radio, cassette, cloth seats; 23,000 miles **£1,545**

1970 TRIUMPH Stag, blue. Auto. Electric windows, radio; 39,200 miles **£1,395**

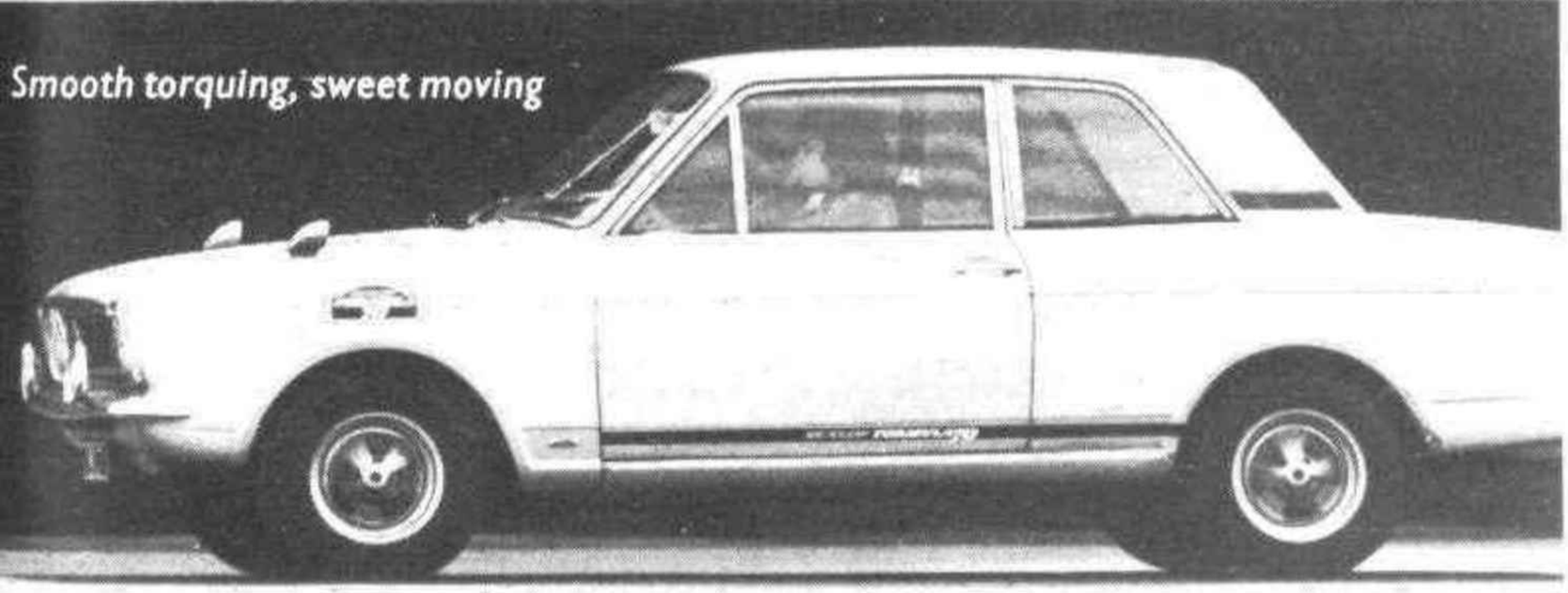
1972 JENSEN HEALEY, white, hard-top, rust protected; one owner, 13,400 miles only **£1,445**

1971 (Oct.) JAGUAR XJ6 4.2, light blue. Auto. P.A.S., electric windows, radio, stereo; 38,000 miles **£1,795**

EPSOM ROAD (A.246) - WEST HORSLEY - Nr. GUILDFORD - SURREY
TELEPHONE: SHOWROOMS: EAST HORSLEY 4114 STORES: EAST HORSLEY 4609
SHOWROOMS OPEN 9.00 AM - 7.00 PM MONDAY TO SATURDAY. 2.00-6.00 PM SUNDAY



Smooth torquing, sweet moving





Full power, full stop

How to tweak up your car's performance without lifting the bonnet.

Fit Formula 70. Fast, low profile radials from Dunlop.

Squatter than your ordinary cooking radials, they're built tough, rugged and broad across the shoulder to put more rubber on the road.

In action, at any speed, Dunlop Formula 70 Radials respond crisply, precisely.

They get a big, graunchy grip to make the best use of every ounce of extra horsepower you and your car can muster.

The short, supple sidewalls flex instantly to keep the full width of the broad, big-block tread biting down on the road, gripping hard come rain or shine.

Engineered to add maximum traction to your car's maximised power, Dunlop Formula 70 are the ultimate bolt-on go-faster goodies.

For Formula 70 tyres, stickers, and for all you want to know, call in at your specialist Formula 70 Centre. For the addr of the Centre nearest you call Freefone 40 any time.



DUNLOP
FORMULA
70

The Graunchy Grippers



Simply brilliant...

New! The COSMIC Mk4 Alloy Road Wheel.

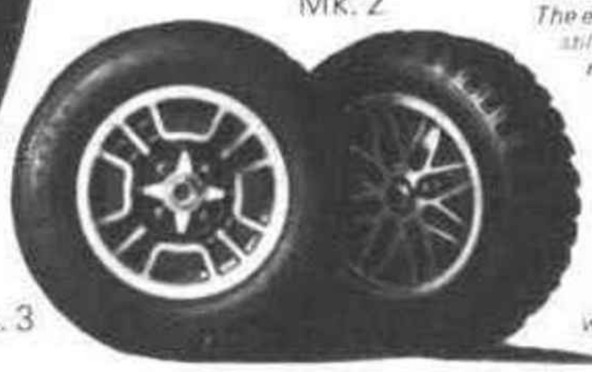
A flash of class ! Bold, brilliant . . . but not brash. A new generation wheel to match the new generation in car styling.

It's another Cosmic classic. Behind the superb appearance there's the uncompromising Cosmic specification – precision, quality and strength to the highest degree.

And a dual choice of finishes : a new super smooth satin sheen, or a dazzling polished finish at small extra cost.

See them at your dealers now. Or post the coupon with 5½p stamp for literature giving details of the fitting range that covers most British, Continental, American and Japanese cars.

Mk. 2



Mk. 3

The ever-popular Mk2 and Mk3 Cosmics are still in production too. And there's the range of quality extras – chrome key nuts and bolts, spacers, balance weights, wheel cleaner etc. So all-in-all, Cosmic offer you a fantastic choice. And the prices are really level-headed. So don't compromise, get yourself Cosmic – the real thing in alloy wheels.

COSMIC-ALWAYS A WHEEL AHEAD

Cosmic Car Accessories Ltd
Mount St, Walsall, Staffs WS1 3PG
Tel : Walsall 27188

Cosmic Car Accessories Ltd, Mount St, Walsall, Staffs WS1 3PG
Tel: Walsall 27188. *Please rush me brochure on Cosmic wheels. (5½p stamp please!)*

Name

Address

MS/5



Make your Midget mighty

Leyland ST can do big things for your Midget.

We've got all the Plusparts, and know-how, to build you a real monster Midget. With the power, roadholding and every extra for competition or trials driving.

Or if you don't want to go quite that big, there's the ST engine Pluspac 'A'. It'll give you a raunchy, fast accelerating road car that's still fully covered by your British Leyland new car warranty.

You can fit ST's tried and tested parts yourself or leave it to the experts at your local ST appointed distributor.

Either way you'll have a mighty fine car.

Send us the coupon and we'll tell you exactly how.

To: Leyland ST, P.O. Box 3, Horley, Surrey.

Please send more information and the name of my nearest distributor.

Name

Address

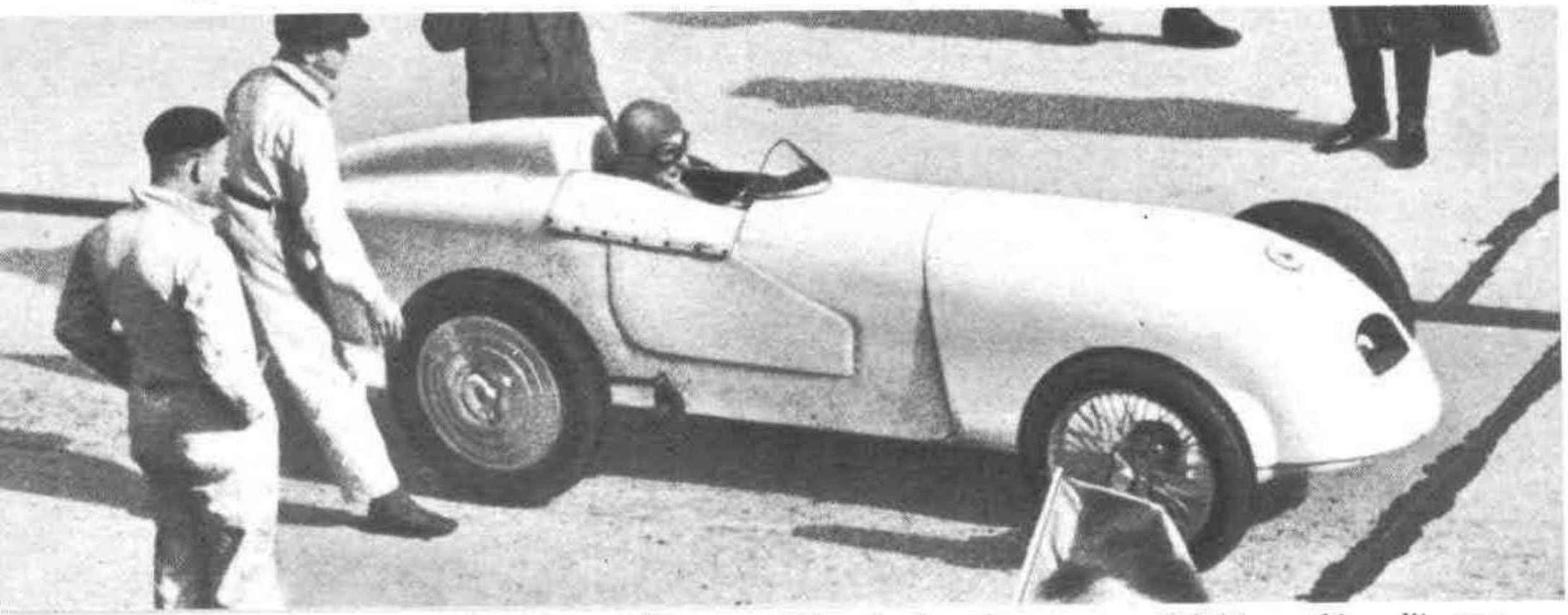
Car Model

Year of Manufacture

Leyland ST

MS/5

Magic Midget tops 140 mph.



MAGIC indeed. Back in 1936, only MG could be xpected to conjure so much speed out of a 750 c.c. ngine.

WHEN Bobby Kohlrausch raised the 750c.c. flying ile record to 140.6 mph (Frankfurt, October 1936) e was simply following in the footsteps of two arlier Magic Midget wizards – the renowned Capt. George Eyston, and 'Little Giant' Bert Denly. At one time, Denly was the only man small enough o squeeze into the cockpit of the Magic Midget).

BUT it wasn't all just a mad, joyous dash for speed. hroughout its illustrious ecord-breaking areer (1931–1936) he Magic Midget as a travelling est-bed.



And every production Midget – then and since – enefited from the mass of technical experience gained.

So cars like this 1936 T.A. Midget weren't just leek good-lookers.

They had performance, reliability, and handling to match. An MG Midget was *the* genuine sports car, the very essence of excitement.

THIS year, it's the 50th Anniversary of the MG marque. When, on today's roads, inside today's legal speed limits, you can still find all the old magic in the latest two-seater Midget.

With its sporty, stylish looks, sure-footed roadholding, 0–60 in 12.5 seconds; the '75 Midget conjures a lot from its economical 30 miles to the precious gallon.*

1925 MG 1975

Like the MGB, the MGB GT, MGB GT V8 – and the 'limited edition' of 750 specially styled 50th Anniversary MGB GTs, which are available this summer – the Midget combines today's high technical standards with the open road excitement of a bygone era.

THE secret is pedigree.

You can do it in an MG.



BRITISH LEYLAND MG

From Austin Morris, Britain's best-selling range of cars.

*Manufacturer's figures.

John brown wheels

Callers welcome at Warwick London Bristol and Sleaford

WHEELS

AVON
Safety Wheel
Details on request

4½ x 10	£11.66
4½ x 12	£14.58
5 x 13	£17.82
5½ x 13	£16.60
5½ x 14	£24.03
6 x 14	£24.88
6 x 15	£28.38

Including chrome nuts. FREE DELIVERY.

APPLIANCE
Wire-Mag

5½ x 13	£22.14

Other sizes and prices on request. Carriage 25p.

COBRA
Wire-X

5½ x 13	£14.95

Including chrome nuts, 4 locking nuts £3.00. Carriage 25p per wheel.

COBRA
Supersiot

5 x 10	£12.00
5½ x 13	£15.70
6 x 14	£18.50

Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

K.N. GEMINI

5 x 10	£8.35
5 x 12	£9.45
5½ x 13	£10.45
5½ x 14	£12.10
6 x 14	£12.55
5½ x 15	£13.20
6 x 15	£13.70

Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

K.N. MERCURY

6 x 10	£8.56
6 x 13	£11.00

Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

REVOLUTION
Competition

6 x 10	£13.80
5½ x 13	£20.16
6 x 13	£21.96
6½ x 13	£24.36
7 x 13	£26.88
7½ x 13	£29.28
8 x 13	£31.92
8½ x 13	£34.56
9 x 13	£37.56
10 x 13	£43.08

Including chrome nuts. Carriage 25p per wheel. Comp. wheels—15% off to Comp. Licence Holders (state licence number).

SHELBY
Cal 500's polished

5½ x 13	£17.75
6½ x 13	£19.65
6 x 14	£20.90
7 x 14	£21.85
5½ x 15	£22.90
7 x 15	£24.10
8½ x 15	£27.85
10 x 15	£33.60

Including chrome nuts. Carriage FREE.

WOLFRACE
(Polished—Add £1.50)

5½ x 13	£22.14
6 x 13	£22.68
7 x 13	£23.76
8 x 13	£24.84
6 x 14	£23.76
6½ x 14	£23.76
7 x 14	£26.46
6 x 15	£27.00
6½ x 15	£27.04
7 x 15	£28.08
8½ x 15	£29.16
10 x 15	£39.42

Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

SAVAGE WHEEL TRIMS
Sets of 4.
Carriage Free.
10"—£5.50, 12" (not 1100's) £6.95
13"—£6.96

COSMIC
Mk. 2 & Mk. 3

5 x 10	£9.70
6 x 10	£10.90
5 x 12	£13.00
5½ x 13	£15.20
6 x 13	£16.55
5½ x 14	£18.15
6 x 14	£19.35
5½ x 15	£18.50
6 x 15	£18.50

4 chrome nuts 60p. 4 locking nuts £3.00 Carriage 25p per wheel.

DUNLOP
Steel Wheels

4½ x 10 Mini	£4.85
5 x 12 Imp, Viva	£4.85
5½ x 13 Ford, Chrysler, Triumph	£4.95
5½ x 14 MGB	£5.95

CHROME-RIM
Steel Wheels

4½ x 10 Mini	£7.30
5½ x 13 Ford, Chrysler	£8.50

16 chrome nuts £3.50. 4 locking nuts £3.50. Carriage 25p per wheel.

MAMBA

5 x 10 nat.	£8.70
5 x 10 d/l	£9.55
6 x 10 nat.	£9.00
6 x 10 d/l	£9.85
5½ x 13 d/l	£12.82

Including chrome nuts. 4 locking nuts £4.50. Carriage 25p per wheel.

MAMBA
'Solar' Racing Wheels

7 x 13	£33.70
8 x 13	£33.70
9 x 13	£35.64
10 x 13	£37.58
11 x 13	£39.53
12 x 13	£41.47
13 x 13	£43.42
14 x 13	£45.36
15 x 13	£47.30

Details available.

MIDLAND METALLIC
Mk. 1

5 x 10	£9.45
5 x 12	£12.20
5½ x 13	£13.95
5½ x 14	£14.85

Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

MIDLAND METALLIC
Mk. 3

6 x 14	£17.95
6 x 15	£19.30

Including chrome nuts. 4 locking nuts £3.00. Carriage 25p per wheel.

100+ OCTAVO

5 x 12	£10.50
5½ x 13	£11.20
6 x 13	£14.35
6 x 14	£15.00
7 x 14	£16.22

4 chrome nuts 60p. 4 locking nuts £3.00. Carriage 25p per wheel.

REVOLUTION
Road

5 x 10	£10.74
6 x 10	£11.70
5½ x 13	£13.50
6 x 13	£14.64
6 x 14	£17.40

Including chrome nuts. 4 locking nuts £4.50. Carriage 25p per wheel.

BARRI-NUTS
Anti-theft device for all wheels £3.50 set of 4 (state car etc.). Caps to disguise nuts £1.00 set of four.

CHROME NUTS
State make of car and type of wheels. £3.50 set of 16.

SEATS

CORBEAU G.T. Carriage £1.00

GTA	£12.20
GTA H/B	£14.45
GTB plain	£18.55
GTB stripe	£19.55
GTB Rec. plain	£20.55
GTB Rec. stripe	£21.55
GT4	£18.95
GT4 colour—sides tan/blue/orange/red/white	£19.95
GT5	£20.95
GT6 Rec.	£26.19
GT7 Rec.	£28.65
GT8 comp.	£22.45
GT8 M/B	£26.45

Sub-frames and runners £2.50 when purchased with a seat.

HUNTMASTER Carriage £1.00

Dino	£14.20
High Rider	£17.00
Targa	£18.65
Targa Rec.	£22.85
Maveric	£18.65

Lambswool finish + £3.00
Headrests—Nylon or Lambswool £3.50
Sub-frames and runners £2.50 when purchased with a seat.

BILLOVER Carriage £1.00. (Nylon trimmed)

Alpine	£12.20
Motorway 2	£12.75
S.L.R. Comp.	£19.85
Carrera	£16.50
Carrera Rec.	£22.60
Easy Rider H/B	£15.25
Sebring Rec.	£24.50
R. Clark Rally	£20.20
Monza H/B Rec.	£23.20
Headrest	£2.95

Sub-frames and runners £2.50 when purchased with a seat.

MOTO-LITA post free. (Nylon trimmed)

ML1 Touring	£25.85
ML2 Touring H/B	£28.00
ML3 Rec.	£36.65
ML4 H/B Rec.	£38.80
ML5 Comp.	£31.25
ML6 H/B Comp.	£33.40

Sub-frames and runners £3.30 when purchased with a seat.

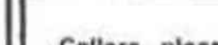
VINYL ROOF KITS

Luxury D.I.Y. kits complete. Type A £8.87. Type B £12.90 Carriage 25p.

MODEL A



MODEL B



Callers please note we have moved our COVENTRY SHOP to 30 SMITH ST., WARWICK.

TEMPORARY WINDSCREENS

Easy to fit—full instructions .

21½"x60" (54x152 cm)	£3.00
25"x66" (63x167 cm)	£3.50
30"x72" (76x182 cm)	£4.00

Re-usable—post free.

WHEEL ARCH EXTENSIONS
(Sets of 4).
Mini-Alloy £4.50.
Fibreglass Group5 £8.50
Escort—standard type £9.95.
Fibreglass works pattern £11.50
(Escort extensions can be fitted to many other cars with slight modifications).

MINI-FINS
Brake Drums.
Standard £10.00 pair. Super £14.50 pair. Carriage 25p.

D.I.Y. WHEEL BALANCER
For almost all 4-stud wheels £4.50 (Stick-on or clip-on).
£1.00 per set.

STEERING WHEELS

ASTRALI CONTENDER
13" semi-dished, (Horn-push 80p extra).
OUR PRICE £5.25 complete
Carriage 30p.

ASTRALI EURO 4
13" oval design in tan and black two-tone (Horn-push 80p extra).
OUR PRICE £6.95 complete
Carriage 30p.

SUPER-DE-LUXE
11", 12", 13", 14" flat or dished. OUR PRICE £7.00 complete. Thumb spats 70p extra. Black anodised 30p extra. Carriage 30p.

100+ PHASE 4
13", 14" all black 4-spoke design. OUR PRICE £9.20 complete. Carriage 30p.

MOTO-LITA
Mk. IV, 12", 13", 14", 15" flat or dished. Polished or black, £18.36 carriage free.
Mk. V, 14", 15" engraved 3-spoke design, £20.00.
Mk. VI, 14", 4-spoke £22.15.
Colour options available to Special Order.

CIBIÉ LIGHTS

Oscars	£8.30 each
Oscars (Dipping)	£9.90 each
Super Oscars	£9.20 each
H.180 Headlamp units	£10.80 pair
H.180 with side-lights	£11.40 pair
Type 40 fog & spot	£6.95 each
Type 95 rectangular fog and spot	£7.25 each
Type 45 ultra-slim fog and spot	£8.50 each
Type 35 ultra-slim rectangular fog and spot	£7.85 each
Oscar Stoneguards	£2.85 each
S. Oscar Stone-guards	£1.46 each
Relays	£1.95 each

Carriage Free.
Double Brackets (most cars) £4.95 pair, carriage 30p.
Lamp Bars £4.95 carriage 30p.

DASH BOARDS

Carriage 25p.
Mini I & II, Anglia, Imp, £7.50.
Escort (all models) £7.90.

NUDGE-BARS

by Wood and Pickett.
Carriage £1.00.
Mini, Clubman, chrome or black, £29.00 per pair. BLMC 1100/1300, Escort, Capri, chrome £20.52.

CRASH HELMETS

—carriage free All BS2495

INTEGRAL:

SHOEI S.12 White, Orange, Gold. RRP £29.75	OUR PRICE £26.80
GRIFFIN GRAND PRIX	£39.50
GRIFFIN CLUBMAN	£30.00
KANGOL SPEEDMASTER	£20.00
OPEN FACE: KANGOL CONSTELLATION	£12.00

GRIFFIN JETSTAR OUR PRICE £15.90 — Send S.A.E. for full HELMET LIST

APOLLO RACE GEAR

Flame-proofed Racing Drivers' Overalls.

PROBAN
BSI 3120 in pale blue with contrasting stripes. Small, Med., Large, Ex Large. 1 or 2 piece, £9.70

NOMEX
Small, Med., Large, Ex. Large. 1 or 2 piece, £25.00.

ACCESSORIES
Underwear £15.90. Sox £2.50
Balaclava £2.95, Gloves £5.75

MECHANICS' OVERALLS
Red with blue stripes, or blue with red stripes.
Small, Med., Large, Ex Large £4.95. Children's 22"-32" £3.95.

SHOCK ABSORBERS

Spax	Koni	Application (Prices each)
£7.20	11.61	Mini range, Humber range, Cortina I & II, Corsair, Escort, Capri, Avenger, VW, Imp (standard suspension), Marina rear, Herald range (rear), Volvo range, TR 4/5/6 (front), Opel Kadett, Manta, Ascona, Stag (rear), Triumph 2000 (rear), Rover 2000 (rear), Viva, Firenza, Magnum, Ventora, Saab 95/96/99, most Fiats.
8.50	12.91	Toledo, Dolomite, 1500, 1300 (front and rear), Herald range (front), Jaguar XJ6 (front) BMW 1602/2002, TVR, Cortina Mk. III, Granada.
10.50	18.31	Reliant Scimitar GTE and 'E' Type (rear)
8.50	13.60	XJ6 (rear) and 'E' type (front).
12.50	13.60	Imp Competition (front).
8.50	11.83	Imp Competition (rear).
6.75	6.42	Conversion brackets for Anglia 105E & Spridgets
N.A.	7.24	Rear Tele Conversion for MGB and MGA.
N.A.	9.94	Tele Conversion for front of Marina (Koni only).
7.45	10.53	Adjustable to suit above conversions.
10.50	17.17	Lotus 7, Elan Koni only, Europa (state year) rear.
10.50	21.65	Lotus 7, Elan and Europa (state year) front.

Post and Packing 40p a pair. Two pairs 50p. If your car is not listed please enquire for details.

OVERHEAD CONSOLES

Astrali Jet-Set de luxe, fits almost all cars £12.50.

INTERIOR SILENT TRAVEL

Complete D.I.Y. Kit including instructions £6.75, carriage 50p.

DRAINER-CANS

The answer to oil changing and disposal problems. Holds 14 pints. A 'Motor' Top Ten accessory with the AA seal of approval, £1.85 post free.

TRICO

REAR-VIEW WIPER SETS
Carriage 30p.
Minis £11.15, Capri, all Cortina estates, Escort estates, Granada/Consul estates, Husky, Vogue/Minx/Hunter/Avenger/Simca 1100/Viva/Victor estates BLMC 1100/1300 saloons and estates, Marina estate, Fiat 124 estate, 127 3-door, Mazda 1300/1800 estates, Peugeot 204/304/504 estates, Renault 5/6, Toyota Crown estate, Saab 95, V4 estate, £11.15. Rear-Wash sets, for above cars, £5.84, carriage 30p.

SPOILERS Carriage 25p.

FRONT ABS
Mini £4.70, Escort, Cortina, Capri, Anglia, Marina, MGB £5.70

FIBREGLASS—front
Escort, Capri, Cortina II & III, Mini, Imp, Avenger, Mazda, Datsun 240K, Toyota Celica & Corolla, MGB, Spitfire, Fiat 124, Vauxhall Magnum £8.50 All BMW £9.50.

ALLOY (competition)—front
Fiat 124, Escort, Capri, Cortina, Imp, Avenger, Datsun 140, 240K, Toyota Celica & Corolla, Magnum, Spitfire, Mazda RX2, 3, 4, Viva HB, MGB, £17.25.

TRANS-AM de luxe
Front: Mini £9.70, BMW, VW, Avenger, Imp, Escort, Capri, Cortina, £11.70.
Rear: BMW, Capri, Cortina, Escort, £12.95.

TRANS-AM Racing
Front: Escort, Capri I & II, BMW 2002, Toyota Celica, Carina, Fiat 127, 128 & Coupé, Opel Kadett, Manta, Ascona, NSU 1200, VW Passat, Datsun Cherry, £12.25. (Super Escort—1" ground clearance, £12.95).
Rear: Capri £13.50.

REAR AEROFOIL
On legs—fits most flat booted cars, £9.50.

TURBO carriage 25p
Headlight Cleaners.
Complete kit, £4.50 pair.

REAR VISORS
Carriage 25p.
VW 66-72, 72 on, Mini, £11.61. Avenger, BMW 1600/2002, Capri, Escort, Cortina III, Lancia Fulvia, Marina Coupé, MGB, Opel Kadett coupé, Manta, Berlinetta, VW Passat, Volvo 142, 144, 164, £13.55. Granada, Opel Commodore coupé 72 on, Rekord coupé 71 on, £17.42.

NIKKI TWIN-CHOKE CARBS
Complete kits (includes necessary manifolds) for BLMC 850, 1000, 1100, 1300, Anglia, all Cortinas, Escorts, Capris, Vivas, Fiat 600, 850, Renault R8, R10, VW 1200, 1300, 1500, Ready tuned £28.95, —post free.

TERMS & SERVICES

Send all Mail Orders to Warwick. Goods despatched by return where possible.
N. Ireland & Scotland orders welcomed. Access/Barclaycard welcomed—phone or post your order with your card number.
Shops open all day Mon.-Sat.
All prices & specifications correct at time of going to press. If you do not wish to cut your magazine, please write your order clearly on a piece of paper and mention this magazine and the cover date.

Callers welcome at all branches:
30 Smith Street, Warwick
Tel: Warwick (0926) 46898

92 Kingsgate Road, West Hampstead, London NW6
Tel: (01) 328 6413 and 1214

19 Cannon Street, Bedminster, Bristol Tel: (0272) 633710

Speedway Modern Service Station, Anwick Corner, Nr. Sleaford, Lincs.
Tel: Ruskington (0526) 832362

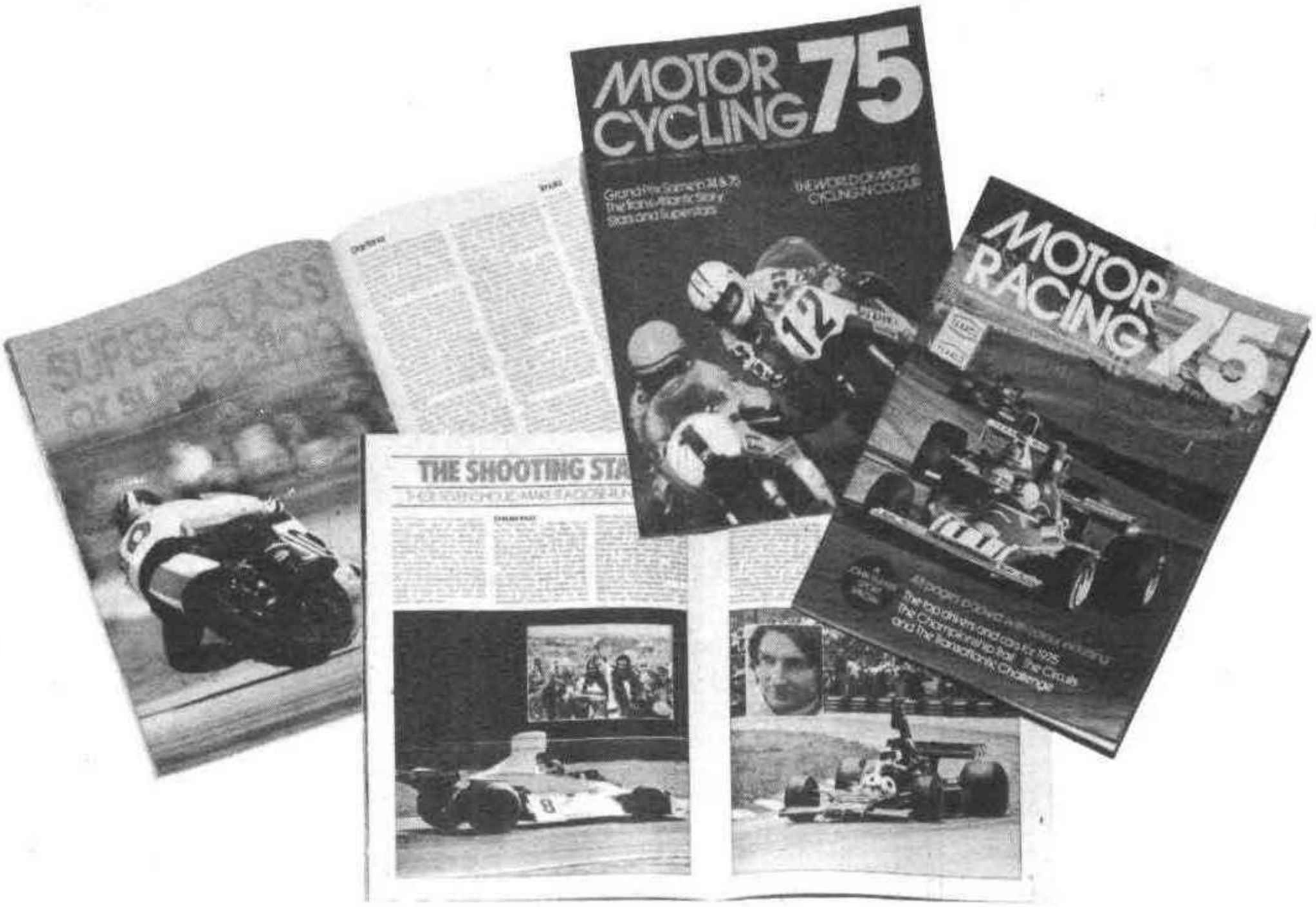
WE SPECIALISE IN MAIL ORDER Reg. No. 1726618 Eng
All mail orders must be sent to our new Mail Order Dept. at
30 Smith Street, Warwick CV34 4HS VAT Reg. No. 272 7222 64
Callers welcome

Please deliver

I enclose Cash/P.O./Cheque for £
Access/Barclaycard No.

My car is Make Year Model
Name
Address
Post Code

ALL PRICES INCLUDE VAT MS 6.75



High Speed Colour

MOTOR RACING 75

This sophisticated and lethal sport boasts many dedicated men–profiled here in word and picture, with the cars they drove only weeks ago in the Argentine and Brazil. Who are the 'Big Six' in the championship battle–and who else could prove to be a dark horse? Confessions of the leading managers, a point-by-point guide to the 1974 season, the 'Transatlantic Challenge' and just what we can all look forward to. **Only 60p.**

MOTOR CYCLING 75

The speed, smell and atmosphere of a big meeting where speeds can reach 180 miles an hour is here, with the men and machines of this dangerous sport. Phil Read, Kenny Roberts, Giacomo Agostini and others, soon also to be making motor-cycling headlines, are featured in depth. Last year's dramatic world championship series, the past mistakes of Formula 750, and a long look at what lies in store this season for the road racing crowds. **Only 60p.**

Superb visual impact, with scores of full colour pictures, plus perceptive editorial, makes this beautiful duo unique in the racing world.

Available through your local newsagent or bookshop.

Valvoline

for all kinds of cars, all kinds of driving





VALVOLINE motor oil stands up to the toughest driving conditions, and provides engine protection when most needed. That's why in 1974 professional racing drivers like Jackie Oliver . . . A. J. Foyt . . . Brian Henton . . . Tom Pryce . . . Johnny Rutherford . . . trusted VALVOLINE in engines that have been painstakingly developed to the breaking point of perfection.

Now British motorists can get the winning protection of VALVOLINE 20w/50 multi-grade oil. You'll be delighted to know, in these days of rising motoring costs, that it actually cuts the cost of today's driving.

If you're economising, you're probably cutting down on long journeys to save fuel. But don't imagine your engine needs less protection. On the contrary, short trips and stop/go driving are just as hard on a car's engine as the toughest motor race!

And that's just where VALVOLINE comes in. VALVOLINE motor oil fights the harmful effects of contaminants and sludge, and guards against corrosion.

And that's really vital, because even while your car sits idle, sludge can form when your oil mixes with condensed moisture.

So change to VALVOLINE for winning protection. VALVOLINE for all kinds of cars and all kinds of driving.



Valvoline

Ashland

the Winners' Oil



So you think rally drivers spend a fortune on tyres.

Try £8.87.

Talk about 'rally tyres' and what do most people think of? Rugged, specially built tyres, with really high performance and, more to the point, really high price tags.

As far as most tyre companies are concerned, they'd be about right. But Avon are a little different.

Because the Avon tyres that rally drivers use aren't specially built. They're ordinary, everyday radial and crossply tyres that you can buy anywhere in the country. At ordinary, everyday prices. (A Wide Safety GT for a Ford Escort will cost you around £8.87.)

Yet in the past year these 'ordinary' tyres were used successfully on numerous rallies, including the RAC rally and the World Cup 'Sahara' rally.

Not to mention their use on the race tracks in such events as the Shellsport Mexico races and the Triplex Saloon Car Championship.

Of course, if you don't happen to be a racing or rally driver, look at it this way. Any tyres that can take this sort of treatment in their stride are hardly likely to let you down on the way to the office.

'Ordinary' Avon tyres at your local dealer's today.

Just one more thing – if you'd like a TEAM AVON TYRES anti-dazzle strip like the one on the car above, just send your name and address and a P/O for 25p to Avon Tyres Limited, Dept. ADS, Melksham, Wiltshire.

AVON TYRES

The racing, rallying, road tyres.

Avon Tyres Limited, Melksham, Wiltshire

AVON





CITROËN 2CV AUTOCROSS
BLACKBUSHE AIRPORT (A30) JUNE 28·29

First time in Britain: exciting 2CV Cross featuring the energy-saving Citroen 2CVs and Dyanes.

Two days racing on 700 metre circuit, with heat winners competing in finals for big prizes. Top continental drivers in action and British entrants. All cars standard 2CVs and Dyanes, structurally strengthened but with no power mods.

First race 10.30am Saturday. Admission 50p per person per day inc. parking and dancing. Overnight camping facilities. Refreshments, dancing to live groups, funfair.

Approved by RAC. Organised by Hants & Berks Motor Club. On A30 near Camberley (M3 exits 4/5).

CITROËN 2CV

SGT
LOTUS CENTRE

NEW LOTUS CARS FOR IMMEDIATE DELIVERY

ELITE 501. Carnival red, with tan vinyl roof and oatmeal interior **LIST**
EUROPA SPECIAL 5 speed white, with oatmeal interior. Fitted with tinted glass and air horns ..... **LIST**

MOST SPECIFICATIONS AND COLOURS AVAILABLE ON REQUEST WITHIN DAYS.
DEMONSTRATION CARS AVAILABLE FOR EXTENDED TEST DRIVES.

PREVIOUSLY OWNED LOTUS CARS

Elite 502. Cockney brown with oatmeal interior, tan vinyl roof, standard features include air conditioning, stereo radio/tape player, tinted glass and HRW **£4,995**

1973 +2S 130 5-speed, J.P.S., black and gold alloy wheels, tinted glass, HRW, 16,000 miles **£2,675**

1975 +2S 130 5-speed, white with black interior, tinted glass, HRW **£2,995**

1972 Elan Sprint drophead. Gold leaf colours in red over white with black interior, radio, one owner, service history **£1,575**

1973 +2S 130 5-speed metallic green with silver flake roof and champagne interior, radio, HRW, tinted glass **£2,395**

1973 (Nov) +2S 130 5 speed, Roman purple with oatmeal interior, tinted glass, radio, air horns, HRW, 16,000 miles, 1974 model **£2,595**

1974 EUROPA Special 5 speed, powder blue, oatmeal interior, radio, air horns, 8,000 miles recorded **£2,695**

CASH AVAILABLE FOR WELL CARED FOR LOTUS.

ALL CARS COVERED BY GUARANTEE AFTER RECEIVING FULL SERVICE AND CHECK-OVER BY OUR WORKSHOP, WHICH IS RUN BY MALCOLM ANGOOD, WHO HAS BEEN ASSOCIATED WITH LOTUS CARS AND THEIR FULL PREPARATION FOR MANY YEARS.

STATION GARAGE – TAPLOW
STATION ROAD, TAPLOW, BUCKS
TEL. BURNHAM (06286) 5353

While the price of motoring SOARS there's never been such GREAT VALUE IN CAR STEREO as the AMSTRAD 9000

combined STEREO CASSETTE PLAYER FM STEREO RADIO & AM/FM RADIO



The new Amstrad 9000 Stereo Radio and Cassette Player. Superb quality at an unbelievable price. Ultra modern styling with matt black and chrome finish, to complement a Rolls or a Mini. The crystal clear FM radio receives stereo and mono broadcasts, and MW for your local stations. At the touch of a button you can play your favourite stereo or mono cassette tapes and fill your car with the rich pure tone.

Check this specification with units costing double the price:
Tone control, end of tape indicator, cassette eject button, fast forward control, smooth volume control, stereo balance control, stereo beacon, in dash or under dash fitting, complete with fixing kit, free speakers.

Rush price only **£49.70** (Inc. 25% V.A.T.) **P&P £1.50 to:** Dept. MS20

Rush Audio
74 Baddow Road
Chelmsford Essex
Tel Chelmsford 64393

The Chequered Flag

London's Leading Sports Car Specialists



Main LANCIA Agents

01-995 0022

High Road Chiswick London W4

FOR LANCIA *IN*

LANCASHIRE

COMPREHENSIVE RANGE OF MODELS
FULL SERVICE AND PARTS FACILITIES

PARKERS (B.D.A.) LIMITED

BRADSHAWGATE
BOLTON
Tel.: BOLTON (0204) 31323

FOR LANCIA IN WALES

SNOWS GARAGES

LANCIA

Tweedsmuir Rd.,
Tremorfa,
Cardiff
Tel: 20329

Cardiff Road,
Treforest,
Nr. Pontypridd
Tel: Pontypridd
402360 & 402444

For personal attention and excellent after sales service

FOR LANCIA IN SURREY

CHEESEMAN & EDWARDS LTD.

HIGH STREET,
CATERHAM HILL

LANCIA

Tel.: CATERHAM 42395

STANSTEAD MOTOR CO. LTD.

LANCIA

MAIN DEALERS FOR
HERTS & ESSEX

SALES - SERVICE - SPARES
CAMBRIDGE RD. (A11), STANSTEAD, ESSEX
Tel.: BISHOP'S STORTFORD (0279) 812535

---

for LANCIA in Sheffield contact

LANCIA

MACHON BANK MOTOR CO. LTD.

9 MACHON BANK RD., SHEFFIELD S7 1PE, YORKSHIRE
TEL: SHEFFIELD 52488

TRY & BUY THE SUPERB COUPE & ALL LANCIA MODELS
AT

AUTOMONZA (GB) LTD.

Archway Garage, Uttoxeter Road,
LONGTON, STOKE-ON-TRENT
STAFFORDSHIRE'S MAIN LANCIA DEALERS
Full sales and service facilities — 0782 - 311411

RICARDO EMILIANI
FOR
LANCIA **IN LINCOLNSHIRE**

ST. ANDREW'S SERVICE STATION
BOULTHAM PARK ROAD, LINCOLN
Tel.: 0522 31735 / 6

DELTA GARAGE LANCIA

Early delivery. Most models in stock.
Wherever you are, whatever you require
Ring us Windsor 60707 or 63456
195-199 CLARENCE ROAD, WINDSOR, BERKS

LANCIA

IN LONDON

ITAL CARS

QUEENSTOWN RD.
LONDON, S.W.8
01 - 720 4231
01 - 720 4824

SALES ★ SERVICE ★ SPARES

For that personalised service

AUTOCARE LTD.

STATION ROAD, PANGBOURNE
(Just off M4 at Intersection No. 12)
Tel.: PANGBOURNE 3322

A tyre that can keep Frenchmen out of trouble can keep anyone out of trouble.



In tyres as in other things, Frenchmen are notoriously demanding.

They want tyres that can cope with high-speed traffic manoeuvring, hard braking and tight cornering. And they want tyres that'll survive the kind of road surfaces known only to French 'B' roads.

Over the years, they've found they can rely on Kléber for such tyres. So Kléber are fitted as standard on most European cars.

And now we've taken the development of the radial tyre one important step further.

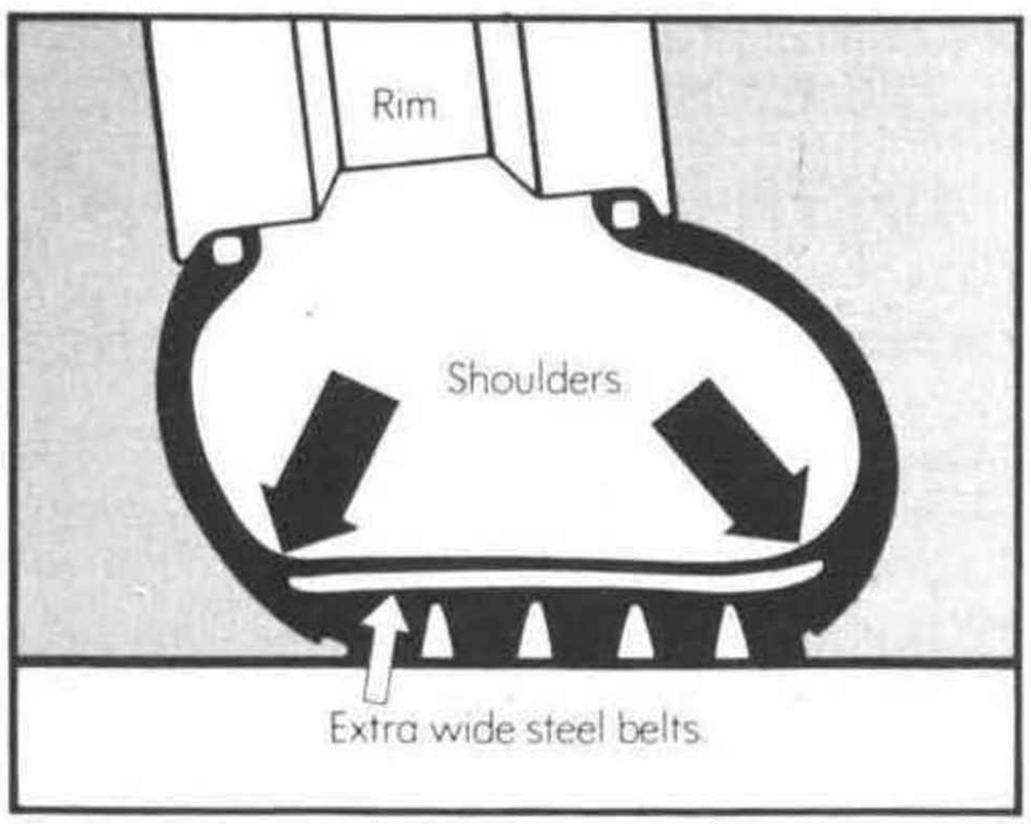
With the new Kléber V12 steel radial.

When you react, Kléber V12 will too.

You'll find the new Kléber V12 incredibly sensitive to the touch. The second you turn the steering wheel, V12 gets the message.

That's because the two-ply steel belts on V12 are extra wide.

So you get better driving control to get you out of tight spots. And roadholding that's positively limpet-like.



The extra width means you'll always drive on the belt area no matter how much lateral distortion the car exerts on the tyres.

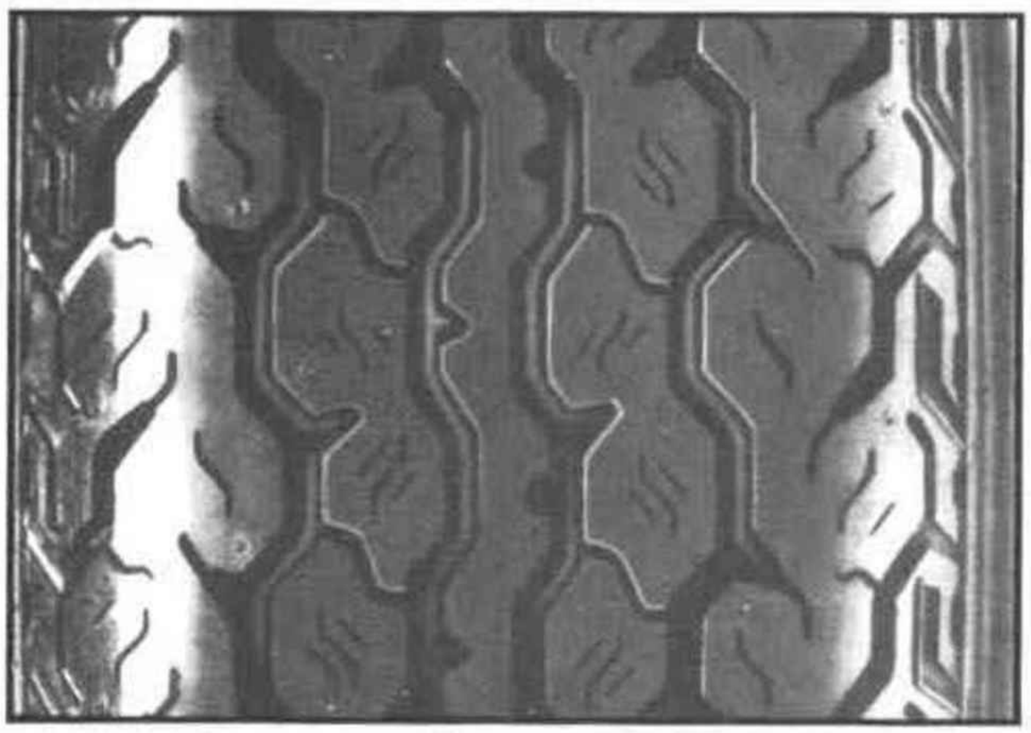
Since the greatest distortion occurs at the belt edges, that's where we've made V12 strongest.

You can actually feel the increased control on corners. It's like driving on rails.

Do you need front-wheel drive to appreciate Kléber V12?

Obviously if your car has front-wheel drive then V12's French experience has extra relevance.

They were researched and designed to take the increased strain imposed on tyres by continental cars. And yet still give long tyre life.



Not that you need a foreign car to appreciate a superb foreign tyre. Kléber V12's are now available for British cars too.

And what they can do for millions of Frenchmen, they can easily do for you.

kléber V12.

The radial with the extra wide steel belt.

MOTOR SPORT

VOL LI No. 6 JUNE 1975

Fifty-first year of publication

Publication date first of the month

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA
Telephone: 01-628 4741

© Motor Sport Magazine Limited

CONTENTS

	page
Matters of Moment	583
Rally Review	585
Road Impressions: Polski Fiat	586
Monaco Grand Prix	588
Continental Notes	592
A Trip in a Ferrari Boxer and to Maranello	594
Around and About	595
The Spanish Grand Prix	598
Before We Lose Track	601
Cobra Parts put back the Venom into the Wildest Snake of all	604
Veteran-Edwardian-Vintage	606
Book Reviews	610
Cars in Books	610
Miniatures News	610
A Breakthrough in DIY Car Painting	611
Alfa takes Championship Lead (World Championship of Makes)	613
Roger Clark: the man who set and still sets the pace of British Rallying	614
Road Impressions: A Pair of Lancias	616
Morgan of Malvern	618
Kenya's Safari (*contd.*)	621
A Living Legend-A Nostalgic Look at the Mille Miglia Circuit	634
DTV Firenza Twin-Cam	638
Letters from Readers	642

FRONT COVER PICTURE: STIRLING MOSS and MOTOR SPORT'S Continental Correspondent D.S.J. seated in a Mercedes Benz 300SLR on the test track of the Daimler Benz AG at Stuttgart. This car is similar to the one in which the pair won the 1955 Mille Miglia (although in fact it is a later experimental car and carries Fangio's race number), an achievement which was published in MOTOR SPORT'S June 1955 issue. This month we feature a trip round the Mille Miglia route in a contemporary Mercedes Benz saloon to commemorate their historic achievement.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£4.50
	Overseas	£4.50
	U.S.A. and Canada	$11.00
AIRMAIL:	Europe	£7.00
	Middle East	£10.00
	Australasia	£12.00
	All other countries	£11.00

All prices include postage

MATTERS OF MOMENT

■ THE BRITISH LEYLAND COLLAPSE

Since the take-over of BMC by Leyland Motors in 1968 the British Motor Industry has comprised the Giant and several minute specialist-firms, some of the latter struggling, others, look at Rolls-Royce Motors, doing very nicely. Now the sick Giant is ailing seriously, a state of affairs which may not have come as any surprise to those who read that disturbing book "The Leyland Papers". What many people in this country never expected to see, virtual Nationalisation of our only major car-producing complex, has come about.

How are we to view this great change in the Motor Industry of our country? On the face of it there need not be too great a disruption, at all events in the kind of cars BL will continue to try to market. Renault has been a Nationalised undertaking since the war but this has not affected the distinct individuality, quality, versatility, or demand for Renault cars, and they continue to be raced and rallied. Some of the journalists who were invited recently to the Polish Polski-Fiat plant came back with impressions of all being quite nice under Communistic conditions, although one of them reminded us that whereas British motor workers look for weekly pay-packets in the region of £50, the Polski workers take home the equivalent of about £12. . . .

It is the political and financial consequences of the Nationalisation of British Leyland that have to be considered and this is not a task with which a motor journal need concern itself. It may recall riots at Renault, the conflict at British Steel, and view with distaste the well-known inefficiency of Nationalised Industry (postage at over a shilling for a second-class letter and the Post Office still losing millions, for instance). It may raise an Editorial eyebrow at BL unable to meet its taxes but its late-leader Lord Stokes offered a presidential position in the reformed Government-aided Company, when individuals have to pay every penny of their income-taxes, and of thousands-of-millions-of-pounds, yours and ours, being poured-in to succour the sick Giant. But it should be more concerned with whether near-Nationalisation will benefit the British Motor Industry and the British economy, in terms of improved World and Home sales. It seems a big gamble, and all we can decently do for the moment is to commiserate with the BL shareholders and wish Alex Park, who replaces John Barber as Head of all that comprises British Leyland, a cool head and the best of British luck.

The sad thing is that this collapse is the result of inefficient management, as well as strikes and short-time working. For surely there is not much wrong with the cars BL had to sell? The Jaguar XJ12, the long-lived MG-B and Midget, the Rover 3500S, the rapid Dolomite Sprint, the immortal Mini and its derivatives, culminating in the recently-introduced 1800/2200 range, cannot be called bad cars even by our worst enemies, surely? MOTOR SPORT has been criticised for devoting as much space as it did to the last-named new BL cars but is unrepenting, because if we do not blow our own trumpets, no-one else will, and in this case one could say honestly that there had been worthwhile improvement.

Now that we all have quite a sizeable stake in the future finances of the Giant perhaps "Buy British" will make more sense, always providing that the obvious and essential improvements are made to existing BL cars and further worthwhile new ones introduced.

■ SENSIBLE ECONOMY

Having referred two months ago to the ridiculous economy exercises put on by Opel and Ford, which could have no meaning for ordinary drivers, much as they presumably entertained the respective technicians, we can now mention a sensible economy demonstration carried out by Michelin. The ploy was to show that a car using steel-braced radial-ply tyres can give better m.p.g. than the same car on cross-ply tyres. This has been known to users of Michelin and similar tyres for a long time but the Michelin Tyre Company in this country thought emphasis was appropriate at the present time.

What they did was to organise an RAC-observed run with two pairs of cars, Ford Cortina 1600s and 1.3-litre Morris Marinas. Each pair of cars was driven twice round a predetermined route and the tyres were interchanged after the first round, to equalise matters between drivers and cars.

Continued on next page

Motor Sport Fixture List For June

★ **Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list** ★

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
June 1st	**ADAC**	**Nurburgring**	**Germany**	**Nurburgring 1,000 Kms. (INT)**	—
June 1st	BARC	Brands Hatch Circuit	Fawkham, Kent	Championship Race Meeting (*R*)	14.00
June 8th	**Anderstorp RC**	**Anderstorp**	**Sweden**	**Formula One Swedish Grand Prix, World Championship Round 6 (INT)**	—
June 8th	**Badischer MSC**	**Hockenheim**	**Germany**	**European Formula Two Trophy (INT)**	—
June 8th	**AC Firenze**	**Mugello**	**Florence, Italy**	**Grand Prix Mugello (INT)**	—
June 8th	BARC	Silverstone	Towcester, Northants.	Championship Race Meeting (*R*)	14.45
June 8th	BRSCC	Croft Autodrome	Darlington, Co. Durham	Renault 5 Elf Challenge Race Meeting (*R*)	14.45
June 8th	Midland AC	Shelsley Walsh Hill	Worcester	Duport Shelsley Walsh National Hill-Climb RAC Championship Round 5 (*N/Int*)	12.00
June 8th	London CC & Romford Enthus. CC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*C*)	14.00
June 14/15th	**ASACO**	**Le Mans**	**France**	**Le Mans 24 Hours (INT)**	—
June 14/15th	SODC	Cowley & Wilsons Ltd.	Milton Keynes (152/826376)	Summer Rally (*C*)	23.00
June 15th	**AOSC**	**Salzburg**	**Austria**	**European Formula Two Trophy (INT)**	—
June 15th	**BRSCC**	**Mallory Park Circuit**	**Kirkby Mallory, Lincs.**	**Southern Organs British Touring Car Championship Races (INT/*R*)**	14.00
June 15th	750 MC	Lydden Hill Circuit	Lydden Village, Kent	Race Meeting (*R*)	14.30
June 15th	BARC	Snetterton Circuit	Attleborough, Norfolk	Championship Car Races (*R*)	14.00
June 20th/22nd	**Donegal MC**	**Ballymaine Hotel**	**Letterkenny, Ireland**	**Donegal International Rally (INT)**	**14.00**
June 20th/22nd	East Ayrshire CC	Brodick Pier	Arran	Arran Motorsport Weekend (*R*)	19.00
June 21st/22nd	Syncro 68 AC	Martin Group Garages	Middlesbrough (85/502½194)	The Martin Group Rally (*R*)	23.00
June 21st/22nd	**BARC**	**Brands Hatch**	**Fawkham, Kent**	**Britannica 2000 International Race Meeting, European 2-litre Championship (INT)**	**14.00**
June 22nd	**Stichting Autoraces, Zandvoort**	**Zandvoort**	**Netherlands**	**Formula One Grand Prix, World Championship Round 7 (INT)**	—
June 22nd	BRDC	Silverstone Circuit	Towcester, Northants.	Championship Race Day (*R*)	15.00
June 28th	BRSCC	Castle Combe Circuit	Chippenham, Wilts.	Midsummer Race Meeting (*R*)	14.00
June 28th	BARC	Oulton Park Circuit	Tarporley, Cheshire	Tricentrol Super Saloon Car Races (*R*)	14.00
June 28/29th	**ASAC Normand**	**Rouen**	**France**	**Formula Two Grand Prix de Rouen (INT)**	—
June 28/29th	**STMSC**	**Vienna**	**Austria**	**Osterreichring 1,000 Kms. (INT)**	—
June 28/29th	West Essex MC	Teversham Corner Service Station	Cambridge	Uniflo Rally of Breckland (*R*)	22.00
June 29th	**BARC**	**Snetterton Circuit**	**Thetford, Norfolk**	**British Saloon Car International Race Meeting (INT)**	**14.00**
June 29th	BARC	Llandow Circuit	Cowbridge, Gwent	Clubman's Race Meeting (*R*)	14.30
June 29th	RMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
June 29th	LAC	Longridge Circuit	Preston, Lancs.	Race Meeting (*R*)	—
June 29th	NSCC	Mallory Park	Kirkby Mallory, Lincs.	Race Meeting (*R*)	—

MATTERS OF MOMENT

Continued from previous page

The use of pairs of cars ensured conformity of speeds, weather and traffic conditions. The paired cars were of the same model, age, type and in similar mechanical condition, and were loaded to their rated capacity. One was fitted with cross-ply tyres, the other with Michelin ZX steel-braced radial-ply tyres, inflated to the recommended pressures. The route traversed embraced Motorway, town, lane and hill driving and as it is accepted that the following car has the more difficult task in convoy, the Michelin-shod cars were the followers. Fuel (Shell 4-star) was measured by weight, from test tanks.

The Marina on Michelin ZX tyres ran 14.7 miles farther than the Marina on cross-ply tyres and the Ford Cortina on Michelin ZX tyres 14.19 miles more than that on cross-plys. The actual consumptions were 37.42 m.p.g. against 34.48 m.p.g. and 34.24 m.p.g. against 31.40 m.p.g., respectively. So steel-braced radial-ply tyres seem to have all the advantages, including the currently important one of better economy of fuel. They are known to give better road grip and longer life, perhaps at the expense of rather greater road noise. The sometimes-heard objection that they "let-go" too suddenly when a car is cornered on the absolute limit is hardly valid in ordinary driving, especially now that we are legally restricted to a top pace of only 70 m.p.h. and that on comparatively-straight Motorways.

. . . and Ashes

IT WAS lax of the Editor to describe the Silverstone fire-tender, in his VSCC report, as a Ford, when he knows very well that Jaguar presented an XJ12 for the purpose. There is nothing new under the sun, as the accompanying photograph reminds us. At Brooklands this 3-litre Bentley was used as a mobile fire-fighter, the idea being, as with the Jaguar, that it would be able to get to a fire quicker than a conventional fire-engine. It is said to have been able to out-pace some of the racing cars, although, unlike the Jaguar, it did not normally aspire to circulate with them.

SITTING PRETTY

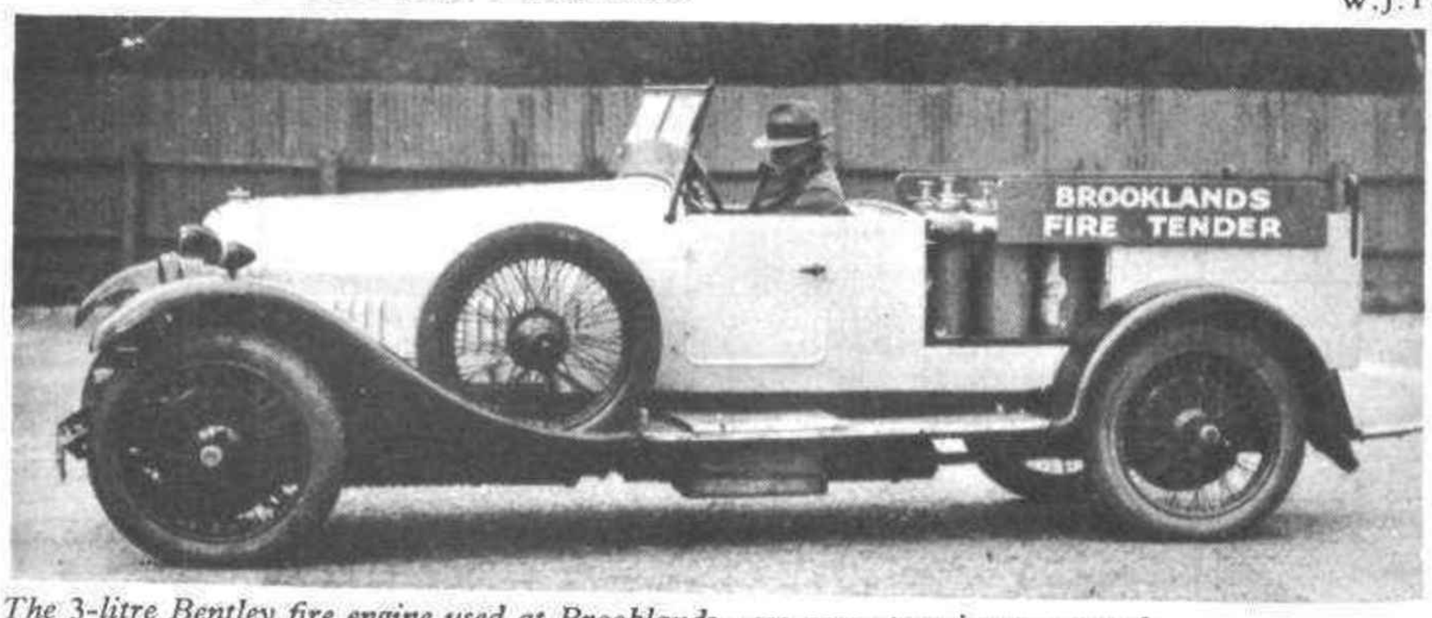
THOSE of us who sport a short neck and back invariably find the top of the steering column splits our forward driving vision. The seat can be raised, but I've never been satisfied with the finished result, either from a utility or appearance point of view.

The alternative is a cushion, which falls in or out of the car, when you are getting in or out, and forms lumps to pain and overheat your *reredos* when sitting on it. Imagine my joy when I discovered a cushion that was heavy enough to stay put and supple enough to mould itself to one's shape and to allow one, after four hours' driving, to leave the car cool and one's pants or panties not sticking to you.

The Spenco Seat Cushion is obtainable from Zimmer Orthopaedic Ltd., 134-180 Brompton Road, London SW3 1HN for £24.42. It is made from a skinlike urethane fabric and "Naugahyde" and has a weight and feel similar to human fat. The buoyant ride of this synthetic fat is also similar to the body's own internal cushioning system found under tendons, between the backbone and around the kidneys.

It is unnecessary for me, but should added comfort and support be needed, a Spenco Backrest Cushion is available for £12.20. Pressure is so evenly distributed that you can sit on an egg without breaking it. Punch the cushion as hard as you can and you simply cannot hurt your hand. Shock absorbency of this nature must protect your back and kidneys. The cushion is virtually indestructible.

W.J.T.



The 3-litre Bentley fire engine used at Brooklands—see accompanying paragraph.

The Welsh Rally



Watchers in the woods. Whether they be officially allowed access or not, thousands of rally enthusiasts manage to get into the forests to see the exciting spectacle of cars being driven at high speed on loose roads.

OF THE five main international rallies in the British Isles (organised by people of five different nationalities, incidentally) the Welsh Rally is the one which has always been regarded as the low-cost event for club-men, the rally on which aspiring competitors could cut their big-time teeth. The reason for this was simple; it was all crammed into one weekend, from Friday to Sunday, and there was no need to take more than one day away from work, nor to take hotel accommodation. It was admirable that the South Wales Automobile Club should endeavour to cater for rallying people with limited depth of pocket, but understandable since the organisers are themselves amateurs, unlike those of other British internationals which have full-time staffs available. However, the compression of the event brought its own peculiar problems and there really was a lot to get through in the three days spanned by the event.

In past years the rally used to start on the Friday evening after scrutineering and documentation sessions throughout the day, and finish on the Sunday morning prior to a final (but totally out of character) test on Llandow Racing Circuit and the inevitably delayed processes which led to publication of the results. Thus the running time of the rally itself took in two nights and the intervening day, no longer (shorter, in fact) than the first leg of the immensely popular RAC Rally used to be until just two years ago. But there were criticisms that the rally demanded too much of competitors' stamina and that two consecutive nights out of bed without a break stretched physical endurance excessively.

Our own view was that, treated intelligently, continuous rallying for two nights was not too much, and that the danger was in homeward journeys rather than in the rally itself. People used to arrive at the finish very tired, go off to the race at Llandow, hang about until late afternoon waiting for results and then drive home in a very tired condition. There was no opportunity for rest before setting out for home simply because most of those involved had work on Monday to think of. Our suggested solution was to begin the rally on the Thursday and end it on the Saturday so that a night's sleep would be possible before returning home.

The style of this year's Welsh Rally was changed partly towards the remedy we suggested, for it started on the Friday morning and finished on the Saturday night, the Thursday being taken up by scrutineering and the Sunday morning again by that silly afterthought of a test at Llandow, put in simply to attract spectators and draw gate money. Slow results meant that there was still quite a wait on the Sunday, but at least everyone had slept on the Saturday night.

Total running time for this year's event was the same as in the past, and so was the total of rest stops, but the start was in the morning which meant that competitors began the rally after a sleep rather than after a long day of scrutineering, map-plotting and service planning, all of which could be done on the Thursday this year.

So much for the endurance aspect; now for the rally itself. British rallies are immensely popular with foreign drivers, mainly because of the superb special stages over loose-surfaced forest roads so well engineered and cambered that they could easily have been purpose-built for competitive motoring rather than for the operations of the Forestry Commission. Regrettably, almost criminally, rally organisers have to pay dearly for the use of these roads, and it is grossly unfair that some sports receive handsome Government grants whereas rallying must pay the Exchequer.

Notwithstanding the popularity, few foreigners (apart from the English!) went to the Welsh Rally. There were works Fords running under the individual sponsorship of their crews, works Skodas entered by their dealers' team, Opel Asconas similarly entered, Datsuns privately backed, a single Lancia Stratos entered by London's Chequered Flag, Vauxhall Magnums entered by the Banbury-based dealer team, partially backed Hillman Avengers and a Marina and a Dolomite entered by British Leyland's Unipart. There were 193 cars in all, representing a variety of makes and an even greater variety of backers, sponsors and garages without whom most of the runners would doubtless have been unable to afford the high cost of modern rallying.

Roger Clark and Jim Porter, the pair who have been Britain's leading rally crew for many years, scored yet another outright win, this time in one of the new Escort II saloons with engine and mechanical parts from the well-tried and proved former model. Much was expected of the Ferrari-engined Lancia Stratos, the car which proved itself capable of tackling rough roads in East Africa, but overheating and loss of oil pressure put it out of the rally after half-distance. Walfridsson, the little Swedish driver who is renowned for making heavy Volvos move in an incredibly agile manner, drove the Stratos very well indeed considering that his experience of the car was limited to a 30-mile run in Sweden.

There was once a wide margin between the abilities of works drivers and amateurs, for there were no partially-backed in-betweens at one time. Now the margin has become very narrow indeed and this applies also to driving ability. Billy Coleman, the young Irish driver, gave Clark a very close fight in a sister car until he retired with broken steering, and Russell Brookes, a Midlander also with a works-built Escort II, was another who didn't allow Clark to relax at all. Nigel Rockey, a Bristolian, eventually finished second in another, but older, car from Boreham whilst behind him was Tony Pond in an Ascona which he has now purchased from the Dealer Opel Team. Perhaps there was insufficient foreign opposition to judge properly, but one got the impression that British drivers are beginning to drive in a manner formerly associated only with Scandinavians. Tony Fowkes was another who deserves mention, and Chris Wathen who made astounding progress in the ruts which must have faced him from start number 72.

Among the foreigners, Pentti Airikkala (Finland) retired his Vauxhall with broken piston rings before he could really show his paces, whilst fellow countryman Ari Vatanen had the misfortune to break the steering of his old Ascona on the very last stage, dropping him from a certain place in the first ten. Erik Aaby from Norway was frequently among the stage leaders in his British-built Escort, whilst the performances of fellow countryman John Haughland and Markku Saaristo from Finland in a pair of Skodas

Continued on page 587

The Polski-Fiat 125P

The more car-per-pound car.



WHEN MOTOR SPORT talks about a road test car representing good value today we have to say it with tongue in cheek, for normally the description is only relative to the overall picture of absurd prices. If incomes had risen in proportion to car prices (none of this average income business, please) we might not have cause to complain, but as it is many members of the car-buying public are having to move down market when buying a new car. Take a man with three children needing a fairly large car, but with only £1,200 to spend. Last year he could have bought a Cortina 1300 2-door for £1,180. Today he would have to find £1,579 to buy exactly the same car. For his £1,180 (plus £4) today he could get a Mini 850, which he could have had in mid-1974 for £820! So what should he do? Hang on to his present car, or buy secondhand? Casting aside patriotism and using common-sense, since the end of April he has had the perfect answer. Buy a Polski-Fiat 125P! My photo-caption for this Polish-built Fiat last month described it as "The Bargain of the Year". Having road-tested this 1500 c.c., four-door, five-seat saloon since that was written, I can only say how right I was. For £1,159 this stolid, conventional work-horse provides more car per pound than any other vehicle on the market. Possibly an even better bargain is the capacious estate car version for £1,299.

Made by the State-owned Fabryka Somochodow Osobowych in Warsaw and imported by Polski Car Imports (GB) Ltd., a sister company to the British Mazda concessionaires with former VW director John Ebenezer as Managing Director, this bargain saloon, built under licence from Fiat in Turin, uses the same body as the old twin-cam engined Fiat 125S. In place of the twin-cam engine is fitted a Lampredi-designed, straight-four, pushrod overhead valve, three-main-bearing engine of 79.5 mm. stroke and 77 mm. bore, giving a capacity of 1481 c.c. The crossflow cylinder head is aluminium and is described as having "polyspherical" combustion chambers, said to be more efficient than hemispherical or wedge-shape chambers. Whatever, with the aid of a twin-choke, downdraught Weber 34DCHD carburetter, this quite old design gives 70 b.h.p. DIN at 5,400 r.p.m. This is sufficient to give the 1 ton car a maximum speed of 93 m.p.h. and acceleration which is surprisingly brisk; for various reasons no acceleration figures could be taken, but as a comparison I should say that the 125P is at least as quick as a British Leyland 1300. Certainly it is not the outright disappointment one would expect after the swift 125S.



Drive is taken through a 200 mm., hydraulically-operated, diaphragm clutch to an all-synchromesh, four-speed gearbox. Ratios are quite wide, but not unduly so and the change is positive, though a bit notchy on this 1,500-mile test car. Maximum speeds in the gears are marked on the ribbon speedometer as 25 m.p.h., 40 m.p.h., 62 m.p.h., though the engine feels willing up to 30 m.p.h., 50 m.p.h. and 70 m.p.h. The propshaft is two-piece and connects with the traditional 125 live axle, the differential of which was vaguely noisy. Semi-elliptic leaf springs and inclined telescopic double-action shock-absorbers are all that support the axle. At the front there are swinging arms, each with a torque arm, coil springs, telescopic shock-absorbers and an anti-roll bar.

For your £1,159 you even get four-wheel disc brakes, servo-assisted, with a split system and a pressure regulator for the rears—all inherited from the 125S of course, as is the over-servoed sensitivity! Designed for a more powerful model, they are more than adequate for this pushrod-engined car. Fiat worm and roller steering has come in for criticism over the years, but in the 125P context it doesn't feel out of place, reasonably positive with no lost motion and not feeling anywhere near so low-geared as the Lancia Beta saloon. It's quite heavy at parking speeds, though.

Driving this new re-incarnation of a popular old saloon made me wonder where saloon car design is going. We've gone styling mad, at the expense of low roof lines and freedom of passenger space above the waistline. The lofty, square-rigged 125P may look dated but its freedom of space is refreshing. There is plenty of space for five on well-padded, vinyl-trimmed, comfortable seats, the rear of which has a fold-down arm-rest in the middle. The front ones have adjustable reclining back-rests, by an awkwardly placed knob at the fronts of the seats. A respectable standard of carpeting is fitted throughout, as is sound insulation material behind the headlining (a good sign of no skimping), a functional rather than attractive black vinyl-trimmed facia and

ntre console, and there are arm-rests/door ills on each door. An illuminated, lidded ubby hole is in the facia top and there are elves below. A very roomy boot is another art of the bargain, but this is one of the any cars in which heavy objects sliding out in the boot can damage the rear wings rom the inside.



Detail equipment is impressive by the tandards of most cars costing at least twice he price and worthy of listing, at least in part, to make the point: twin interior lights perated by courtesy switches on all four loors; courtesy lights under the bonnet, in he boot (both of which panels are self-supporting) and in the cubby hole; thermo-tatically controlled, electric engine cooling fan; four headlights, which switch off automatically with the ignition; automatic reversing light; cigarette lighter; mud-flaps; passenger grab handles; a hand throttle as well as a choke control; full through-flow ventilation, a good heater with two-speed fan and opening front quarterlights, electric screenwashers; wipers with a variable intermittent speed control; and a dipping rear view mirror. The dashboard is simple—apart from the ribbon speedometer with trip mileometer there are only temperature and fuel gauges. Yet there are warning lights for choke, oil pressure, sidelights, mainbeam,



fuel level, alternator charge, indicators and handbrake.

Handling is typically Fiat 125, with understeer brought about by too much positive camber on the front wheels and a tendency for the inside wheel to attempt to lift as the car rolls on tight corners taken quickly. The ride is lively, but not uncomfortable and though there is plenty of roll when driving fast, this is not a "wallowy" car. In fact it hasn't any really nasty vices at all and is so conventional that it is very easy to adapt to. Maybe it won't go round corners like a Lancia Beta Coupé, but look at its price! Oh, and the standard tyres on which its safe road-holding is based are British-made Dunlop SP68s of 13 in. diameter, exported to Poland to be brought back on the cars.

One point should be made very clear: the 125P is not to be confused with some of the ill-handling, rubbishy tinware to have come from behind the Iron Curtain in the past. It is a proper motor car, practical, sturdy, well-finished and proven in more than 40 countries to which it is exported throughout the World. Setting aside its datedness, the only thing I can find to damn it with at its price is praise. Apart from a dribble from the rear main bearing oil seal, which may have been responsible for slight clutch judder, this Polish saloon served me more reliably and comfortably in all kinds of use than have many more expensive test cars of late. Though driven with the second choke open much of the time, it contrived to average 30 m.p.g. from its 45-litre tank. When delivered the engine "pinked" like mad, obviously not tuned to run on low-grade fuel and a symptom I had noticed on similar cars in Poland; a dose of four-star transformed the performance.

There will be those who question the political and economic astuteness of allowing the importation of such a cut-price machine. All I will say is that the British are the ones getting the bargain and that the majority of machines I saw employed in the 125P's manufacture in Warsaw were British. There is said to be no subsidy from the Polish State to sell us the cars at such a price: when you pay your workers in zlotys, worthless abroad, and you're paid in Sterling and Dollars, there's no need for a subsidy. Nevertheless, I can't see the price staying so low for very long. Over 150 dealers should have been appointed by next month (hardly surprisingly dealers have been clamouring for franchises) and we are told that more than adequate spares are in stock. Surely many Fiat spares will fit too?—C.R.



Polski-Fiat have a thriving competitions department in Warsaw run by the son of the Prime Minister. They use twin-cam versions of the 125P; this one, driven by Robert Moucha, seen competing in last year's Polish Rally.

RALLY REVIEW—contd. from page 585

were nothing short of remarkable. Skodas are by no means renowned as competition cars, but these two cars prepared in Czechoslovakia were most impressive. Alas they both retired with lubrication failures when well placed.

As a qualifier in the European Championship the Welsh Rally is a most worthy event, but it could so easily be organisationally polished up if some of its organisers were able to look around at the methods employed by other rallies. The results, both during and after the rally, were not exactly speedy and start formalities were somewhat extended by the fact that the service area, scrutineering and signing-on were in three different locations in Cardiff.

Although it was backed financially and in kind by the *Western Mail*, the Welsh Rally was nevertheless running on a tight budget. Whilst the government continues to see the sport of rallying as a means of reaping extra revenue, such budgets will always be tight, and organisers will always find it difficult to implement methods which would improve their events but which are also costly. One way to relieve financial burdens would be to abolish the crippling levy which the Forestry Commission demands for the use of its roads. Without this tax on their resources, the organisers of the Welsh Rally would have been in a position to introduce a number of improvements. Rallying is firstly a sport but it is also an important shop window. One day, hopefully before it is too late, this will be realised in Westminster.—G.P.

GENERAL CLASSIFICATION

1st	R. Clark/J. Porter (Ford Escort II RS)	207 min. 22 sec.
2nd	N. Rockey/R. Channon (Ford Escort II RS)	211 min. 52 sec.
3rd	T. Pond/M. Broad (Opel Ascona)	212 min. 28 sec.
4th	T. Fowkes/B. Harris (Ford Escort RS)	212 min. 42 sec.
5th	R. Brookes/J. Brown (Ford Escort II RS)	215 min. 13 sec.
6th	C. Sclater/M. Holmes (Datsun Violet)	215 min. 15 sec.
7th	W. Sparrow/N. Raeburn (Vauxhall Magnum)	215 min. 51 sec.
8th	R. Bean/A. Greenwood (Ford Escort RS)	217 min. 44 sec.
9th	A. Dawson/D. Richards (Datsun Violet)	218 min. 14 sec.
10th	C. Wathen/T. Bosence (Ford Escort II RS)	218 min. 36 sec.
11th	B. Culcheth/J. Syer (Triumph Dolomite S)	222 min. 53 sec.
12th	T. Drummond/M. Nicholson (Ford Escort RS)	223 min. 12 sec.
13th	R. Eyre-Maunsell/N. Wilson (Hillman Avenger)	223 min. 54 sec.
14th	P. Faulkner/M. Peters (Vauxhall Magnum)	226 min. 58 sec.
15th	K. Videan/P. Valentine (Datsun 260Z)	227 min. 30 sec.

193 *starters*—125 *finishers*.

The 33rd Monaco Grand Prix

Lauda all the way



JAMES HUNT was holding fifth place until 11 laps from the end when he slid into a guard-rail while being challenged closely by Depailler.

Monte Carlo, May 11th

EVEN AS THE dust was settling over the Montjuich Park in Barcelona there were worried mutterings about the race at Monte Carlo, for a more similar circuit would be hard to find. However, those who were determined not to miss their annual visit to the fascinating Principality of Monaco and hob-nob with Royalty and the aristocracy that is left in the world, thought everything would be all right as the average speed round the circuit was only around 80 m.p.h., compared to the 100 m.p.h. of Barcelona. The AC of Monaco tightened their *bolts*, added a third layer of Armco in places and best of all joined the lower two rows together with heavy steel flitch plates at the centre of each span, thus minimising the chance of a car forcing the rails apart, as has happened all too often. Almost everyone outside the actual road of the circuit was protected from flying bits by wire mesh catchfencing and the whole place looked a bit like a circus prepared for the lion-tamer act. Lead by Enzo Ferrari's spokesman there was powerful lobbying to restrict the field to eighteen cars and this was decided upon the week before the event, by which time twenty-six drivers had been entered on the assumption that everyone was in. For a change the decision was simple, the fastest eighteen would be in the race, which was no problem for the aces and hard-triers, but a worrying business for the hopeless and an impossible situation for the no-hopers, but there was little alternative. In addition there was a lot of muddled talk about altering the corner at *Ste. Devote*, suggesting it should be slowed down to second gear, instead of the existing glorious uphill charge in fourth gear. What happened in fact was that it was better than ever for the road was resurfaced and built up on the sides to do away with the camber. Undoubtedly something will eventually happen at this corner for just off the line of the circuit the entrance to an underground car park is being built.

To ease the overall pressure on the town all the Formula One practice was restricted to Thursday and Friday, leaving Saturday for the Formula Three racing. This was a godsend to some of the teams whose unruly drivers ended practice with bent cars. Practice should have begun at 9 a.m. but last-minute attention to the barriers etc. held things up a bit and it was after 10.30 a.m. before the Formula One cars got under way. The regular circus were all present, with the exception of Rolf Stommelen who was recovering from his Barcelona crash, and Graham Hill was alone in his team. The Hesketh team had hired their spare car to Torsten Palm with Polar Caravans sponsorship, but the new qualification rule put him at a disadvantage on his F1 debut. While some drivers were feeling their way round out of natural caution or from a complete lack of knowledge of the circuit, others pressed-on instantly, one of the ideas being to establish a quick time as soon as possible before any outside influences, like a change in the weather or someone blowing up and spreading oil all over the circuit, affected things. A quick hard try in the opening stages would guarantee to get you somewhere in the middle of the eighteen qualifiers, and the rest of the time could be spent working away on details to improve your position up the grid, rather than being pushed down. Among those who made instant tries were Jarier (Shadow), Watson (Surtees), Lauda (Ferrari), and Laffite (Williams). Practice had not being going on long before there was a commotion on the "Mickey Mouse" section of the circuit on the harbour front as Regazzoni spun his Ferrari and in avoiding him poor John Watson severely damaged the Surtees car. Regazzoni limped back to the pits with a crumpled nose aerofoil and the right-front suspension bent, and got going again in the spare Ferrari while the other one was straightened out. Luckily Surtees had a spare car, but Watson had to walk back to the pits while the wreckage of his car was pushed through an opening in the Armco. Mario Andretti had the Hewland gearbox break up on the newly built Parnelli car, so he continued practise with the spare car, but the Williams team were less fortunate for when Laffite crashed the new car there was no spare and Merzario had a smug look on his face as he continued to practise in the earlier Williams car. Graham Hill coasted to a stop out on the circuit as his Cosworth engine died and practice was held up for a time while the derelict cars were gathered up and returned to the paddock. This year the Formula One paddock was more conveniently situated on the harbour side down near the old Gasworks hairpin.

Activity got under way again, but not long for Reutemann who had a little excursion up an escape road, and could not restart the engine as an electrical wire had broken. He walked back to the pits looking rather disgruntled, and took out the spare Brabham. The noise of cars bouncing off the barriers continued and Watson damaged his second car for the day, but not beyond repair, and after a lunch-break practice continued into the afternoon, running desperately behind schedule. For one hour in the early afternoon the pace continued and some semblance of form began to appear; Lauda was setting the standard for everyone to aim at, many people saying that the Ferrari flat-12 engine was more suited to the characteristics of the Monaco circuit than the Cosworth V8; they tend to overlook the fact that it didn't show up badly on the high-speed Silverstone circuit, and when Monza time approaches these people throw their hands up in despair and say "the Ferraris will simply run away from everyone on sheer power". Few people are prepared to give the Ferrari drivers much credit and when it was found that Lauda was fastest in practice and Regazzoni was second fastest, the pundits said "There you are, you see." A few minutes later Lauda crunched his Ferrari into the guard-rails on the same part of the circuit as Regazzoni had done earlier, and the voices repeated "There you are, you see", though it was not quite clear what we were supposed to see. Lauda walked back to the pits and, with Regazzoni in the spare Ferrari, he had no option but to continue practice with Regazzoni's bent car, which was more or less all right except for a slightly bent right-hand suspension mounting. In his own car Lauda had

ocked 1 min. 27.16 sec., three-quarters of a cond faster than all the best Cosworth-wered specials. In the repaired car he ocked 1 min. 27.62 sec., still a quarter of a cond faster than the opposition, and Regaz-ni clocked 1 min. 27.70 sec. in the spare rrari. The best of the Cosworth runners as Peterson in the Lotus 72/R9 with 1 min. .93 sec., so some of us said that "perhaps we d see" when the pundits started banging on ain. Either Regazzoni is a better driver an we think he is or the Aces are not as good they would like us to think they are! In a itish colony like the pits at Monte Carlo it not the done thing to let it be known that you e a Ferrari enthusiast, but all round the cir-it the spectators were not suffering from y inhibitions.

When practice was all over and done with e harbour front paddock rang to the sound hack-saws, panel-beating hammers and op-rivet guns as the ravages of the day were paired. Even Miss Lombardi had joined in e spirit of the thing and crunched her works larch, the Bicester mechanics keeping mpany with Ferrari, Williams, Surtees and esketh mechanics, while Tyrrell and Par-elli mechanics were mending gearboxes and ill's mechanics were working on engine roblems. Hunt had clobbered the right-ont corner of 308/2 and Scheckter had roken the gearbox on 007/2.

Next morning all was sunny and bright and ractice got under way a mere 15 minutes late nd was soon going with a swing instead of a ang. There was some heroic driving going n as twelve drivers got into the previously elect 1 min. 27 sec. bracket and among those ho could be seen to be trying were the two errari boys, Tyrrell's lads, Peterson as ever, eutemann and Pace, Brambilla, Jarier and ryce, while Hunt was justifying all the work ut in to repair the damage to his car. This is not to suggest that the others were not trying, for Alan Jones must have been doing a good job to get himself on the back of the grid and Evans did not know any way of trying harder with the BRM. Suddenly all the excitement came to a stop for Donohue spun the Penske car going into *Ste. Devote* and put a dent in the guard-rails that creased the car very badly. Around the Monaco circuit enormous mobile cranes are stationed with long jibs that can reach out over the Armco wall and pick up a crashed car by the roll-over bar and lift it out of the way. In his enthusiasm to clear the track of the wrecked Penske the crane driver at *Ste. Devote* swung his jib and struck a lamp standard, causing its glass front to swing open and hang dangerously over the road. The fire-brigade had to be fetched with their longest ladder in order to deal with the offending lamp-post, which delayed proceedings for quite a time. It all started up again for a final desperate 30 minutes and Merzario was bumped off the grid by Watson, while Laffite beat his team-mate but missed last place on the grid by 0.16 second. Up front among the Aces and the heroes a lap in the 1 min. 27 sec. bracket got you safely on the grid, with low-twenty-sevens in the running for pole position and high-twenty-sevens putting you so far back you would not appear in the start photographs. As practice was drawing to a close Andretti bounced the spare Parnelli off the guard-rails on the harbour front, having already hit the *chicane* with the other car, and right at the end Lauda went out and did a shattering 1 min. 26.40 sec., which rocked everyone on their heels, just when Pryce had joined Lauda on the front row with a splendid 1 min. 27.09 sec. in his Shadow-Cosworth V8. It was as if Lauda had said to himself, "There are too many Aces up here with me in the 1 min. 27 sec. bracket, I'd better reset the Ace standard".

With the whole of Saturday clear for car preparation the mechanics actually had time off for a beer or two on Friday night. While the eighteen qualified cars were got ready, and Frank Williams' boys prepared their cars as first and second reserves, just in case, the Formula 3 field disported itself on the circuit on Saturday afternoon, many of the drivers hoping that F1 team-managers and sponsors were watching. The huge international entry had been sorted out during practice into two competitive heats and the best nine from each heat took part in the 24-lap final. Renzo Zorzi

STARTING GRID

↑

12
N. Lauda
(*Ferrari—flat-12*)
312B3/023 (T4)
1 min. 26.40 sec.

16
T. Pryce
(*Shadow-Cosworth V8*)
DN5/2A
1 min. 27.09 sec.

17
J-P. Jarier
(*Shadow-Cosworth V8*)
DN5/1A
1 min. 27.25 sec.

5
R. Peterson
(*Lotus-Cosworth V8*)
72/R9
1 min. 27.40 sec.

9
V. Brambilla
(*March-Cosworth V8*)
751/3
1 min. 27.50 sec.

11
G. Regazzoni
(*Ferrari—flat-12*)
312B3/018 (T1)
1 min. 27.55 sec.

3
J. Scheckter
(*Tyrrell-Cosworth V8*)
007/2
1 min. 27.58 sec.

8
C. Pace
(*Brabham-Cosworth V8*)
BT44B/2
1 min. 27.67 sec.

1
E. Fittipaldi
(*McLaren-Cosworth V8*)
M23/9
1 min. 27.77 sec.

7
C. Reutemann
(*Brabham-Cosworth V8*)
BT44B/1
1 min. 27.93 sec.

24
J. Hunt
(*Hesketh-Cosworth V8*)
308/2
1 min. 27.94 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
007/4
1 min. 27.95 sec.

27
M. Andretti
(*Parnelli-Cosworth V8*)
VPJ4/003
1 min. 28.11 sec.

6
J. Ickx
(*Lotus-Cosworth V8*)
72/R5
1 min. 28.28 sec.

2
J. Mass
(*McLaren-Cosworth V8*)
M23/8
1 min. 28.49 sec.

* 28
M. Donohue
(*Penske-Cosworth V8*)
PC1/01-2
1 min. 28.81 sec.

18
J. Watson
(*Surtees-Cosworth V8*)
TS16/02-4
1 min. 28.90 sec.

26
A. Jones
(*Hesketh-Cosworth V8*)
308/1
1 min. 29.12 sec.

Did not Qualify :

J. Laffite (Williams FW/04-Cosworth V8) 1 min. 29.28 sec.
A. Merzario (Williams FW/03-Cosworth V8) 1 min. 29.32 sec.
G. Hill (Hill GH1 (T371/HU1)-Cosworth V8) 1 min. 29.49 sec.
R. Evans (BRM P201/05) ..... 1 min. 30.33 sec.
R. Wunderink (Ensign N175 (MN02)-Cosworth V8) 1 min. 31.60 sec.
T. Palm (Hesketh 308/3-Cosworth V8) 1 min. 31.95 sec.
L. Lombardi (March 751/2-Cosworth V8) 1 min. 32.20 sec.
W. Fittipaldi (Fittipaldi FD/02-Cosworth V8) 1 min. 33.02 sec.

* Rebuilt car on new monocoque after practice.

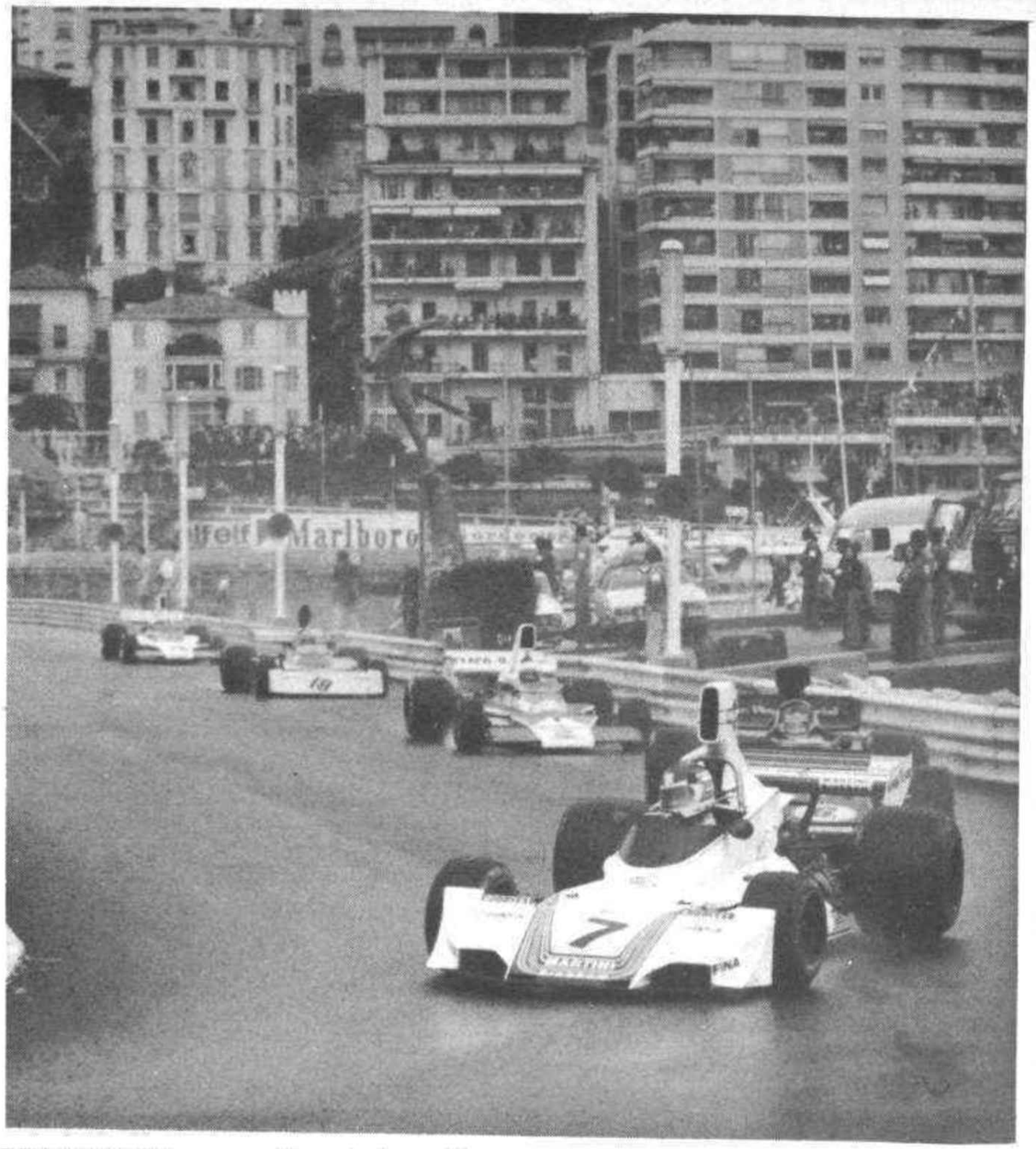
PRACTICE TIMES

No.	Driver	Car	Thursday Morning	Thursday Afternoon	Friday
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 30.03	1. 29.72	1. 27.77
2	J. Mass	McLaren M23/8-Cosworth V8	1. 29.25	1. 28.61	1. 28.49
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	1. 29.52	1. 27.96	1. 27.58
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 28.61	1. 28.60	1. 27.95
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 27.93	1. 29.13	1. 27.40
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 29.95	1. 29.02	1. 28.28
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	1. 30.55	—	1. 27.93
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 29.57	1. 27.95	1. 27.67
9	V. Brambilla	March 751/3-Cosworth V8	1. 29.99	1. 28.80	1. 27.50
10	L. Lombardi	March 751/2-Cosworth V8	1. 33.55	—	1. 32.20
11	G. Regazzoni	Ferrari 312B3/021 (T2)—flat-12	1. 35.58	—	—
12	N. Lauda	Ferrari 312B3/023 (T4)—flat-12	1. 28.57	**1. 27.16**	**1. 26.40**
14	R. Evans	BRM P201/05—V12	1. 31.79	1. 31.42	1. 30.33
15	—	—	—	—	—
16	T. Pryce	Shadow DN5/2A-Cosworth V8	1. 28.91	1. 29.05	1. 27.09
17	J-P. Jarier	Shadow DN5/1A-Cosworth V8	1. 29.18	1. 28.33	1. 27.25
18	J. Watson	Surtees TS16/04-4-Cosworth V8	1. 32.15	—	—
19	—	—	—	—	—
20	A. Merzario	Williams FW/03-Cosworth V8	1. 32.00	1. 30.29	1. 29.32
21	J. Laffite	Williams FW/04-Cosworth V8	1. 33.71	—	1. 29.28
22	—	—	—	—	—
23	G. Hill	Hill GH1 (371/HU1)-Cosworth V8	1. 40.00	—	1. 29.49
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 29.23	1. 29.46	1. 27.94
25	T. Palm	Hesketh 308/3-Cosworth V8	1. 36.13	1. 34.82	1. 31.95
26	A. Jones	Hesketh 308/1-Cosworth V8	1. 30.82	1. 30.23	1. 29.12
27	M. Andretti	Parnelli VPJ4/003-Cosworth V8	1. 30.32	1. 32.10	1. 28.24
28	M. Donohue	Penske PC1/01-Cosworth V8	1. 31.38	1. 28.83	1. 28.81
29	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8	1. 33.18	1. 33.22	1. 33.02
31	R. Wunderink	Ensign N175 (MN02)-Cosworth V8	1. 33.52	1. 31.60	1. 33.06
2T	J. Mass	McLaren M23/6-Cosworth V8	—	—	—
4T	D. Depailler	Tyrrell 007/5-Cosworth V8	—	—	—
5T	R. Peterson	Lotus 72/R8-Cosworth V8	—	—	—
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	no time	1. 29.25	—
11T	G. Regazzoni	Ferrari 312B3/018 (T1)—flat-12	**1. 27.70**	1. 28.22	1. 27.55
12T	N. Lauda	Ferrari 312B3/021 (T2)—flat-12	—	1. 27.62	—
14T	R. Evans	BRM P201/02—V12	—	—	—
17T	J-P. Jarier	Shadow DN5/3A-Cosworth V8	—	—	1. 37.26
18T	J. Watson	Surtees TS16/02-4-Cosworth V8	no time	1. 31.03	1. 28.90
23T	G. Hill	Lola T370/HU3-Cosworth V8	—	1. 34.27	—
27T	M. Andretti	Parnelli VPJ4/001-Cosworth V8	1. 35.54	1. 28.96	1. 28.11

actually won the event in a Lancia-powered GRD, but not before a lot of faster drivers had had a dabble with the lead. Conny Anderson actually completed the 24 laps first, but was penalised a minute for jumping the start, which when announced had left Larry Perkins in the lead with Ron Tauranac's Ralt, but when he was told by his pit staff he relaxed and had an accident, which left Alex Robiero from Brazil in the lead with a works March. Meanwhile Tony Brise in the works Modus was storming through the back-markers, having had trouble in his heat and being at the back of the grid for the final. As he was about to pass Robiero and take the lead the two cars collided and crashed, letting Zorzi into the lead. An interesting race, you might say!

On Sunday morning everyone was ready for the Grand Prix and all the havoc of practice had been put right, the two Parnelli cars being ready to go and the Penske having been completely rebuilt around a new monocoque. Lauda was sticking to his original car, 023, but Regazzoni stayed with the spare car, 018, which had had a new gearbox fitted. Everyone was ready for a really good Grand Prix, with Lauda and Pryce in the front row, followed by Jarier and Peterson, Brambilla and Regazzoni, Scheckter and Pace, Emerson Fittipaldi and Reutemann, Hunt and Depailler, Andretti and Ickx, Mass and Donohue, and in the back row Watson and Jones. Everyone was ready except the weather-man, for a blanket of cloud hung over the mountains behind the town and the rain was coming down vertically. It rained and rained all morning and right through the lunch hour, easing off as Prince Rainier and his family arrived for the start. The stewards announced that the condition of the race would be considered "wet" which meant that it would run its course, once started, for it was felt that the weather could only improve. Naturally everyone was mounted on the knobbliest wet-weather tyres that Goodyear could supply, with sets of dry "slicks" in the pits. A slight worry was the dry section of track in the sea-front tunnel, for this could play havoc with the wet-tyres during the 78 laps of the race.

To alleviate the pushing and shoving into the first corner the two rows of cars were staggered, with Lauda on pole position ahead of Pryce so that the grid became virtually single-file and those at the back could barely see the starter's flag. Everyone was on the dummy-grid in full working order so Laffite was wheeled back into the pits, having been waiting hopefully that someone would fail to appear. The eighteen cars moved forward to the starting grid and were then away in a cloud of spray with Lauda leading up the hill. In the scrabble of the opening lap there was a lot of bumping and boring, as was expected, and Regazzoni and Brambilla got elbowed to the back of the queue, with their cars a bit bent. Through the *chicane* it was Lauda in first place, followed by Jarier having a private accident which seemed to last all along the harbour front as the Shadow wrecked itself on the steel barriers. Treading very warily Lauda, Peterson and Pryce were leading from Scheckter, Fittipaldi and Pace, with Hunt and Depailler not far behind. Regazzoni was in sixteenth place and then Brambilla was heading for the pits for the March designer to have a look at the bent front suspension. In the next lap the leading Ferrari, second place Lotus, and third place Shadow were already



REUTEMANN was very disappointing at Monaco, his Brabham BT44B finishing last. Here he leads Ickx, Mass, Watson and Donohue along the seafront past the swimming pool.

pulling away from the rest of the field, but the circuit was so slippery, even though the rain had stopped, that there was no question of anyone doing any racing, though down at the back Reutemann let Ickx and Mass go by and the German took the opportunity to pass the Belgian, but it was not exactly Grand Prix racing. Watson was following them along, and when Donohue let them through the Irishman went with them, but all this only put Mass into tenth place. At 5 laps Regazzoni shot into the pits with his right-rear tyre flat and was soon back in the race with a new one fitted, but now too far back to figure on the scene.

Fittipaldi was getting to grips with his sliding McLaren and closing on Scheckter and Pryce was hanging on to Peterson, even though the Shadow had too much brake bias to the rear wheels, especially as the circuit was beginning to dry a bit. Andretti came into the pits to retire with oil leaking from his Cosworth engine and burning on the exhaust pipes, which caused the fire-brigade to jump about a bit, but the remaining sixteen cars were still going, with Reutemann and Jones losing contact with the field and Regazzoni and Brambilla having little hope of catching anyone. At 14 laps the sun broke through the overcast sky and the track was drying quickly, so everyone stood by with dry tyres. Regazzoni came in unexpectedly with his left-front corner damaged and then Hunt was the first one to come storming in for a change of tyres on the Hesketh. This was at 17 laps, at which time the order was Lauda, with Peterson right on his tail, then Pryce a few yards behind. After a gap came Scheckter and Fittipaldi, another gap and Pace, Hunt and Depailler, another gap and Mass, Watson, Donohue and Ickx, all very close together and then a long gap to Reutemann, while Jones was already lapped by the leaders.

Mass was in for dry tyres and a resetting of the rear aerofoil on lap 18, and on the next lap Pryce had a spin which dropped him down to fifth place. With slowing down, changing tyres and rejoining the race, Hunt and Mass were now a lap down on Lauda and on lap 21 Pryce, Pace and Watson made pit stops for tyres and two laps later Donohue did likewise, as did Reutemann, but he had already been lapped by the leaders. At 24 laps the pits were a sea of activity as Lauda, Scheckter and Fittipaldi came in in quick succession to change tyres. Pryce had made a long stop while the damaged nose on the Shadow was replaced, and was now right at the back. The Ferrari team excelled themselves on their wheel changing and as Peterson came in for dry tyres on lap 25, Lauda retook the lead, with Depailler in second place and Ickx

third, as neither had yet stopped. McLaren's pit work had also been good, having done a "practice run" on Mass before Fittipaldi arrived, so that the World Champion was still in fourth place ahead of Scheckter and Pace. At 26 laps Depailler made his stop, leaving second place to Ickx for one lap, as he then made his pit-stop. Peterson had rejoined the race behind Pace, so was now in fifth place, the order being Lauda, Fittipaldi, Pace, who had just passed Scheckter, then the South African, Peterson, Mass, Hunt, Depailler, Ickx and Donohue. Watson, Reutemann and Jones were still in the running, but all a lap behind the leading Ferrari.

The whole thing now became a procession with Lauda firmly in the lead and determined not to do anything stupid, while Fittipaldi was showing that if he shuts up talking and gets on with the job he can drive quite well. Scheckter looked as though he would have liked to have taken third place from Pace but didn't know how he was going to do it, and Peterson was hard-pressed by Mass and Hunt, while Depailler was going great guns and closing on them. Scheckter's hopes were dashed when his left-rear tyre deflated and he rumbled into the pits for a new one. Brambilla had had a big moment in front of Watson and while taking avoiding action the Irishman stalled the engine of his Surtees and could not restart it. Brambilla took the March into the pits where Robin Herd deemed it unwise to continue, the damage caused on the opening lap was spreading. Regazzoni had his final clash with the barriers at the *chicane* and a crane lifted the wrecked car out of the race, while Tom Pryce spun himself out of the race as he joined the sea-front damaging the rear of the car. Lauda was doing such a tidy job out in front that victory for Ferrari seemed assured, even though Fittipaldi was driving well and Pace was looking very determined. The only interest lay in the fact that Depailler was closing rapidly on the trio comprised of Peterson, Mass and Hunt. The Hesketh of Alan Jones began to lose a rear wheel and the Australian brought it all safely to rest up the hill to the Casino.

At 60 laps we reached that strange phenomenon that so often occurs on a small circuit, where all the cars are concentrated on one section of the circuit, as the leader laps the mid-field runners, and the mid-field runners lap the tail-enders. After the continual passing of cars, you suddenly become aware that everything has gone quiet. It usually lasts only for a lap or two before things spread out again. On lap 64 Hunt had an accident down the hill out of Casino Square which ended his race and left Depailler hard on the heels of Mass, who in turn was leaning heavily on Peterson. At 67 laps Donohue had an accident which put him out of the race and there were now only nine cars left running.

FIA rules say that if 2 hours are up before the allotted number of laps have been completed, then the race shall be stopped one lap later. Due to the slow opening phase of the race and the slippery conditions it was clear that 17.35 hours, two hours after the start, was going to arrive before Lauda had completed 78 laps. Consequently as the time-keepers looked at their time-clocks, Lauda eased off the pace knowing he had enough in hand, even though Fittipaldi was going hard behind him. Compared to practice the pace had been pretty slow, and Depailler scored the fastest lap at 1 min. 28.67 sec. in his pursuit of Mass and Peterson. As the two hours was up Mass was so pre-occupied with his attempts to get past Peterson that he forgot to look in his mirrors, and as they approached the tunnel on lap 74, with one more to go, Depailler took the German by surprise and got his Tyrrell past the McLaren, into fifth place.

A very relieved Lauda received the chequered flag after 75 laps, 2 hr. 1 min. and 21.31 sec. after starting, to score the first Monaco Grand Prix victory for Ferrari since 1955, and that one was only the first for Ferrari, if you ignore the sports car race in 1952. It was sadly ironical that neither Graham Hill, who has won the Monaco GP five times, nor BRM who also have had five victories at Monaco, were able to qualify for the 1975 race. Times change and there is no point in dwelling on the past.

Monaco was very full with Italians and Austrians, and Ferrari Club banners and Austrian flags could be seen waving from high up on the rock faces overlooking the circuit. What had started out looking like a fiasco, had developed into quite a good event, or so the Ferrari enthusiasts were claiming.—D.S.J.

Results :

33rd MONACO GRAND PRIX—Formula One—Race stopped at 2 hours and 75 laps—Monte Carlo 3.278 kilometres per lap—245.850 kilometres—Wet and dry

1st :	N. Lauda (Ferrari 312B3/023 (T4))	2 hr. 01 min. 21.31 sec.—121.552 k.p.h.
2nd :	E. Fittipaldi (McLaren M23/9)	2 hr. 01 min. 24.09 sec.
3rd :	C. Pace (Brabham BT44B/2)	2 hr. 01 min. 39.12 sec.
4th :	R. Peterson (Lotus 72/R9)	2 hr. 01 min. 59.76 sec.
5th :	P. Depailler (Tyrrell 007/4)	2 hr. 02 min. 02.17 sec.
6th :	J. Mass (McLaren M23/8)	2 hr. 02 min. 03.38 sec.
7th :	J. Scheckter (Tyrrell 007/2)	1 lap behind
8th :	J. Ickx (Lotus 72/R5)	1 lap behind
9th :	C. Reutemann (Brabham BT44B/1)	2 laps behind

Fastest Lap : P. Depailler (Tyrrell 007/4) on lap 68, in 1 min. 28.67 sec.—133.087 k.p.h.

Retirements : J-P. Jarier (Shadow DN5/1A) accident, on lap 1; M. Andretti (Parnelli VPJ4/003) oil leak, on lap 9; G. Regazzoni (Ferrari 312B3/018 (T1)) accident, on lap 37; J. Watson (Surtees TS16/02-4) spun and no restart, on lap 37; T. Pryce (Shadow DN5/2A) accident, on lap 38; V. Brambilla (March 751/3) damaged suspension, on lap 50; A. Jones (Hesketh 308/1) wheel trouble, on lap 62; J. Hunt (Hesketh 308/2) accident, on lap 64; M. Donohue (Penske PC1/01-2) accident, on lap 67.

18 *starters* — 9 *finishers.*

Notes on the Cars at Monaco

THE McLAREN team had a new tweak on M23/9, which World Champion Fittipaldi used all during practice and in the race itself. This was a lever on the left of the cockpit coupled to the ends of the front suspension anti-roll bar by Bowden cables. Moving the lever backwards or forwards caused the roll bar arms to extend or contract, thus allowing the driver to alter the roll stiffness of the front suspension at will, the idea being to use it as the fuel load lessened or road conditions altered. Not a new idea, it having been tried many times by many designers, its limitation would seem to lie in the technical sensitivity of the driver. (Personally, I shall always regret that Colin Chapman had a misfortune when making his debut as a Grand Prix driver in the Vanwall team in 1956, and never got another opportunity to become the archetypal designer/Grand Prix driver for he would have made maximum use of such devices.) The other two cars in the McLaren team in use in Monte Carlo were M23/8, driven by Mass, and M23/6 which spent the whole time standing by as a team spare, apart from a couple of unofficial laps driven by Fittipaldi with a cine-camera attached to the roll-over bar. The Tyrrell team were another group not to have need of their spare car, which was 007/5, though it was always standing by fully prepared. Scheckter used 007/2 with the normal front nose section with vertical spoilers at each end of the areofoil fins, while Depailler started with the modified nose cowling without vertical spoilers and later reverted to the earlier form on his car, 007/4. Peterson and Ickx were driving their usual cars, Lotus 72/R9 and Lotus 72/R5, respectively and as they both managed to "stay on the island", the spare car 72/R8 was not used. Brabhams had B1, B2 and B3 of their 1975 modified BT44 series on hand for Reutemann, Pace and as a spare, respectively. Reutemann used BT44B/3 during the first day of practice, when his own car died out on the circuit, and for race day B3 was prepared with springs, shock-absorbers, roll-bars and geometrical suspension adjustments all set for torrential rain conditions, in view of the way the day had started. There were no numbers on the car and Gordon Murray preferred not to say who was going to drive his "secret-weapon" in the event of the weather deteriorating, but my guess is it would have carried number 8. As the weather improved B3 was not needed.

The Scuderia Ferrari arrived with three 1975 cars, all with transverse gearbox layout, with yet another new one, 023, the fourth to appear in this configuration, which was consigned to Lauda. Team-mate Regazzoni had 021, and the first in the series, 018, was the spare car. Due to both drivers doing bouncing acts off the guard-rails in practice, Regazzoni took over 018 and raced it, ultimately bouncing it off the *chicane*, while Lauda used 021 in slightly secondhand form when he crashed 023 on the first day of practice. However, 023 was repaired for the final practice and he used it to win the race, keeping it away from the steel barriers. Bob Evans drove the lone BRM entry P201/05, although P201/02 was standing by as a spare but was not needed. The young English driver neither crashed the car nor blew the engine up in his attempts to qualify among the select eighteen fastest drivers, and though he failed to make the grid he returned the car in good condition, which was some consolation to the impoverished team. In contrast, the wealthy UOP-Shadow team finished up with no results and a sizeable repair bill. Jarier and Pryce were good boys in practice using DN5/1A and DN5/2A, respectively, without drama, while DN5/3A stood by and was used

Continued on page 593

Continental Notes

The Circuit National of Francorchamps

"TO RETURN to Francorchamps is always exciting. You find a unique ambiance that only a circuit running through natural surroundings can supply." Those are not my words. They were written by a Belgian journalist before the recent sports car race on the Belgian circuit in the Ardennes. Certain members of the Grand Prix Drivers' Association and the Formula One Constructors' Association think that the circuit of Spa-Francorchamps is dead and buried, and if it makes them happy then I am all for letting them continue to think that. However, a very great number of people know that the Belgian National Circuit is alive and well and last month something like one hundred and fifty drivers were enjoying themselves racing on its exciting 8¾ miles of fast straights, flat-out curves, downhill slopes, steep climbs, hairpin bend and all those natural qualities that an artificial Autodrome can never re-create. The Grand Prix circus turned their back on the challenge of the Spa-Francorchamps circuit and went to the "artificial facility" of Nivelles-Baulers, that now seems to nave crumbled into dust at their feet, so they are left with the little Zolder circuit, that can only be considered "better than no Formula One race at all". Meanwhile the Royal Automobile Club of Spa, under the direction of Léon Sven, carried on without the Formula One circus. Certain renegades who prefer racing to politics continued to take part in the sports car and saloon car races and this year Derek Bell and Henri Pescarolo won the race with a 3-litre 12-cylinder Alfa Romeo Prototype, and Jacky Ickx and Arturo Merzario were second in a sister car. The weekend was the occasion of the 1,000 kilometres of Spa (reported elsewhere in this issue) and on the Saturday there was the Coupes de Spa over 36 laps of the circuit, or 504 kilometres, for Group 1 saloon cars. With 59 cars starting, many of them shared by two drivers, a lot of people were having a lot of fun on the magnificent Spa-Francorchamps circuit, to say nothing of the hundreds of enthusiasts who were involved with the various competitors. In spite of very unsettled weather, from warm sunshine to sleet and rain, a lot of spectators turned up for the whole weekend, many of them entrenching themselves into camp-sites around the circuit. Due to the inclement weather and the possibility of it being nearly dusk before the 1,000-kilometre race would be over, the Sunday event was reduced to 750 kilometres, and typical of "Murphy's Law" the day ended in bright sunny weather!

While the status of the racing at the Spa weekend might be considered to be at International Clubman's level, lacking the excitement of Peterson, Lauda, Pace, Andretti *et al*, it was nonetheless very enjoyable by reason of the superb ambiance of the circuit and the enthusiasm of the competitors. For some time now there have been plans to build a new section of road across the centre of the existing circuit, to shorten the lap to about 5 miles and suggestions that the money was now available to start this project were strong at the recent race weekend. To those people who spend all their time in the start/finish and paddock area of the Francorchamps circuit, the proposed shortened circuit will hardly alter things for the cars will still plunge down the hill from *La Source* hairpin past the pits, into the left/right bend over *L'Eau Rouge* and up the steep climb of *La Raidillion* to disappear up into the fir forest at the top of the hill. This one section of the Francorchamps circuit contains more for the driver and the spectator than some entire Autodromes.

There are three more big sporting weekends due to take place on the Spa-Francorchamps circuit this summer and these are the Belgian Grand Prix for Motorcycles on July 5th/6th, the 24-Hour Saloon Car Race on July 26th/27th and a 24-Hour Motorcycle Race on August 16th/17th, so there is something for everyone, except the single-seater racers, but that is their loss not the loss of the enthusiasts for the *Circuit National de Francorchamps* of which there are a great number. I have been going to the Spa circuit since 1948 and I have known about it since 1934, and every year I meet people making their first visit, either as competitors, spectators or helpers, and their reaction is always the same: "Fabulous, fantastic, the real thing, what racing should be all about", you can choose any adjective from dozens, they all apply. I've yet to meet anyone whose first impression is "Hmm, don't think much of this place". Spa-Francorchamps may be dead and buried for the single-seater circuses of Formula One, Two or Three, but it's very much alive for sports cars, GT cars and saloon cars and long may it remain so.

* * *

Weslake Engines

Thinking about the Belgian Grand Prix and the days when it took place at Francorchamps you cannot help but recall the day in 1967 when Dan Gurney won the Grand Prix with his own Eagle powered by the Weslake V12-cylinder engine, with four valves per cylinder. That V12 Weslake engine, the product of Harry Weslake's Research firm in Rye in Sussex, was one of the more interesting engines in the early days of the present 3-litre Formula. The victory at Spa and a subsequent near-victory at the Nurburgring showed that the V12-Weslake engine was giving competitive power for Grand Prix circuits and it was a pity that the whole Gurney-Eagle project folded-up and returned to California to concentrate on American racing. These thoughts about the Weslake V12-engine are prompted by enthusiasm shown today in the motorcycle world for a single-cylinder, four-valve, 500 c.c. racing engine by Weslake for use in grass-track racing and long-track Speedway type racing. Twin cylinder, 750 c.c. 4-valve Weslake engines, based on the Triumph engine, have been giving a good account of themselves in motorcycle road-racing in sidecar outfits, and the latest 500 c.c. single-cylinder Weslake engine is good to see in a world dominated by Czechoslovakian Jawa engines. Whether the Weslake can get a foothold in pure Speedway racing remains to be seen, but it has always seemed ludicrous to me that a strong British sport like Speedway racing should have to rely on Czech engines ever since the JAP firm stopped manufacture. In the same way it is incomprehensible how a national British pastime like motorcycle trials riding should have been allowed to become the domain of Spanish factories, and now Japanese factories. Having exported the activity to all parts of the world, with our riders teaching other countries how it should be done, we had no machines or engines to back it up with, and apparently simple 2-stroke engines in unit with 5- or 6-speed gearboxes had to be left to the Spaniards and the Japanese to develop. The "foot in the door" by Weslake with their 500 c.c. 4-valve single-



UNDOUBTED highlight of the Weslake V12 engine's Grand Prix career was at Spa in 1967. Dan Gurney, seen above at La Source, won the Belgian Grand Prix in this Eagle-Weslake V12.

cylinder should give everyone great encouragement, apart from the importers of Jawa engines.

* * *

Barcelona Aftermath

Once the daily paper, radio and television hysteria had died down after the unfortunate accident in the Spanish Grand Prix, those people close to the scene analysed the situation, aware of the fact that the accident was caused by a structural failure on Stommelen's car. The result of the accident was due to freak circumstances, in that it happened on the brow of a hill; had it taken place a hundred yards sooner the outcome would have been entirely different and more than likely much less serious. Although the car destroyed itself the cockpit area containing the driver withstood the crash as anticipated, the mandatory design features of deformable structures around the cockpit, crash bars, safety fuel tanks, fail-safe fuel pipe connections, automatic fire extinguisher systems and so on, all played their part in saving the life of the driver. All this does not absolve the original cause of the accident, which was the failure of the mounting of the rear aerofoil and a lot of people are giving serious thought to banning aerodynamic devices altogether unless they are the bodywork itself with no air gaps between the functioning aerofoil section and the complete car. This would outlaw completely the rear aerofoil mounted on a tubular or fabricated framework and the adjustable fins on each side of the nose cowling, as well as the forward mounted aerofoil in front of the car as on Ferrari, Hesketh and others. This suggestion is receiving opposition from designers, as can well be imagined, and one of their number pointed out how illogical it was to think along these lines. "Because aerofoils keep falling off you ban them, but wheels keep falling off and tyres keep failing, but you don't ban them." His suggestion is that you should control things by improvements, not by the retrograde step of doing away with the problem.

At Monaco the International Sporting Commission (the CSI) had a meeting and published the following statement:

"At the invitation of the CSI President, the Constructors, the Drivers, the Sponsors, the Organisers and the CSI themselves have considered it necessary to define the situation.

"All the parties concerned have agreed upon the need to achieve together the conditions of a closer co-operation.

"In view of the importance of this moment, it has been decided to create a new working group bringing together the Constructors, the Drivers, the Sponsors and the Organisers under the care of the CSI.

"It will have to follow the evolution of the safety and the abidance by the regulations defined by the sporting code of the CSI.

"The study of the evolution of Formula One cars will be continued in order to still improve the solutions of safety problems.

"In this spirit too, the inspection of the circuits will be insured in full agreement with the interested parties: Organisers, Drivers and Constructors, under the direction of the CSI.

"The climate of mutual co-operation and understanding shall enable to help each one to support this new dialogue for the benefit of the International Automobile Sport."

I have been living under the impression that all this was being done at present and has been done for the last ten years or more. The problem to my mind is that it has not been done very well. There are times when I think that some of the people in control of motor racing should move out into World politics, but as this would leave the door open for *entrepreneurs* to move in, perhaps it is better that we leave things as they are, even if they are muddled.—D.S.J.

MONACO—continued from page 591

very briefly by Jarier at the end of practice, to see if it was all in working order. In the race they both pranged their cars, Jarier on the opening lap, and Pryce twice during the race.

Poor old John Surtees had every reason to be back to the glooms, but managed to stay cheerful, for his Irish lad with the beard just could not seem to get in step. TS16/04-4 arrived with "Keep Britain in Europe" painted on the sides of the monocoque and while the television and media moguls were getting in a flap, Watson clanged the car into the guard-rails while trying to avoid Regazzoni's first accident, which was taking place mere feet in front of him. He continued with the spare car, TS16/02-4 and still on the wrong foot he bounced it off the *chicane*. Of the two, the spare was least damaged but in the race he had another excursion off course when Brambilla's March collapsed in front of him. It just wasn't the weekend of the Johns. Brambilla was using March 751/3 as usual, and going well all weekend, while Lella Lombardi had little hope of qualifying for the race but did her best with 751/2. She got a bit crossed-up in practice and bent the left-front corner, but some "DIY-design as we go" efforts by Robin Herd and his merry men got the car drivable again.

After Merzario's Spanish debacle and his hopeless efforts at the Spa sports car race the weekend afterwards, Frank Williams demoted him to the older of the team cars, and put Jacques Lafitte in the new car, which had made such an inauspicious debut in Spain. Unfortunately the swarthy Frenchman responded by crashing the new car in the first practice session, but at least he was trying hard. The damage was not too bad and was repaired quickly but both cars failed to qualify by under a quarter of a second. Graham Hill's Embassy-sponsored team was reduced to one car, with himself driving, after the unfortunate Barcelona accident, the remaining car being GH1, which first appeared in South Africa as Lola T371/HU1, even though it was known to have been built outside the Lola factory. As a stand-by Hill had one of his 1974 Lola cars, this being HU3. The Hesketh team were out in full force with Hunt in 308/2, Alan Jones in 308/1 still with coil spring suspension on the front, and Torsten Palm was in 308/3. This last entry was sponsored by Polar Caravans, the car being covered in polar bears. As it was Palm's first attempt at Grand Prix it was hardly surprising that he did not qualify, so the car was returned to the Teddy Bear team as an emergency stand-by on race day for Hunt, the polar bears being removed.

The American teams of Vel Miletich and Roger Penske were on hand with Vel's Parnelli having a new car, VPJ4/003, replacing the one bent in Barcelona, and VPJ4/001. During practice Andretti managed to bend both cars and it strained the team's resources to rebuild both cars in time for the race, the rebuilt-rebuilt car 003, being used. Penske's lot had PC1/01, which Donohue bent pretty thoroughly in practice and a new monocoque had to be used to rebuild it in time for the race. Wilson Fittipaldi's little Brazilian team with FD/02 seemed to be out of their depth all weekend, and Morris Nunn's Ensign team were tackling more than they could really hope to cope with, the starters being limited to eighteen.—D.S.J.



JOHN WATSON carried "Keep Britain in Europe" stickers on the side of his Surtees TS16 during the first practice session at Monaco.

A trip in a Ferrari Boxer and to Maranello



"MMM, would you like to try it?" Just seven words spoken by former sporting and GT racing specialist Mike Salmon, but they brightened what had already been an interesting morning into an extraordinary day, for "it" was a Ferrari Berlinetta Boxer.

The Boxer is a legend built on boggling facts, a logical extension of racing practice, adapted to produce a stupendous road car. The flat-12 engine (like all current Ferrari models, except the 365 GT4, it has belt-driven overhead camshafts) displacing 4,390 c.c. and featuring such thoughtful features as transistorised ignition by Marelli and four triple-choke Weber downdraught 40 IF 3C carburetters. In this "cooking" detuned form the engine develops 380 b.h.p. In a car of this sleek shape and weighing just 2,472 lb., 380 horsepower is enough to produce performance claims such as a standing quarter-mile in 13.7 sec., a second gear worth 10 m.p.h. in excess of Britain's highest speed limit, and a maximum speed quoted as 188 m.p.h. at 7,000 r.p.m., even though the engine could safely run another 700 r.p.m. further up the scale.

Has the 200 m.p.h. road car arrived? Well we certainly were not going to discover on the Egham Bypass! In fact colleagues report that a 5-litre derivative of the Boxer is undergoing extensive pre-production trial at the Ferrari test track, so it shouldn't be very long before that speed is available to a surprisingly large public. Large? Certainly, for in Britain alone Maranello concessionaires have sold over 50 Boxers. Since these vehicles now retail for £17,486.82, this is a performance that puts many of the expensive car makers to shame and would be rather more than some manufacturers have been known to make of mundane production machinery destined to be fiddled through the homologation process for international motor sport.

If this surprising number of Boxers gives the purchaser twinges of anxious anticipation that he might encounter them at every street corner, easing the clutch home in the first of the Boxer's five speeds (in the only ZF gearbox currently used by Ferrari) should dispel any fears. If you sit and imagine the sheer pleasure of driving a properly engineered and balanced true GT car, that retains a strong dose of individual spirit, then the Boxer fulfils those dreams.

Our demonstrator blended swiftly into the Surrey traffic, clutch, gearbox and extrovert engine producing the punchy acceleration of an American muscle car with the sheer sophistication of European chassis engineering. The figures recorded on those large red dials placed in front of the driver to transmit speed, and engine r.p.m. related astonishingly quick acceleration and speeds, which the stability of the car suppresses so efficiently that 110 m.p.h. would feel like 60 m.p.h. attained in a modern 2-litre sports model.



In this short acquaintance the 215 section Michelins, four-wheel ventilated disc brakes and limited slip differential were merely working at a tenth of what one could expect, which merely whets the appetite for a chance to live with a Boxer for a while. Most journalists who have experience in these supercars seem to plump for the Turbo Porsche, but one has to remember who Ferrari customers are. According to Maranello concessionaires they really have two kinds of buyer, those who saw the value offered in the original V6 Dino, and many of these were younger buyers: but the regular customer tends to cover under 10,000 miles a year in his Ferrari, have a 3-4 car stable for practical purposes and be over 40 years old. This writer would have to wait until the pleasure was hardly worthwhile even to acquire a Dino, but that does not alter the fact that Ferrari produce an honest car.

Recently Maranello concessionaires have been re-organising, and our interesting morning had been spent viewing the results. A new service centre and headquarters has been established at Crabtree Road, Thorpe, Surrey. The famous Tower Garage on the Egham Bypass is retained for Maranello and their latest acquisition, Weber Carburetters, the concession still under the management of Mike Walton, as it was when it belonged to Fiat GB.



These splendid Thorpe headquarters form a tremendous contrast to the early days of Maranello in this country. In 1960 Col. Ronnie Hoare returned to Britain with the Ferrari concession, which he established in a servicing bay at F. English of Bournemouth (the Ford Dealers, and Maranello's parent UK company). From these the concession progressed, after six very enthusiastic racing years, to "a hole in the wall at Chiswick" (1967) and thence to Egham. The new headquarters, actually they have been operational since January 1st, are under overall management of former Bristol Street Motors employee David Grayson, who is in charge of 34 per-

Around and About

Equipe POW

MOST MOTOR RACING has become so turgidly serious these days that it was good to meet a gang of amateur enthusiasts the other day who profess unashamedly to being in it for the fun and the booze as much as for the racing. After all, it did use to be *fun* didn't it? Rejoicing under the name of Equipe POW, which initials denote the name of the trendy Princess of Wales pub in Dove House Street in London's Royal Borough of Kensington and Chelsea, not a club for ex-Colditz inmates, these enthusiasts' interests centre round Willie, a pristine Wolseley 6/90. Now Willie was once the property of a vicar, when his badge declared him to be a Riley 2.6, but today WYL 800's owners prefer to take him to racing circuits on Sundays rather than church. For Willie is one of the growing number of competitors in the Classic Saloon Car Championship.

At the last count ten Princess of Wales regulars had put £50 each into fostering Willie's new career, for which they each receive a slice of the action by way of a drive in a round of the Championship (although there are only nine rounds, which could cause problems). Amongst them are a cousin of the Queen, "the odd Viscount" (their terminology), millionaires, stockbrokers, "down-and-outs", Mrs. Jackie Caluori, the pub's landlady, Patrick Murchison, the Chairman, and Ilona Uhl, a charming young German Baroness, who acts as secretary. There's a thriving supporters club too, members of which get a chance to draw for free race tickets, transport to and from race meetings (to allow for serious drinking, no doubt), and a chance to drive the car on a circuit at the end of the season.

Willie cost the Equipe £75, including a worn-out engine. A new engine was built and the car prepared for racing by POW regular Anthony St. John Hart, brother of Aston Martin enthusiast Roger. Apart from stiffening up the shock-absorbers and fitting fat SP Sports little has been done to the suspension. The engine has been balanced and a decent camshaft and pistons fitted, but the carburetters are standard.

Why the long mention for the Equipe? It's the least we can do since they dug into their pockets to entertain the Press at the POW, only to find that most of the journalists who had promised to turn up didn't.

MG Anniversary—Out of Time?

BRITISH LEYLAND'S celebration of MG's Golden Anniversary this year has upset practically every knowledgeable MG Car Club member and many motoring historians. The Company has persisted in believing its own handed-down publicity that the mis-named "Old Number One" MG, the Special with which Cecil Kimber won a Gold Medal in the 1925 Land's End Trial, was the first MG sports car. In his "The Story of the MG Sports Car", F. Wilson McComb proves that Kimber's very first MG sports, a modified, Raworth-bodied, Morris Cowley chassis, ran in 1923 and that the famous octagon badge appeared in May 1924. McComb's story is a complex one, too detailed to relate here, but MOTOR SPORT has no doubt that he is correct, certainly so far as 1924 production is concerned. You see *The Brooklands Gazette*, MOTOR SPORT's forerunner, carried an advertisement for MGs on its outside back cover as early as October 1924. Would British Leyland like to argue with that? Yes, in fact they would, for to overcome the irate historians, they pull out their ace in a recent Press release, quoting from "MG—The Sports Car America Loved First", a soon-to-be-published book by Richard Knudson. Knudson quotes a note from Kimber to Wilfred Matthews, his passenger in the 1925 Land's End Trial: "To Wilf, my first passenger in my first MG". But Old Number One was a one-off special for a sporting event and the MGs produced immediately after Old Number One (which was started in 1924 in any case) were exactly the same as the ones produced immediately before: Morris-based specials produced by Morris Garages and carrying the MG name and octagon! So far as we're concerned, if they weren't MGs in 1924 they wouldn't have been called and advertised as MGs, would they? That surely has to be the logical answer, notwithstanding Knudson and British Leyland. Or has it? What are readers' views?

To cut a lengthening story short, British Leyland are marking 1975 by producing 750 MG-B GTs specially finished in British Racing Green with black interior trim and carpets and a gold and black side flash with an MG Anniversary motif on each wing. All MGs produced this year will have gold MG bonnet badges. Now we've written that, in 2025 readers will at least be able to celebrate the Golden Anniversary of the Golden Anniversary MG-B GTs with certainty!

Gallic Mini Cooper?

FOR DEPRIVED Britons those ingenious importers are still trying to satisfy the British taste for a replacement to the old Mini Cooper. Leyland's Clubman finds acceptance, but not the kind of enthusiasm that Renault's latest could well engender. From June onward it will be possible to buy the 1,286 c.c. Renault 5TS.

The latest twist to Renault's adaptable 5 theme will cost £1,719.90, which puts it rather too close to the Alfasud Ti for the comfort of some British Renault dealers, as the Italian car is highly thought of inside and outside the trade.

The 5TS offers extremely well trimmed seating, a probable 35 m.p.g. and top speed that hovers around 100 m.p.h.: acceleration from 0-60 m.p.h. should occupy 12 seconds, or less.

Unfortunately we were only able to try a car briefly, but those impressions that we did gather included the fact that this is one of the classic "foot on the floor and row the gear-lever" cars if the extra margin of performance is to be somewhat noisily and harshly enjoyed. The 64 b.h.p. engine develops maximum power at 6,000 r.p.m. Hearsay suggests that the unit needs to cover at least 7,000 miles before growing mellow and willing to rev much beyond the maximum power point.

The 9 in. diameter front disc brakes and 7.1 in. diameter rear drums coped swiftly and

---

sonnel devoted to offering every maintenance facility.

The site splits into three main areas. First there is a store-room holding approximately £150,000 of parts for use *in situ*, or through the 18 Ferrari distributorships that serve an estimated 2,000 examples of the marque currently residing in Britain. Secondly there is a fully equipped restoration/body repair workshop (which sub-divides into paintwork under the charge of Mick Wheatley and panel repairs under Mick Osgood). Finally, there is a superb general workshop, which on the occasion of our visit boasted a Testa Rossa just a couple of berths away from the 1972 312P sports racer and innumerable desirable road cars. Part of the main workshop includes an engine overhaul bay, where a cheerful small team of mechanics take the Maranello masterpieces apart in conditions similar to those of a large manufacturer's clinical competition department.



Both Maranello and the Boxer are worthy of enthusiasm, thought it's best not to get carried away. We have recently encountered two cut-price Ferrari owners, enthusiasts who bought examples of the marque from the 1960s, and should have checked the rust problem on their cars, which were inadequately protected by Ferrari's present-day standards.—J.W.

efficiently with the extra performance, but the suspension system seems to retain much of the 845 and 956 c.c. model's tendency to lean excessively by sporting standards. However, we were very pleased to note that a laminated screen is installed as standard equipment.

Sports road wheels (carrying spindly 145-section Michelins) and a rear window wash-wipe system distinguish the TS externally from its slower brothers.

Despite our mixed feelings over the car's pricing and handling (the steering was surprisingly heavy) the 5TS is likely to achieve a social cachet as the car that doting parents give to their offspring, and that town-based enthusiasts donate to themselves, especially when equipped with the optional tinted glass and sunroof.

A New Big Triumph

A PRESS release from British Leyland informs us of a new, top-of-the-range saloon, the 2500S, a super-luxury version of the carburetter-fed 250TC. What it doesn't inform us about is that the 2.5PI has been quietly phased out, Joe Lucas' injection system seemingly not being appreciated too well by Triumph customers in these days of petrol economy.

The 2500S shares an uprated version of the carburetted 2½-litre engine with a revised 2500TC model. Power output has been increased from 99 b.h.p. DIN to 106 b.h.p. DIN at 4,700 r.p.m., with an increase in torque from 133 lb./ft. to 140 lb./ft. at 2,750 r.p.m. The biggest changes are a change from twin 1½ in. SU carburetters to 1¾ in. SUs and revised camshaft timing. A viscous cooling fan has been added and a larger diameter exhaust system and improved exhaust manifolding reduces exhaust back pressure. These changes are shared by the 2000TC (the suffix being used for the first time), which gains 7 b.h.p., up to 91 b.h.p. DIN at 4,750 r.p.m. Torque rises from 100 lb./ft. to 111 lb./ft. at 3,300 r.p.m.

Overall gearing has been raised on all models, and larger section tyres (185 instead of 175) are fitted to the 2500TC, to which overdrive is now a standard fitment.

Overdrive, power-assisted steering with a smaller, simulated leather steering wheel, light alloy wheels similar to the Stag's optional ones, head restraints and a tachometer are all standard on the 2500S. Those alloy wheels are wider than the 2500TC's and the diameter is increased from 13 in to 14 in.; Michelin XAS tyres are fitted. Improved handling is said to result from these last modifications combined with the addition of a front anti-roll bar and the softening of the front springs to improve the ride.

Maximum speed of the 2000TC has risen from 96 to 102 m.p.h. and the larger models from 103 to 105 m.p.h. together with a claimed improvement in economy.

There is no mention, of course, that the 2.5PI in even its less powerful final guise gave 120 b.h.p. and at least 110 m.p.h.

Dodd's "Rolls" Dies

W.B.'s FAVOURITE "Rolls-Royce", the 575 m.p.h. example built by (or for?) John Dodd around a Rolls-Royce tank engine (not the Merlin which was claimed) and a Rolls-Royce radiator has succumbed to a fiery death on the way back from Sweden. There is no truth in the rumour that it was going so quickly that it disappeared up its own exhaust pipes, which is something that doubtless Rolls-Royce themselves had been hoping would happen, for a very long time.

Fison's Ferrari Fan

SOME of London's underground car parks, private and public, are Aladdin's caves of interesting motor cars. That of Fisons Ltd., the International chemicals and pharmaceutical group, is a prime example. The company's Chairman, George Burton, is a motoring enthusiast, which accounts for the interest in the car park and our reason for visiting the Fisons headquarters in Grosvenor Street, W1.

Fisons are backing Martin Raymond in the European 2-litre Sports Car Championship in a brand-new Hart-engined Lola T390, the first car to this new design. Their intention is to gain better acceptance for the Fisons name across their European markets.

George Burton raced Frazer Nashes in JCC events at Brooklands. In later years he has become something of a Ferrari fanatic and the Fisons car park contains his new Berlinetta Boxer (preceded by a Daytona), a Superfast, one of the eight originally imported to Britain and a left-hand-drive 365 GTS, a convertible body on Daytona running gear fitted with the 4.4-litre twin-cam engine and one of only six built. There's also a 1931-32 Charlesworth-bodied Alvis Speed 20 and elsewhere he has a rare Alvis Speed 25 tucked away.

But George Burton's real vintage pride and joy is his pristine six-cylinder OM, an ex-works team car. It was one of six built for the 1929 Tourist Trophy, six being the qualification for the TT regulations; at some stage during the event this car ran out of brakes and when the driver climbed out to investigate he was struck and killed by a following competitor. This car also ran in the 1930 Brooklands Double-Twelve. It has been painstakingly restored by George Burton, even to its two-plug-per-cylinder ignition system (one set by Scintilla magneto, the other by coil) and is in regular use, for Mr. Burton is not a fan of *concours* cars.

Unmarked Police Cars

FOLLOWING our mention of unmarked police cars in the May issue, a Kings Lynn reader informs us that he knows of a yellow Mk. II Capri and a blue Mk. I Capri (both suspected to be 3-litre versions), a maroon Granada 2.5 PI and a white Triumph 2.5 PI in use with the Norfolk Constabulary.

A Buckinghamshire reader sends a warning for users of the A413 between Aylesbury and Wendover, "One of the most police-infested roads in the country, surrounded by both marked and unmarked police cars and also equipped with a regular 'radar ambush'." At each end is a police station, so there are plenty of commuting police cars as well as prowling ones. The unmarked cars to look for are bright-coloured Cortina Mk. IIIs—only the aerials give them away—and MG-B V8s, two notorious ones being green and bright orange.

From a Sussex reader comes a cutting from a local paper reporting a court case in which an unmarked Cortina GT chased a Lotus Europa at up to 98 m.p.h. on the A23.

In Shropshire we hear that there are a number of dark green 1800s/2200s with only a tiny little perspex sign on the rear parcel shelf to identify themselves. There are pale green Rover 3500Ss too, with only body-colour-painted loudspeakers below the front bumpers to identify them.

The Assistant Editor only just escaped one of the Thames Valley Police Force's MG-B V8s while pottering through Thame one Sunday night. Fortunately the officers in the beige car had the decency to wear their hats.



Gordon Jackson and wife Peggy won the Duckhams Sporting Trial Championship for the third time recently in Gordon's new Ibex trials car. The Assistant Editor is pictured here learning the rudiments of trials driving from the be-hatted Jackson at the latter's Kent farm. This competitive car, of which Jackson is to produce replicas, has a space-frame chassis built by F4 builder Ken Harrison. A novel feature is the detachable glassfibre seat and floor pan. The engine is a Ford 1600GT fitted with an SU carburetter, tyres are Semperits and oil is by Duckhams, of course.

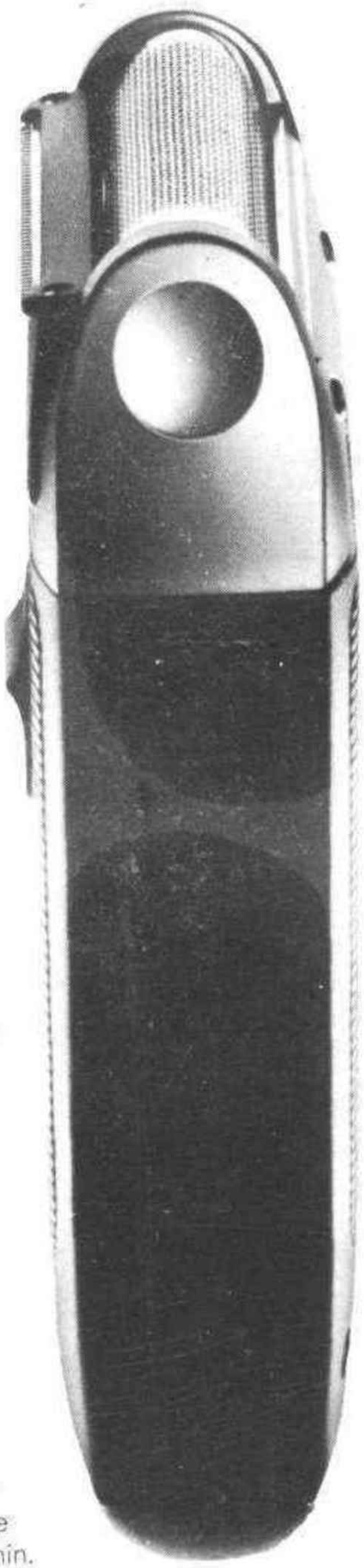
Europe's best selling foil shaver is now in Britain.

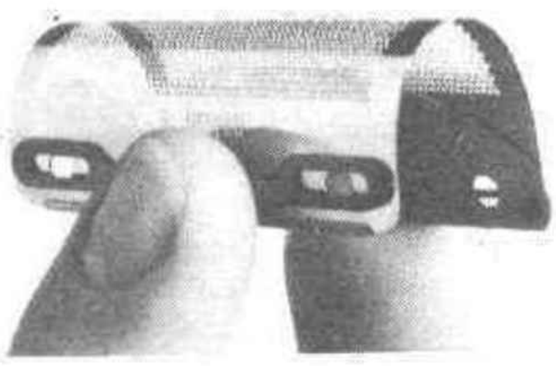
The Braun Synchron Plus.

Until now, you couldn't buy a Braun shaver in this country. The 42,000 already here were bought abroad. Mainly in Europe where the Braun Synchron Plus outsells all other foil shavers.

The reasons are not surprising. Most test institutes agree that the foil shaving system is best. Braun pioneered the foil head shaver. And have spent the last 25 years continuously improving it – to give you a smooth, close shave all over your face.

Now the Braun Synchron Plus is available in Britain.

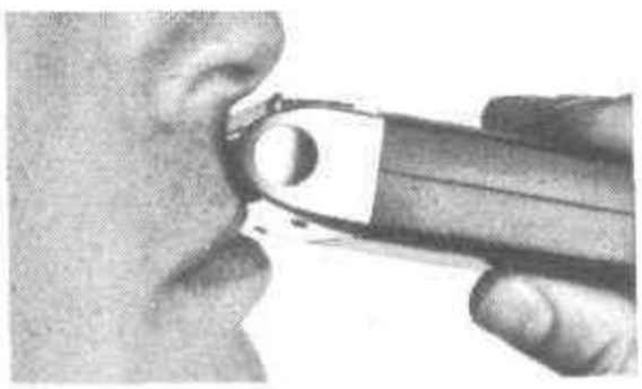




Nobody gets closer to you than us

How close your shave is depends on how close the cutting edge of your shaver gets to your skin.

None get closer than the Braun Synchron Plus. It shaves you with the thinnest foil imaginable.

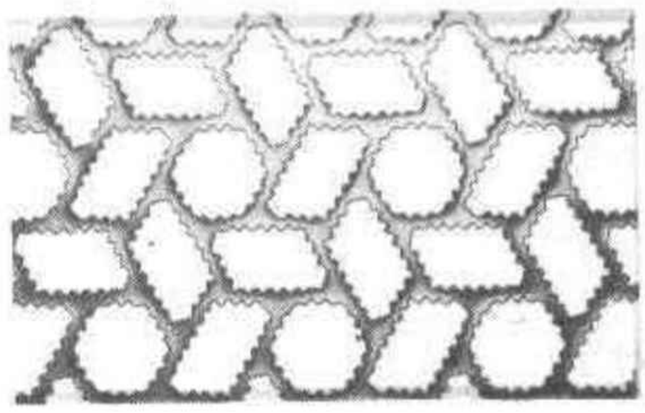


Braun has the slimmest foil head to shave all the awkward areas

The Braun Synchron Plus has a uniquely slim foil head designed to reach right into the awkward areas under your nose, lips and chin.

Because the head is so slim, its ultra-thin foil is curved tightly round the cutter blades, making almost all the shaving area you see fully usable.

Able to shave you skin-close whatever angle you hold it to your face.



A foil to shave every kind of whisker

Also unique to the Braun Synchron Plus is the pattern of the shaving foil.

It's made up of hexagonal holes and narrow slots. Holes for the short, stubbly hairs. Slots for the longer, softer hairs.

The entire surface is platinum-coated to glide smoothly over your face.



3 year guarantee

The Braun Synchron Plus has a three year international guarantee.

It could last you a lifetime. When you try one, you'll see why.

BRAUN

The Spanish Grand Prix—Catastrophic

Barcelona, April 27th

WE SHOULD have seen the writing on the wall when the transporters carrying the Formula One circus crossed the frontier into Spain with little or no trouble, unlike previous years when there had been long delays and muddles over paperwork. "Best trip we've ever had" said the UOP-Shadow crew. One man who did have a bit of bother was the driver of the Texaco "entertainment" caravan which was full of food and drink. The customs officials wanted assurance that it would all be taken out of Spain on the return trip and that nothing would be left behind. There was some delay caused by discussing the whys and wherefores of returning empty bottles and tins and in what form the food would probably be left in Spain!

The very scenic Montjuich Park was enveloped in Armco barriers and wire netting, the entire circus was ensconced in the big sports stadium just beyond the start area and Jean-Pierre Beltoise had made a flying visit to inspect the circuit for the Grand Prix Drivers Association a little while before. The sun was shining and everything seemed set for a superb Spanish Grand Prix on the exciting circuit on the very edge of the city, and enthusiasts from all over Europe were heading towards Barcelona to witness the opening of the European Grand Prix season. It was going to be a great occasion.

The first rumblings of discontent were heard coming from Switzerland where Emerson Fittipaldi had been heard to say that he was against racing on the Montjuich Park circuit as it was impossible to take adequate safeguards in the manner of Paul Ricard or Nivelles-Baulers, which was a sound enough statement of fact, like saying climbing a Swiss mountain was more dangerous than taking a walk through the English countryside! Previously at the Montjuich Park the paddock has been squeezed into the gardens behind the pits and many people had looked at the enormous Olympics sports stadium, built for the 1936 World Olympics but never used, as Spain decided to have a Civil War instead of an International sporting competition, wondering what it could be used for. This year the great rusty iron gates were opened and the transporters were ranged around the running track with more space than they knew what to do with. The Vel's Parnelli Jones team were having to curb the enthusiasm of Mario Andretti who was eyeing the outer loose-cinder oval with a glint in his eye and saying "Just sprinkle a bit of water on it and it would make a great midget speedway, and we could use the Formula One cars."

Practice was due to start at the reasonable hour of 2 p.m. on Friday, April 25th, and all the teams were ready to go, the Texaco-Marlboro-sponsored McLaren team had M23/9 and M23/8 ready for Fittipaldi and Mass, respectively, with M23/6 as a spare; the ELF Team Tyrrell had 007/2 for Scheckter and 007/4 for Depailler, with 007/5 as a spare; the John Player backed Team Lotus had 72/R9 for Peterson and 72/R5 for Ickx, with 72/R8 as a spare; the three Brabhams, sponsored by the Rossi family's giant Martini empire, were B1, B2 and B3, for Reutemann, Pace and a spare in that order; March Engineering had the brand new car 751/3 for Brambilla in Beta Tools orange, and 751/2 for Lella Lombardi in white. The Scuderia Ferrari had three immaculate 1975 cars lined up in front of their transporter, all three with the transverse gearbox layout. Lauda had 022, Regazzoni 021 and 018 was the spare. Behind the cars was an equally impressive tool cabinet provided by Beta Tools. The Stanley family's BRM team had two of their red, white and blue cars for Bob Evans to drive, P201/05 as the number one car with an engine with revised crankcase layout, and P201/02 as the spare car. Universal Oil Products Shadow team of wicked-looking black cars, with multi-coloured flashes on the nose fins and monocoque sides, were DN5/1A 2A and 3A, for Jarier, Pryce and spare, respectively. They also had two neat little trolleys one for each driver, to carry a full set of wheels, jacks and wheel-nut spanners for emergency last-minute starting-line panics on tyre decisions. John Surtees' Matchbox-supported team were running TS16/04-4 for John Watson, with /02-4 as a stand-by and a variety of nose cowlings and aerodynamic devices for experimentation. The Frank Williams team were in fine form, with a brand new car, FW/04, basically like the previous cars, but of new design in many details, such as cockpit shape, air-box, nose cowling, anti-roll bar layout, overall size and so on. The cockpit was much smaller than previous cars and the skinny Merzario was muttering that it was possibly "too small," even for him. The other Williams car was FW/03, to be driven by Tony Brise, making his Formula One *début*, going in at the deep end from Formula Atlantic, so to speak. Graham Hill was managing his Embassy-sponsored team of 1975 cars, built by his own small group, Stommelen having the latest car GH2 and Francois Migault being re-introduced to Formula One with the first Hill car, that started life as a Lola T371. Wrapped up in a canvas bag was one of the 1974 Lola cars as a spare in case of emergency. The small Hesketh team was looking quite large, and certainly very impressive, with 308/2 and 308/3 for James Hunt, both equipped with the Harvey Postlethwaite rubber-cone front suspension medium and the very forward extended front aero-foil. Alongside, in dark blue and advertising Harry Stiller's enterprises and Rob Walker's garages, was 308/1, similar to M'Lord's cars, except for the rubber front suspension, it having the older coil-spring layout. Alan Jones was due to make his Grand Prix *début* after a good showing in the International Trophy at Silverstone recently. The two American teams, by courtesy of English designers, were sparkling as usual, both having a pair of cars for their drivers, Andretti and Donohue, and while the Vel's Parnelli Jones team are making very big forward strides, with Andretti a serious racer's-racer, as ever, the Penske team, sponsored by First National City Travellers Checks, seem to be standing still. Poor Wilson Fittipaldi's little team, sponsored by Brazil's sugar industry seem to be the poor-relation in the circus, while Morris Nunn's equally small one-car team looked very healthy, the once-green Ensign looking smart in white with the Dutch HB-alarms system colours and lettering on it, the Dutch driver Reolof Wunderink being responsible for the sponsorship.

Everything looked very good for the opening of the European season except that there were no drivers for they were all out on the circuit with Emerson Fittipaldi, pointing out that the guard-rails and debris-nets, while being in the right place, were badly fixed, many bolts being finger-tight and many missing altogether, while others were lacking plates under the heads to stop them pulling through the holes in the rails, and in some places the rails were not attached to the uprights. It was a case of shoddy workmanship, such as we have seen many times before on other circuits. The Formula One teams tend to think in aircraft standards without realising that this involves aircraft standards of pay, and circuit amenities are usually put up by labourers working on labourers' pay. Without doubt the steel barriers were sub-standard as regard their fixings, but instead of driving at sub-standard speeds or personally explaining the situation to the paying public the drivers held a GPDA meeting in the Texaco caravan, gathering in the non-GPDA drivers as well and went on strike until something was done.



John Watson aviates the Surtees TS16 over the hump that caused Stommelen's crashing car to hit the top row of the Armco barrier. (*Colour photographs of the Spanish Grand Prix appear on pages* 628/629).



Not a USAC meeting as might be imagined. The F1 paddock at Barcelona.

With five miles of double-row Armco in the Park and something like 500,000 bolts and fixings, instant-action was a bit unrealistic. Practice was delayed until 4 p.m. while the drivers talked among themselves and then Jacky Ickx, who is not a member of the GPDA, left the gathering saying that they were talking without saying anything. Donning his overalls he got into his Lotus 72 and put in some token laps at medium speed and later Vittorio Brambilla joined him for a lap or two. Many drivers were torn between their loyalties to their teams and to the GPDA, the new-boys wishing they could go racing without all this Union-business. Some of the teams, like Lotus, BRM and Shadow, had their cars in the pits, ready to go, while others, like Ferrari, Brabham and Hesketh, put their cars back in the paddock. Regazzoni would have liked to have got on with the job, but the Ferrari team-manager put the cars away and refused to become involved. Grand Prix practice fizzled out with only two drivers recording times, and then the local Formula SEAT 1800 single-seaters got on with their practice.

During the evening a small gang of workmen made a token attempt to rectify the faults, but the task was monumental and on Saturday Fittipaldi and Co. were still not satisfied and were calling for the race to be cancelled. At midday the small gang of labourers was greatly enhanced by an army of Formula One mechanics, team personnel, sponsors men and the likes of Ken Tyrrell, Colin Chapman and Max Mosely who were all saying "We want to get on with the racing, let's get stuck in with spanners and do the job ourselves". Which is exacly what they did. The drivers were still locked away behind smoked-glass windows, still talking without saying anything. The constructors and their work-force attacked the most crucial points on the circuit and the general feeling was that the circuit was 90% to CSI standards, and the FIA stewards accepted the circuit to be ready for racing. Practice was announced and Ickx, Bob Evans and Roelof Wunderink went out while the rest of the drivers remained hidden from sight, though there were those in their ranks who badly wanted to get on with the job. Bob Evans made the very reasonable observation that at one point he did not like the look of the installation of the guard-rails so on that section of the circuit he went slowly; elsewhere seemed to be alright.

Meanwhile the organisers and the team owners were getting their heads together, for all the teams had now accepted the circuit as adequate, though not perfect, doubting if it ever could be made perfect to the GPDA standards. While many of us view Grand Prix racing as a sport, it changed its status from a sport to a professional business in 1902, as Charles Jarrott pointed out in his classic book "Ten Years of Motors and Motor Racing". Today it is as big a business as it has ever been, though the word "professional" is used loosely. The Formula One Constructors Association had made a contract with the Royal Club of Cataluna and it looked as though it was not going to be honoured. The

PRACTICE TIMES

No.	Driver	Car	Friday	First Session Saturday	Second Session Saturday
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	—	—	2. 10.20
2	J. Mass	McLaren M23/8-Cosworth V8	—	—	1. 25.20
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	—	—	1. 25.40
4	P. Depailler	Tyrrell 007/4-Cosworth V8	—	—	1. 24.40
5	R. Peterson	Lotus 72/R9-Cosworth V8	—	—	1. 25.30
6	J. Ickx	Lotus 72/R5-Cosworth V8	**1. 32.10**	**1. 28.60**	1. 26.30
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	—	—	1. 25.80
8	C. Pace	Brabham BT44B/2-Cosworth V8	—	—	1. 25.80
9	V. Brambilla	March 751/3-Cosworth V8	1. 48.90	—	1. 24.20
10	L. Lombardi	March 751/2-Cosworth V8	—	—	1. 30.30
11	G. Regazzoni	Ferrari 312B3/021 (T2)—flat-12	—	—	1. 23.50
12	N. Lauda	Ferrari 312B3/022 (T3)—flat-12	—	—	**1. 23.40**
14	R. Evans	BRM P201/05—V12	—	1. 38.30	1. 28.80
15	—	—	—	—	—
16	T. Pryce	Shadow DN5/2A-Cosworth V8	—	—	1. 24.50
17	J-P. Jarier	Shadow DN5/1A-Cosworth V8	—	—	1. 25.00
18	J. Watson	Surtees TS16/04-4-Cosworth V8	—	—	1. 24.30
19	—	—	—	—	—
20	A. Merzario	Williams FW/04-Cosworth V8	—	—	1. 54.30
21	A. Brise	Williams FW/03-Cosworth V8	—	—	1. 26.40
22	R. Stommelen	Hill GH2-Cosworth V8	—	—	1. 24.70
23	F. Migault	Hill GH1 (HU371/1)-Cosworth V8	—	—	1. 27.90
24	J. Hunt	Hesketh 308/2-Cosworth V8	—	—	1. 23.80
25	A. Jones	Hesketh 308/1-Cosworth V8	—	—	1. 26.70
26	—	—	—	—	—
27	M. Andretti	Parnelli VPJ4/002-Cosworth V8	—	—	1. 23.90
28	M. Donohue	Penske PC1/02-Cosworth V8	—	—	1. 26.30
29	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8	—	—	1. 27.20
31	R. Wunderink	Ensign N175/Cosworth V8	—	1. 32.50	1. 26.60
1T	E. Fittipaldi	McLaren M23/6-Cosworth V8	—	—	—
4T	R. Depailler	Tyrrell 007/5-Cosworth V8	—	—	1. 27.60
5T	R. Peterson	Lotus 72R/8-Cosworth V8	—	—	—
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	—	—	—
12T	N. Lauda	Ferrari 312B3/018 (T1)—flat-12	—	—	—
14T	R. Evans	BRM P201/02—V12	—	—	—
17T	J-P. Jarier	Shadow DN5/3A-Cosworth V8	—	—	—
18T	J. Watson	Surtees TS16/02-4-Cosworth V8	—	—	—
24T	J. Hunt	Hesketh 308/3-Cosworth V8	—	—	—
27T	M. Andretti	Parnelli VPJ4/001-Cosworth V8	—	—	—
28T	M. Donohue	Penske PC1/01-Cosworth V8	—	—	—

STARTING GRID

↑

12 — N. Lauda (*Ferrari—flat-12*) 312B3/022 (T3) — 1 min. 23.4 sec.

11 — G. Regazzoni (*Ferrari—flat-12*) 312B3/021 (T2) — 1 min. 23.5 sec.

24 — J. Hunt (*Hesketh-Cosworth V8*) 308/2 — 1 min. 23.8 sec.

27 — M. Andretti (*Parnelli-Cosworth V8*) VPJ4/002 — 1 min. 23.9 sec.

9 — V. Brambilla (*March-Cosworth V8*) 751/3 — 1 min. 24.2 sec.

18 — J. Watson (*Surtees-Cosworth V8*) TS16/04-4 — 1 min. 24.3 sec.

4 — P. Depailler (*Tyrrell-Cosworth V8*) 007/4 — 1 min. 24.4 sec.

16 — T. Pryce (*Shadow-Cosworth V8*) DN5/2A — 1 min. 24.5 sec.

22 — R. Stommelen (*Hill-Cosworth V8*) GH2 — 1 min. 24.7 sec.

17 — J-P. Jarier (*Shadow-Cosworth V8*) DN5/1A — 1 min. 25.0 sec.

2 — J. Mass (*McLaren-Cosworth V8*) M23/8 — 1 min. 25.2 sec.

5 — R. Peterson (*Lotus-Cosworth V8*) 72/R9 — 1 min. 25.3 sec.

3 — J. Scheckter (*Tyrrell-Cosworth V8*) 007/2 — 1 min. 25.4 sec.

8 — C. Pace (*Brabham-Cosworth V8*) BT44B/2 — 1 min. 25.8 sec.

7 — C. Reutemann (*Brabham-Cosworth V8*) BT44B/1 — 1 min. 25.8 sec.

6 — J. Ickx (*Lotus-Cosworth V8*) 72/R5 — 1 min. 26.3 sec.

28 — M. Donohue (*Penske-Cosworth V8*) PC1/02 — 1 min. 26.3 sec.

21 — A. Brise (*Williams-Cosworth V8*) FW/03 — 1 min. 26.4 sec.

31 — R. Wunderink (*Ensign-Cosworth V8*) N175 — 1 min. 26.6 sec.

25 — A. Jones (*Hesketh-Cosworth V8*) 308/1 — 1 min. 26.7 sec

30 — W Fittipaldi (*Fittipaldi-Cosworth V8*) FD/02 — 1 min. 27.2 sec.

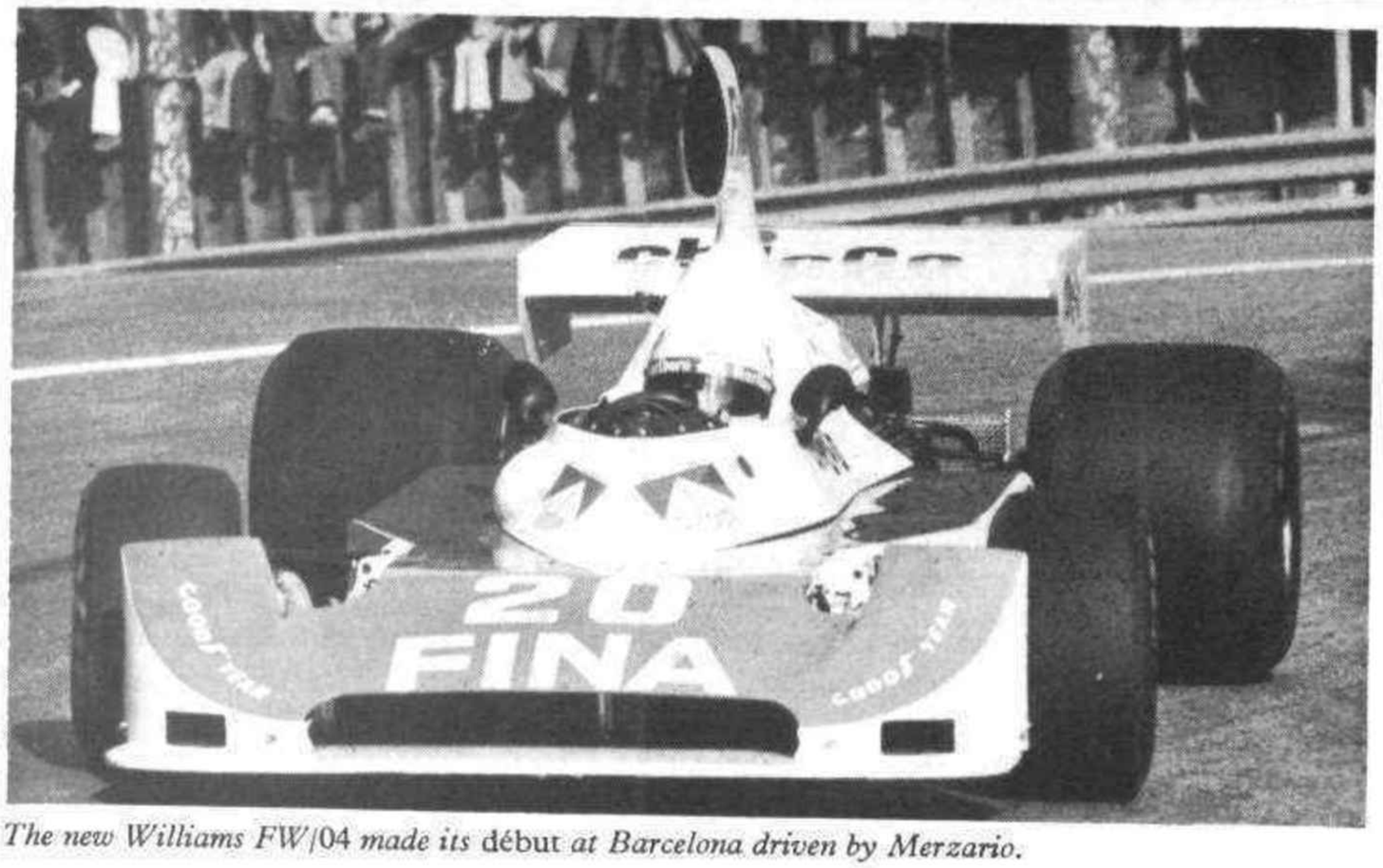
23 — F. Migault (*Hill-Cosworth V8*) GH1 — 1 min. 27.9 sec.

14 — R. Evans (*BRM—V12*) P201/05 — 1 min. 28.8 sec.

10 — L. Lombardi (*March-Cosworth V8*) 751/2 — 1 min. 30.3 sec.

20 — A. Merzario (*Williams-Cosworth V8*) FW/04 — 1 min. 54.3 sec.

Non-starter :
E. Fittipaldi (*McLaren M23/9*), 2 min. 10.2 sec.



The new Williams FW/04 made its début *at Barcelona driven by Merzario.*

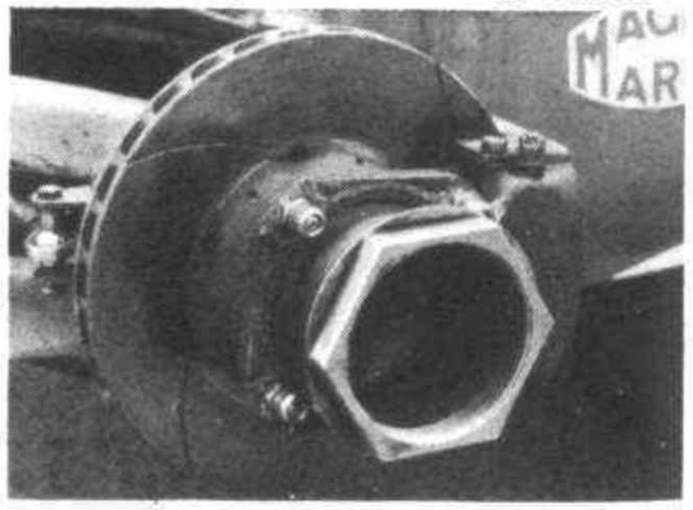
consequences were very obvious for the whole circus was ensconced in the sports stadium and it would not have taken long to lock the gates and put a cordon of *Guardia Civile* round the place and impound the lot until legal retribution was taken. Some team managers were making open threats of cancelling contracts or reducing the financial inducements, while others went to the Texaco caravan to drag their drivers out by the hair, or anything else they could grab hold of. The whole affair had become so sick it was no longer funny and was yet another blow by the Trade Unions and the rising-up of the workers, as Karl Marx warned us would happen.

Four o'clock was the deadline and Colin Chapman was seen leading a very sheepish-looking Ronnie Peterson down to the Lotus pit, where an expressionless Jacky Ickx was standing watching it all through dark glasses, but sticking to what he said at Zolder two years ago. "*Mon metier, c'est pilote de course.*" (My profession is racing driver.) One by one the drivers appeared in the pits, some with looks of relief on their faces, others looking very poker-faced, and last to appear was Emerson Fittipaldi who was greeted with whistles and cat-calls from the Spanish public in the grandstands, who seemed to be remarkably well informed of the dramas. Practice got under way on a very low note, but at least it was under way and it was not long before the "racer" instinct came out in Lauda, Hunt, Depailler and Andretti and the pace quickly warmed up to normal with the lap record of two years ago of 1 min. 23.8 sec. taking a battering, but not the 1973 pole-position time of 1 min. 21.8 sec. Reutemann, Pace and Merzario made no attempt to go racing while Emerson Fittipaldi went round so slowly, in protest, that he must have been a danger to the Laudas, Hunts and Andrettis who were having a bit of a go. The reigning World Champion was getting "the bird" from the Spanish public and someone reflected sadly that two years ago the same people were cheering him to the echo as he won the Spanish Grand Prix in a Lotus 72 with a flat rear tyre, after driving a heroic race.

The starting grid was made up from times recorded in this last opportunity for practice and just before it ended Depailler "lost" his Tyrrell and spun into the barriers, which did not fall down as some people predicted, but the rear of the car was damaged. There was a pause while the wrecked car was retrieved and Depailler continued in the spare Tyrrell. In the closing moments the time-keepers became confused by the two Ferraris running close together and recorded a false time for Regazzoni. Although a couple of the teams investigated it officially and the mistake was obvious on the time-sheets, it could not be proved, so Regazzoni was on the front row of the grid alongside Lauda, much to the joy of Ferrari enthusiasts. Hunt had the Hesketh in row 2 alongside Andretti's Parnelli and both were portents not to be discarded lightly, while those two hard triers, Brambilla and Watson were in row 3.

The clouds over the Montjuich Park cleared slightly on Saturday evening and workmen continued to check the safety barriers, so that on Sunday morning the stewards of the meeting were satisfied that all was well. Everyone was ready to take part except Emerson Fittipaldi and he had returned to his home in Switzerland saying that he considered the safety precautions "inadequate", not that the circuit was dangerous. His brother Wilson and Merzario made it clear that they would drive but not race, and one or two others were still emotionally muddled, not sure what they were supposed to be doing. The start of the 75-lap race was supposed to have been at 12.30 hours, but a display of music and dancers in front of the main grandstand delayed things a bit, but eventually all was ready. The cars made a warm-up lap, lined up on the dummy-grid, and then Lauda and Regazzoni led them up to the start line. The 30-second signal was raised, but almost immediately the flag dropped and 25 cars made a superb start, with Lauda just leading Regazzoni up and over the brow of the hill leading to the first left-hand hairpin. Andretti was right with the Ferraris and Brambilla was going up the outside on the left. Down to the hairpin it all happened as Lauda braked late and heavily, trying to dive into the apex, but Andretti got his right-front nose-fin under a rear wheel of the Ferrari and was inadvertently pushing Lauda off line and into the path of Regazzoni's Ferrari. Watson's Surtees collided heavily with Andretti's car and a lot of others were bouncing off one another. Hunt saw a gap in the *mélée* and dived through into the lead, followed by Andretti, Watson, Stommelen and Brambilla and the rest followed, some bearing scars, while Lauda's race was over with his right front suspension broken against the guard-rail and Regazzoni was limping along with a crumpled front and a smashed front wheel. He made it to the pits where a new nose-cowling was fitted and new front wheels and tyres and he joined in the race having lost four laps. Wilson Fittipaldi retired discreetly in the pits and Merzario gave up out on the circuit, but Hunt was really getting stuck in, but was not getting away from Andretti. The Parnelli car had its right-front nose-fin inoperative and its left rear wheel leaning in due to the top link inboard mounting having been bent on the first corner. As Andretti explained, "The two faults kinda evened each other out, and I soon learnt to live with the new handling, even though the car was crabbing on the straights". John Watson was in a very healthy third place, followed by Stommelen in Graham Hill's new car, Brambilla and Pace, while Peterson was catching them.

Hardly had the dust of the first lap settled than there were clangs and bangs as cars bounced off the guard-rails as if the GPDA were deliberately putting the safety-barriers to the test. Scheckter's engine blew up in a big way and Jones spun his Hesketh out of the race on the resultant oil patch. Donohue did likewise and Reutemann had a spin which caused Wunderink to dodge and bang a rear wheel on the Armco, but he continued. After the Penske car had been removed from where it stopped, Hunt "lost" his Hesketh and the lead on the slippery surface and clanged to a stop against the rails and now Andretti was leading the race in the "out-of-line" Parnelli. All was going well for the little Italian and he led the race confidently, with Watson now in second place, trying hard to close on the American car. At one point the Irishman locked his left-front wheel under braking and unknowingly put a "flat" on the tyre and a little later when the front started to vibrate he thought a wheel-bearing was breaking up. At 11 laps he pulled into the pits for a check of the wheel-bearings and suspension and a lot of time was lost before the faulty tyre was discovered. This let Stommelen into second place with Pace and Peterson hard on his heels, for Brambilla had stopped to have his car checked as it felt odd and there was the thought he might have bent something in the first corner fracas. Jarier had also stopped to have



The giant hub nut on the 1975 *Ferraris, part of the new design feature incorporating large diameter hub races.*

a tyre changed and Evans was out with the drive to the fuel-injection unit on the BRM engine seized.

Andretti's gallant drive ended suddenly as the left-rear suspension link mounting, bent in the accident, now broke and let the wheel collapse, the car damaging itself on the steel barriers as it slid to rest. This left Stommelen in front, with Pace and Peterson now racing him for the lead, which was much more serious and Peterson began to make signs of forcing his Lotus past the Brabham. Down the field Brise had been leading Migault and Pryce, until the Frenchman damaged the nose of the Hill car and made a pit stop, and then the two young British drivers had a dice on their own. This ended when Brise hesitated coming out of a corner and Pryce ran the nose of his Shadow into the rear of the Williams. Brise stopped to inspect for damage and the Shadow had its nose cowling bent and the oil cooler inside it was rubbing on the road. On lap 24 the leading trio were lapping Migault, who had rejoined the race, and as they went into a corner there was room for the first two to go by but not the third, and Peterson collided with the Hill car and bounced into the barriers, breaking a front suspension link bolt, which left the Lotus leaning on its elbow. Jochen Mass was now third and Ickx fourth, followed by Reutemann and Jarier.

Stommelen was still leading as he started lap 26, with Pace right on his tail, and the two cars went by the pits and up the hill past the paddock stadium at 150 m.p.h. The road up the hill is a long left curve as it approaches the brow, where the cars are almost air-borne and without warning the rear aerofoil parted company from Stommelen's car. With a left bias already on the car, the instant removal of all down-thrust on the rear wheels caused it to veer across the road and hit the barriers on the left. They did not collapse, as predicted, but stood firm and deflected the car across the road at something like 130 m.p.h. and Pace braked furiously to avoid it but the Brabham was nudged into the barriers and careered down the hill smashing wheels as it went. Stommelen's car continued on its natural horizontal path from its point of contact on the left, but by sheer bad luck this path was across the brow of the hill, so that when it reached the barriers on the right, they and the road surface were already at a lower level so that the crashing car skated along the top rail, took down a lamp-post and a length of wire debris net as it destroyed itself. The car had not been launched up in the air by the left-hand rails as some people said, nor had the right-hand rails collapsed. In fact, all round the circuit the guard-rails had been tried and tested and not found wanting. Miraculously, Stommelen was still alive, but with many broken bones but a fire-marshal and four other people were killed, while some nine or ten were injured.

When the extent of the injuries was ascertained there was nothing to be done except stop the race, principally in order to get ambulances and a breakdown truck to the scene of the accident. This catastrophe left Mass in the lead with Ickx second and the Belgian passed the McLaren on lap 28, but was re-passed on lap 29 at which point the chequered flag was out and the whole unfortunate affair of the Spanish Grand Prix 1975 was over. By the FIA rules it could have been restarted again, but in view of the seriousness of the accident the Spanish Grand Prix was declared finished at 29 laps.

From far-away Switzerland came cries of "I told you so" while the media men disported themselves in all stages from the philosophical to the hysterical. A lot of people reflected on the whole situation and the position that the extrovert human being holds in society, whether he races cars, motorcycles, powerboats, aeroplanes or merely spectates at these activities, or whether he explores holes in the ground, climbs mountains, scans the bottom of the sea, tries to fly like a bird, or fights bulls. The extrovert, whether he be participant or spectator, knows the risks and accepts them, the peace-loving citizen who is beaten up by hooligans and yobs in cities or at football matches not only needs our sympathy but also our help.—D.S.J.

SPANISH GRAND PRIX—Formula One—29 laps—Montjuich Park, Barcelona
3.79 kilometres per lap—109.9 kilometres—Warm and Dry

1st :	J. Mass (McLaren M23/8)	42 min. 53.70 sec.—153.764 k.p.h. (*race stopped prematurely*)
2nd:	J. Ickx (Lotus 72/R5)	42 min. 54.80 sec.
3rd:	C. Reutemann (Brabham BT44B/1)	43 min. 44.80 sec.
4th:	J-P. Jarier (Shadow DN5/1A)	1 lap behind
5th:	V. Brambilla (March 751/3)	1 lap behind
6th:	L. Lombardi (March 751/2)	2 laps behind
7th:	A. Brise (Williams FW/03)	2 laps behind
8th:	J. Watson (Surtees TS16/04-4)	3 laps behind
9th:	G. Regazzoni (Ferrari 312B3/021 (T2))	4 laps behind
10th:	F. Migault (Hill GH1 (HU371/1))	11 laps behind

Fastest Lap : M. Andretti (Parnelli VPJ4/002) on lap 14, in 1 min. 25.10 sec.—160.356 k.p.h.

Retirements : N. Lauda (Ferrari 312B3/022 (T3)) accident, on lap 1; W. Fittipaldi (Fittipaldi FD/02) withdrew, on lap 2; A. Merzario (Williams FW/04) withdrew, on lap 2; P. Depailler (Tyrrell 007/4) result of accident damage on lap 2; M. Donohue (Penske PC1/02) accident, on lap 4; A. Jones (Hesketh 308/1) accident, on lap 4; J. Scheckter (Tyrrell 007/2) engine broke, on lap 4; J. Hunt (Hesketh 308/2) accident, on lap 7; R. Evans (BRM P201/05) injection pump drive failure, on lap 8; M. Andretti (Parnelli VPJ4/002) broken suspension as result of earlier accident, on lap 17; R. Wunderink (Ensign N175) broken drive shaft as result of earlier accident, on lap 21; T. Pryce (Shadow DN5/2A) damaged nose cowling and oil cooler, on lap 24; R. Peterson (Lotus 72/R9) damaged, front suspension, on lap 24; R. Stommelen (Hill GH2) accident, on lap 26; C. Pace (Brabham BT44B/2) accident on lap 26.

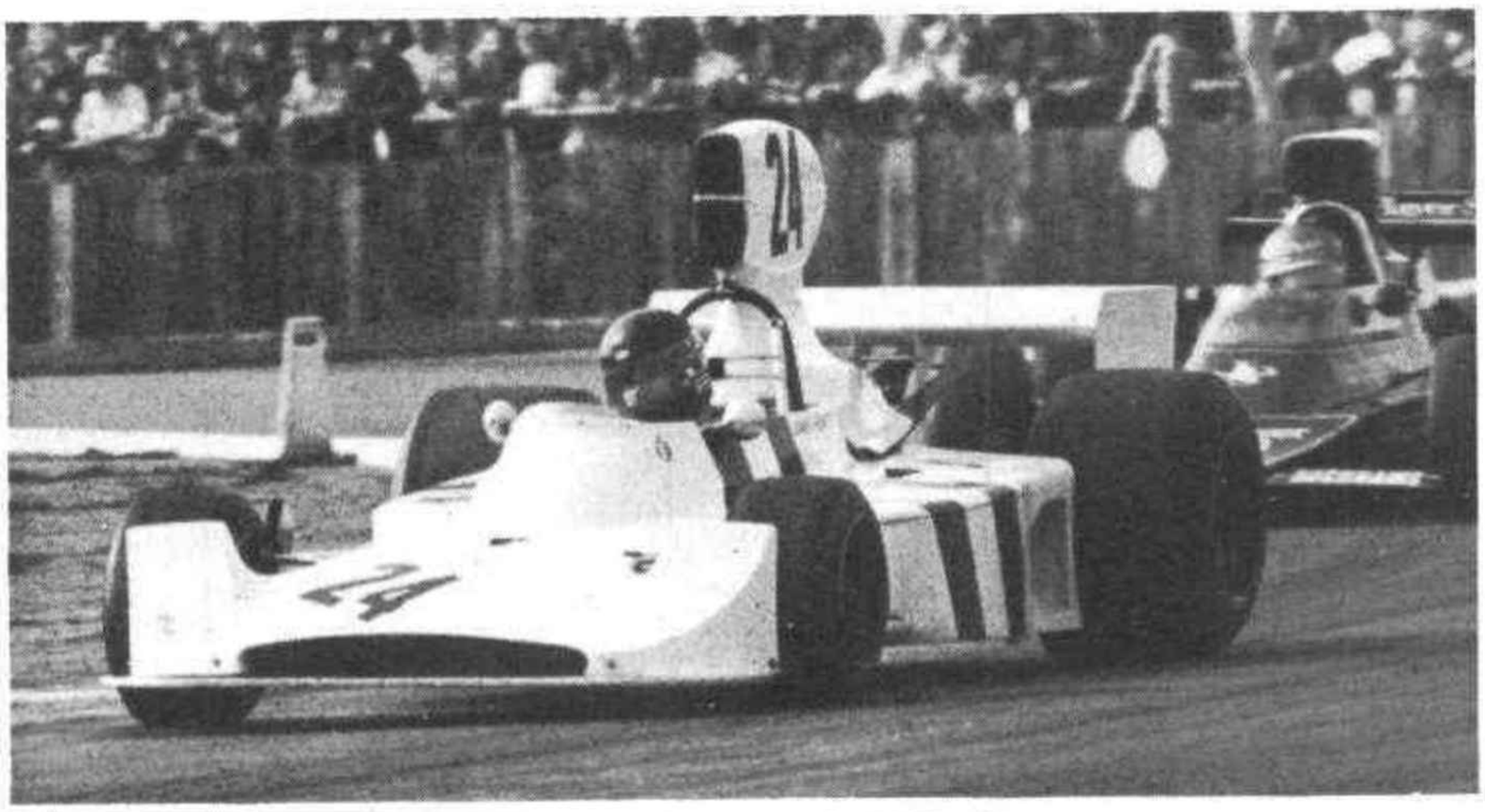
25 *starters* — 10 *finishers*.

Before We Lose Track

ONE OF THE newest teams in Formula One racing is the private one of Lord Alexander Hesketh. After an initial foray in the land of Formula Three the Grand Prix team was formed with a March 731 as its first Cosworth V8 powered car, housed in a converted stable block in his Lordship's extensive grounds near Towcester. The team's designer Harvey Postlethwaite, who had moved to the Hesketh team from March Engineering, started by modifying the March 731 to his own ideas on suspension and aerodynamics, but was soon at work on a new car of his own design, albeit incorporating various March components. The Hesketh Motor Company had been formed to control the manufacture and the Formula One car was designated the Type 308, and to date three cars have been built.

March 731/3: Purchased from March Engineering in 1973. Modified in detail and raced by the team driver James Hunt. Sold to Holland and converted to a F5000 car.

Hesketh 308/1: Built in 1973 and retained by team for 1974. Won International Trophy at Silverstone in 1974. Sold to Harry Stiller and his associates in 1975 for Alan Jones to drive.



James Hunt in Hesketh 308/1 *winning the* 1974 *International Trophy.*

Hesketh 308/2: Built in 1974. Severely damaged in start-line accident at the French GP at Dijon 1974 when driven by Hunt. Rebuilt around a new monocoque at the end of 1974 and incorporated new rubber-controlled front suspension, new bodywork and aerodynamic details as 1975 team car.

Hesketh 308/3: Built in 1974. Raced by Hunt. Converted to rubber-controlled front suspension in Autumn of 1974. Retained as spare team car for 1975.

Both insured with



Porsche Carrera 2·7. Top speed 149 mph, 0–60 in 5·5 seconds.*
Fitted with Pirelli Cinturato CN36.

*'Autocar' road tests.

Pirelli Cinturato.



Hillman Avenger 1·6. Top speed 92 mph, 0–60 in 14·5 seconds.*
Fitted with Pirelli Cinturato CF67.

PIRELLI
CINTURATO

Cobra Parts put back the venom into the wildest snake of all



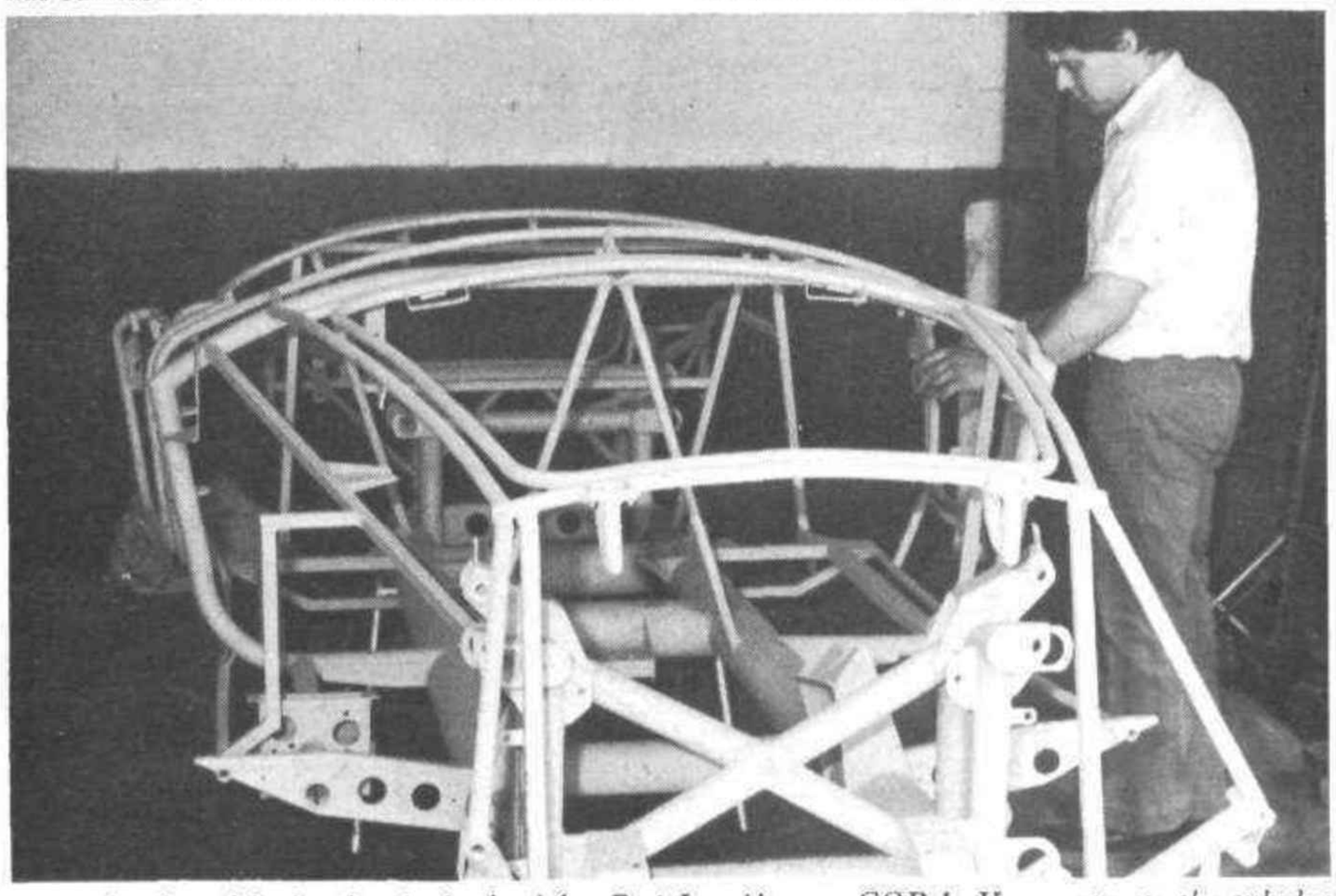
Brand-new from stem to stern, though based on an original Cobra chassis number, this Cobra 427 owned by Nigel Hulme illustrates the talents and parts stocks of Brian Angliss, owner of Cobra Parts, Chessington.

THE KEEPERS of Chessington Zoo in Surrey will tell you that a Cobra is a venomous hooded snake. Elsewhere in Chessington village Cobra has a different meaning, for there Brian Angliss tends to the Cobra which was sired by AC Cars, Carroll Shelby and the Ford Motor Company, the wildest, most venomous production road car produced this side of World War II and, in its Mk. III 427 (7-litre) form, probably the fastest accelerating production road car of all time.

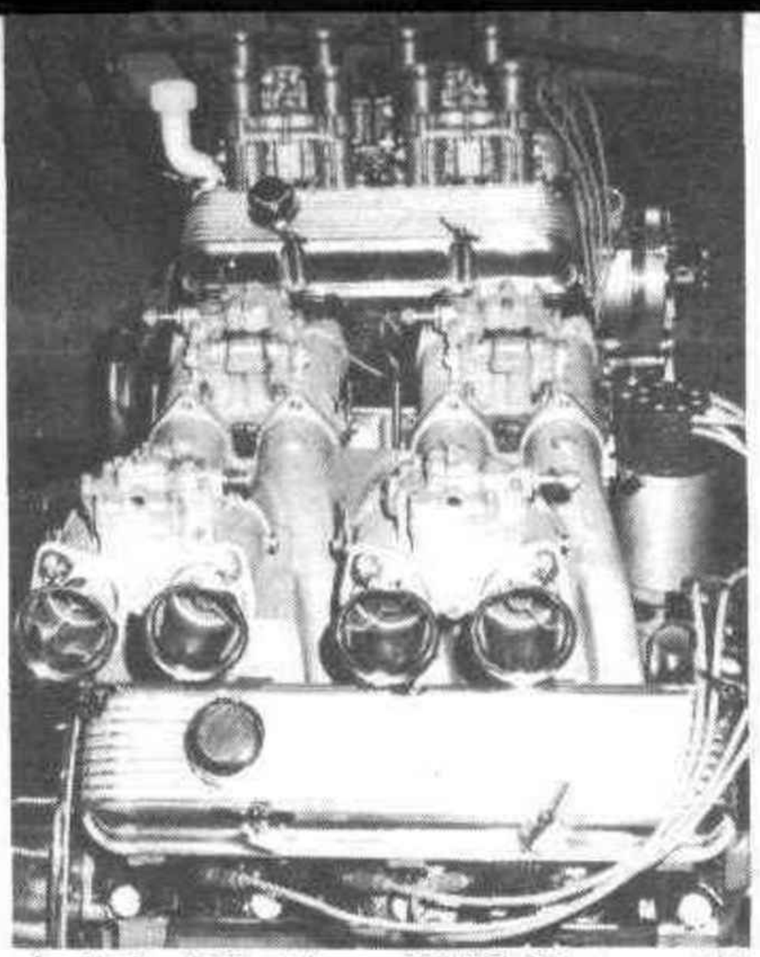
We shouldn't need to tell MOTOR SPORT readers the attraction (and to others, detractions) of the fast, brutal Cobra; that splendidly no-holds-barred recipe of a massive multi-hundred horsepower V8 engine plonked in the front of a simple tubular ladder-type chassis and cloaked in a curvaceous aluminium body, the whole lot weighing only a ton. It is a sports car in the real sense, a classic of all time . . . and there must be hundreds of owners all over the world cursing the day they were made. For in recent years, although AC Cars can supply some parts, the spare parts situation has become fairly desperate and the condition of many Cobras has suffered as a result. Which is where Brian Angliss and his company, Cobra Parts, come to the rescue.

Brian Angliss has practically, but not quite, put back the Cobra into production. Almost, but not quite in that he has built and is building brand-new 427 Cobras, but at the end of the day there won't be any more Cobras on the road than left AC's Thames Ditton factory; each of his "new" Cobras is based on the identity of an original car to avoid floundering into the legal jungle of safety regulations, car tax, registered trade names and what have you. Apart from which, some of the complete cars which are sent to him to rebuild are so rough that it is easier and cheaper to build them up entirely of new parts. No matter what happens to your Cobra, whether it's driven over a cliff (as happened to a chassis which Brian has acquired from the States) or completely burnt out, Cobra Parts can rebuild it. At least 90 per cent of all parts for 427 Cobras (and the AC 289, a Mk. III coil-sprung car, produced in entirety by AC Cars, with the 4.7-litre engine) can be supplied and more than 80 per cent of Mk. II Cobra 289 parts. He can also help with spares for the Ace and its close relatives.

Angliss prefers to emphasise himself as a specialist in the supply of Cobra parts rather than a rebuilder of complete cars. He regards the cars he builds as illustrations of his complete spares facilities. An outsider like the writer can only look in awe both at the magnificence of the completed Angliss Cobra exemplified by Nigel Hulme's 427 on these pages and at his collection of parts. A Cobra owner walking into the buildings where Cobra Parts is based would think he'd walked into a treasure trove. Brand-new aluminium body sections hang from the old wooden beams, gleaming 7-litre engines sprout from a concrete floor, crates of new windscreens, steering racks, seats, Salisbury differentials, pistons, instruments, boot floors, footwells, badges, you name it, are scattered around. And then there are the chassis; two brand-new Ace chassis complete with tubular superstructure, a couple of AC Frua 428 chassis complete with coil-spring wishbone suspension, awaiting shortening by six inches to Cobra wheelbase and three chassis and superstructures which Brian has constructed himself from scratch. One is for a coil-sprung Mk. III 427 destined for motor dealer and MOTOR SPORT advertiser Rod Leach, eventually to carry Rod's famously apt number, COB 1, a second is a transverse leaf-sprung 289 Mk. II chassis which is being kept as a reference chassis until another Mk. II has been built, and the third is for Brian himself. This last has to be the ultimate in high performance road cars: Race Engine Service's dynamometer showed no less than 505 b.h.p. and 520 lb./ft. torque from the 7-litre, dry-sumped, NASCAR-specification engine which will power this one-ton car. Four twin-choke 58DCO3s, the largest carburetters made by Weber, mounted on a cross-over manifold, feed this monster and



Brian Angliss with the chassis destined for Rod Leach's new COB 1. He constructs the tubular steel superstructure without the aid of jigs.



Angliss's 505 b.h.p. NASCAR-spec. 427 engine with cross-over manifolds. Leach's 480 b.h.p. unit behind.

ignition is by a modern version of the Scintilla Vertex magneto, vintage enthusiasts will be interested to know. Other special features of this very special Cobra will be ventilated disc brakes all round, semi-inboard at the rear and Teflon instead of Metalastik suspension bushes.

The Angliss chassis follow the original design, but are much strengthened to avoid problems like the bowing of the two 3 in. diameter main chassis tubes which occasionally afflicted the original 289s; Angliss uses 10 gauge solid drawn tube instead of the original 13 gauge seamed tubes, for instance. The complex body-carrying tubular superstructure requires tremendous skill and experience to ensure accuracy for AC's jigs were destroyed, so that Angliss must rely on drawings and another chassis as a guide. The main chassis is built up on a surface-table using a Swedish Mig inert gas welder. Many of the existing chassis which Angliss has repaired by sleeving on new main tubes have suffered incredible bendings and batterings in racing, including an ex-Alan Mann, ex-Granville-Smith car which he is currently rebuilding in entirety.

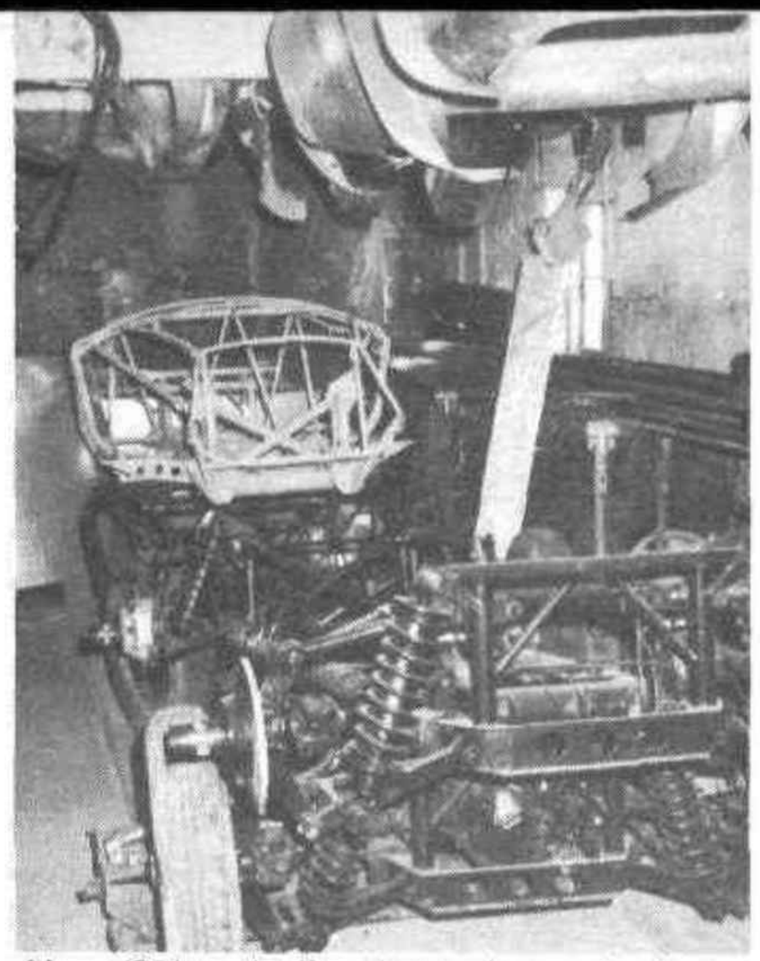
Some 1,011 Cobras were built between late 1962 and late 1968, most of which remain in the USA. It is hardly surprising, therefore, that Angliss's biggest customer is Cobra Performance, Sacramento, California, who took over the Shelby Organisation as official Cobra stockists. They can't obtain many of the rolling chassis parts which were produced by AC Cars in England (new cars were shipped to the States complete except for engine and gearbox), Brian can't obtain many engine and gearbox parts in England so there is something of a reciprocal arrangement.

Many of the parts are made by Brian or outside contractors to original specification, rather than acquired by buying up old spares. Windscreen frames, for example, totally unobtainable for years, are back in production again using most of the original jigs—and the man who made them originally. Overriders, like gold dust, are being manufactured again using the original press tools, which Brian managed to track down to and buy from GKN (original production was by Pyrene). He can supply the 2¾ turns lock-to-lock Cam Gears steering rack (which he modifies from one designed for another make of car), whereas in recent years the only new rack available has been the lower-geared 428 Frua type. Wherever possible he improves on the quality of the original parts: door ferrules in stainless steel instead of rapid-wearing chrome on brass, for example.

Manufacture of most of the parts was arranged as lessons were learnt during the construction of Nigel Hulme's car, the first Angliss had built in its entirety. A brief ride in this beautiful, specially-trimmed Cobra reminded the writer what brute power is all about, in spite of an intermittent misfire; it's a little matter of controlling wheel-spin in top gear and feeding the power in gently at road junctions to avoid spinning across the opposite kerb. I might add that Nigel Hulme did neither of these things, as befits a man who also owns the ex-works Cobra raced at Le Mans in 1963 by Bolton/Sanderson, which had later claims to fame for John Willment in the hands of Jack Sears and has recently been overhauled by Angliss. Nigel Hulme regretfully confessed that he was having to sell the newly-built 427—to make way for the infamous Lola Aston Martin. Understandably, because of the endless variety of specifications, Angliss finds it difficult to put a price on a complete rebuild with all-new parts, but on average it would be about £10,000. On top of that an original Cobra car/chassis would have to be bought upon which to base the rebuild.

To avoid time-wasting, merely-curious, callers—he works as a one-man band—enquiries should be addressed to him at PO Box 14F, Chessington, Surrey KT9 2PF.

C.R.



New Cobra bodies hang from the beams above Frua, Cobra and Ace chassis.







Leather-trimmed cockpit of the Hulme 427. Non-standard gear-lever works a special "large-shaft" Ford RUG gearbox. The 450 b.h.p. blueprinted 7-litre engine breathes through two four-barrel Holley carburetters. Rear lights aren't strictly accurate though Angliss stocks originals. He makes the overriders with the original tools, which could also be used for producing XK 140/150 overriders. Wolfrace wheels are non-standard.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Names on Racing Cars

WE SAW recently the present trend for carrying advertising on racing cars swing back on those who use motor racing as their publicity media, when the BBC threatened to abandon their TV coverage of the International Trophy Meeting at Silverstone if the Durex-sponsored Lola T400 ran in the Shellsport European Formula 5000 race. They felt that seeing the name of the London Rubber Co.'s product on a car might give offence, or seem unacceptable to certain members of the public. A solution was found when the name was covered over on Scott's car. Ironically, it won easily and the product would therefore otherwise have been very much in the camera's eye.

Those who side with Mary Whitehouse will agree with the BBC's request. Others will say that in this permissive age there was no need to fuss. But before we heard of this situation it had crossed our mind that, Television apart, such a thing would not have been permitted at Brooklands, for we were reminded of a story the late Col. Clive Gallop once told us, about Count Zborowski's 21-litre Mercedes-Maybach. It seems that when he entered it for racing at the Track in 1921 the wild Count thought it would be fun to call the monster car after a then-well-known laxative. However, this did not meet with the approval of the Clerk-of-the-Course, Col. Lindsay Lloyd, who, like Queen Victoria, was not amused. He is said to have pointed out to Zborowski that ladies attended the racing at Brooklands and that he could not allow such a name to appear in the programme.

To which Zborowski is alleged to have said to his friends that he would change the name to "Chitty-Chitty-Bang-Bang". This the autocratic Lindsay Lloyd accepted, believing it to be a connotation of the sounds a multi-litred engine makes from its carburetters and exhaust pipe. But, the tale goes, the Count and his supporters knew the name to derive from part of a rude verse in a decidedly lewd song that had been popular in RFC and RAF messes during the war. If this was so, they had certainly pulled one on the strict and correct Clerk-of-the-Course, and I was secretly amused when, years later, the name was applied to children's books and to the famous children's film.

However, I have never met anyone who has confirmed that there was such a song, apart from Gallop, who helped the Count to build and run "Chitty", and as one of the mad crowd at Higham he may have been pulling our legs. So if anyone remembers it I would appreciate confirmation! I am over 18 years of age and if you post the song to me in a plain sealed envelope it should be all right. . . .

Dubious names apart, the Brooklands authorities of a later date would have been sticky about allowing a Lotus to run as a John Player Special. In those days, if you wanted to enter a car under something different from the manufacturer's name you had to give a convincing reason. For instance, in 1935 the BARC enquired of Lagonda Ltd., whether there was any objection to Roy Eccles running his Rapier as an Eccles Special and conversely they raised their official eyebrows over Specials carrying makers' names. Cuthbert having to obtain the permission of the Racing Committee to call his car a Cuthbert-Riley—they made it plain they would have preferred "Cuthbert-Special". And when a certain well-known Brooklands driver built a racing car on the basis of a famous 40/50 luxury chassis, its makers were so horrified as to what it might do to their reputation that they insisted that some other name should disguise the entry; the car raced, in fact, as an Auto Speed Special.

These days, big business has taken over and the niceties of racing have gone by the board.

W.B.



A DAIMLER POSER.—Brian Smith, President of the Daimler & Lanchester OC, sent us this wintry picture of what he thinks is a 30/40 Double Six Daimler, probably a works car, judging by the Coventry Registration letters, in the hope that someone will be able to explain the "Engl Daimler" script on the radiator and identify the badge on the filler-cap.

VCC in Norfolk

THE next main event of the Veteran Car Club is the Norfolk Broads Rally, on June14th/15th. Entries have closed, but those wishing to see veteran cars in action should note that they arrive at Broad Tours car-park, Wroxham on the Saturday morning, drive to the Post House Hotel, Norwich, that afternoon, through the Broads, start at 10 p.m. for a *night run* of some 16 miles, and on the Sunday, at Chapel Fields Gardens, Norwich, from 9.30 to 10.45 a.m., when they leave for lunch at the Grange Motel, Brome, on the A140.

Out of the Past

WE HAVE been sent an interesting report, from a 1904 journal, about the first meet of the Ladies' Automobile Club of Great Britain and Ireland, which took place in 1904. It consisted of an assembly one Thursday (the weaker sex didn't work in those days, if they were able to afford cars!) at the open space of Carlton House Terrace, opposite Waterloo Place in London, after which these emancipated women drove to Ranelagh, the noted polo and ballooning ground. First, however, these 1904 automobilists travelled to Hyde Park by way of the Mall, Birdcage Walk and Constitution Hill and when they got to the Royal Park they completed a lap of it.

They were headed by their President, the Duchess of Sutherland, and those following her included Lady Brassey in an electric brougham, Lady Carbutt in a car of unspecified make, Lady Colville on a 6½ h.p. De Dion Bouton, Mrs. Bonner who used a 10 h.p. Panhard-Levassor, the wife of the great S. F. Edge, driving a 12 h.p. Napier, naturally, the Hon. Mrs. Tatton Egerton with a fearsome 50/60 h.p. Panhard-Levassor which may well have been a racing-car, and Lady Kinhouli in a 14 h.p. Chenard-Walcker. Then there were Mrs. Gerald Leigh, who may have been riding in the aforesaid car, Lady Londesborough in a 40 h.p. Panhard, another electric car conveying Mrs. Arthur Paget, the Hon. Mary Portman in a 16 h.p. Clement, Lady Gertrude Rawson with a little 10 h.p. Peugeot, Lady Viola Talbot in a 12 h.p. Clement-Talbot, Miss Wilson's 10 h.p. Panhard, and Lady Cécil Scott-Montagu using a 22 h.p. Daimler.

Moreover, several members who might otherwise have been present had left for Homburg and the Gordon Bennett race, their idea being to sail from Harwich to the Hook of Holland and take three days and nights on the

330-mile journey. In later years we had active trials participation by the Women's Automobile and Sports Association (WASA) and in recent times a Ladies MC was formed, while the girls still race actively. Nevertheless, this parade of over 70 years ago shows that many ladies were able to cope with primitive machinery—unless they all had chauffeurs. W.B.

The Shuttleworth Trust

THOSE who enjoy the sight of early aeroplanes flying intermingled with museum exhibits and historic vehicles may like to note that the remaining fixtures of the Shuttleworth Trust, Biggleswade, for this year include a transport parade on June 15th, a flying competition for model aeroplanes on June 22nd, a special flying day to commemorate the 50th anniversary of the DH60 Moth and the subsidy to the Light Aeroplane Clubs, an RAF flying day on July 27th when Lancaster, Hurricane, Spitfire, Meteor and Vampire aircraft will support the Shuttleworth military aeroplanes and a Barnstormers' Day on August 24th which will include a hot-air balloon. Then on August 25th (Bank Holiday) there will be a flying day featuring the Wallis autogyro, and an Army Flying Day on September 28th with aeroplanes from 1910 taking part, Army aviation support and again a hot-air balloon. Finally, the last flying day is scheduled for October 26th from 14.00 hours. Normally the gates open at 11.00 hours and flying commences at 14.30 hours. Admission costs £3 per car on flying days, or 50p per pedestrian or cyclist, 25p if a child, free if you are under five. You may care to choose a suitable day to match your veteran, vintage or p.v.t. car. Details from Old Warden Aerodrome, Biggleswade, Beds. (076-727-288).—W.B.

V-E-V- Miscellany.—Not long ago a dismantled magneto-ignition Austin 7 Chummy was discovered in a Welsh town and is to be rebuilt to original condition. In Swaziland a reader who has the remains of a three-door BSA touring car, which sounds like a pre-1914 model (engine No. 13817-B), requires information and pictures of these cars, to enable restoration to proceed. A rally of vintage and veteran cars, motorcycles, commercial vehicles and pre-war agricultural machinery is due to take place at Hayling Island seafront, S. Hayling, on June 15th. Late entries, up to June 12th, to M. Edwards, 5, North Street, Bedhampton, Havant. Something similar, with traction engines as well, is due to happen at Lamberts Castle, near Marchwood on the Lyme Regis/Crewkerne road, on July 19/20th, and a charity rally of vintage transport at Horsham Park, on August 25th.

The Spring issue of *The Journal of the Morris Register* contained a comprehensive article on the Skinner Specials and included some good pictures of, and data about, that single-seater side-valve Morris Minor which we referred to in our April Editorial and which in 1931/32 enabled Morris Motors to advertise "£100—100 m.p.h.—100 m.p.g.". We have received from California details of a supercharged FWD Alvis with chopped-about Carbodies two-seater body which, our correspondent says, was, and probably still is, in Tokio. It is thought to be a 1928 car and *may* be one of the "missing" racing Alvis cars of this type. The *RREC Bulletin* carried recently the terrible story of a member who took his Rolls-Royce Park Ward saloon to a specialist coachworks for restoration, only to have the concern sell the car without permission, sending the unfortunate owner a "dud" cheque. So if anyone finds AXN 641, R-R car No. GSY 7, they might let us know.

A vintage and veteran rally that deserves support is that to be held at Lynwood, Sunninghill, near Ascot, on June 28th, as it aids BEN, the Motor and Cycle Trades Benevolent Fund and is held in the grounds of their old-people's homes. Cars will drive from No. 3 race-course car-park, Ascot, assembling at 11.00 hours and starting at 12 noon, to Lynwood, where Raymond Mays will later present awards and other well-known personalities will attend. There is a class for historic commercial vehicles and an autojumble stand. Entries, no fee, to Paul Finn, BEN, Lynwood, Sunninghill, Ascot, Berks., SL5 0AJ by June 21st. On the same day the vintage Shelsley Walsh speed hill-climb takes place in Worcestershire. The Pre-War Austin 7 Club has a rally, including makes other than Sevens, at Woolaton Park, Nottingham, on June 15th.

Killed last year by the fuel crisis, the 15th Annual Castrol-Datsun International Veteran and Vintage Rally took place this year, after permission had been obtained to use the dates allocated to the W. German Club. Starting last March, the rally at first followed the beautiful "garden route" from Durban to Cape Town, and in all it covered some 1,250 miles. From England came the Smiths' 1911 Rover and a 1922 Morris. The oldest runner was a 1908 EMF and the co-sponsors ran a 1935 Datsun. Avril Scott-Moncrieff drove her husband's OM while "Bunty" rode on an ostrich. A twin-cam Squire came from Cape Town, and a New Hudson motorcycle was well-placed. We are obliged to Laurie Bond of Rhodesia for these notes.

In a N. Wales garage an Isotta-Fraschini Casstagna saloon is laid up, but apparently not for sale. The Austin Ten DC has its 10th National Rally at Burford, Oxon., on July 12th/13th and expects over 100 Austins to attend, not all of them 10/4s, as this Club caters for pre-war models of from 10 to 28 h.p. Midland Alvis Day this year is on July 6th. The owner of 1933 K2 MG Magnette GS 4113 chassis No. K2008 wants to discover the history of this car and to correspond with other K2 owners. Letters can be forwarded. The old controversy as to whether three or four 1914 TT Humbers were built is exciting the Humber Register, following reference in a recent magazine of one in use in the 1930s, registered in Southampton. We think, however, that it will turn out to be the Wallbank car, after its Brooklands days were over.

VSCC Oulton Park Racing—June 14th

THE second race meeting of the Vintage SCC will start at 1.15 hours, at Oulton Park, Cheshire, on June 14th. This is the Richard Seaman Memorial Trophies Meeting, at which two 16-lap scratch races, for pre-1940 racing cars and for vintage racing cars should provide the anticipated combination of pleasure, thrills and nostalgia. There will also be a 20-lap scratch contest for historic racing cars, which includes the post-war brigade—very quick, but how many will last the 33-miles? There will be supporting 5-lap races, one it is hoped for Chain-Gang GNs and Frazer Nashes, if 24 can be mustered. Before the racing the *Cheshire Life* beauty-show should attract some fabulous pre-war cars. Nothing remains unchanged for long these days, and the circuit is shorter than before, by 1.1-miles, which, however, means that the races will be run more expeditiously, with fewer gaps while the cars come round. This will be the second round of the 1975 MOTOR SPORT Brooklands Memorial Trophy Contest, which Peter Morley leads with the aero-engined Bentley-Napier, which will require even more bravery and skill to keep in front of the Bugatti and AC-GN opposition round Oulton! Entries have closed.

Non-VSCC members are welcome as spectators and tickets are available from Cheshire Car circuits or at the gates. Remember, too, Shelsley Walsh, on June 28th, when the VSCC will co-promote a hill-climb with the Midland AC.

Special Mission

WHAT WAS the Editor doing in Ramsey the other day, when all that he knows about it is that it is pretty much in the centre of the Isle of Ely, is adjacent to a golf-course and a National Trust property, and close to Forty Foor Bridge? The explanation covers a quaint set of circumstances. Nearly 25 years ago I was told of an Arab engine which might be for sale, probably as a result of references to Parry Thomas and Reid Railton in MOTOR SPORT. Checking on its location proved difficult, because the person who knew about it, a one-time racing mechanic to F. T. Hatton, the Douglas rider from 1922 to 1925, before he worked on dirt-track bikes, was elusive. However, at last I had a letter from a friend of this mechanic, which told me where the engine was. The writing was difficult to read and I assumed it to be in Romsey. We used to fly abroad from there, in the days of the Bristol Air Ferries but never had time to investigate. So the letter got put away.

Last year it turned up as I was sorting out old correspondence. I read it again and thought maybe the place where this engine had gone to ground was Romsey in Hampshire. Having to visit Winchester on business and with time in hand, I drove to Romsey Police Station, to make enquiries. I showed them the letter and amusement lit up their faces. They are probably experts in handwriting, because they told me I was a long way off-track, both in time (the letter is dated 1949) and distance. "You want Ramsey, Hunts", I was informed. So when a recent business journey made it possible, I decided to try to track the engine down, especially as I knew of someone who had recently bought a sports Arab and might be in need of it. The one I was after had apparently been owned before the war by Group-Capt. H. H. A. Ironside and was said by the aforesaid mechanic to have done a flying-mile at 104 m.p.h. (I think on Skegness sands) with an old-fashioned carburetter and a Morris-Cowley exhaust manifold, in a 30/98 Vauxhall chassis. Clearly it was a typical Arab engine, with single o.h.-camshaft, leaf valve springs, and a long timing-chain. It was thought to have been bored out to 2-litres.

Continued on page 609

Vintage Postbag

That RAC Rally Siddeley Special

Sir,

I was interested to read of my old car, the Siddeley Special, AXC 1, in your April 1975 issue (page 362). She was on the way to the Torquay RAC rally, and I believe that the young ladies polishing her were not maids, but nurses from a near-by hospital. The design of the body was not by Fitzmaurice, but by your humble servant, who worked it out with Lancifield Coachworks. Of course, all designers observe and are influenced by others, and I had been in touch with Fitzmaurice, though I think by that date he was dead. By that time the old shape, with separate wings for the wheels, was on the way out. A year or two later the Chrysler Airflow appeared with an all-enclosing envelope, though the designer was seeking, not only the form of lowest resistance but also the best structural performance, both as beam and in torsional stiffness, by spreading his structural members to the greatest width or height and thus getting the greatest moment and specific strength.

The Chrysler Airflow did not achieve market success. The Chrysler magnates hedged their bet—as successful magnates in the auto world are apt to do; those who plunge all-out being, sometimes though not always, the non-survivors—by keeping in production also a range of conventional sedans in which the strength was given by frames beneath the floor, which necessarily involved greater specific weight. In 1948 Algy Herreshoff, then chief development engineer at Chrysler, told me that there was a school of thought who held that the Airflow range would have been a success—with momentous consequences in the battle of the three giants, GM, Ford and Chrysler—if more steam had been put behind the marketing of it: the Chrysler dealers had taken the path of least resistance and sold their customers the traditional cars rather than fighting to educate them up to the car of the future. (Algy Herreshoff was son of the Nat Herreshoff who built the yachts which beat off the challenges of Lipton's Shamrocks for the Americas Cup.) The Airflow was an outstanding car, not only for looks and the performance which its low wind resistance and favourable power/weight ratio gave, but also because its polar moment of inertia—a parameter which was then new to designers—in relation to its wheelbase gave it a phenomenally good ride.

The Siddeley was not on the whole a success. Although it used an aluminium block for the engine—following the successful Puma engine, which powered the DH9 aircraft—the all-up weight of the vehicle was too great. I daresay the project would have succeeded if I had taken the advice of Arthur Fox, of Fox & Nicholl, who sponsored the Talbot teams of Georges Roesch's cars—one of which, GO 54, I owned immediately it came out of racing and later twice repurchased for short spells of ownership! Fox, on the demise of Talbots, had to look elsewhere for mechandise to retail; and he wanted me to wait for the 4½-litre Lagonda, which he knew was in gestation, and which would probably have been a much better vehicle than the Siddeley.

Winchester GEORGE WANSBROUGH

"The Missing Link"

Sir,

Regarding the "TT Renault" affair, I can shed a little more light on the matter . . . .

Quoting from *The Motor* for 22nd July, 1930 (page 1175):

> "One of the most interesting entries is a team of three Renaults, a make which has not participated in a road race of first-class importance since the war. These cars are of the 28 h.p. 8-cylinder type".

The accompanying entry list indicates that three Renaults were entered in the "up to 5,000 c.c." class by L. Renault.

Also, quoting from *The Motor* for 29th April, 1930 (p. 597):

> "THE MOROCCAN GRAND PRIX . . . . In the sports car class the fastest time was made by Liocourt (Renault Nervastella) who averaged 75.4 m.p.h."

Finally, we find, in a 1931 Renault catalogue:

> "The success of the Nervastella at the Morocco Grand Prix of 1930 (the first three places gained at a few seconds intervals at an average speed of 75 m.p.h. on a very hard road circuit of 440 miles) has proved that this car could compete with the most famous sports car in the World".

These Moroccan GP cars were probably intended by Louis Renault to be his TT team and, being of 4,240 c.c., would have been numbered 5, 6 and 7. We can certainly say that the photograph on page 360 of MOTOR SPORT (April issue) is that of a Nervastella, most likely the victorious Liocourt car.

I must thank David Gandhi for his invaluable asistance in researching this "mystery". His library may yet unfold more on the matter. In the meantime I suspect that he will be trying to change his XK120 for a Nervastella!

Withington P. A. SHUBSACHS

Another 1922 Talbot-Darracq

Sir,

The book review of the Boy Scout's journey on a 1922 Talbot-Darracq takes me back many years, as my father ran a similar model for about five years. This car had all the maladies anybody could think of, plus many more of its own. Accessibility was very bad indeed. For instance, to remove the sump required the removal of the timing case which in turn required the radiator off. One secret little vice was the positioning of two cylinder head nuts inside each siamesed inlet port. Although the car was supposed to have metric threads it had virtually anything and everything, so each nut had more or less to be kept to its own bolt. When we got the car the ride was horrible—virtually solid at the rear—but we found that the centre pivots of the cantilever springs had seized. Once we got those working the suspension was better but still very hard. The crown-wheel and pinion gave up several times until my father was convinced that propshaft "whirl" had some effect on this. Actually it *was* a shaft, not a large-diameter tube, because it ran inside a torque tube. To overcome this whirling he cast a white metal steady bearing at the centre of the tube. This was supplied with minute quantities of oil on runs over about 10 miles through a drip feed. It seemed to work, because the c.w & p. never gave any more trouble.

Rocker arms were a weak feature, as several broke, but we found that later models had much stronger ones and we got a scrap engine fitted with these. The clutch was withdrawn by a sleeve, with a collar at each end, in tension. One of these had to screw on and the metal failed at the base of the thread where it was of only paper thickness. This had to happen on a wet Saturday morning in Aberystwyth, whilst towing a small caravan. Fortunately the road was downhill and the gearbox was so good that clutchless changes were almost the norm. We managed to get to a site of sorts and spent most of our week's holiday dismantling the back axle, gearbox and flywheel and fitting a new sleeve, considerably beefed up, made in a local engineer's shop. In the end the absence of front wheel brakes made the car dangerous on wet roads in "heavy" traffic and it was pensioned off, being replaced by a 11 h.p. Lea-Francis.

The current issue of MOTOR SPORT also mentions the acquisition of Ketteringham Hall by Lotus Cars. In 1943 I was responsible for taking in a supply of electricity from Hethel and the establishment of an emergency diesel generating plant, all in readiness for the occupation of the Hall by the US Army Air Force, for their Generals HQ. There were then ten acres of kitchen garden in the charge of a Mr. Emms with whom I became very friendly despite the fact that my task entailed digging trenches all over his gardens. One evening I was allowed by the butler to watch Lady Boilleau, the owner's wife, descending the stairs in full evenings dress, to dinner, which she took in solitary state. How times change! [Yes indeed!—Ed]

Anglesey F. E. GREAVES

Edwardian Crossleys

Sir,

It was with considerable interest that I came upon the photo in MOTOR SPORT (Oct. 1974) of the early Crossley chassis.

I have owned for just on a year the remains of a 1912 Crossley 15 h.p. car. I say remains because this car suffered the common fate (in this country at least) of being cut down into a saw-bench. When rescued several years ago the remains consisted of radiator, engine and gearbox, with Smiths carburetter (water-jacketed, cast in bronze and very heavy), exhaust manifold and front pipe—also brass, of a very heavy gauge. Together with the radiator, which is the earlier flat type, the engine and gearbox were still mounted in the chassis. However, the chassis had been "shortened" as the front dumb-irons were missing, along with about 3 ft. at the rear of the chassis.

The previous owner, Mr. R. B. Howard-Hill, of Wellington, had made the necessary parts for the chassis and had spent many hours on the radiator when he sold the car to me. I have since located a front axle complete, parts of the back axle assembly, several wheels (Rudge-Whitworth 815 x 105 BE), and several other small parts.

Five radiators have been found up to date,

the same as mine. However, there is no record of just how many of this model came to NZ. Three engines also survive.

The chassis and engine numbers were normally quite close in sequence as is the case with my car—

Engine No. 3073/Chassis No. 3071

The chassis number 3212 of the car in the photo indicates it to be probably mid to late 1913. I am open to correction on this point and look forward to information from other readers, concerning this particular car.

One query that I have concerning this car centres on the radiator. Was this particular car one of the Shelsley models, sporting the more modern pointed radiator? The low rake of the steering column would suggest that this is so. Did the Shelsley come out with the older style flat radiator as well? Or was the practice of using either type of radiator restricted to the less sporting versions?

In the short time that I have owned my Crossley I have become fascinated by this model, but there are large gaps in my knowledge of this desirable car that I would be happy to have filled by readers of your excellent publication.

I thank you in anticipation.

Hamilton, New Zealand IAN HOWELL

British Salmsons

Sir,

I was most interested to read the letter from Mr. D. H. Freeman regarding British Salmsons in Liverpool in the early 1960s, as I was a close friend of the owner of the 20/90 for a number of years. This was Mr. David Beresford with whom I lost contact when he moved to the Channel Islands some time in the mid-1960s.

There were, in fact, four British Salmsons at this garage during the time in question; two owned by Mr. Beresford, one by his brother, and one by his grandfather Mr. Wally Watkins—the latter I recall as a sprightly 80-year-old who had been a champion racing cyclist at the turn of the century.

The cars were as follows—1—1939 20/90 (ANT 310) owned by David Beresford.

2—1935 S4Cs (CGX something) and FPJ 738, owned by David and Keith Beresford respectively, and 1—1937 4-door saloon (I cannot recall the model number) but the registration number began DKA. There was an identical model to DKA owned by a man in Formby (about 7 miles away) and they always greeted each other when they passed.

The garage in the photograph was the Ardath Garage, Bootle, Liverpool, which was, in itself, an interesting place, having been built some time in the 1920s by a man who had returned from America and had had some connection with the Ardath Red Indian Tribe—hence the name. I recall there was an ancient Austin Seven stored in a remote corner of the garage which had been left for repair years previously and was never claimed. Mr. Watkins used to crank it up religiously once a year to keep the engine running in case the wayward owned should return. As far as I know, he never did. Unfortunately, the old garage has been demolished for some years, and I think a company-owned petrol station stands there now.

In conclusion, I would like to say that although I never aspired to a British Salmson myself, I always had the highest regard for these magnificent cars—at the time I knew David Beresford the best I could manage was a 1935 Wolseley Hornet Eustace Watkins 2-seater (CGW 324—where is *that* now?)

I think Mr. Freeman is correct in assuming that the advertisement in MOTOR SPORT about a year ago must have been David Beresford's—the description fitted perfectly.

Llanelli, South Wales DAVID B. LLOYD

[If Mr. Beresford writes to our correspondent, we will forward his letter.—Ed]

* * *

Sir,

I was extremely interested to read the letter from Mr. D. H. Freeman concerning the British Salmson. Also, it was delightful to feast my eyes on the photograph of the 20/90, with the S4C in the background.

I left a very good post with Leyland Motors in their Experimental Department in 1936 in order to work at Raynes Park. I was employed by British Salmson in 1936/1937 and worked on the assembly of engines, gearboxes and chassis, taking a drop in pay in order to be involved with the magic and romanticism of this hand-built and very fine product.

As Mr. Freeman says, only a very few 20/90s were built and I had the pleasure of working on some half dozen or so, as well as the S4 Series. I, too, had hoped there would be a resumption of production after the war, but it was not to be and strangely I have not seen one since!

I wonder if there are any pre-war brochures or literature around? I should be very interested to purchase a memento.

Exeter DENNIS H. THORP

* * *

Sir,

I was interested in the photograph of two British Salmsons in your April issue.

The 20/90 is owned by a member of the British Salmson Owners' Club who lives in the Channel Islands. The other car, FPJ 738 (a 1937 DH coupé, S4C) was owned by his brother then, but I don't know where this car is now.

There were 15 20/90 cars built—we know of five; four open two-seaters, one of which is in America, and one saloon which is in a French museum.

Aldershot PETER PERRY

Wooden Propellers

Sir,

I was intrigued by the ending to your article "Out of the Past" regarding the fitting of metal strips to the leading edges of wooden-bladed propellers.

I have in my possession a two-bladed wooden propeller, souvenir of service in the RAF. It was originally fitted to a Gipsy Major engine and is of much later date than the one you mention. My propeller also has a metal strip swaged over the leading edge and flush riveted into place. I think that you will find that it is standard practice to fit a thin metal strip to the leading edges of such propellers in order to minimise damage from small objects, *e.g.* stones thrown up during taxi-ing and take off. There must be very few propellers still in existence with bullet deflectors fitted. To the best of my knowledge bullet deflector plates were made of steel and were fitted only to that part of the blade directly in the line of fire and ran right across the blade from leading to trailing edge.

Exton ERIC K. J. EMERY

[I am inclined to think that the propeller I saw was that from the DH Gipsy Moth. —Ed]

SPECIAL MISSION

Continued from page 607

In pursuit of it I left Chelmsford one misty April morning in the comfort of the BMW, fortunately negotiating Cambridge in the opposite direction to the 9 o'clock snarl-up, to come at last to the black unhedged fields of the Lincolnshire flatlands (no coasting!), until, after further seemingly endless miles, I emerged onto a winding green plain and later noticed triple ornamental lamps, a fine clock-tower, and a flowering of Rolls-Royces outside Adams & Oliver, in Warboys, and arrived eventually at Ramsey, which instead of the remote village I had expected proved to be a sizeable town. A traffic diversion provided a last frustration, before I set about my enquiries. To whet the appetite, at a garage where I checked I was confronted by a 6½-litre Bentley in process of restoration, its 24 exposed valves reminding me of a pre-1914 racing engine and its tall radiator protruding from the back seat.

This enquiry took me to a lane where the engine was said to have been interred in an outbuilding. The house should have been No. 1 but that smart residence looked unlikely. Fortunately, the postman was making his morning rounds (this one in a van, but previously I had noted that they still have cycling postmen in this far-away county) and he told me that new houses had been built in the one-time fields, so that No. 4 was the old No. 1. The owner was out, of course, but there *was* a shed behind the house. Next, I found the garage (its name had changed, though) where I was told they might help. Asking for the oldest inhabitant I was sent round the back, past the inevitable side-valve Ford Popular and some rare caged birds, to find "Phil". He was in a shed instructing an apprentice in the art of woodworking on a mechanical fret-saw. The person who would remember more about the engine, he said, lived in the town; he remembered it himself, but not what became of it. Off again, looking for a clock-tower, which turned out to be far more self-effacing than that in Warboys, and directed subsequently by some window-cleaners. When I located the address, naturally the old gentleman I was seeking had gone out ten minutes beforehand!

No more time could be spared, so I shall write to him. What is the betting, though, that the thing was scrapped years ago? My motoring that day exceeded 350 miles, including crossing England from Lincolnshire and penetrating into Wales, but the only subsequent old-vehicle sightings were a well-preserved Morris Eight tourer parked in a field gateway in Kirton, an immaculate early Austin 10/4 saloon in a showroom in Stamford, and an obviously newly-painted side-valve forward-control Ford Ten van outside a Worcester garage, perhaps awaiting the HCVC Brighton Run. It made an Arab seem very remote!—W.B.

Book Reviews

"The Best of Brockbank". 96 pp. 10 in. × 6½ in. (*David & Charles Ltd., South Devon House, Newton Abbot, Devon.* £2.95).

Brockbank's admirers, of those inimitable motoring cartoons, so meticulously and meaningly drawn, cannot have enough of his work and it is therefore excellent that his prolific output has already appeared in at least eight volumes. Now we have this one, slim but appealing, to round off the former "Brockbanks", such as "Round the Bend" and "Up the Straight", etc. The cartoons it contains are from *Motor* and *Punch* and have therefore been seen previously by readers of these journals but, as I have said, those avid for Brockbank will be glad to add more of his work to their bookshelves.

This artist's versatility is well portrayed by the dust-jacket of this, his latest book, which depicts a tiller-steered veteran Oldsmobile and a Rolls-Royce hearse, both in ridiculous but just possible situations. Inside it is all there, those cartoons with the hallmark of Brock, and I go along with Richard Bensted-Smith who contributes the Introduction, namely that I will not try to decide which *is* "The best of Brockbank". Incidentally, I have more than a passing interest in this famous cartoonist's work because there used to be a time, long ago, when I would see a funny motoring or human situation, drop the great man a p.c., and he would often translate what I had witnessed into comedy. I received no payment but was put on the *Punch* free-list, Brock being at the time a member of the famous round-table. Then *Punch* decided it could no longer afford to send out a free copy, so now I see it only very occasionally on waiting-room tables and the magic is over. But I wonder if I inspired any of the many cartoons, all of them typical and enjoyable, in this little volume?—W.B.

"Australian Bugatti Register". Compiled by Bob King. 87 pp. 9¾ in. × 12½ in. (*Australian Bugatti Register, 38, Martin Street, Elwood, Australia.* £6.40, *postage included*).

This large-page, soft-cover register should be of great interest to serious followers of the make-Bugatti, constituting as it does an extension of the very complete Register put out by Hugh Conway of our own Bugatti OC. It is arranged like all such registers, with engine, chassis and Registration numbers, name of present owner, and copious notes about each car, together with a chronological account of past owners, where known. The cars are arranged by types, from 16-valve to Type 57C, and the 148 photographs will, I am told, be new to English readers. Apart from pictures of individual Bugattis, there is a fascinating one of the Authorised Service Station for Bugatti Cars in Melbourne (they were also fluid-flywheel specialists, and outside their premises stand an American sedan and a Lancia Lambda saloon, while a Type 44(?) Bugatti emerges from the workshops).

The book is also illustrated by big reproductions of Bugatti cars and engines by Bob Shepherd, who draws them so clearly and accurately and who was responsible for a fine picture of a Type 55 Bugatti sent to me by the VSCC of Australia after the war, as an appreciation for MOTOR SPORT having outlasted the period of hostilities, and which has a place of honour on my walls. There are also dimensioned chassis drawings of different Bugatti types, and the cover picture shows a biplane racing a GP Bugatti.

It is nice to find some old friends among the cars in this informative Register, such as Bob King's own Type 35, which was the first Type 35 to run at Brooklands in the hands of Lt. Comdr. Glen Kidston and was afterwards raced there by T. V. G. Selby. It now has a 1938 RI twin-cam Anzani engine but is to be properly restored with aluminium-spoke wheels and beaded-edge tyres as the correct bits are acquired. Then there is the ex-LMB Type 37, which was the Cholmondeley-Tapper car that Leslie Ballamy converted to i.f.s. and, incidentally, persuaded the great Dick Seaman to drive (for only a few laps!) in a Mountain race at the Track, as I well remember; this one is also awaiting restoration. The ex-Arthur Baron Bugatti Special that I wrote up in *Bugantics* when it was a new car is also there. Incidentally, the postage to England accounts for £1.40 of the cost of the book and only about 400 copies are available. W.B.

"Ferrari—The Early Berlinettas & Competition Coupés by Dean Batchelor. 96 pp. 8½ in. × 11 in. (*PSL, Barr Hill Cambridge,* £4.25).

Here is another specialised one-make soft-cover publication, which Ferrari fanatics will find hard to resist. It is, I am told, the first of four such books about specific Ferrari models and body styles. This one features the 166/195/212 MM by Carrozzeria Touring, the 340 Mexico Viznale, the 375 Mille Miglia by Pininfarina, the 250 GT with Zagato bodywork, and the Scaglietti l.w.b. 250 GT, etc. Each car gets a large black-and-white photograph, scale drawings and a specification table. There is also a brief history of each model by the keen author, who owns a Ferrari 340 Mexico. In all there are 128 pictures. Fascinating, but very expensive.—W.B.

The Transport Trust has published an enlarged guide to Transport museums, steam trains, aeroplane and vehicle displays, etc., which really is a comprehensive work for those desirous of motoring with history in mind. Called "The Historical Transport Guide, 1975", it is available from IPC for 60p., or 70p post-free from Transport Trust, 18, Ramillies Place, London, WIV 2BA. It should be in the glove-box of every car driven by readers of our V-E-V columns!

* * *

"Powerboating Yearbook-1975" is a remarkably complete introduction to all forms of this sport, with masses of pictures of boats of many types, some in full colour, and reports of last season's competitions, again well illustrated, inclusive of record-breaking, World, European, GP and Class Championship races and hydroplane and water-ski racing, a directory of modern boats and marine power units (judging by the very complete pictorial coverage, boats are a good way of attracting bikini-clad girls) and much advice for beginners. This 320 pp. 5½ in. × 8¼ in. book costs £1.35 from Self's Publications Ltd., 39, East Street, Epsom, Surrey. The Editor is David Trim.

Cars In Books

HAVING had good service in post-war times from a 1926 Clyno, I was interested to come upon references to such a car, in use in contemporary times, in "Pack and Follow" by Joy Packer (Eyre & Spottiswoode, 1945). This Naval wife, in recounting her travel adventures, refers to their "little Clyno, bulging with luggage" in which they rattled "over the cobbled roads of Holland" on a Continental journey that took them also to Germany and Austria, in 1926/7. She says that later they "bought a Morris Six, an impersonal sort of car, which never became one of the family like 'Tommy' Clyno. . . ." That was in 193[illegible]/31 and this car, too, was used for Continental touring. There is also in this book mention of the habit of the Albanian Minister who, up to the attack by Mussolini, used to "sit by himself in the old-fashioned dickey seat of his two-seater car, with his head above the windscreen and his white hair blowing in the breeze, while his wife and the chauffeur sat comfortably in front". This sight ended with the Italian invasion—but can anyone say what the car was?

I did not expect to find a car mentioned in "G. K. Chesterton" by Dudley Barker (Constable, 1973), but I am continually being surprised on that score! When Dorothy Collins joined the famous writer as his Secretary she arrived at his Beaconsfield home with a Rover, of which she was "a skilled driver . . . a rarity among young women in the 'twenties". The Chestertons were driven everywhere they wanted to go in this car, including on the Continent, through France, Italy and Spain, where in the latter country the sight of a woman at the wheel caused surprise. As Chesterton was a very big and tall man one can assume that Miss Collins used one of the larger Rovers, and as the year of her arrival was 1926, it may well have been the complex 14/45 h.p. model, as otherwise, unless it was a much earlier car than 1925/6, it would have had to be a 9/20, which I would have thought too cramped to appeal to the famous but non-car-minded author.—W.B.

MINIATURES NEWS

RECENT new models from Meccano/Dinky include a VW-powered Beach Buggy (No. 227), a Leopard Recovery Tank (No. 699), and a Dinky Kit of 16 pieces for building a Panavia Multi-Role combat aircraft in die-cast metal, with swing-wing interlinked to the retractable undercarriage, in two enamel colours (No. 1045). Airfix have a new 1/25th-scale plastic construction kit covering a 1927 Lincoln roadster, with steerable front wheels, opening bonnet sides and lift-up dickey-seat lid.—W.B.

A Breakthrough in DIY Car Painting

A PROBLEM facing those who are smartening-up or restoring the older cars has been that, if small areas of paintwork are retouched, it is sometimes all too easy to detect where such retouching has been done. But to respray entire panels for a proper matching effect calls for expensive spray-gun equipment, involving a power supply and considerable skill. The aerosol, so useful for touching-in very small areas of paintwork on newer cars, is unsuited to large areas.

To overcome this problem Lloyds Industries Ltd., of Handforth in Cheshire, have introduced Dupli-Color Panel Spray, known in the USA under another brand-name. Larger aerosol cans not being the answer, Lloyds supply aerosols with a new Danvern Fanspray that enables the operative to work closer, by some six inches, to the panel being treated, so that air currents in out-door painting have less effect and paint losses are reduced. Moreover, the valve is far kinder to the finger than normal spray valves and a simple adjustment enables a horizontal or vertical action to be used. These 14-oz. cans cost £1.25 plus VAT and are sufficient for about 15 sq. ft.

Another breakthrough is that these Dupli-Color Panel Spray cans come in 52 shades, plus primers and undercoats, which means that they can be chosen to match about 235 different car manufacturers' colours. This is a clever advance, obtained by using computers to define Dupli-Color paints of one colour that are so nearly the same as maker's colours that the human eye will not be able to distinguish any difference between an original panel and an adjacent one resprayed with that shade of Dupli-Color, especially remembering the effects age, lighting changes, and polishing have on an original finish.

To enable consumers to find the correct colour for matching an original car maker's colour, Lloyds have produced a book which I find quite fascinating—it will even appeal to historians who have no intention of doing any painting. It consists of colour-cards covering all 52 Dupli-Color shades, with details of car makers' colours against which each one is near enough a perfect match. For instance, Lloyds' Beige No. 1 matches Citroën's Nankin Beige, Chrysler's Safari Beige, Ford's Beige of 1968-72, Fiat's San Tan, and VW's Panama finish of 1964-65, and, again selecting at random, their Grey No. 3 equals BLMC Saxon, or Carlton, Chrysler and Rover Charcoal, Citroën Midnight, Fiat Steel and Mercedes Anthracite and Graphite, of various different years. This remarkable book, if you can prize one from a paint dealer, also gives details of the names used by the leading car manufacturers, over the last ten years or more, for their paint finishes. It has a table of paint equivalents for cars ranging from Austin-Morris to Volvo (including Lotus, NSU, Simca, etc.), a chart showing where on a car



to find such maker's colour-code plates (nothing is standardised in the Motor Industry!), spraying instructions, etc. This helpful set-up should be of great benefit to those about to respray their own cars. By the way, the Panel Spray aerosols do not replace the well-established 4-oz. Brush-on or 6-oz. Autospray Dupli-Color range, which are intended for limited-area retouching.

I became so interested in Lloyds Industries' paint products that I spent a morning with their Managing Director, Jim Pert, looking round their factory at Winsford, in Cheshire. I discovered that this factory was built in 1972 and makes every kind of paint and industrial aerosol, the latter under the DCMC label. Paints for cars, motorcycles, boats, radios, office equipment, etc., are put into touch-up aerosols, production running at over 10-million units a year, with an expected 20% annual growth. The Winsford investment exceeds £800,000, and Dupli-Color also have factories in Chicago, Toronto, Germany and Australia. Dupli-Color is sold in more than 70 countries and at Winsford over 3,000 car colour formulae are held and out-of-stock items can be produced within 24 hours. Paint aerosols are supplied direct to the Motor Industry (BLMC, Ford, Unipart, etc., etc.) as well as to DIY dealers.

At Winsford they understand paint. By prior arrangment with the Motor Industry they get wind of the colours intended for secret new cars sometimes years ahead of intended production and their range of current paints covers popular cars up to ten or more years old. They fill and label-print the aerosols, but the cans and basic paints come from other sources, paint from Bergers, for instance, cans from Metal Box and Crown Cork. The paint blending is a highly skilled accomplishment, under the care of David Weller, for although computers have done the initial sorting of colour-matches, the product can vary if quality is not maintained and is affected even by the Arcton gas which pressurises the cans. Mr. Weller, working in a fine new £200,000 paint shop, aided by an assistant, checks visually paint samples at 45 deg., and horizontal settings and in natural or sodium lighting. Incidentally, as one allergic to the smell of paint, I was gratified by the clean-air conditions prevailing throughout the Lloyd factory premises.

At the time of my visit new machinery had been installed 24 hours earlier for painting the caps of the cans, whereby the customer can recognise immediately the colour of the contents. Sprayed from a Binks-Bellows No-Pump air gun while automaton rotated, this £20,000 machine can paint 60,000 caps a day. The can labels are screen printed, and as retouching aerosols are supplied to car manufacturers, as well as to Lloyds' own dealers, more than 3,000 screens are involved. Girl operatives assemble with much skill these cans, in the sequence: ball-valve, gas, and retaining button, after which the aerosols are painted and capped. Most car colour-runs are small, lasting about 20 minutes, but with five production lines available the output is around 55,000 cans a day, calling for a formidable number of colour changes. Yet runs as low as 2,500 units can be undertaken economically. Air-operated control of paint supply lines in the mixing-shop not only reduces the risk of fire but ensures that power cuts do not stop production.

The ingenious aspect is how Lloyds have matched their Dupli-Color to car makers' specifications and, although they do not seek such insignificant orders, if anyone happened to turn up an original paint specification (old colour cards would undoubtedly have faded) for, say, Napier green, Bugatti blue, or ERA green, I am convinced that Lloyds could match it—at a price!

So DIY car painting and retouching, especially of the older models, seems to have been greatly simplified. To a quality that I imagine obviates such painting pitfalls as bleeding, alligatoring, blistering, blowing-off, blushing, bubbling, bronzing, chalking, caking, chipping, clouding, cracking, crawling, crinkling, crumbling, crow-footing, crystallising, curdling, deadening, dulling, fading, flatting, gelling, glazing, gumming, hiding, knitting, lapping, lifting, livering, mottling, pebbling, peeling, pimpling, pin-holing, pitting, powdering, puckering, rain-spotting, raising, shadowing, settling, skidding, splitting, staining, streaking, wrinkling, or any of the other well-known maladies that can beset those who use paint.—W.B.

STIRLING MOSS SUNGLASSES

SUNGLASSES which react automatically to changes of light are not new, but the British firm of Chance-Pilkington have just developed a new and better photochromic glass called Reactolite OPC 2 which does the job more effectively, having a 90% to 20% range of reaction to daylight (not just to ultra-violet). On this scale 100% represents clear glass, so OPC 2 is within 10% of clear in poor light and darkens right down to within 20% of opacity in very bright light.

Stirling Moss, in conjunction with spectacle designer Linda Farrow, is now marketing sunglasses using this unique material, which is specially toughened to withstand the knocks and abrasions of everyday motoring (or skiing, etc.).

They are well made, light and practical, and, although the price of £9.50 (incl. VAT) is high for sunglasses, they are cheaper than most other photochromic glasses. The special glass is also available ground to wearers' prescription, by specifying Reactolite OPC 2 to an optician.—L.A.M.



Family shopping car.



Practical estate car.



Luxury saloon.



Overnight sleeper.

The Renault 16. Master of Disguise.

Behind the elegant, family-saloon, façade of the Renault 16 lurks a car of a different character.

Of several different characters, if the truth be known.

For instance, one simple seat adjustment gives you 25 cu. ft. of estate car capacity.

Another one lets you recline full length in comfort.

Yet another lets you load in extra luggage for the family holiday without cramping the family style.

In fact, all-in-all, the Renault 16 adjusts to six different interior layouts.

While the 1565 cc engine, driving the front wheels, is equally at home pottering about suburban shopping streets, nipping through town traffic, or striding down the motorway.

All of which adds up to a supremely practical car. Whose practicality could, perhaps, be masked by some of the little luxury touches which appear as standard features in the 16TL.

Features such as independent torsion-bar suspension all round; an electric radiator cooling fan; a heated rear window; a day/night driving mirror; an illuminated, lockable, glove box; as many as 6 armrests; the grand total of 3 ashtrays; and the ubiquitous cigar lighter without which no quality car would be complete.

Not forgetting the extraordinarily useful feature of a consumption of fuel 32.8 mpg.*

Which could help disguise from your bank manager the fact that you've bought a very luxurious motor car.

To Renault Ltd., PO Box 2, London W3 7NU.
Please send me details of the Renault 16.

Name

Address

Tel M53U

RENAULT 16

Renault make cars that make sense.

*MOTOR MAGAZINE TOURING CONSUMPTION. FEATURED ABOVE IS THE RENAULT 16TL £860.30. THE MORE BASIC RENAULT 16L £790.10. THE HIGH PERFORMANCE RENAULT 16TS £2081.43. THE LUXURIOUS RENAULT 16TX £2421.90. PRICES INCLUDE CAR TAX AND V.A.T. PRICES CORRECT AT TIME OF GOING TO PRESS. DELIVERY AND SEAT BELTS EXTRA. AUTOMATIC TRANSMISSION OPTIONAL EXTRA. FOR DUTY FREE EXPORT FACILITIES, WRITE TO RENAULT LTD., WESTERN AVE., LONDON W3 0RZ. WEST END SHOWROOMS: 17 ST. MARTIN'S LANE, LONDON, WC2.

Alfa Romeo takes Championship Lead

AFTER THE relatively new, modern autodromes of Mugello and Dijon, the stage scenery for the fourth and fifth rounds of the World Championship for Makes was changed to two long-established, classic circuits: Monza and Spa. Both are steeped in tradition, having an ambience that the new tracks can hardly hope to have attained yet, and both are very, very fast, even though there is now a permanent, tricky, third-gear ess-bend where Monza's old Curva Vialone used to be. By the time the Group 5 prototypes had arrived at the ancient Italian royal hunting park, Claude Le Guezec, Secretary of the CSI, had confirmed that the Daytona 24 Hours would, after all, qualify as a round of the championship. IMSA, the American organisers, had apparently moved a handful of Group 2 saloon cars from the touring car category into the prototype division, and technically they had therefore complied with FIA regulations and included a Group 5 class. The result was that, when the proper sports-racers turned up at Monza, Porsche still led the World Championship for Makes.

Monza

The entry in Italy resembled very closely the field at Dijon a fortnight earlier. Willi Kauhsen's team once again had three Autodelta prepared, flat-12 Alfa Romeo 33TT12s to choose from for their two crews: Arturo Merzario and Jacques Laffite and Derek Bell with Henri Pescarolo. Ranged against them were a single works Alpine-Renault, the turbocharged six-cylinder A442, for Jean-Pierre Jabouille and Gerard Larrousse; one of Georg Loos's privately entered Mirage-Cosworth DFVs, for Jochen Mass and Tim Schenken; a lone Gitanes-sponsored Ligier-Cosworth DFV, this heavy "genuine" GT prototype driven by Jean-Pierre Jarier and Jean-Pierre Beltoise, and a pair of turbocharged, 2.1-litre Porsche 908/s for Herbert Mueller/Gijs van Lennep (in the Martini Racing entry) and Reinhold Joest/Mario Casoni.

In gloriously sunny weather, the field went away in a torrent of ear-splitting noise with Merzario drawing ahead of Mass. But as they peeled out of the Parabolica and back onto the main straight at the end of the first lap, Larrousse took the yellow Alpine into the lead with Merzario second, Mass third and Bell some way down behind Brambilla and Jarier.

The battle for the lead was warming up nicely, and after nine laps Mass was suddenly in front with Merzario very close to the leaders in third place. Next time round Larrousse was back in the lead, and hung onto it after that, albiet, by only a second or so at times. Very slowly the Alpine began to extend its advantage, but having stretched it to around 10 seconds Larrousse held station all the way to his first scheduled pit stop after 35 tours. Jabouille returned to the race in third place, regaining second place when Laffite relieved Merzario a circuit later. By making its first stop later than the others, the Mirage took over the lead for ten laps, but then it lost several places with a longish delay while its battery was changed. While the second Alfa lost a lot of time having its shock-absorbers replaced—it eventually retired when the oil pressure sank—Jabouille pulled out over a minute's advantage over Laffite, maintaining that distance until the second refuelling stops fell due. Soon afterwards, the Alpine's challenge was dashed when Jabouille collided with Pianta in the Italian-entered Lola, now lying third.

Now the Mirage took over the challenge to the leading Alfa of Laffite and Merzario. Schenken reeled it in, but had to refuel before catching up, and the Mirage's gearbox began to play up. Then the rear wing stays broke, costing it twelve minutes, and just after that the transmission packed up altogether when all the oil flowed out. This left Marzario and Laffite an easy run to victory three laps clear of anyone else despite an unplanned delay while the brakes were bled. Mainly by avoiding the mechanical pitfalls that befell their rivals, Joest and Casoni brought their turbocharged Porsche into an undramatic second place. Already deprived of the Grob/Hine Chevron, the 2-litre class lost another leading runner after only a few laps when the works March lost its oil pressure. The Osella-Ferraris broke its engine nearing half distance after disputing the class lead for some way. This left Lombardi and Beaumont miles ahead of anyone else and a fine fourth overall at the finish. Second-in class looked certain to fall to Alan Jones and John Sheldon in Stuart Chubb's Ford BDG-engined Lola T294, but its front suspension collapsed a dozen laps from the finish, leaving their class position to Robin Smith and Richard Robarts.

MONZA 1,000 Kms.
World Championship for Makes, Round 4
174 laps, 1,004 kms.

1st : A. Merzario/J. Laffite (3.0 Alfa Romeo 33TT12) 4 hr. 43 min. 21.8 sec.—212.58 k.p.h
2nd: R. Joest/M. Casoni (2.1 Porsche 908/4 t/c) ..... 171 laps
3rd : G. Larrousse/J-P. Jabouille (2.0 Alpine-Renault A442 t/c)..... 170 ,,
4th : L. Lombardi/M-C. Beaumont (2.0 Alpine-Renault A441)..... 166 ,,
5th : J. Barth/E. Kraus (3.0 Porsche 908/3) 162 ,,
6th : J. Fitzpatrick/T. Hezemans/M. Schurti (3.0 Porsche Carrera)..... 159 ,,
7th : J. Fitzpatrick/T. Hezemans/M. Schurti (3.0 Porsche Carrera)..... 158 ,,
8th : R. Smith/R. Robarts (1.8 Chevron—FVC B23)..... 158 ,,
9th : C. Schickentanz/R. Wisell/H. Bertrams (3.0 Porsche Carrera)..... 154 ,,
10th : "Gimax"/G. Alberti (1.8 Chevron—FVC B21)..... 148 ,,

Fastest Lap : Larrousse, on lap 29, in 1 min. 30.2 sec.—230.29 k.p.h.

Spa

Whatever you may think of modern artificial circuits, when it comes to motor racing, Spa just has to be the real thing. Too real, indeed, for one or two drivers, for Georg Loos had to withdraw his Mirage when Mass declined to drive the car there and no suitable substitute driver could be found. The Alpine was another non-starter. The two Alfas had no real opposition at all. Jacky Ickx had been brought into the team in place of Laffite, but Bell was quickest in practice with a first day time of 3m 20.4s, an average speed of almost 160 m.p.h., with Ickx next best. Inclement weather coming in from the North Sea persuaded the organisers to cut the race to only 54 laps, or 750 kilometres, instead of the full 72.

Right from the start the Alfas were in charge—after only 100 yards the remaining 30 starters looked to be in a different race. Pescarolo was in front first time round, but he and Ickx changed places regularly for the first eight laps, putting on an exciting spectacle for the crowds if nothing else. After that Ickx began to break away, and when the circuit was drenched with a torrential deluge after 35 minutes' racing he pulled even further away, driving brilliantly and very bravely on intermediates in the soaking wet conditions as Pescarolo pitted to switch to rain tyres. After that sunshine and heavy showers alternated every few minutes, and as the track got wetter and the drivers changed over, Bell's wet-tyre-shod Alfa overhauled Merzario's, passing him on lap 28 and rapidly losing his Italian team-mate. When Merzario stopped to hand over to Ickx again, a local rule stipulating a minimum one hour's rest delayed the second Alfa by another minute, and as a result Bell and Pescarolo won the race by a full lap from Ickx and Merzario. The win, Alfa Romeo's third in four races, gave them the lead in the World Championship.

Just before the rains came, Mueller had dropped out of a distant third place when his Porsche's gearbox had failed. The other Porsche turbo, Joest's, lasted even less long, dropping a valve on the first lap. The lone Ligier of Migault and Lafosse inherited third place, but then it fell down the order with black box problems and water in the electrics. Third position therefore finally went, quite remarkably, to a saloon car, the well driven 3.5-litre Group 5 BMW CSL of local ace Alain Peltier and Siegfried Mueller. This pair made up most of their places during the first squall of heavy rain when, for several minutes, almost the entire entry tried to change tyres at once and blocked up the entire pit road. The downpour decimated the 2-litre ranks, which up to that point had been led by Martin Raymond's ingeniously suspended, Hart-engined Lola T390. This car retired with electrical troubles, and most of its rivals were struck down by an epidemic of misfiring, so that only two teams got through unscathed. Then an hour from the finish one of the healthy survivors, the Lola T294 of Richard Scott and Nigel Clarkson, lost ten minutes when it refused to start after a refuelling stop, so the class fell to the FVC-engined Chevron B23 of Pete Smith and John Turner. The GT category provoked a very close battle between rival Porsche Carreras after John Fitzpatrick's had dropped back by being perpetually on the wrong tyres. Eventually both the class and fourth place went to Claude Haldi and Bernard Beguin by just 0.6s from Claude Ballot-Lena and Jean-Claude Andreut.—J.C.T.

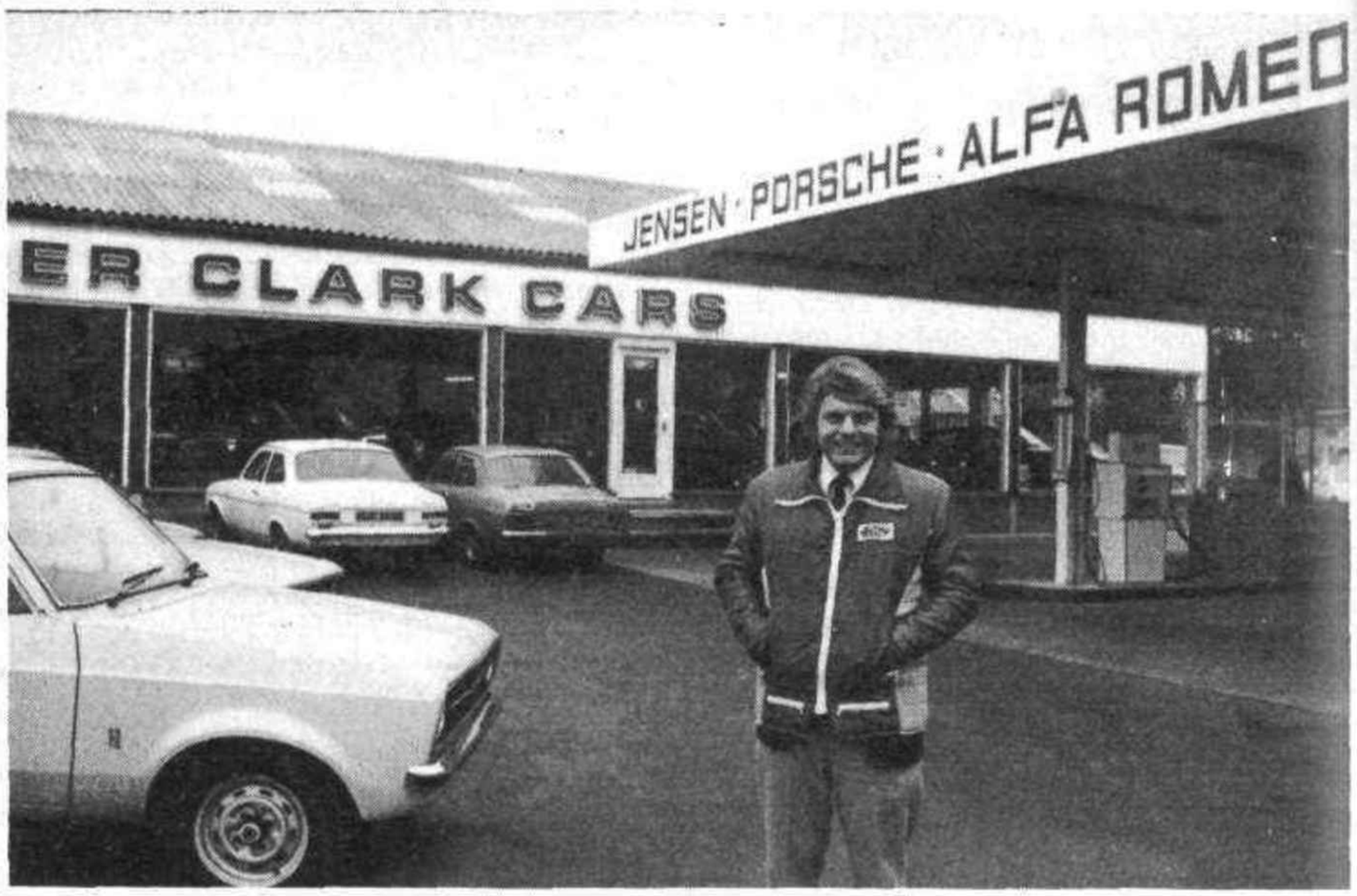
SPA 1,000 Kms.
Reduced to 54 laps — 750 kms.
World Championship for Makes, Round 5

1st : H. Pescarolo/D. Bell (3.0 Alfa Romeo 33TT12) 3 hr. 32 min. 58.4 sec.—214.81 k.p.h.
2nd: J. Ickx/A. Merzario (3.0 Alfa Romeo 33TT12) ..... 53 laps
3rd : A. Peltier/S. Mueller (3.5 BMW CSL) 49 ,,
4th : C. Haldi/B. Beguin (3.0 Porsche Carrera) ..... 48 ,,
5th : C. Ballot-Lena/J-C. Andruet (3.0 Porsche Carrera) ..... 48 ,,
6th : C. Schickentanz/H. Bertrams (3.0 Porsche Carrera) ..... 48 ,,
7th : J. Barth/M. Casoni/R. Joest (3.0 Porsche 908/3) ..... 48 ,,
8th : H. Bertrams/R. Wisell (3.0 Porsche Carrera) ..... 47 ,,
9th : T. Hezemans/T. Schenken/J. Fitzpatrick (3.0 Porsche Carrera)..... 47 ,,
10th : P. Smith/J. Turner (2.0 Chevron-Kelly FVC B23)..... 46 ,,

Fastest Lap : J. Ickx, in 3 min. 25.05 sec.—247.36 k.p.h.

Roger Clark: the man who set and still sets the pace of British rallying

The Maestro of slippery surfaces talks to MOTOR SPORT about a career that has encompassed nearly 20 years, 17 International rally victories and four works teams, including 9 years of fast Fords.



RELAXATION through high pressure is a useful key to unlocking the continuous success recorded by burly Roger Clark, both in business and competition. Weekends when he is not rallying are for filling with activity from hard living to powerboat racing. As the pressure mounts—whether it is sorting out four simultaneous business appointments or surmounting one of rallying's nasty surprises—Clark appears to get calmer and more determined. His competitive spirit is still as fiercely displayed as the most ruthless aspirant Formula driver's, but winning is all that counts these days. Battling from the thirties into seventh overall after a setback on last year's RAC Rally didn't appeal at all . . . but make that the prospect of outright victory and you see an outstanding natural competitor at his exciting, and frequently sideways, best.

As the son of a garage proprietor Roger's upbringing on the outskirts of Leicester provided a fitting background for an enthusiast, but both Roger and younger brother Stan have ensured that their father's business has expanded while also pursuing motor sporting interests. Today there are four Roger Clark Cars Ltd. garages in the Leicester area, retailing Renault, Ford, Jensen, Porsche, Lotus and Alfa Romeo. The younger Clark races a pair of Alfas for *Penthouse* magazine while Roger has been a works-contracted Ford rallyist since 1966, so both marques benefit from enthusiasm. Clark was entered in last year's BOAC 500 in a Porsche Carrera, but the car did not start the event. However, as with many leading lights in our sport, Clark is quite often seen at the wheel of a Porsche—usually a Carrera demonstrator carrying his old rally car plates, 2 ANR. On the road Clark is a very safe and undramatic driver, quite happy to take the wheel of whatever happens to be in stock: earlier in his career he would equably compete in pretty well anything with wheels on that happened to be in around the garage.



Now 36 years old, Clark's competition driving began very swiftly after he passed his driving test in 1956, for he had known how to drive from a tender age and had spent the rest of the time polishing that enthusiasm on private ground. The Leicestershire CC provided the club rally events needed and the acquaintance of the navigator who has become synonymous with Clark's name as a winner, Jim Porter. The pair's first events, all of a strictly road-going nature as opposed to the predominance of the today's off-public road special stages, were in a Y-type Ford, succeeded by a 100E van.

Roger recalls, "we won a few pots and things locally, but I had a Mini in 1960 and I really established myself in those". In fact Roger won the East Midlands Rally Championship in '61 and '62 with his BMC mount, though the latter years also witnessed Clark's Mini-Cooper hurtling around the International Circuit of Ireland event to record fourth overall as well as a fine class win. "I remember what really made a few people talk was when we took a Mini to third overall on a *Motoring News* Championship round in 1963, because the event was run on sheet ice (it was the Welsh Marches) and I didn't have studs in my tyres, while all the others did". In the same year Clark took the well-thrashed Mini out on the Scottish, showing speed and car care skills by completing the rough event with a resounding second overall.

Clark's performances on the British home Internationals have always been outstanding. For example, he has taken three outright victories on the Circuit of Ireland (1968/69/70), five wins on the Scottish (1964/65/67/68/73), three Welsh International wins and has been the only Briton to win the RAC Rally (1972) since it took to its current special stage forest track format.

Works teams started to show an interest during 1963 and he drove once for Triumph (Spa-Sofia-Liege TR4, which broke its gearbox) and for Reliant, when he managed a second in class on the Alpine in one of the straight-six Sabres.

The following year was the one in which Clark began two years of private rallying in a Cortina GT between works drives for Rover, and he won his first Scottish straight away in the mildly tweaked Cortina.

In 1965 he showed real international flair for Rover, twirling the ungainly 2000 into sixth over on the Monte through terrible road conditions, a feat recorded by John Davenport, then of *Motoring News*, "He netted the plaudits of the assembled journalists for no-one could believe that a Rover 2000 could be driven that far sideways and still stay on the road".

A decade ago Clark continued his home record with a second Scottish win in the Cortina and closed his Rover career with 14th overall on the RAC.

Initially teamed with Bengt Soderstrom and Vic Elford in the Ford team Cortinas, Clark has seen many of the best come and go in international rallying, though it's probably true to say that he (along with many of the works personnel) was sorriest to witness the departure of Ove Andersson from the Ford team. In recent years he has featured as the only Briton to line up alongside the Ford Finns, a selection that has included three of the quickest rally drivers in the world, Markku Alen, Hannu Mikkola and another experienced veteran, Timo Makinen.

Internationally Clark, sometimes nicknamed for a reason that defies this author as "Albert", has not had the same outright winning fortunes as at home. In the Escort's best overseas rallying year, 1968, Roger won

ALONGSIDE: Cortina GT brought victory on 1965 Gulf London, the same year in which Clark brought the Rover into Monte Carlo honours. Clark also scored the first major victory for the new Escort (below).
OPPOSITE page: Clark's sideways winning style beat the best on 1974's Avon Tour.

the Acropolis and Tulip rallies: two years later he was fifth on the Monte Carlo. Obviously Clark has proved his worth with some excellent finishes in tough Internationals and there's still no disputing that he does a faster job than anyone else in Britain. Special tribute must go to Jim Porter for his unobtrusive co-driving/management skills. It remains a pity that Porter is unable to accompany Clark in the RAC Rally, because he is so involved with its organisation.

The overseas speed is obviously present though, for as recently as 1973 Roger led the East African Safari by over an hour, when forced to retire at the halfway stage with a disintegrating car. This season Ford planned a selection of International rallies with the new Escort, "but", says Clark, "Ford plans look flexible at the moment. I know I'll be competing in my second South African Total Rally, France and Belgium, but beyond that is to be decided".

In a career that spans nearly 20 years there must have been large changes in rallying, so I asked what he thought of current events? "I think stage rallying is quite sophisticated now with excellent marshalling, a good standard of cars and drivers, providing lots of competition in RAC Championship rounds. The standard was poor when Ford first backed me in an Escort for the RAC series (1972, when he won the title, backed up with a repeat in '73: he first won the RAC Championship in 1965 with the Cortina!) but it has improved to the point where we have close competition now". Clark continues, "about the only improvement I can think of for the RAC series would be the use of digital timing clocks to ensure accuracy."

Turning to the vexed subject of safety Clark comments bluntly, "we haven't got a high accident rate in stage rallying, in fact





rallying in this country has been very safe, but we can't be smug. I think the spectators should be disciplined—educated in every possible way if you like—not to stand in stupid places".

At the beginning of the season Clark was left without his traditional sponsorship from Esso Uniflo, so we asked if his rally programme had been adversely affected? "Not really, we've just had no pocket money to go out with! Ford made sure I had a car, including the new model Escort, but we have the Cossack hairspray people to help Ford do other things in their plans, which would have been limited without his sponsorship".

Clark's versatility was emphasised by county standard at Swimming and Rugby, but it applies equally to motor sports where he has rallycrossed in 250 horsepower, four-wheel-drive Capris (winning the 1971 Castrol Championship) and raced a number of Fords. An indication of his potential on tarmac came in the 1967 Oulton Park Gold Cup. Ford at Boreham built a very special Mk. 2 Lotus Cortina FVA and Clark drove it very quickly in the supporting saloon car event against Graham Hill in the Ford-backed Cortinas from Lotus. Then a halfshaft broke . . . corporate embarrassment at internal competition prevented the combination from appearing again. When Ralph Broad was entrusted with preparing the 1,300 c.c. Gp 2 Escorts, Clark joined Craft in one such car for a class victory at Nurburgring, and he has a few more circuit miles to his credit in Cortinas (Henry Taylor told him to go away and race one, which he did with great local success) and, on occasion when Stan is on holiday, he'll step into an Alfa Romeo.

The combined circuit and grassy surfaces of the Avon Tour of Britain have been contested twice by Clark as well. Last year he won outright in a factory RS2000, his sideways style defeating the identical car of temporary (on loan from Vauxhall) Gerry Marshall in a series of six extremely exciting circuit encounters, one of which Marshall won, "but we couldn't be separated on time", says Roger with a grin, while the remainder of which fell to Clark.

Would he like to do more circuit racing? Back came the terse reply, "if I did it every weekend I'd get giddy!" Unsurprisingly Clark finds that places like Nurburgring are "super, really enjoyable and I'm daft enough to try anything along those sort of track-lines . . . if the money's right!"

Switching to the problems suffered by the amateurs entering motor sports we asked if Clark saw any way of cutting costs? "Not really. Silly formulaes may save 5%, but then there are so many rules and arguments it spoils the fun of it all. Motor sport will always be expensive and that's all there is to it".

Still showing them the way in Britain, Clark had just won the Granite City in a new-style Escort at the time of our interview, so we asked how much longer he thought he would carry on. The reply was, "as long as I can as a sport—I still enjoy it because I haven't grown up yet!"—J.W.



ROAD IMPRESSIONS

A Pair of Lancias

The Lancia Fulvia 1300 Coupé S3

WHEN THE Lancia Beta Coupé was announced the impression given was that it would replace the much-loved Fulvia Coupé series. In fact no such thing has happened, the attractive, ageless design of this ten-year-old car continuing at least until the end of this year. Only the Series 3 1300 Coupé is now offered; that splendid 1600 HF, practically a production rally car and one of the most successful cars in the history of rallying, has now bitten the dust.

At £2,344 the Fulvia Coupé sounds expensive for a mere 1300 (except by Ford's latest prices) with only two doors, and two full-size seats, for the back bench seat, in fairness to the human frame, is suitable only for children. In practice it is a gem of a car, well worth its price, with wonderful handling and roadholding from its front-wheel-drive layout, good performance from an efficient engine and an endearing character.

The Fulvia is the last car in Lancia's range to use the compact, narrow-vee, four-cylinder engine; each bank of two cylinders, operating at 13 degrees to each other, has a chain-driven, single overhead camshaft which operates in effect as would each camshaft of a twin-overhead camshaft straight-four unit. The right-hand camshaft controls the inlet valves, the left-hand one controls the exhaust valves. A quick underbonnet glance suggests the 45-degree-inclined engine to be a twin-overhead camshaft straight-four until one sees the staggered positions of the Marelli plugs buried in the one-piece, Lancia-monogrammed, alloy camshaft cover. The aluminium cylinder head is a one-piece casting, too. This small version of the engine has a 77 mm. bore, a 69.7 mm. stroke, a compression ratio of 9.5:1 (it runs quite happily on four-star) and a capacity of 1,298 c.c. Two twin-choke, horizontal Solex C 35 PHH-E/2 carburetters and a big, dry-element air-cleaner fill the centre of the engine bay. So far forward towards the nearside is the engine that the radiator has to be positioned towards the offside of the car, cooling being assisted by an electric fan. There remains room for the Fiamm battery mounted lengthwise and direct-acting brake servo with tandem master cylinder behind the engine.

This little car weighs just over 19 cwt. at the kerb, heavier than one would imagine and a reflection on the quality of its manufacture. Fortunately the diminutive engine has such a high output that it is well able to cope. No less than 90 b.h.p. DIN and 83.9 lb./ft. DIN is produced. The catch is that these figures are produced at 6,000 r.p.m. and 5,000 r.p.m. respectively, meaning that the big wooden gear lever knob has to be manhandled pretty energetically. It controls five beautifully spaced ratios of which fifth gear is direct, so not an overdrive. On the test car the synchromesh baulked on first and second gears when cold and positive movements were always called for. Some drivers may object to the positioning of first gear down to the left with the upper four ratios in H-pattern; this writer prefers it that way. Low gearing (17.97 m.p.h./1,000 r.p.m. in fifth) means that the speed ranges in the lower gears are poor, four gear changes being needed by 62 m.p.h. if the handbook's recommended 6,200 r.p.m. limit is adhered to: 1st gear is good for 27 m.p.h., 2nd for 41 m.p.h., 3rd 62 m.p.h., 4th 87 m.p.h. and 5th 105 m.p.h. In fact the emphatic red sector on the tachometer starts at 6,450 r.p.m., which this willing little engine will whirl past in 5th gear if the driver doesn't take care. Full use of the gearbox is essential for quick progress through town and if sufficient revs aren't used at traffic lights the Fulvia driver soon finds himself left standing by much lowlier vehicles.

There is nothing much simpler than a Fulvia Coupé's suspension: at the rear a dead axle is suspended upon semi-elliptic leaf springs and controlled by telescopic dampers, an anti-roll bar and a Panhard rod; almost unbelievably, a transverse leaf spring provides the suspension medium at the front, though each wheel is independently suspended by double wishbones, controlled by telescopic shock-absorbers and an anti-roll bar. It is a brilliant example of simplification, as rally results prove. With the 1300 engine it is practically impossible to find the limit of adhesion of the 165 x 14 Michelin ZX tyres in either wet or dry conditions. Its natural tendency is to understeer, though never with the feel that it is likely to plough straight on. In any case, lifting off the throttle in the middle of a corner neutralises the understeer. There is only moderate roll and practically none of the disturbing torque reaction at the front wheels which afflict many front-wheel-drive cars under acceleration out of corners, a situation which shows up excellent traction, too. Much of the excellence of the suspension lies in the damping, which ensures optimum tyre/road contact all the time. Yet this isn't at the expense of ride, which though firm generally soaks up rough roads without too much disturbance. Somehow Lancia engineers have managed to insulate road and suspension noise very well too. Worm and roller steering rather than rack and pinion came as something of a surprise, particularly because of the excellence of response and feel through the comfortable, padded wheel. But it is too low-geared for town use and quite heavy when parking. The all-disc braking system is magnificent, combining with the roadholding and handling to make this 1300 Fulvia an exceptionally rapid, cross-country conveyance.



The sure-footed 1300 Fulvia Coupé S3. A fabulously rewarding little car for a good driver.

Compact but cosy describe the cockpit, which is tidily carpeted and features cloth trimming for the comfortable reclining front seats (with built-in adjustable headrests), rear bench and panels of the two wide doors. As with most Italian designs, the steering wheel/pedal relationship is poor and the clutch and brake pedals too high off the floor, though proper heeling and toeing is possible with the organ throttle pedal. Those fixed seat belts should be scrapped in favour of inertia; it was easier to suffer the three or four attempts needed to start the engine from cold without choke rather than attempt to reach the choke lever hidden below the facia. The wooden facia panel is simple and a bit old-fashioned but effective, water temperature gauge, oil pressure gauge, fuel gauge, tachometer, speedometer with trip and clock all being included. An impressive array of warning lights provides other information. In the damp cold weather of the test the heating system proved to be so effective that it would even demist the rear screen within minutes if on the move without needing the finely-wired heated rear screen. Lights, wipers, inadequately powerful washers and so on are controlled by steering column stalks. There is a lockable cubby-hole on the passenger side and open stowage wells on each side, but most of the boot room is taken by the floor-mounted spare wheel. The twin-headlamp system is powerful. Another good point is splendid all-round visibility because of slim pillars and a high seating position.

A feeling of quality and overall tautness is immediately apparent in this very likeable sports car. Its engine is a little buzzy but the general noise level, especially when cruising is not uncomfortable. Using the engine as energetically as possible consumption worked out at 27 m.p.g. from the 8.35-gallon tank.

This Lancia Fulvia 1300 Coupé Series 3 is not a car for an unsympathetic driver, simply because of the need to use the gearbox and engine intelligently. But a fabulously rewarding little car for a good driver.—C.R.

The Lancia Beta Coupe 1600

WHEN I introduced the Lancia Beta Coupé to MOTOR SPORT readers in April 1974 after trying it in the Alpes-Maritimes I forecast, with prompting from Lancia, that it would sell in Britain for £2,700 to £2,800. In fact it entered the UK market at £2,350, an extremely competitive price for such a stylish, sporting coupé, made possible by the international currency situation. For little more than the price of an MG-B GT the sporting motorist could acquire a modern Italian thoroughbred, so we were hardly surprised when many of our enthusiastic acquaintances queued up to buy them, closely followed by our own J.W.

Prices are at the mercy of the currency crisis and as this is being written news has arrived of an increase from the current £2,450 to £2,677, prompting the question, "Is the Beta Coupé still good value?" It is now £240 dearer than Ford's best value performance car, the 3000 GT, for example.

The same rise has upped the price of the Fulvia 1300 Coupé S3 (tested opposite) from £2,159 to £2,344, leaving us time to change the price on that already "cleared for Press" page, but not the comments which went with it. Good though it is, the Fulvia Coupé is now on the expensive side—until other makes catch up, that is.

In Italy the natives can buy the Beta Coupé in 1600 or 1800 engined forms, with the normal coupé body, the new HPE estate car shell or the Spyder, a convertible coupé with a hood arrangement similar to that of the BMW 2002 convertible. For the moment at least the British must make do with the 1600 Coupé, which is identical to the 1800 in all except engine capacity and output, final drive ratio, the use of a 200-mm. instead of 215-mm. clutch, and the fitment of SR instead of the 1800's HR rated tyres. The British market 1600 is even fitted as standard with the 5½J x 14 in. alloy road wheels which are attached only to the 1800 in Italy.

Mechanically the front-wheel-drive Beta Coupé is almost identical to the Beta saloon introduced in late 1972. But it is 105 kg. lighter, 295 mm. shorter, 40 mm. narrower, 115 mm. lower and 190 mm. shorter in the wheelbase. In both cases Fiat's established and dependable twin-cam four-cylinder engine is used, fitted transversely and canted at 20 degrees towards the driver. Raising the compression ratio from 8.9 to 1 to 9.8 to 1 increases the power output from the 1600 saloon's 100 b.h.p. DIN at 6,000 r.p.m. and 95 lb./ft. torque at 3,000 r.p.m. to 106 b.h.p. DIN at 6,000 r.p.m. and 99 lb./ft. torque at 4,500 r.p.m. for the 1600 Coupé tested. When the 1800 Coupé is marketed in Britain it will give 120 b.h.p. at 6,200 r.p.m. and 111 lb./ft. torque at 4,500 r.p.m. These engines are fitted with single, twin-choke, downdraught Weber or Solex carburetters, Solex in the case of our brilliant-red test car.

The Editor of our sister "weekly" *Motoring News* and I were full of enthusiasm for the Beta Coupé after testing together both capacity versions in the Alps. But there's a world of difference between hurling a good-handling car round an arduous mountain cricuit, the adrenalin flowing, both you and the car in their element, and flogging through commuter traffic, snatching a nifty short-cut through the maze of London back-streets or taking grandmother for a scenic Sunday afternoon outing. Not that grandmother would appreciate the restricted headroom in the back seat for her pillbox hat or the leg-room for her arthritic knee. The shaped rear bucket seats are comfortable enough, though, each with its own headrest. Several shortcomings manifested themselves in everyday use which had been obscured by that Alpine challenge. In particular the steering, which, at nearly four turns lock to lock, is far too low-geared around town, lacks adequate castor return and so necessitates rapid feeding on and off of lock, especially around those aforesaid back-streets. Yet it remains fairly heavy for parking, an exercise which is hampered by a tail-end totally hidden from the driver. Rapid getaways result in prodigious wheelspin as weight transfer lifts some of the load off the front wheels. Torque reaction through the driveshafts under hard acceleration, particularly out of sharp corners, and between gears can create some pull on the steering and slight snaking.

Engine noise is another disappointment. The engine in the test car had been stripped and rebuilt immediately before my test because previous road testers had complained of excessive noise. Unfortunately something which is inherent cannot be cured so easily. When working hard the 1600 twin-cam shouts its presence with induction and mechanical noise, made worse on the test car by excessive tappet clearances, though J.W.'s engine is not much quieter. The inclined engine seems to use the bulkhead as a sounding board, so improved sound insulation would help.

Enough of criticism! To dwell too long on these few shortcomings does less than justice to this blatantly handsome, expensive-looking coupé. Like the more exotic Italian thoroughbreds, it is at its best when driven fast and properly. Under more favourable circumstances than highlighted above the damped, rack-and-pinion steering becomes light and very positive, although one must fight the torque reaction out of bends and directional stability is excellent. Ultimate cornering speeds are very high indeed, slightly better on our staff car's 175/70 x 14 in. Michelin XAS than the test car's ZX, the all-independent, McPherson strut suspension exercising good wheel control. It is very well-balanced for an f.w.d. machine, almost indistinguishable from r.w.d. on fast roads of gently sweeping bends, in spite of all the weight up front. Under normal circumstances it understeers, less excessively than most f.w.d. cars, and the front tyres have exceptional grip. Drive it hard enough on the right lines round the right radius bend and you'll even find a touch of oversteer, something which can be artificially induced at other times by lifting off the throttle momentarily. Its stability, "chuckability" and tremendous adhesion make for a very fast car indeed on twisty "B" roads or fast main roads. And like the Fulvia Coupé, this Beta inherits astonishing fade-free, four-wheel "Superduplex" disc braking, slightly over-servoed on initial acquaintance. There is a pad wear/handbrake warning light on the facia. The ride is stiff, but not unduly harsh.

The five gearbox ratios are all indirect and nicely spaced, giving 31 m.p.h., 71 m.p.h. and 94 m.p.h. in the lower gears. A ratio of 0.925:1 fifth is technically an overdrive, but the low final drive sometimes suggests an even higher "cruising" ratio would be preferable. It would be interesting to find out how well the 1600 would go with the 1800's higher final drive ratio. First and second gears on the test car were slightly difficult to select when cold though, but J.W.'s car is far worse in this respect.

The noise level is just about the only criticism to be levelled at this 80 mm. bore, 79.2 mm. stroke, 1,592 c.c. engine, which has its clutch, gearbox and differential housed in a single unit co-axial with the crankshaft. There is not a great deal of punch below 3,500 r.p.m. and a noticeable step in delivery occurs at 5,000 r.p.m., yet it is flexible for "pottering", pulling down to the test car's over-fast 1,100 r.p.m. tick-over in fifth. Though not to the same extent as the Fulvia, sensible gearbox use is needed for good efficiency. In spite of two gear changes, 0-60 m.p.h. comes up in 10.2 sec. Maximum speed is about 110 m.p.h. and 100 m.p.h. a perfectly happy cruising speed.

This Beta Coupé overflows with useful accessories: an oil level gauge in addition to

Continued on page 619



The Beta Coupé definitely has style in its favour.

MORGAN OF MALVERN

MOTOR SPORT visits the oldest and most unique sports-car factory in the World



Peter Morgan, Managing Director of the Morgan Motor Company Limited, in the driving seat of one of his products. With him is a Japanese guest.

IN THE PAST I have paid several visits to the Morgan Motor Company at Malvern Link in Worcestershire. I went there after the war to take delivery of a new Morgan 4/4. When its gearbox seized up and there were no spares for it I went down again, towing the stricken 4/4 and part-exchanging it for a Vanguard-engined Plus-4. When I crashed that enjoyable car on black ice it went to the factory for comprehensive repairs. I arrived there again, to collect it, and I have since made Press visits there.

Just recently I have been feeling nostalgic about my Morgan days and it occurred to me that another visit to their birthplace was overdue, to see what Peter Morgan, Managing Director of this long-established Company, is up to. The Morgan, with its three-wheeler ancestry dating back to 1909, is quite unique, being a modern sports-car in much the vintage tradition, and one that, in my opinion, makes the purchase of "imitation-vintage" cars a farce. It is very good to know that in an age of emission and accident stipulations, financial disasters, and threats of Nationalisation, and with politics changing the face of Rolls-Royce Aero Engines, British Leyland and British Steel, this small specialist sports-car factory in the shadow of the Malvern hills has never closed and is, in 1975, going about as strongly as ever.

Whereas most pocket-handkerchief car manufacturers are obliged to mould their bodies in "compressed milk and coconut", Peter Morgan continues to make his bodywork on old-time coach-building principles. Although the old craftsmen are nearly extinct, he finds that the young operatives are very good, and willing to learn the old crafts. At Malvern they construct the high-performance Plus-8 with eight-cylinder Rover 3500 engine in two-seater form and the 4/4 with Ford push-rod o.h.v. 1600 Kent engine in two- and four-seater versions. Coupés are no longer made, as they would use enough steel to make two to two-and-a-half open bodies, although Mrs. Morgan's Plus-8 coupé with automatic transmission attracts much attention.

Malvern is steeped in Morgan history. I drove through the town, past the last house of Mr. H. F. S. Morgan, Founder of the business (in later years he was a Rolls-Royce and Bentley owner), and bought Shell petrol for the BMW at Bowman & Acock's, which was the original Morgan three-wheeler factory, next to which is the house where Peter Morgan was born. Then I turned right into Pickersleigh Road and the long, low red-brick single-storey factory building faced me as I came to the T-junction. All around are green hills and grazing sheep, at this decidedly rural factory setting at Malvern Link. You enter the works through an insignificant porch, unchanged since 1916 or thereabouts, after opening a faded blue door. Through another blue door, smarter this time, and you are in a tiny unoccupied hall, the walls of which carry long lists of Morgan competition successes dating back to before the First World War, together with historic photographs and certificates, etc.

Peter Morgan has a modest office, heated by a small electric fire, on the left, the general office being on the right. One is now in the main building of the factory, used when the original works was vacated, and onto which seven brick bays were later built, on up to *circa* 1925. Nothing has altered very much since, apart from the acquisition, some three years ago, of two fine new shops and a boiler-house for works' heating, when Chance's moved out. The Morgan Motor Company remains, as ever, a combination of assembly plant and manufacturing unit. The chassis frames come from Rubery Owen, electrical equipment from Lucas, instruments from Smith's, back axles and bumpers from Salisbury-GKN, steering boxes from Cam Gears, brakes from Girling, and seats and seat frames from Ambla.

This, of course, requires some qualification. Customers can have leather upholstery at extra cost, which is why unupholstered seat frames as well as complete seats are ordered. They can specify their own colours, providing these are not special to other makes, and a very smart Morgan in brown, with fawn mudguards, was recently delivered, while in the dispatch-bay I saw another, rather astonishing two-colour paint job. These days Morgans are finished in ICI cellulose. There is the expected careful attention here, the recent tendency being to employ more operatives on the paint processes. The cars are first undersealed, then have the undercoats applied, followed by a filler, and then another undercoat, before four or five final coats of cellulose are sprayed on. Five standard colours are listed.

Reverting to the suppliers, timber for the bodywork comes from Glikstein's, being Belgian ash, kiln-dried. The Plus-8s are fitted with Dunlop VR tyres, the 4/4s with Pirelli Cinturatos. Dunlop supply the wheels for the latter, to Morgan specification, both wire and disc, but the aluminium-alloy wheels for the Plus-8 come from Telcast. The Ford engines are supplied through Power-Torque of Coventry but Morgan's fetch the Rover units from Solihull in their own Ford Transit van. The power units, apart from small modifications necessary for installation, are untuned, to retain the marker's warranty. Peter Morgan prefers tuning specialists to instil any extra power required by customers, although he said with a smile that a Formula Ford camshaft works wonders for the Kent engine.

The Morgan, apart from the engine change, is much the same as when I enjoyed using the Editorial Plus-4. The headlamps are now recessed, which make for a cleaner front-end, and although the windscreen can be detached it will not fold-flat. (Mr. Morgan is dubious about the safety of this old-time wind-defeating dodge with speeds now in the region of 130 m.p.h., remembering an occasion when the folded-down glass flew up on his car. The greater width of modern bodies is against such screens, too.) Some time ago a wider wheel track was used, so that the Morgan now has a reversed-crab-track of about an inch, and the overall gear ratio of the Plus-8 was raised to 3.3 to 1, from 3.58 to 1. Otherwise, not many changes have happened over the years. The body panels are still tacked to the ash body frame—as author Gregory Houston Bowden has it, "it is chiefly with tin-tacks and a few screws that the Morgan body is held together . . ." The long, louvred bonnet, those long flowing front mudguards, the low build, and the high-gloss paintwork, usually in bright colours, typify the age-old but undying appeal of the Morgan.

However, Peter Morgan has problems. There are difficulties over supplies of relatively small numbers of proprietary components, for instance, so that he thinks the small British manufacturers will be wise to stick together. He hopes that if we remain in the European Common Market the scope of supplies will be widened—there was once an offer of engines from Volvo, for instance—and that healthy competition will result.

Then the strict American emission and safety laws have priced the Morgan right out of the once-flourishing American market, a market which probably saved the Company in the 1950s. But sales are going well in Sweden, Japan, Italy, etc., and there is a fast-growing market for Morgans in Germany.

Mr. Morgan does not think that open cars are in danger of being made illegal on safety grounds, although he foresees that roll-over bars may one day become compulsory. He is troubled, though, about rising costs, which might put the price of a car "over the top"—today a Plus-8 costs £2,925 and a two-seater Plus-4 £2,094—but he hopes that this may in fact enhance the appeal of specialist cars over the also-very-expensive family conveyances. To resume the American market he would need a stable five-year guarantee that no fresh legislative requirements would be introduced. He is happy that Morgan sports-cars have sold to widely-differing customers —a King, Brigitte Bardot, and Club racing drivers, most of whom are very enthusiastic and willing to "talk-Morgan" to one-another. He is essentially a modest maufacturer, claiming only a "niche in the Industry", and he doesn't seek to increase his production much above its present level of 400 to 450 cars a year. It is far more important to guard against a sudden fall in demand, he says, than to try to boost output figures.

If any change in the Plus-8 is contemplated it is likely to be an arrangement whereby its Rover power unit, which has such great potential, is encouraged not to run out of power at around 5,200 r.p.m. Rover themselves are naturally well satisfied with it for non-competition purposes and only in that still-born mid-engined V8 coupé has it officially so much as been given bigger carburetters. A Budget favourable to three-wheelers from the tax viewpoint has not induced Mr. Morgan to think in terms of tricycles. He has faith only in those with two front wheels and remembers his father saying that the transmission to a single back wheel was more costly to make than that for a four-wheeler which could use a proprietary axle; like the Salisbury axles in modern Morgans.

All told, however, this great little motor manufactury does quite nicely, employing about 100 to 105 operatives, who build up from eight to ten cars a week, of which the Plus-8s represent from three to four of this production. Reverting to his wish to expand modestly, Peter Morgan points out that with this sort of output an extra Morgan a week represents a 10% improvement! This ambition is governed by inability to find more skilled workers and by restrictions in outside supplies—if even small parts are unavailable, cars cannot be completed. He likes to have a month or six weeks' stock of engines, say 20 Rover and 25 to 30 Ford engines in stock, and similar quantities of other components and parts.

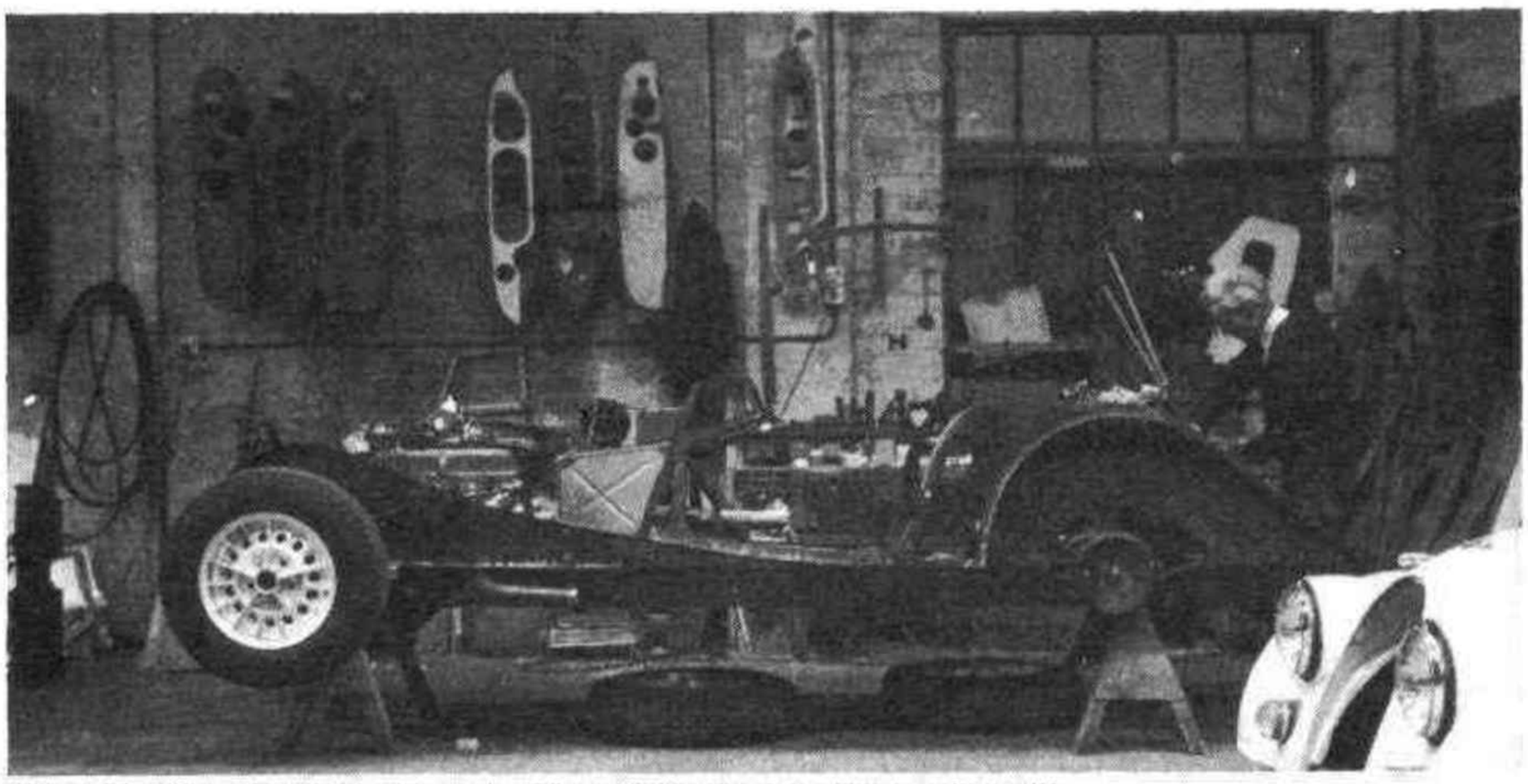
Production goes as follows. The seven bays of the old factory are divided into the machine shop, carpenter's shop, tin-shop (or metal-working shop), paint-bay, chassis erecting shop, and dispatch bay. From the erecting shop the chassis are pushed to the carpenter's shop for the hand-built bodies to be put on. They then go back to the tin-shop for fitting of mudguards, etc., are then painted, to end up in the dispatch-bay. The machine shop is equipped with about 30 machine tools, mostly dating back to 1940 or so, manned by 14 operatives, although two new turret-lathes nave been added. Here suspension lugs, hubs, hood frames, brake drums, Morgan's own lead-coated fuel tanks, etc. are made. The exhaust system is the last item to be fitted.

The almost-complete cars are then pushed across to the new buildings opposite, where the bodies are trimmed, upholstery being made by three girls at sewing machines, and where the electrical items, windscreens, etc., are installed. Each Morgan then goes for a test run of four to six miles to bed-in the brakes, etc., and finally is taken by "Ledbury Jack", the tester, for a check over 15 to 20 miles. The engines do not need bench-testing and there are no assembly-lines at the Malvern factory, a week's output of Morgans being stood on trestles in the erecting-shop, surrounded by those working on them. If they have to be moved, they are humped about by the men. It is this individual method of manufacture that is much of the attraction of Morgans, 65% of which are exported. In addition, though, the Plus-8 is a very potent sports car, even with the undeveloped Rover-Buick light-alloy engine, having as it does a maximum speed of approx. 125 m.p.h. and a 0-60 m.p.h. acceleration time of well under 7 seconds. MOTOR SPORT carried out a comprehensive test of one when it was a new model.

Steel sheet for the bodies is shaped in simple hand-presses, and the radiator cores now come from Germany, each one having five rows of tubes totalling 174, against the 98 of the radiator formerly fitted. The plated shells are made at Malvern. The body shop contains two ordinary saws, a couple of band-saws, a cross-cut saw, a router, a planer and a spindle miller. Wooden floorboards are still used, by the way. Incidentally, each completed Morgan is given a label inscribed with its future owner's name and that of the agent who ordered it and who will soon collect it.

Some of the Foremen started in this little factory as mere boys. Peter Morgan has Jim Goodall as his right-hand man and Derek Day is the Sales Director. Apart from Bardot, Anna Carena, and Mick Jagger, etc., more recent sales have been to Peter Sellers and to Rodney Patterson who tows his "Flying Dutchman" behind a Morgan. Peter Morgan's son Charles cut his teeth in racing on a fully-race-tuned 4/4 and is now competing in Prod-Sport events with a Plus-8. His father's weakness is Ferraris and he has just changed his earlier coupé for a 365GT 2+2.

Thus things go on at Malvern much as they have done for years past. The demand for Morgans is reflected not only in the happy atmosphere at the factory where the new ones are made but by the interest displayed in used cars of this make, albeit prices for the latter are very high and perhaps this is the reason why the exact figure you will be asked for one of the older models is something of a mystery.—W.B.



Assembly of a Plus-8 in progress. Note the facias hanging on the wall.

LANCIA—continued from page 617

oil pressure and temperature; a rechargeable torch (missing on the test car), underbonnet lighting, electric cooling fan, Unus air-horns, four excellent Halogen headlights, adjustable steering column, two-speed and intermittent wipers. But the plastic facia is fairly horrible and the instruments poorly calibrated. The velvet-covered seats of the test car were far more comfortable and held one in place far better than J.W.'s vinyl seats, but the backrests were too short for tall drivers. A deep, roomy boot is part of this sporting package.

Style and performance is not all that this suave Italian offers: used in heavy traffic, tested at maximum speed and on a long, fast country journey, this efficient, thrifty test car averaged 28.4 m.p.g., which compares well with J.W.'s 29-30 commuting m.p.g. There is a fuel warning light which flashes when about 2 gallons remain in the 11.2 gallon tank. If you hear stories of Betas being bad cold starters, ignore them. The test coupé, the earlier saloon and our staff coupé started instantly, though needed choke for the first mile.

This Lancia is not without its faults and impressed me less than at its introduction. Yet its looks, finish and all-round performance make it a very desirable machine. Already there seems to be a vogue for the car among those who have been BMW 2002 afficionados, a telling trend which is unlikely to be halted by the price increase. As a sporting, individualistic car one cannot really complain about its new price.—C.R.

ADVERTISEMENT

Some stories are worth repeating.

Thank you Daily Telegraph

MOTORING JOHN LANGLEY

How to run a big car



MANY people will tell you that the big car is finished in the new era of costly petrol. No one except a few wealthy businessmen will be able to afford to run such cars before long, they argue.

Lots of others will tell you that with high fuel costs and lower speed limits, long distance car journeys are out. Even if you could afford to drive, it takes too long, there's too much traffic and it's no longer any fun anyway, they say.

But it's not true—or at least, it need not be! I was able to disprove both propositions with the aid of a Vauxhall Victor 2300 estate car and a drive to Orkney and back over a long wintry weekend last month. We even managed to fit in a couple of days' fishing and an extended tour of the remote north of Scotland.

All on 49.62 gallons of petrol, costing £36.72 shared among three of us, travelling in considerable comfort with a full load of luggage. Compare that with the cost of flying—£77.40 return per passenger, or rail—£47.48 each first class, or £31.35 second class ordinary return, London to Thurso, plus the cost of hiring a car there.

So for holiday travel, the car is still the answer. And it doesn't have to be a mini to show reasonable economy, providing that it is the right sort of big car and is driven with a modicum of restraint.

The Vauxhall Victor, I concede, is not exactly a big car in the same sense as, say, a Rolls Royce or a Jaguar. But with an overall length of almost 15 ft, it has the essential roominess in the back as well as the front to qualify and the top gear flexibility that comes from a big, 3.3 litre four-cylinder engine.

It certainly qualified as a big car in the popular price range (the Victor 2300 Estate sells at £2,404 including taxes).

The excuse for our joy-ride was to test a new economy cylinder head for the Victor that has been developed by the tuning expert Bill Blydenstein.

For the last couple of seasons his main-pre-occupation has been in developing go-faster equipment for the Vauxhalls raced by the official Dealer Team Vauxhall. His big-valve cylinder heads have always had the potential of greater economy as well as performance, through their improved efficiency, but with the advent of the oil crisis, he has concentrated on economy.

We set off from Bill Blydenstein's headquarters at Shepreth, Cambridgeshire in the Victor just after six p.m. and drove throughout the night, each taking it in turn to have a cat-nap in the roomy back seat.

We stopped only for dinner and breakfast, re-fuelling and driver changes and drove at the official speed limits all the way (corrected on the car's speedometer which, as usual, was fast). We had enough time in hand to make a detour to John O'Groats and still get to Scrabster at 11.05 on Friday morning in time to catch the new drive-on St. Ola Ferry to Stromness in Orkney.

Our overall petrol consumption for the total 1,456 miles worked out at 29.25 miles a gallon, not bad for a big heavily laden estate car. And we weren't hanging about—our average speed was 52.9 mph.

What we were doing was taking full advantage of the massive torque from the big, four cylinder engine to eliminate unnecessary gear changes. It was virtually a top gear run except for starting and traffic driving.

This flexible top gear performance, accentuated by the economy cylinder head with its big exhaust valves, made the Victor a relaxing car to drive and we got back feeling remarkably fresh.

Bill Blydenstein is very keen on this "driveability" aspect, as he calls it, and he believes the car manufacturers will have to pay increasing attention to it in their new engine designs.

"On a long journey, you are better off in a big car" he said. "If you can just keep your foot off the accelerator a little bit, using the car's top gear driveability instead, you can achieve miles per gallon figures every bit as good as from a small car that you have got to row along on the gear lever to achieve the same sort of average speeds.

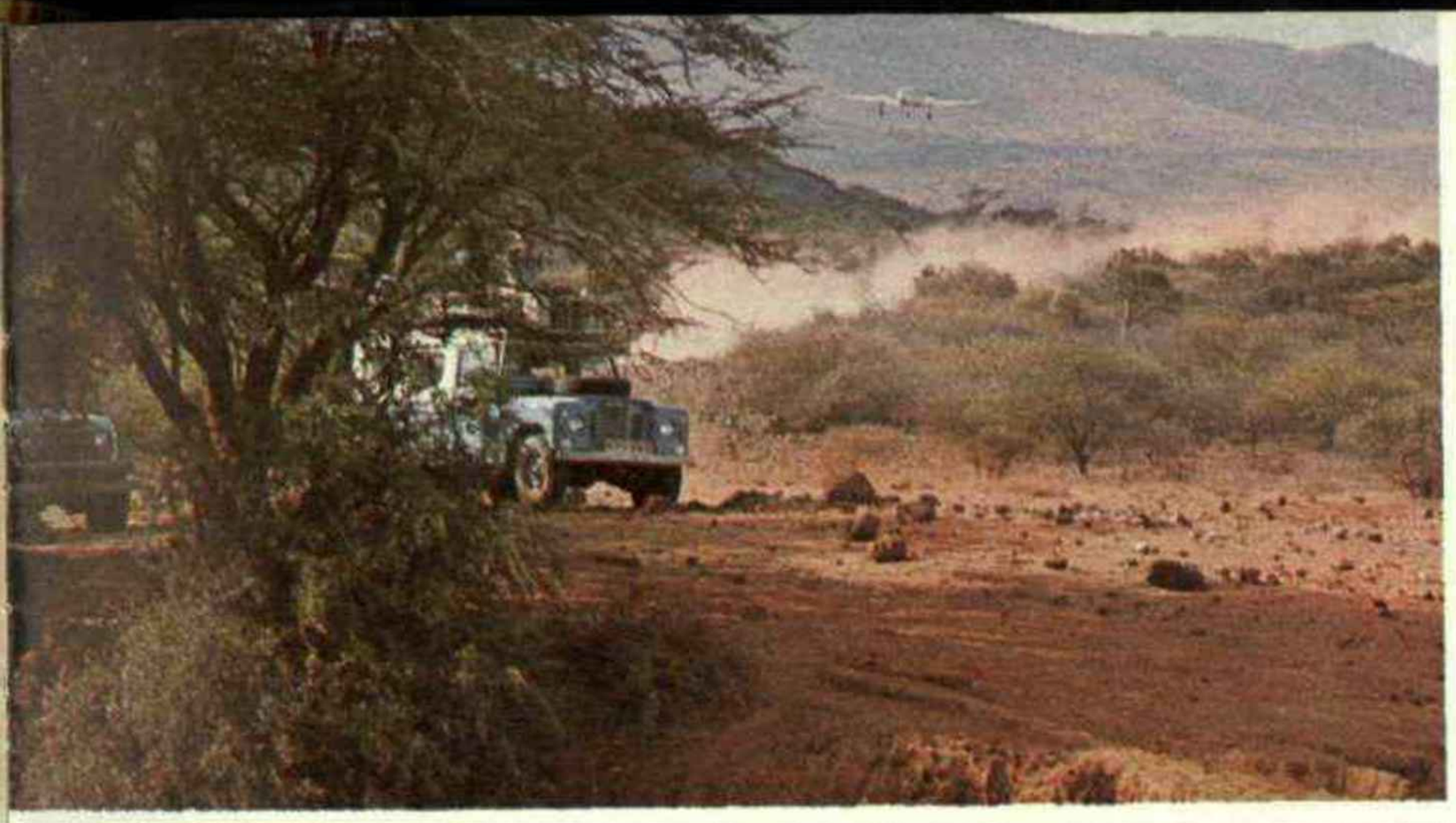
"The performance figure I always look for is the 30 mph—50 mph acceleration in top gear (7.6 seconds in the Victor's case). This gives a very good clue to the car's driveability factor." A driver with "gear knob mania" might not be able to achieve such good results but with petrol bills rising, people would not be able to afford this extrovert style of driving.

Reports coming back from a variety of users indicate that the economy cylinder head can save up to 10p on every gallon of petrol. It has been found particularly valuable on Bedford vans and motor caravans, and, incidentally, it produces at least five bhp more than the standard head. It costs £49.40 on an exchange basis, available through Vauxhall dealers, and would cost about £80 fitted.

Economy kits available through DTV Sportpart Dealers

Vauxhall VAUXHALL GM

We take the time to build them right.



A service aircraft flies low over one of its team cars, flaps and landing gear down to reduce speed. Below, the crew relaxes in the cool, long grass of a bush airstrip.

Continuing our rallyman's view of Kenya's Safari

A whole epic can be written about East African aviation, and only a slightly smaller one about the use of aircraft in the Safari Rally. Distances are so great in Africa that people use light aircraft as Europeans drive motor cars. Farmers, those who are left after the compulsory purchase orders of Kenya's Africanisation policy, use them from strips cleared alongside their farms. Business houses, the police, medical services, commerical travellers, hunters, plantation managers, tour operators and game lodge companies all have their own aircraft, as well as the several thriving charter companies, and the many who run their own purely for personal pleasure and convenience. Indeed, Nairobi's Wilson Airport (quite separate from the international airport at Embakazi) probably matches any in the world for light aircraft movements.

It was unavoidable in such an air-minded country as Kenya that aircraft should be used in connection with the Safari Rally. The organisers used air transport many years ago to get about to have a look at the more remote parts of their routes. Friends of local competitors flew their own aeroplanes to go out spectating and to drop the odd drum of petrol and spare wheel in places where such things would not normally be available. Locally based teams, such as the one run by Marshalls, the Peugeot importers, long before Peugeot itself became interested in the Safari, used their company aircraft to transport mechanics and spares around the route to supplement ground service vehicles. The sophisticated air support and communications networks now being used by professional teams in the Safari owe their origins to these humble beginnings. Nowadays a team will have a fleet of service cars leap-frogging their way around the country to various service points. They will all have radio links with each other, and with their competing cars, so there will be an aircraft constantly in the air to relay messages from one car to another. This is vital in mountainous terrain, where car-to-car communications are impossible. The same aircraft, or perhaps another if budgets run to it, will be used to fly mechanics and emergency spares to bush airstrips adjacent to the rally route. The plane will drop spares by parachute, if the aircraft crew hear of a car in trouble, in an area where landing is impossible.

In many cases it is possible to arrange for a vehicle to meet the aircraft at landing strips and to take its crew to the service point. Some airstrips (or even flat ground) are so remote that this would be putting a car out of action for too long. In such cases, teams have been known to have collapsible bicycles stowed in their aircraft. One team uses little two-wheeled, flat-topped trolleys which they load up with one or two spare wheels, a can of fuel, a toolbox, and small spares. All of these supplies are then manhandled through the bush from landing strip to service point, always with eyes wide open and ears cocked for the slightest signs of wild animals.

So many works teams, and even a few privateers, use aircraft nowadays that air traffic has become almost as dense as that on the ground. One of the misuses of aircraft, one which will be difficult to prevent, is the calling of supplementary pace notes from air to ground. each competing crew will have made notes from its recce trips but it is completely impossible to be right up to date with the constantly changing face of Africa. During the rally a rainstorm may have washed away part of a road before the floodwaters subsided. Not enough to warrant changing the route, but certainly enough to send a car off the road if its driver took a line based on his original notes. There may be a herd of cows approaching around a blind bend, or another car stuck and blocking all or part of the road. These are things which can be spotted from the air and fed to the drivers below by radio. That, we feel, is carrying air support too far, but it is difficult to find a way of stopping it, short of banning the use of two-way radio altogether. That would not really be a good thing at all, for it would remove what has turned out to be excellent additional means of rescue and communication.

Whilst on the subject of rescue we must mention the Flying Doctor Service of East Africa which each year stands in readiness to come to the assistance of any Safari competitior, or anyone else for that matter, who needs medical aid. It is an extremely worthwhile enterprise and one which most fliers will readily help if required, even though the service does have its own aircraft. In this year's Safari the Renault team manager was injured in a road accident and without hesitation one of Peugeot's aircraft was used to take him back to Nairobi simply because that plane was the nearest one at the time.

A remarkable but logical feature of East African rallying is the incredible ease with which most of the local drivers can indulge in roadside repairs and get broken motor cars mobile again





Typical bush servicing scene; mechanics fettle a Lancia Stratos, another operates a hand fuel pump and another refills a water bottle. On the ground in the distance are two service aircraft.

after the most incredible feats of improvisation. Not for nothing have local drivers a reputation as bush mechanics who are able to fabricate all manner of spare parts from such raw material as wood, wire and adhesive tape. Many of Kenya's rally people live or work out in the bush, or at least are experienced in getting cars mobile as quickly as possible after a breakdown, and this has taught them an uncommon degree of ingenuity. A breakdown on an ordinary journey can result in a delay of hours, possibly more than a day, so most experienced Kenyans travel with plenty of food and water, tools and a box of spares and useful oddments. How many people would even dream, for instance, of repairing a split distributor rotor with adhesive and wire? In one Safari some years ago my partner in the rally was an up-country farmer named Pat Neylan. A fine driver and an expert bush fettler, he soon had the broken parts held together by Araldite and bound by a single winding of a welding rod. A makeshift repair took us several hundred miles and was good for up to 6,000 r.p.m. without a misfire.

Many Europeans have the habit of never throwing away anything which could conceivably have some kind of future use. Kenya it is more than a habit; it is a way of life and anyone who has any sort of home workshop usually has it well stocked with all manner of paraphernalia. It is good insurance, for spare parts are often difficult to get and expensive. What is more, it teaches one to be self-contained, and whilst overseas competitors in the Safari are often seen waiting around for their service vehicles to arrive (there are exceptions, of course) most local men will get on with repair work with whatever bits and pieces they have at hand. This has produced a tenacity which has become world famous. In straightforward, dry conditions overseas professionals with their better prepared cars are much faster than the local privateers and semi-professionals, but in bad conditions – deep mud, for instance – the locals keep plodding on whilst many of the visitors fall into delay after delay. What is more, local men with their command of Swahili find it easier to inject urgency into a group of pushing bush dwellers than the visitors do; they are more able to read the signs (of which there can be many) of impending danger and are generally more at home and relaxed in the vast bush than the foreigners, who are frequently just a little ill at ease if they have to stop in an area where not a single sign of civilisation can be seen as far as the eye can see.

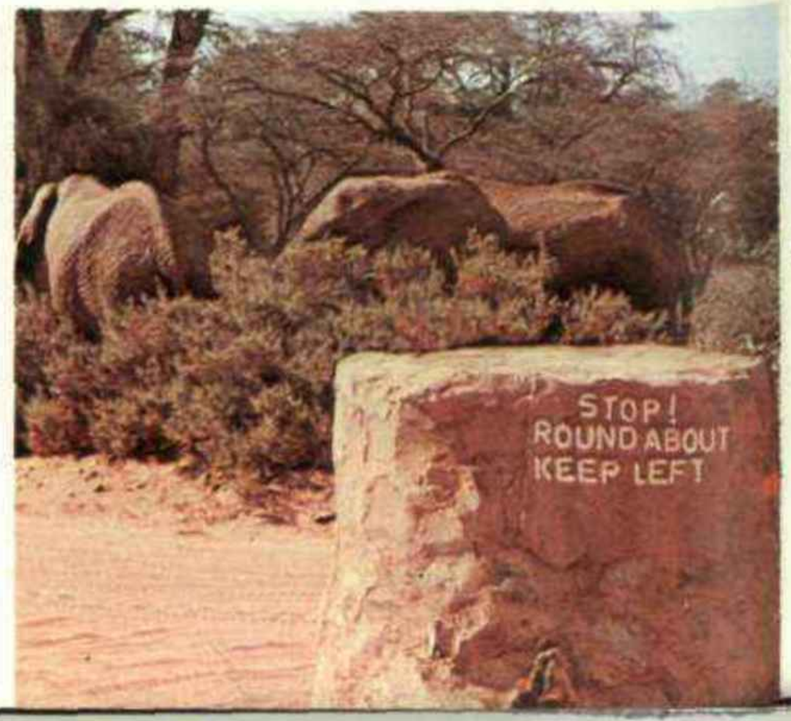
Putting aside generalities for a moment, we would be doing the Safari a great injustice if we failed to mention, even just in passing, the event's incredible number of characters and anecdotes. It would be impossible to do justice in the space available to the many tales which bring Eastertime smiles to Nairobi faces; tales of encounters with animals, people, places and things. Voice of Kenya, for instance, devotes considerable time to Safari coverage but makes a lamentably poor job of putting it over. However, like the jewel in the toad's head, there is good in everything and remarks such as "The first car is due to arrive in 60 minutes, which is approximately equal to one hour" helps to create an atmosphere of hilarity around the hustle and bustle of a Nairobi in the grip of Safari Fever.

Mechanics putting petrol into oil tanks simply because they are in the boot and not in the usual place at the front; drivers staying in a stricken car for hours at night because they didn't like the look of a pair of eyes peering at them from the undergrowth only to find later that the animal was no more than a little dik-dik; co-drivers sitting for days in their rooms writing the copious notes which eventually fill piles of exercise books; foreigners having amusing encounters with bush people during their recce trips and finding that a little more interest can be given to their photograph albums if they give a few shillings more than the one or two usually required in "modelling fees"; the inimitable belly laugh of Big Sembi, a jolly, rotund member of the Sikh community at Kakamega; the remarkable mutual hospitality of local residents who are always ready to offer beds to anyone who turns up, particularly Safari competitors on their recce trips; the delightfully vague arrangements of some airline officials at Nairobi and the sometimes infuriating delays which occur even when the simplest of things have to be done. Local residents are quite used to this, and explain to frustrated visitors that "this is the land of *badu kidogo*", an expression which can best be translated from the Swahili by "a little later".

Of all the world's rallies, the Safari is undoubtedly the most colourful, the most adventurous, the most satisfying to those who complete it and the one with the greatest degree of unpredictability. One may practise for months and lay tactical plans so carefully that nothing is left to chance, but always there can be a hundred and one things which cause those plans to be changed or even reversed. One never knows what is around the next bend or over the next crest in Kenya, and that is what creates that essential, unknown ingredient which makes the Safari the great rally which it is.

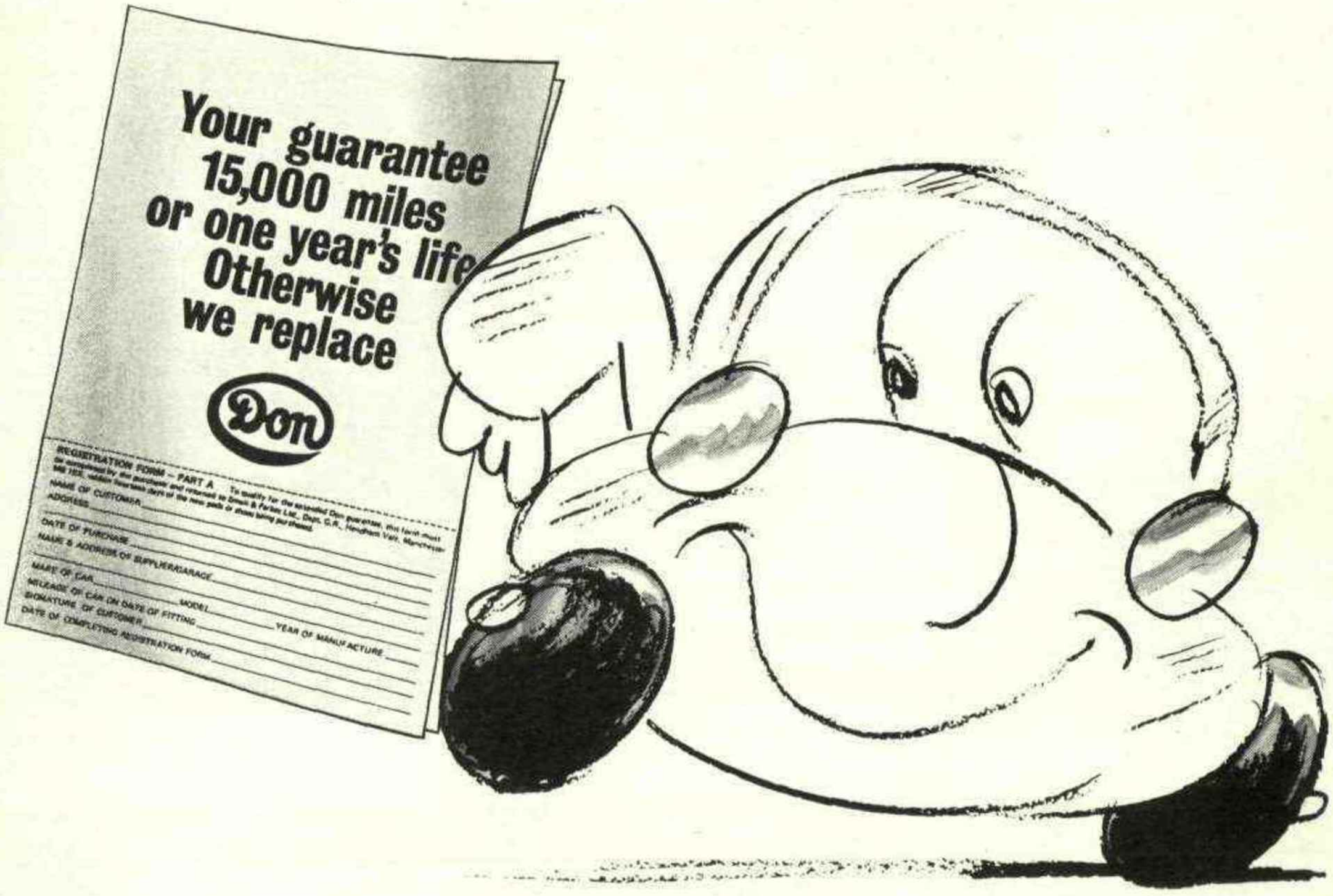
G.P.





Tradition and progress. On the left G.P. indulges in some bartering with two Masai women whilst on the right is evidence that even the open bush sometimes has its traffic problems.

DON'S
15,000 MILE GUARANTEE



ALL THE OTHERS STOP SHORT

Don

BRAKE LININGS AND PADS

Small & Parkes Limited, Hendham Vale, Manchester, M9 1SX

Consumer Press - Page - May 1975.

SPA 1000 Kms. THE WILLY KAUHSEN Alfa Romeo 33TT12S shared by Bell and Pescarolo had an easy victory. Pictured driving through the steam of a drying circuit. Walkinshaw, winner of the 500-km. event, drove his 3-litre Hermetite Capri to victory after losing 3rd gear on the eighth lap.



LOW TAR As defined by H.M. Government

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

INTERNATIONAL WELSH RALLY

ESCORTS, OLD AND NEW, appeared in the International Welsh Rally last month. Outright winners were wily Ford team veterans Roger Clark/Jim Porter in an Escort II (*above*) with the same mechanical parts as its successful predecessor. Bristolians Nigel Rockey and Ron Channon used one of the old Escorts (*right*), on loan from the factory, and scored a fine second place, whilst third went to Tony Pond and Mike Broad in an Opel Ascona, pictured below passing one of the hundreds of natural grandstands in the Welsh forests.



Rothmans....

...when you know what you're doing

the best tobacco money can buy

RKSF4

'MIDDLE TAR GROUP
As defined in H.M. Government Tables.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Spanish Grand Prix

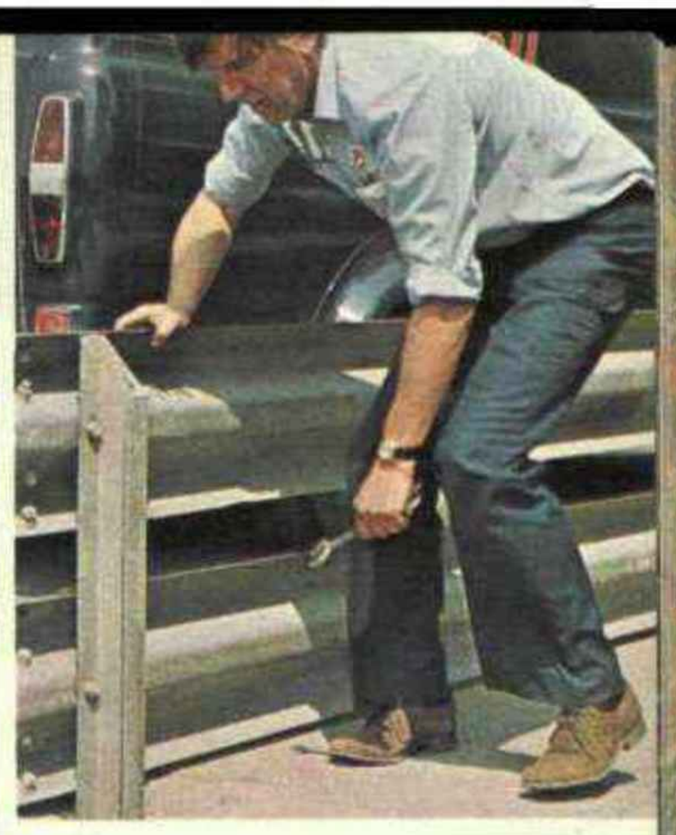


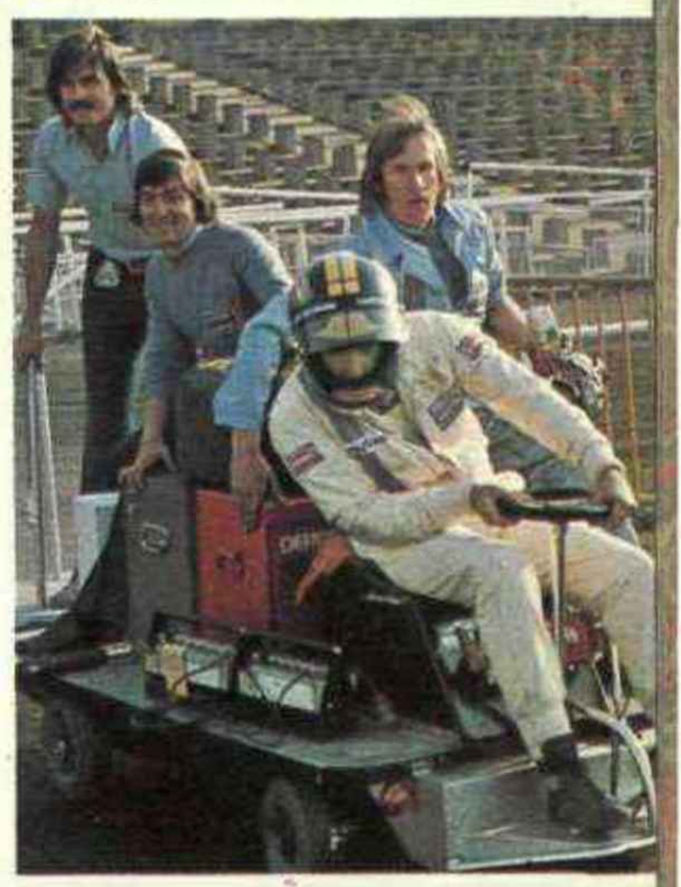




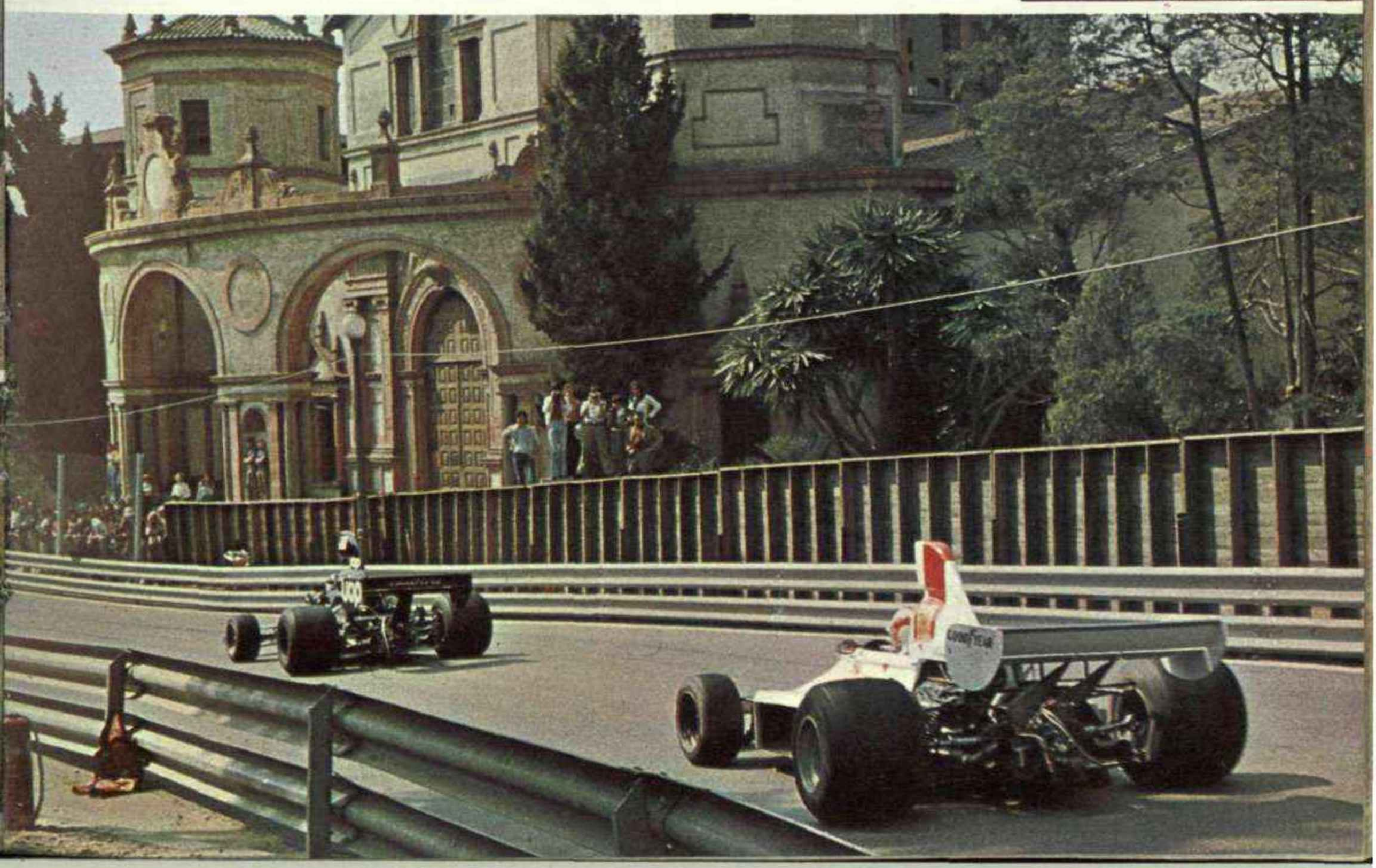




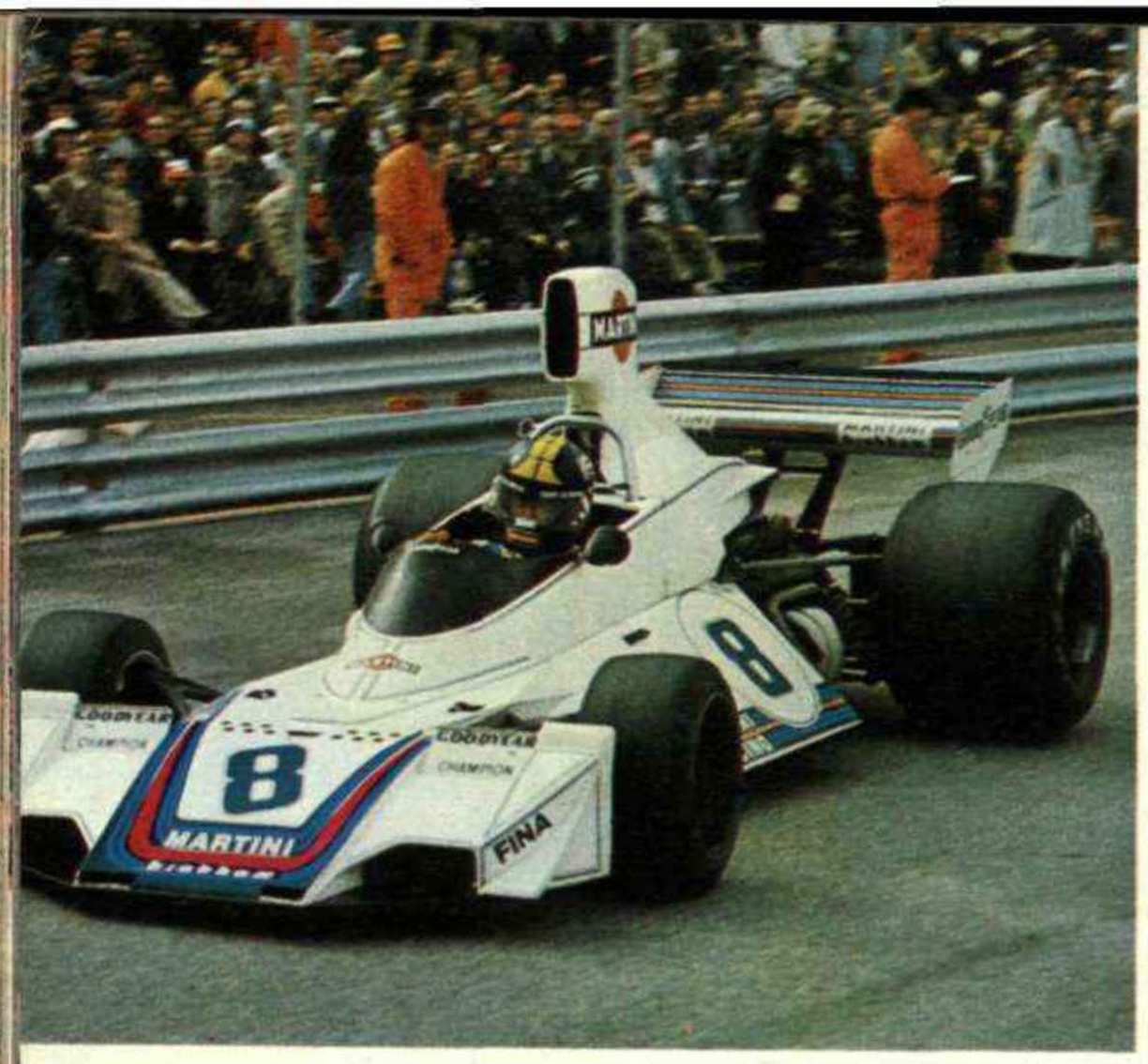




WINNER OF THE prematurely terminated Spanish Grand Prix was Jochen Mass (*opposite top*), whose McLaren M23 had completed 29 of the prescribed 75 laps when the chequered flag came out. John Watson's Surtees TS16 went well before stopping to change a tyre, the Ulsterman seen (*centre left*) sliding his car ahead of Jean-Pierre Jarier's UOP Shadow DN5. The bottom two photographs on the opposite page show Vittorio Brambilla's March 751 (*left*) which was finally classified fifth and Tony Brise in the older Williams-Cosworth who was finally classified seventh. Above, Jacky Ickx can be seen during Friday's practice session, the Belgian being one of only two competitors to try the circuit while the GPDA all argued about the guard rails. Ickx is not a member of the GPDA, having resigned some years ago. Upper right, Ken Tyrrell can be seen helping to bolt together inadequately secured guard rail on Saturday morning, while (*centre*) Carlos Pace amuses the Brabham mechanics with a ride on their special "pit trolley". Our lower picture on this page emphasises the spectacular nature of the fabulous Montjuich Park road circuit in Barcelona, Jarier's Shadow leading Rolf Stommelen's ill-fated Embassy Hill down one scenic section.



MONACO



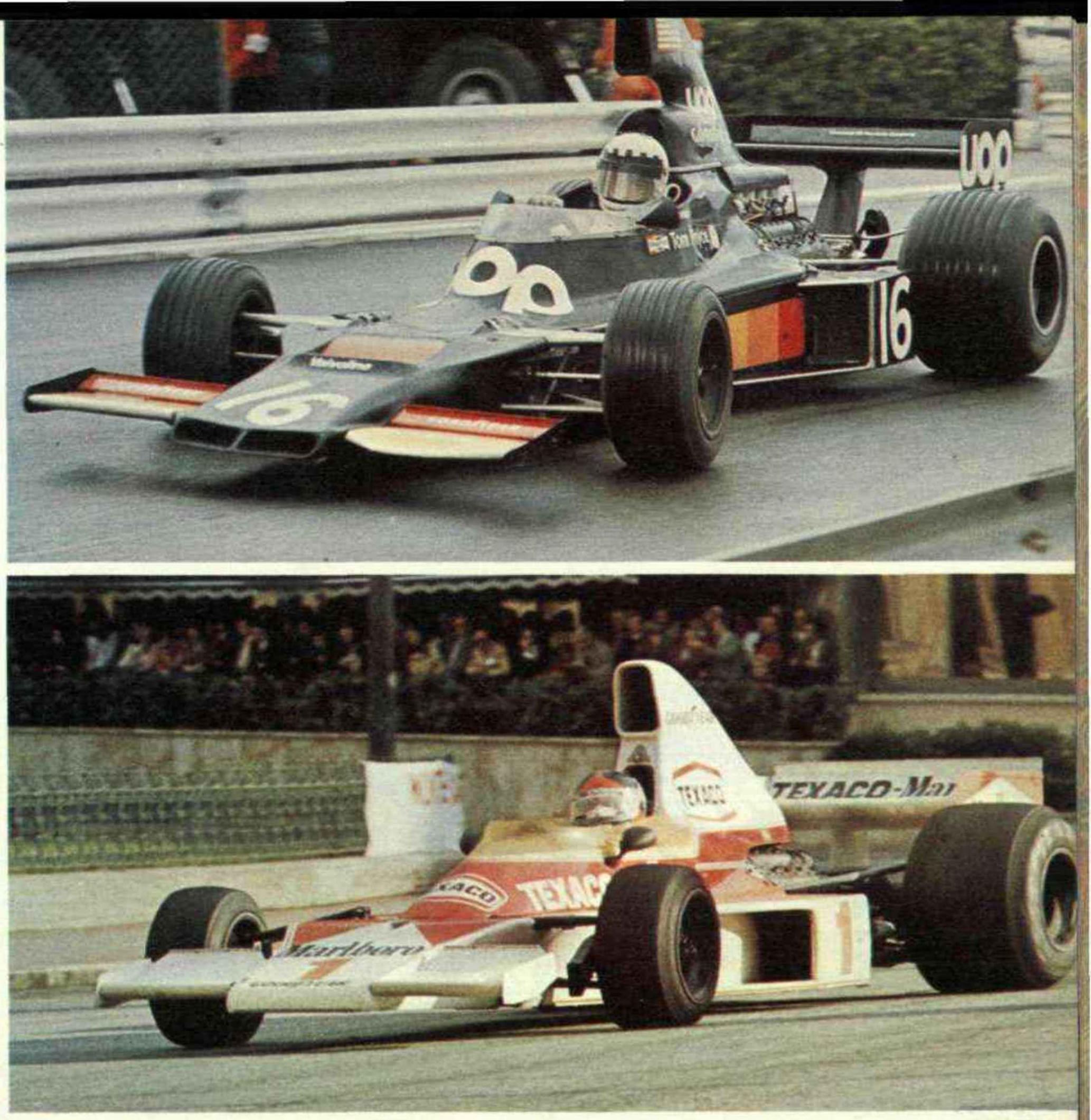
NIKI LAUDA broke a 20-year Ferrari jinx to win in the millionaires' paradise. Chasing his 312T out of the impressive skyline is Peterson's Lotus 72, both cars on wet tyres early in the race (*centre picture*). Carlos Pace, above, took his Martini-Brabham to a good third place, while Patrick Depailler, below, crept from eighth to fifth, passing an unwary Mass on the last lap.





GP





TOM PRYCE, top, showed impressive "tiger" in the opening stages, hanging the UOP Shadow grimly on to Lauda and Peterson. Emerson Fittipaldi, pictured above taking the Marlboro-McLaren through Casino Square, secured his Championship lead with a second place, cutting Lauda's lead from 14 sec. to just over two. Jochen Mass' Marlboro-McLaren hard upon the Lotus of Peterson, below, who'd lost time in the tyre-change roulette.




Are you over the hill?





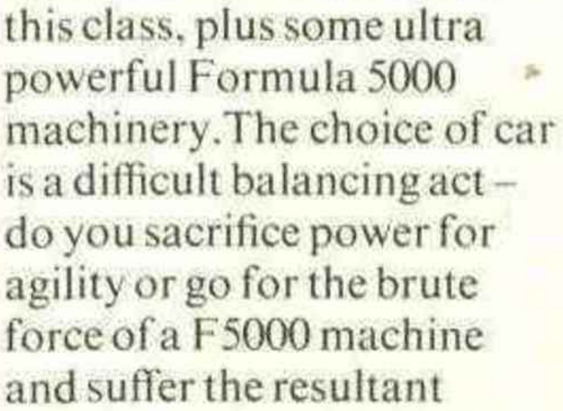


Imagine if you will a picturesque wooded hillside with a narrow tarmac road wending it's way from the valley to the summit. Not the place you might normally expect to find a six hundred brake horse power racing car. But throughout the summer an increasingly large number of enthusiasts converge upon many such roads with one common aim: to climb from start to finish in the shortest time possible.



Hill climbing began illegally at the turn of the century on public roads, much to the annoyance of the general public and the local constabulary, and it was quickly realised that a closed course was necessary for this new found sport. The sport flourished and today hill climbing is one of the most popular forms of motor racing, with approximately 30 hill climb courses in the British Isles, ranging from the short and tricky 440 yd course at Great Auclum, near Reading, to the mile long hill at Craigantlet, just outside Belfast.

To all hill climb enthusiasts, the ultimate event is the R.A.C. National Hill Climb Championship – open to single-seater and two-seater racing cars and taking place at venues all over the country. (The next round is at Shelsley Walsh, near Worcester on the 8th of June.) Like most branches of motor sport, hill climbing is divided into several classes. The premier class is for single-seater racing cars with an engine capacity of over 1600 cc. In addition to purpose built cars, many ex-Formula One and Formula Two cars are to be found in this class, plus some ultra powerful Formula 5000 machinery. The choice of car is a difficult balancing act – do you sacrifice power for agility or go for the brute force of a F5000 machine and suffer the resultant penalties in handling? There are, of course, other classes for smaller engined single seaters ranging down to a class for the fabulously exciting 500 cc motor cycle engined machines which were so competitive in hill climbs just after the war. But hill climbing's not just for single-seaters; there are classes for Sports and Grand Touring cars, Modified Sports cars (Sprites and Midgets are a popular choice, while the V8 engined AC Cobras and Morgan +8's provide the excitement in the larger class) and, the most popular class of all, saloon cars.



Choice of car in the saloon car classes ranges from Minis to Camaros and at many events there's a class for unmodified saloons, which provide a good way to make an economical start in motor sport.

Hill climbing is a tough sport. It requires skill, immense powers of concentration and a great deal of determination. Yet more than any other form of motor sport, it has a marvellous atmosphere of friendly competition. Add this to the excitement of the event and you have the ingredients for a great day out.

Where the action is

June

7 Cricket: World Cup: Australia v Pakistan, Headingley; England v India, Lords; New Zealand v East Africa, Edgbaston; West Indies v Ceylon, Old Trafford.
7-8 Powerboats: International Meeting, Bristol Docks.
8 Motor Cycle Racing: Post T.T. International, Mallory Park.
11 Cricket: World Cup: Australia v Ceylon, Oval; England v New Zealand, Trent Bridge; India v East Africa, Headingley; Pakistan v West Indies, Edgbaston.
14 Cricket: World Cup: Australia v West Indies, Oval; England v East Africa, Edgbaston; India v New Zealand, Old Trafford; Pakistan v Ceylon, Trent Bridge.
14-15 Drag Racing: International Meeting, Silverstone.
15 Motor Racing: ShellSPORT 5000 European Championship, Jyllandsringen (DK).
18 Cricket: World Cup semi-final round, Headingley and Oval.
21 Cricket: World Cup Final, Lords.
22 Motor Racing: Sports 2000 International Races, Brands Hatch.
22 Motor Racing: ShellSPORT 5000 European Championship, Casale, Italy.

July

3-6 Rowing: Henley Royal Regatta.
6 Motor Cycling: British 500cc Motocross Grand Prix, Hawkstone Park.
9-12 Golf: British Open Championship, Carnoustie.
10-15 Cricket: England v Australia, Edgbaston.
12-13 Athletics: European Cup Semi-final, Crystal Palace.
13 Cycling: British Amateur Road Race Championship, Bromsgrove.
14-19 Croquet: Open Championship, Hurlingham.
14-26 Shooting: N.R.A. Meeting, Bisley.
18-20 Rowing: British Championship, Nottingham.
18 Athletics: Women's AAA Championship, Crystal Palace.
19 Motor Racing: British Grand Prix, Silverstone.
19 Cricket: Benson & Hedges Cup Final, Lords.
19-21 Cricket: England XI v Rest (women), Hastings.
19-20 Water Skiing: British Championships, (venue to be decided).
23-27 Cycling: Scottish Milk Race.
26-Aug 2 Cycling: British Track Championship, Leicester.
26-27 Archery: British Target Championships, Warwick.
26 Shooting: Queens Prize, Bisley.
27 Motor Racing: ShellSPORT 5000 European Championship, Snetterton.
31-Aug 5 Cricket: England v Australia, Lords.

Shell
SPORT *where the action is.*

A living Legend

A nostalgic look at the Mille Miglia circuit



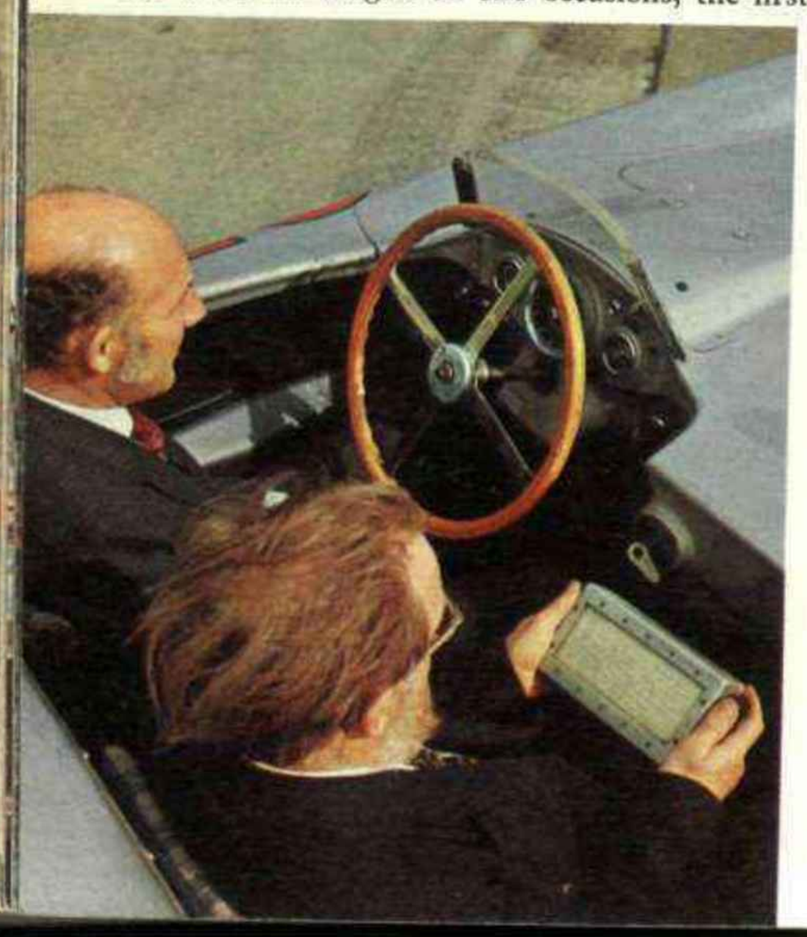
ON the way out of Firenze up towards the Futa pass, our Mercedes-Benz 450SE poses in front of the Mille Miglia monument to Clemente Biondetti. Lower left, Moss and Jenkinson try out a 300SLR cockpit for size, D.S.J. complete with his "map-roller".

TWENTY years ago, on May 1st, 1955, Stirling Moss became the only British driver ever to win the Mille Miglia open-road race round Italy. This tremendous demonstration of race driving was seen at close quarters by only one person, MOTOR SPORT's Continental Correspondent Denis Jenkinson, who sat alongside Moss in the Mercedes-Benz 300SLR during that epic drive, helping him to concentrate totally on controlling the car by forewarning him of the approaching hazards. The story written by D.S.J. about this amazing ride with a top-class racing driver has become a classic piece of motoring documentation, the fascination it holds for enthusiasts being heightened by the fact that the Mille Miglia no longer takes place, indeed there is no such open-road race left in Europe. Changing attitudes of drivers and organisers over the question of safety as well as an increasing reluctance on the part of Governments to allow the individual the choice to put himself at danger have markedly changed the face of motor racing over the past generation and the Mille Miglia in consequence, succumbed to the pressures of "public opinion" 18 years ago. Nevertheless, memories of the race still hold a magnetism and interest for enthusiasts who were barely of school age in 1955 and we recently allowed ourselves a generous helping of nostalgia in re-tracing the route of this 1000-mile motor racing adventure.

The Daimler-Benz A.G. built the winning car for the Mille Miglia on two occasions, the first being in 1931 when Caracciola drove a Mercedes SSKL to victory in 16 hr. 10 min. 10 sec. and the second being in 1955 with the eight-cylinder fuel-injected, desmo-dromic valve-gear, 3-litre 300SLR sports racing machine in which Moss and Jenkinson completed the course in 10 hr. 07 min. 48 sec., an average speed of almost 98 m.p.h. On both occasions a non-Italian driver won the event, the only two Mille Miglias in its history from 1927-1957 in which this ever happened, and with Moss' time over the route standing as an all-time record, it only seemed appropriate that we should re-trace the route in a modern product of the Stuttgart factory. With the assistance of Erik Johnson, P.R. of Mercedes-Benz (GB), and the press department at the factory, a 450SE saloon was made available for us and on a Tuesday morning in the Spring we flew to Stuttgart in company with Stirling Moss for a preliminary visit to the factory test circuit. Before we actually set off for Brescia, the starting point of the Mille Miglia, it was intended that we should be taken for a few laps round the Mercedes test track in one of the 1955 300SLRs and one of the sleek, purposeful silver German cars was ready waiting for that very purpose on our arrival. Looking as impressive as it did twenty long years ago, this 300SLR carried number 658 in distinctive red letters along its side, this being Fangio's number in the 1955 Mille Miglia, indicating that it started the event at 6.58 a.m.; Moss' starting time was 7.22 a.m., his car consequently running with that number, and it was noticed that the "exhibition" 300SLR was a development car, having as it did outboard front brakes instead of the original inboard arrangement.

The whole approach to motor racing adopted by the Mercedes-Benz engineers was that of a technical exercise and the essentially practical design of the 300SLR makes this abundantly clear, it being a typically German, highly efficient tool for the job in hand. Attractive in a purely functional sort of way, we all felt that the 300SLR reflected the German personality inasmuch as it was built to win long-distance sports car races efficiently and with the minimum of difficulties. The fact that the 300SLR is also a good-looking car seems to be incidental to its function. In the same way as one gets the impression that the 450S Maserati was built for its sheer beauty, Maserati then saying "this looks good, we'll race it in the Mille Miglia". Every detail learnt from the pre-War Mercedes motor racing programme had been carefully logged and incorporated in the design of their post-war cars if it was felt to be useful or relevant. For example, the 300SLR has three small holes on its scuttle, immediately in front of the windscreen, and these were designed to take a temporary "slot in" screen should the main screen be broken by a stone. Hermann Lang was nearly suffocated in the face of a 170 m.p.h. breeze at Donington Park before the War and this refinement was developed for successive generations of Mercedes racing cars including the 300SLR as a result. Of course, even the best road racing car is ineffective in a 1000-mile race if its crew fail to familiarise themselves with tyre changing and plug changing procedures and other mechanical details of the car, so Moss and Jenkinson practised hard at these tasks in addition to lapping the Mille Miglia route many times before the event itself. The whole effort was clearly a monumental task of organisation and co-ordination, but the painstaking Mercedes-Benz approach paid dividends and the research and development department they maintain to this day would make contemporary racing car constructors drool with envy. While they no longer involve themselves with motor racing, they still remain very much abreast of the latest technical developments, and a few quick laps in the passenger seat of a rotary-engined C111 coupe proved just as memorable as the spine-jarring ride of the 300SLR. The 4-rotor Wankel engined prototype accelerated from rest to 100 k.p.h. in 4.8 sec, and easily attained 150 m.p.h. and its well-damped ride and quiet interior was a striking contrast to the harsh practicality of the 1955 sports racing car. Amongst the Mercedes-Benz personnel present at the test track was former racing driver and competitions manager Karl Kling, a member of the four-car Mercedes team in the 1955 Mille Miglia, and it was good to hear from him that the gargantuan Alfred Neubauer, Mercedes team manager from the late 1920s who had presided over the racing programme in 1954 and 1955, is still alive and well at the splendid age of 84 years.

Whilst we could happily have spent a day just "playing" with the those fascinating

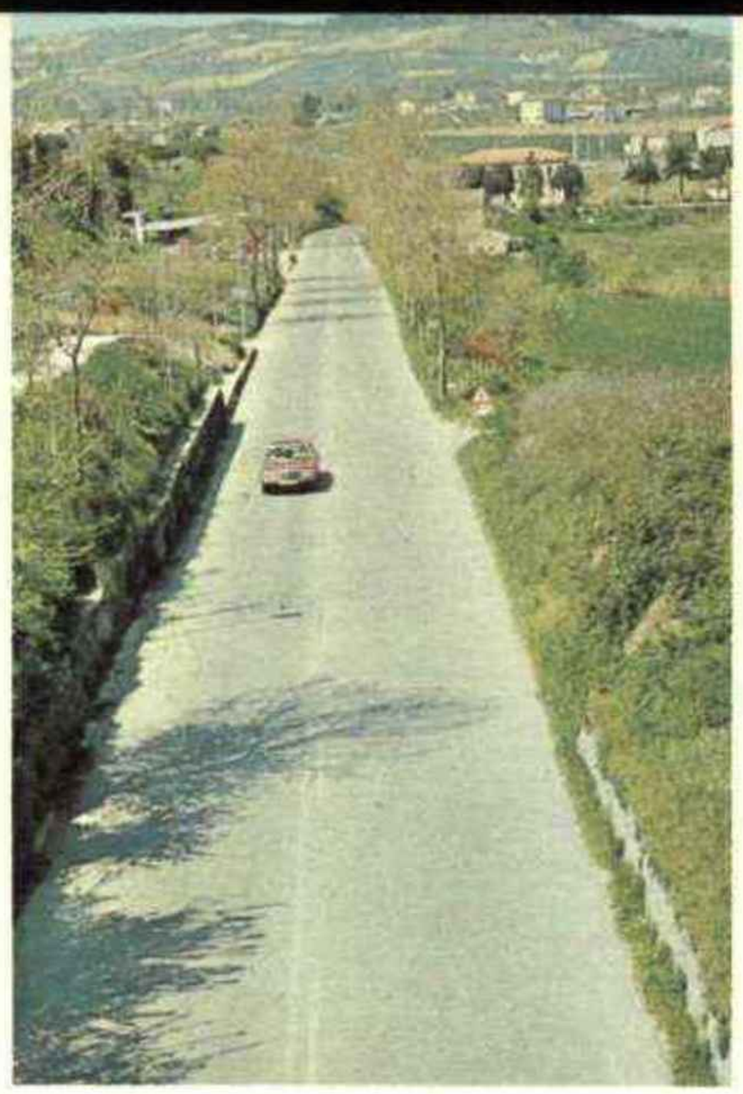


Mercedes-Benz "museum pieces", our schedules obliged us to exchange nostalgia for reality and we were soon speeding effortlessly down the autobahn towards Munich in the air-conditioned luxury of the 450SE saloon, this beautifully contrived and superbly finished executive express content to cruise for hours at a stretch at 120 m.p.h. and returning something around 15 m.p.g. whilst doing so. A brief pause for the night at Innsbruck and we were back on the autobahn heading up into the Austrian Alps, across the impressive Europabruck – the highest single-span bridge in Europe – and on towards the snow still lying in the Brenner Pass. Many of Europe's long-distance motorways are tedious grinds to the Continental traveller, but this route up over the Brenner and down into Northern Italy provides spectacular scenery and splendour which is well worth seeing. Round the tight, sweeping curves, the 450SE seemed stable and confident, the spirited rasp of a Swiss-registered Dino 308 coupe on the inside of a tight curve heralding the only car to pass us between Innsbruck and Trento, the first major town on the Italian side of the border.

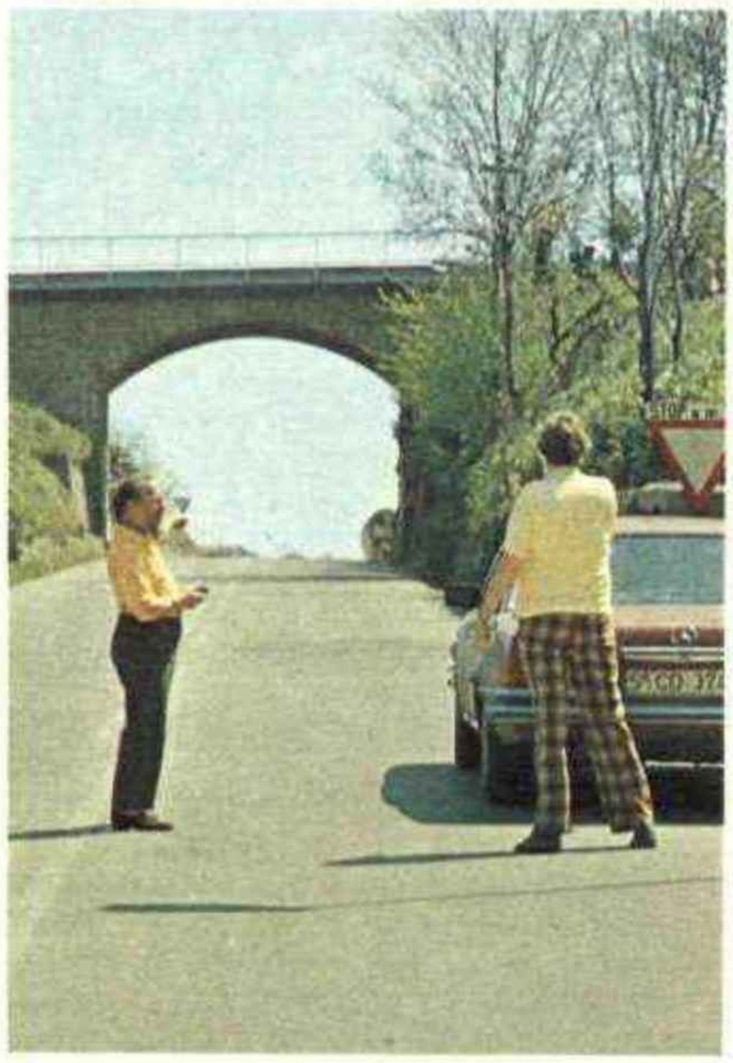
Up at the border we were obliged to deviate from the autoroute for a few miles to by-pass an avalanche, but we were soon back on the dual carriageway and up to our 120 m.p.h. cruising gait and rushing down towards Trento, Verona and the Spring sunshine. Passing Lake Garda we recalled how Stirling Moss had driven his 1000 c.c. Cooper V-twin on the road circuit there back in the early 1950s, confounding all the Italians by finishing third behind two Ferraris, and then we turned right at Verona to speed through the dull and uninspired North Italian countryside to the ancient town of Brescia, starting point of our whole exercise.

It took some time to thread a path through Brescia to the famous Piazza della Vittoria, the hordes of Italians who rode Vespas and bicycles back in 1955 having replaced them with Autobianchis and tiny Fiats, and we found that one-way systems make the city a nightmare for the motoring stranger. Finally we swung into the picturesque square where scrutineering for the Mille Miglia took place during the week prior to the race, where twenty years ago the whole atmosphere progressively built up throughout the week, culminating with the start of the race from the nearby Via Rebuffone. D.S.J. recalled that many teams drove their cars through the streets to scrutineering, most of the cheering being reserved for the Ferrari and Maserati entries, but Mercedes-Benz played safe and arrived with the 300SLRs on two enormous trailers. They even got their mechanics to push the cars up onto the starting ramp, reasoning that after such exhaustive preparations, they were not about to over-strain the single plate clutches which had already proved to be something of a weak point on the 300SLR.

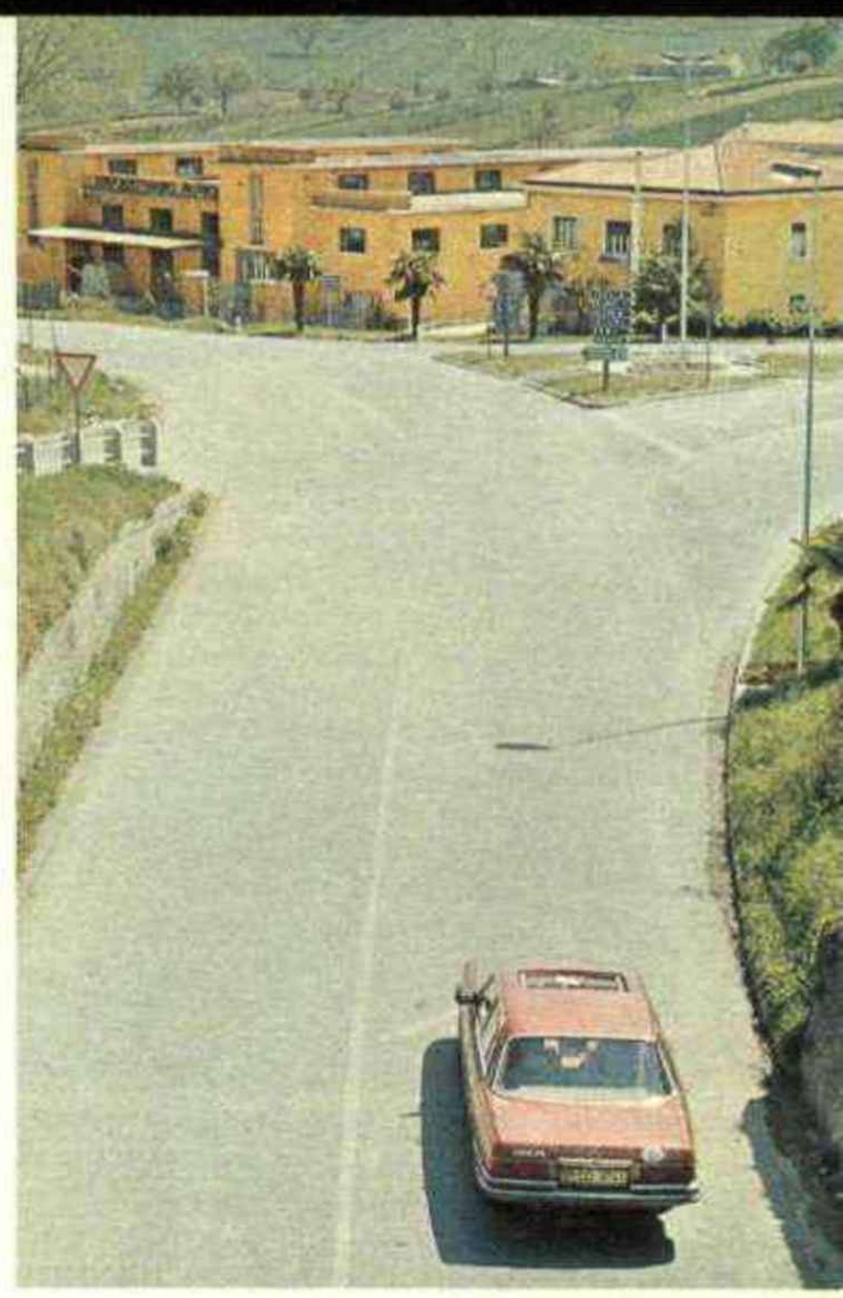
Back in 1955 only two of the Mercedes-Benz team took along co-drivers in the Mille Miglia, D.S.J. partnering Moss and Hermann Egar sitting alongside Hans Herrmann. Fangio drove alone as did Kling, the latter extremely confident that he would win the race after driving a 300SL Gull-Wing coupe to second place behind Bracco's Ferrari three years earlier. From the tree-lined Via Rebuffone we followed the route out through the Brescia suburbs, our 450SE threading a path through the maze of heavy lorries which now seem to clog even the smallest by-way in this part of Italy, a section down which the faster cars quickly built up to near-maximum speed. Except



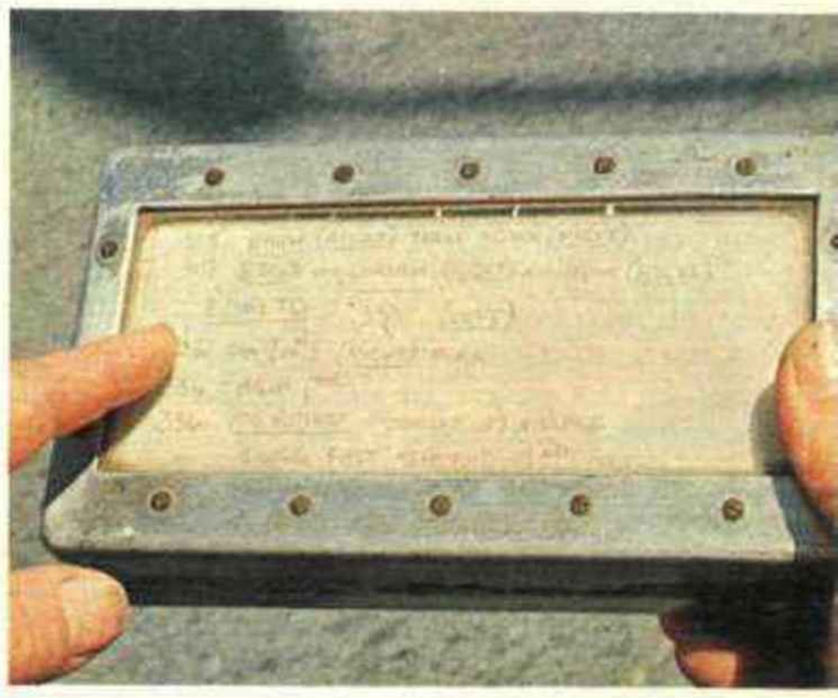
TYPICAL ROUTE – Our 450SE is seen above on a long straight into Loreto which led beneath the bridge pictured below, this section being completely blind for Moss in the 300SLR.



for traffic islands and road signs, the route has not changed much over twenty years and it was exciting to imagine the silver 300SLR screaming up towards 170 m.p.h. in fifth gear as D.S.J. followed his carefully plotted and practised route map-roller system with which he warned Moss of any hidden hazard. There was no point in using the carefully devised system of hand signals on open corners, for the driver could make up his own mind what to do in those circumstances without any outside advice. D.S.J. agreed that the Mercedes certainly had impressive acceleration, but that Castellotti's 4.4-litre 6-cylinder Ferrari was even faster and the Maserati 450S which he shared with Moss in 1957 built up to 170 m.p.h. in the specially contrived "overdrive" fifth gear so quickly that they had held high hopes in 1957 of improving on their Mercedes record. Unfortunately, after just 12 kilometres we passed a Shell station on a medium speed left-hand curve, the scene of the



THE left-hand corner beyond the bridge (above) at Loreto where Jenkinson's invaluable assistance enabled Moss to concentrate totally on controlling the 300SLR. Below we show the map roller on which D.S.J. kept Moss informed of the route, indicating his marks for a deep cutting and a left turn beneath a bridge.



big Maserati's ignominious retirement from the last Mille Miglia with a broken brake pedal. Then it was on out towards Lonato, under the huge railway bridge into Desanzano and onto the long straights past the bottom of Lake Garda with the traffic thinning out in 1975 just like the watching crowds did 20 years earlier. The 450SE was cruising fairly energetically at a modest 130 k.p.h. on sections that the 300SLR topped 275 k.p.h. before we slowed to wind through the narrow streets of Peschiera, past the tree into which Farina crashed his 4.9-litre Ferrari in 1954 and then out again through highways of long trees down to Verona and Vicenza.

By this time the magnitude of the Moss/Jenkinson achievement allied to the demands of the Mille Miglia was becoming clear. It took us fractionally over an hour in traffic to arrive at Verona but the winning Mercedes *averaged* about 120 m.p.h. for this opening stretch, covering the 68 kilometres in about 20

minutes, a feat which even with the roads all closed gave us a fresh sense of proportion about high-speed motoring. Suddenly we realised that this was only a tiny fraction of the 1000-mile route, and the first official control on the route didn't come up until Ravenna, some 303 kilometres from Brescia! With the route winding through little country towns and villages, every garage must have an interesting story to tell about the Mille Miglia and one of the most amusing anecdotes concerns the two small boys who "borrowed" their mother's Fiat Topolino and "joined in" on the route between Brescia and Verona during the 1955 event. These ambitious youngsters got as far as Padova before they ran out of petrol and were found out by race officials. They might well have been in a lot of trouble with their mother, but the local motor club took the incident in good part and D.S.J. recalls that the two nervous youngsters, dressed in their Sunday best, were invited to a victory banquet at Mantova after the race and sat next to Fangio. Where are these two young men now? They will be over thirty years old by now, probably respectable middle class family men.

Down towards Padova we sped along some long straights on which Moss found Castellotti's 4.4-litre Ferrari closing up in his mirror and, going through the town the Ferrari went by on the inside of a right-hand corner as Moss made one of his rare mistakes and brushed the straw bales on the outside of the corner. The Ferrari then pulled away down the straights but the Mercedes caught up on the fast swerves, sections on which we cruised the 450SE up at 160 k.p.h. despite having to weave our way through the maze of Fiat 131 Mirafioris and Citroen CX2000s which indicate that Italy's economic problems do not seem to be apparent at first sight. Still the countryside remains flat and dull as the route winds down through Rovigo and Ferrara to Ravenna, the first control on the route where competitors had their route-card stamped, 303 kilometres from the starting point in Brescia.

Pressing on in the 450SE, we reached Ravenna in four hours' fairly enthusiastic motoring. The Moss Mercedes arrived at the control 1 hr. 36 min. 20 sec. after rolling off the starting ramp in the Via Rebuffone and Castellotti, driving alone, did 1 hr. 34 min. 29 sec. on this section! By this time the Mille Miglia competitors had already travelled the distance of a 1975 World Championship Grand Prix and the 1955 winners still had almost nine hours' near flat-out driving to complete before reaching the chequered flag. Looking at a map it seems logical that the Mille Miglia route should follow a route out to the coast from Ravenna, but for some unaccountable reason it deviated inland to Forli, now passing beneath the new autostrada, and then turned left to return to the Adriatic coast at Rimini. On several occasions round the route we were conscious of unexpected detours from what appeared a logical path, so it can only be assumed that pressures by various local motor clubs to have the great road race pass through their town were taken into account when preparing the itinerary.

By this stage on the route we were trying to work out just how quickly the 1957 Maserati 450S would have arrived at Ravenna, this prompting us to speculate over who would be running in the Mille Miglia if it had still been taking place in 1975. Upwards of 600 competitors used to take part during the 1950s, the slowest cars such as Citroen 2CVs and even Isetta "Bubble" cars leaving Brescia on Saturday evening from 9 o'clock, one car leaving every minute until the big Mercedes, Ferraris and



Maseratis departed early on Sunday morning. We found ourselves compiling a 1975 starting order with Fiat 127s, X19s, Lancia HFs, VW Polos, Alfasud TIs and Alfettas leading the field away at 9 o'clock on Saturday evening, followed in due course during the night by Porsche 911s, Lancia Stratos, Chevron B31s, Ferrari Daytonas, Dino 308s, Berlinetta Boxers and de Tomaso Panteras before leading up to a trio of Matra-Simca 660s, Ferrari 312Ps and Gulf-Cosworths in the morning and rounding off with a couple of Gulf Porsche 917s right at the back. The prospect of a Porsche 917, possibly geared for a top speed of 230 m.p.h. as it streaked down the Adriatic coast towards Pescara, made us swallow hard for a moment as we realised that such a car would probably complete the 1955 route in something around 8 hr. 30 min., although we would be interested to see how many journalists would be prepared to sit alongside the drivers. D.S.J. felt that he would like to go in a Porsche 917 with Brian Redman who would take notice of the instructions given to him and remain philosophical and smiling when the car broke down miles from anywhere in the Abruzzi mountains. I felt inclined towards a Ferrari 312P driven by Peterson because I fancy an open car, while M.J.T. preferred the prospect of Lauda doing the driving of his Ferrari because it would be flat-out all the way with both of them but Lauda might have a genuine chance of winning!

Our dreaming was abruptly interrupted in the main square of Forli where we spied a neat little

THE flat-out brow (left) over which the winning 300SLR was launched into the air and flew for a considerable distance. At the bottom of the page we show the 450SE on a mountain section of the route with the Mille Miglia route winding up towards us in the background.

Fiat Balilla "Coppa D'Oro" sports car in the showroom of a Fiat garage, the same garage that retrieved the wreckage of a 300SL Gull-Wing coupe which Moss bounced off an errant army lorry during practice for the event in 1955. D.S.J. recalled the garage being managed by Sig. Mambelli at the time and a quick look into the workshop produced a couple of employees who almost immediately recognised his bearded face. Gushing with such enthusiasm for the Mille Miglia that it left us feeling that the race was just about to come through the town that very evening, they both recalled the silver Mercedes sliding through Forli's main square twenty years ago although, sadly, Sig. Mambelli is no longer there having died in 1963. Incidentally our conversation revealed that Mambelli himself was a keen Mille Miglia competitor, having been riding mechanic on Pintacuda's winning Alfa Romeo in 1937 and later sat with Farina in the 1940 race round the reduced Brescia-Cremona-Mantova circuit finishing second behind the von Hanstein/Baumer BMW 328.

From Forli we slotted the 450SE into formation behind a single-file queue of holidaymakers (Italians go to the seaside early, it seems) down to Rimini, where the route joined the Adriatic coast for the picturesque run down to Pescara, although the scenic value of the drive could not have been of much consequence for Moss and his co-driver in 1955. The Adriatic coast section features spells of flat-out motoring between lines of high trees and many of the town names are familiar to racing enthusiasts, Cesanatico, Rimini, Seningalia, Pescara and (going further down) Bari, having all held road races at some time in the past. Just beyond Rimini we deviated off our route to have a look at the Autodromo Santa Monica, at Misano, this clinical circuit providing racing enthusiasts with their substitute for the many road circuits now that motor racing on public roads is deemed an anti-social pastime. In fact, the whole format of Italian racing has changed over the past twenty years with the Mille Miglia ending, the Targa Florio being reduced to the status of a national-level club race, the Mugello road circuit being abandoned and a new autodromo rising up near Florence to replace it as well as the demise of the Giro del Sicilia and several other pure-road events. Reflecting that Misano was probably better than no racing at all, we continued on our



BEFORE we started (right), our 450SE is pictured in the Piazza della Vittoria, the place where the Mille Miglia Competitors had their cars scrutineered. Below, a typical narrow street in a country town along which the Mille Miglia route passed.



way with the very efficient Mercedes-Benz air-conditioning making the 450SE most restful to drive in the warm Spring sunshine which shone for most of our trip. The Seningalia circuit was the subject of our next detour, this town holding sports car races in the 1950s on the weekend prior to the Pescara Grand Prix race, and then it was on down towards the hilly seaside town of Ancona, keeping pace with the route on D.S.J.'s map-roller, by-passing Loreto and rushing uphill under the "blind" arch at which Moss had to be reminded of a sharp left-hand turn immediately afterwards, one of the many occasions on which advanced warning enabled the Mercedes driver to save vital seconds as well as allowing him to concentrate purely on driving the car. A second here and there is of little consequence in today's Formula 1 "sprint races" but, over 1000 miles of public road, it could mean the difference of winning by a few minutes or finishing second, particularly when Fangio was a member of the same team.

At the 401 kilometre stone we found the famous "jump" at which the Moss/Jenkinson 300SLR had leapt into the air at over 170 m.p.h., this being in a 9-kilometre straight along which Moss just kept the Mercedes revving constantly at around 7500 r.p.m. in top gear, and then we were running into Pescara along the final straight which was also used on the 15-mile Grand Prix circuit round this town. Having checked into our hotel, we explored the GP circuit very conscious that two days' motoring had brought us barely half-way round a circuit which the 1955 winning car had lapped in fractionally over ten hours!

From Pescara the format of the route changes significantly, this being the section on which D.S.J.'s "navigating" really paid off in 1955 as the Mercedes headed out over the Abruzzi mountains. After a bit of a dice with a locally driven BMW 3.0Si, we were soon winding our 450SE up into the mountains beyond Popoli, this being real "reflex stuff" where Moss fully extended himself and the 300SLR to its maximum in his effort to wrest the lead from Taruffi's 3.8-litre Ferrari which was leading the field at Pescara. This section had started literally with a bang, Moss misjudging a corner in front of the Pescara railway station and bashing the front of the car through some straw bales, so the first few miles were a bit worrying as D.S.J. scanned the temperature gauge just in case the radiator had been damaged in the impact. It had not, so all was well. Beyond Popoli the road really starts to twist and turn into the mountains with a succession of hairpin bends, it being almost impossible to drive fast in the 450SE owing to the chance of head-on collisions on blind turns. This problem presented itself to Moss and Jenkinson during practice in 1955, so they devised a technique whereby D.S.J. hung over the back of the seat watching the road above the hairpins yelling "yes, yes" if the road was clear so that Moss could try at "nine-tenths" with the 300SL and really find out what the surface was like at near-racing speeds.

Having completed the climb, it was almost unnatural to find ourselves running onto a rather desolate plateau along which we could build up to an easy 200 k.p.h. in the 450SE, and then we found quite a lot of road alterations on the descent to Antrodoco with many of the tighter swerves having been straightened out, these modifications so completely changing the nature of the road in some places that it was extremely difficult to follow the route on D.S.J.'s map-roller. Nearing Antrodoco we stopped at the point where Moss' racing career almost came to a premature end in the 1956 Mille Miglia when his 3½-litre Maserati (again shared with Jenkinson) got out of control in pouring rain and skidded over a cliff after smashing down a concrete barrier. A sapling just a few feet below road level caught the Maserati and prevented it from falling another 300 feet into a deep gorge, in D.S.J.'s words this being "one of those lucky breaks which keep some people alive". In fact a newly built bridge almost totally obliterates the scene of their escape and the cobbled hairpin into Antrodoco which leads over a level crossing has been replaced by a gently curved section of elevated road. There is also a by-pass round Cittaducale, but we followed the original route up through the town before dropping down through Rieti and down into the northern tip of Rome where the half-way control point was situated. The roads have hardly altered and it was possible to follow the exact path of the 300SLR along the tree-lined road which contained the pits and this was the point at which Moss and Jenkinson were told that they were leading the 1955 Mille Miglia. It may seem unbelievable to younger readers, but apart from two tanks of petrol, the 300SLR received only one set of fresh rear tyres at Rome and that was all the maintenance carried out in 1000 miles of racing. The bonnet was never lifted, no oil was added and Moss just had time to relieve himself before leaping back into the driving seat and heading out of Rome for another 450 miles of non-stop hard motoring back towards Brescia. Out onto the Via Cassia to Vitterbo and past the Vallelunga Autodromo we came upon the little town of Monterosi, the scene of another of Moss' practice shunts for the 1955 Mille Miglia. This time it was a sheep which made rather violent contact with the 300SLR, the animal being killed and the Mercedes sustaining severe rear axle damage when it spun off the road. Just as they were clearing up the mess, along came Karl Kling, practising the route in a 220A saloon, and after Moss had explained the problem, Kling agreed to telephone Neubauer in Brescia and recount the tale. Unfortunately it appears that Kling translated "sheep" as "jeep" and there followed a hilarious conversation as Neubauer attempted to find out the damage and insurance position connected with this imaginary "jeep"!

On beyond Monterosi we sped, passing a huge scrapyard containing hundreds of cars, most of which were not even built in 1955, and then on through Vitterbo and up through Montefiasconi towards the Radicofani pass. Even with the 450SE floating gently over the bumps and smoothing out the most violent undulations, this section proved to be real "point and squirt" stuff to maintain anything approaching a respectable average speed. So it was quite easy to understand why Hermann and Kling thrashed the fully-tanked prototype 300SLR over the bumps between Rome and Siena during pre-race testing, trying everything they knew in an effort to break the car's chassis, as this was felt to be the one section of the route that the Mercedes would break on if it was to break at all. M.J.T. demonstrated the excellence of the 450SE's handling and traction by "playing bears" on a typically twisty and tortuous section leading up to the top of the Radicofani mountain pass, but the big Mercedes saloon refused to be ruffled and the splendid automatic gearbox "hold"

Continued on page 641





DTV

FIRENZA TWIN CAM





VAUXHALL'S DECISION to produce the streamlined "droop snoot" version of the Firenza coupé was a courageous one at a time of fuel shortages and gloom. Today the economic shadows seem worse than ever, but Dealer Team Vauxhall preparation boss (on the rallying side) Chris Coburn decided to press ahead with an even further refined, and extra powerful, version of the Firenza.

At this year's Racing Car Show it was announced that Coburn Improvements would market replicas of a shining black Firenza Twin Cam displayed on the stand. Since then a second car has been partially completed, but no customer cars have been made, and it seems unlikely that they ever will be, because costs have risen to the point where it's not even clear that it would be economic to market replicas at £6,000: Coburn's personal example, constructed with used parts that included a converted 170 b.h.p. Vauxhall 16-valve engine, is valued at £4,750.

The car evolved during casual conversation between Coburn and his rally engineer, Paul Husband, as a prestige vehicle for DTV's activities.

The example we drove had re-trimmed seats, Weathershield metal sliding sunroof, Radiomobile four-speaker radio/tape player with electronic aerial retraction, boot-mounted tail spoiler and fire extinguisher, rear seat belts, plus a number of smaller features.

Mechanically speaking the running gear is little altered for the new engine. Chris prefers a greater degree of oversteer in his motoring than is provided in the production model, so a rear anti-roll bar (from a previous non-droop snoot model) is installed. Even sportier handling is also provided by the substitution of a high-ratio steering rack, Bilstein gas-filled shock-absorbers and 205 section Dunlop Rally Super tyres.

The modified Vauxhall engine, high performance clutch and Firenza ZF 5-speed gearbox are easy to install, though "new tubular exhaust manifolding and a slight dimple in the front bulkhead are needed," says Chris Coburn.

For customers it would probably be easiest to install the complete Jensen-Lotus alloy engine, for the Coburn example involved some extra labour in adapting the Vauxhall block to take the Jensen-Healey head, complete with that vehicle's camshafts and 9 : 1 compression ratio. Heavy duty valve springs are installed, while inlet and exhaust porting has been modified in Coburn's workshops to improve breathing in conjunction with twin 45-mm. Dellorto twin-choke carburetters. Beneath the cylinder head the engine consists largely of Vauxhall components, though a Lucas distributor is installed at right angles to the oil pump, below the carburation.

How enthusiastic Chris is about his interpretation of the Vauxhall Firenza (which is still available to special order, though there currently seem to be few takers at £3,048) can be gauged from his comments. "My father runs one of the more exotic Porsches, and I can't help feeling how much better value my car is! I have a considerable amount of boot space, two proper rear seats and a far more unique vehicle."

We drove the car for less than an hour over the kind of sunlit country roads that provide a living for the fantasies of advertising, and it emerged as a very well balanced vehicle. The handling is exceptional with a very high limit of adhesion and the kind of breakaway characteristics that allow safe, enjoyable, positioning of the Vauxhall.

The gearbox suffers from that annoying "zizz" in 5th gear, but it complements the engine's quick response with a ratio for every situation, 120 m.p.h. coming up rapidly. The combination of an excellent torque band and the superbly matched suspension and braking systems make this a terrifically enjoyable cross-country flyer, though extra sound insulation could be justifiably requested against gearbox and engine threshings.

A worthy and interesting enthusiast's car, but I still want a Porsche!—J.W.

'The sheer sensual pleasure of handling it simply cannot be put into words.'



This was John Bolster's reaction, after his Autosport road test on the Maserati Merak. We agree. Its handling qualities have to be tried to be believed.

Merak comfort is easier to explain. Unlike some mid-engined cars, the Merak is designed with comfort in mind. The quietness of the ride is exceptional. Instrumentation is easy to read: one glance tells all.

The 2965cc V6 Merak is a classic investment. See your dealer for a Merak, Bora, Khamsin or Citroen SM test drive. Or write: Maserati, Dept H3, Mill St, Slough SL2 5DE.

MASERATI Drive a legend.



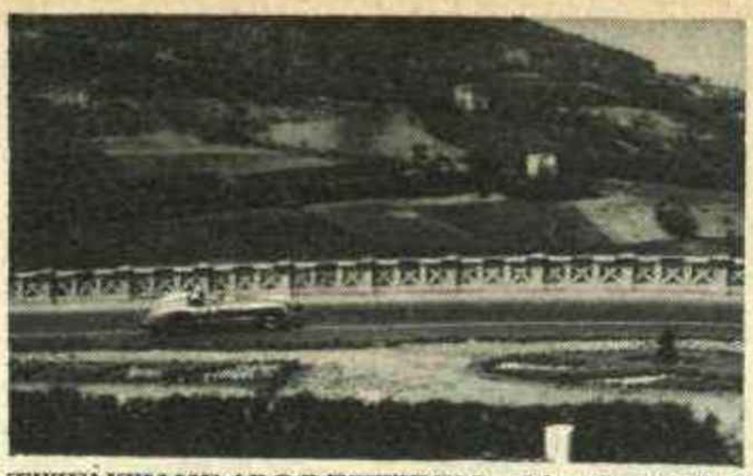
1933 M.G K3 Magnette 1087c.c s/c

MILLE MIGLIA – continued from page 637

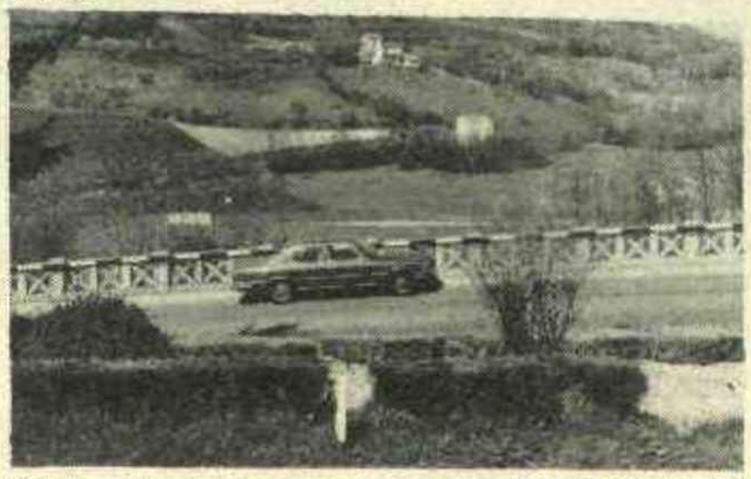
mechanism enabled it to be powered through the tight hairpins with deceptive ease. Flashing back to 1955 we could suddenly appreciate the enormous demands that had been made on Moss' driving skill as well as his stamina, for by this stage in the Mille Miglia he had been driving pretty well non-stop for seven hours and had shown no signs of flagging. However, on the descent from the Radicofani, D.S.J. admits that the "Golden Boy" did have one slight lapse, spinning the 300SLR on a tight left-hand corner after a front brake grabbed on suddenly. But as luck would have it their apparently inevitable route into the ditch on the outside of the corner was saved by a conveniently placed track leading into a field and they were able to continue with the minimum of delay. Jenkinson feels that Moss only made three minor mistakes throughout the entire Mille Miglia route during the 1955 event, a testament not only to his driving ability but also to the efficiency and reliability of his navigator's essential hand signals.

About 24 kilometres before the town of San Quirico d'Orcia we caught our first sign of enthusiastic support for the Mille Miglia. The parapet of a bridge still carried the faded, but nonetheless unmistakable, legend "Viva La Lancia, Lancia, Lancia" this graffiti having featured on D.S.J.'s route notes for the 1955 event and obviously the work of some Alberto Ascari fans from the previous year. In 1954 Ascari drove a Lancia D50 to victory in his last Mille Miglia and going into San Quirico itself we noticed more signs proclaiming allegiance to the marque Osca. Through the narrow streets of this village, Moss would have eased off to around 120 m.p.h. and it was just after we had stopped to photograph the 450SE between the high walls that we had one of the most amusing encounters of our trip. A happy-looking lady approached the open passenger window and engaged D.S.J. in a torrent of enthusiastic conversation about the local church and how the British Ambassador once came to their town and was photographed in front of it. In the middle of this seemingly endless tale he managed to interrupt long enough to ask her if, by any chance, she remembered the great motor race coming through the town. Her face clouded over for a moment. "Oh yes" she said in a completely disinterested tone that suggested only last week the roar of racing cars had disturbed her shopping "It went up here, this is the main street. Where else could it go? Now . . I must tell you about the time the Pope came to our village . . ."

Friday's motoring finished at the ancient town of Siena, another control on the Mille Miglia route, and it was a case of rising early the next morning to get the section over the mountains to Firenze completed and allow plenty of time to tackle the Futa and Ratticosa Pass section to Bologna. Firenze itself is largely unchanged, but again we found that one-way systems obliged us to deviate from the old route. Going down into the city is a badly surfaced hill and, with Moss really pressing on hard by this stage in the 1955 Mille Miglia, we agreed with D.S.J. that Moss must have been very brave to build the 300SLR up to peak revs in fourth gear and then slam it through to fifth as he rushed *down* that hill into the city. The route threads a rather confusing path through the centre of Firenze before climbing up into the mountains and we all smiled at the story of the little boy of 13 who cycled all the way from his home in Lucca to stand behind the straw bales in the main square of Firenze and wave as the Moss/Jenkinson Mercedes flashed by.



TWENTY YEARS BETWEEN – Moss's 300SLR (above) and our Mercedes 450E (below) on the same section of scenic mountain road, indicating how little has changed on sections of the 1000-mile route.



That enthusiastic youngster was Mario Andretti, long before his family moved to America and many years before he started on the road to fame as a racing driver of the 1970s.

On the way up the Futa we stopped off at the new Mugello autodromo long enough to watch some practice for the following day's motorcycle meeting, leaving the circuit we agreed that it was very nicely laid out rather in the manner of the Osterreichring, but we would rather be watching racing on the nearby Mugello road circuit which actually runs along part of the Mille Miglia route (but in the reverse direction) on a section of the Futa foothills. Of all the specific sections on the Mille Miglia route, the 60 miles from Firenze to Bologna is certainly the most challenging and demanding, particularly when one remembers just what a competing car has had to suffer simply to get this far. Moss' great ambition was to complete the Futa and Ratticosa section in one hour flat, only failing to achieve this ambition by one minute. At the top of the Futa the countryside is bleak and exposed, but there were thousands of enthusiastic fans cheering all the competitors during every Mille Miglia and just before the summit we paused to look at two very nice monuments, one to Count Massetti, who was killed in the Targa Florio, and one to that great Mille Miglia hero Clemente Biondetti, four times the winner. The literal translation of the wording on this tasteful memorial struck us as being sentimentally appropriate, it read: "To Clemente Biondetti, Champion of the Steering Wheel who raced audaciously on this road, crowned four times for his victories in the arduous and glorious Mille Miglia. 1938, 47, 48, 49".

All too soon the barren twists and turns of the Ratticosa were falling away behind us and we were dropping down into Bologna, Moss by now having caught up with most of the earlier runners which would have left Brescia the evening before. The whole character of the route completely changes once again after the Bologna control, the frenzied "on-off" opposite lock, nine-tenths effort of those two mountain passes giving way to the long straight roads up through Modena, Reggio Emilia and Parma. Having driven the previous hour "on reflexes" for much of the distance, there must have been an enormous psychological pressure to relax ever so slightly as the Mercedes built up to maximum speed in fifth gear and hurtled across the featureless countryside. But Moss kept concentrating hard and the 300SLR must have been averaging nearly 140 m.p.h. all the way up this stretch, passing some of the earliest starters such as tiny Fiats and Citroens who had left Brescia the previous evening and D.S.J. recalls a sense of fantasy as he suddenly realised that their 170 m.p.h. top speed meant that they were overtaking a twin-engined aeroplane which was photographing the event. When they got to Fidenza the aeroplane caught and passed them as the Mercedes had to negotiate the by-pass and the plane simply flew straight on over the town, but they caught and repassed it on the following straight!

Jenkinson also admits that he and Moss both received quite a jolt when they found themselves catching a 2-litre Maserati A6G, for they had calculated that they would pass all these cars a lot earlier. This car was driven by Francesco Giardini who eventually finished fourth, his being one of many splendid driving feats in the Mille Miglia history which have gone uncelebrated and unrecorded owing to the sheer size and scope of the event which makes it impossible to record, or even remember, every praiseworthy performance over the years. From Firenze the route "dog-legs" back to Cremona and Mantova, the wide sweeping curves and long straights remaining the same to this day, although the Fiats and Alfa Romeos which crowd the road are slightly diluted by the presence of the occasional Lamborghini Urraco, de Tomaso Pantera, Ferrari Dino 308 or Maserati Merak. On that last Cremona-Mantova-Brescia section, our minds saturated with nostalgia and just coming round to the stunning realisation that this epic route had taken us three and a half days to explore in detail, we neared the end of our journey almost understanding the feeling of achievement Moss and Jenkinson began to sense as they neared the finish 20 years ago. Passing through the little town of Guiddozola, just 30 kilometres from the finish, we reflected sadly that this is probably where the Mille Miglia really ended for good, for this was where the Marquis de Portago crashed his Ferrari into the crowd and not only killed himself and his passenger, but also several spectators. Unfortunately the "media" were only a few miles away at the finish and, after taking taxis to the scene, were able to make the grizzliest possible stories in the national newspapers the following morning. The national papers gloated over the Portago disaster, indicating a ghoulish sense of values and lack of perspective.

Rushing down those last few kilometres into Brescia, D.S.J. pointed out the hill from which they reckoned they could coast to the finish and the corner from where they would be prepared to push the 300SLR to the finish! But, as history so glowingly relates, their emergency tactics were never needed and the 300SLR swept round the final corner into the Via Rebuffone and took the chequered flag 10 hr. 7 min. 48 sec. after leaving the same place. Nostalgia often clouds memories in the most lucid minds, but the most overwhelming impression left with us after our four-day tour was that the Mille Miglia was not dead after all. It certainly lives on in the memories of many enthusiasts whom we met round the route, ordinary people with ordinary jobs who recall the great race of 20 years ago with a clarity that suggests it was only last week. One almost felt like looking up the calendar just to check on which weekend the 1975 Mille Miglia is scheduled to take place! – A.H.

Letters from Readers

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

Ford Starters and Other Matters

Sir,

As a motorist with an active affection for the products at Dagenham I was interested to read Mr. Mead's letter in the April MOTOR SPORT.

I have owned several Mk. I Cortinas and agree that they have their weaknesses, notably a voracious appetite for starter pinions and ring gears caused by a lack of rigidity in the starter mounting which Ford's did not bother to modify until the cross-flow range was introduced. However, I have never encountered the problem of the exhaust pipe flange breaking off that Mr. Mead describes, but feel I might be able to shed some light on the cause. Mr. Mead does not state whether his car is the 1,500 c.c. version but as he refers to the "118E" model, I presume it is. It is probably not generally realised that the 1,500 c.c. estate employed an exhaust system identical to the 1,200 c.c. in all respects *except* that it used a slightly larger diameter pipe throughout. The systems can be interchanged and I suspect that some "pattern" exhaust manufacturers don't bother to make systems in two different diameters. As the 1,200 c.c. was the "standard" Cortina and much more popular than the large engine Mr. Mead's car is likely to have had a 1,200 exhaust fitted.

In a different vein I would like to pledge my wholehearted support to some sort of united objection to the Government's obsession with motoring taxation and legislation.

Changing the subject once again, I might mention that I've just finished restoring a Mk. II Consul convertible, for its rarity and fun value. I would love to hear of anyone else who shares an interest in these forgotten and maligned cars as I seem to have been ostracised by fellow vintage enthusiasts! More power to your arm!

Sleaford NIGEL STENNETT-COX

First of the Many

Sir,

Has anyone seen this vehicle in recent years? Yes, it *is* a Land-Rover—but a model which must now be very rare. It is not, as might be thought, a one-off job, but was actually in production from late 1948 to early 1951, and was the first station wagon version. Rovers say that 651 units were produced.

The "traditional" type of shooting brake body was mounted on the original Series I chassis of 80 in. wheelbase, and the power unit was the normal 1½-litre. petrol engine used in all Land-Rovers until superseded by the 2-litre in 1951. Like the present "short" station wagons, it seated three in front and four on tip-up seats in the rear. Its first public appearance was at the Motor Show of November 1948.

Unfortunately the Rover people are unable to say whether any of these models are still



in existence. Can any reader enlighten them —and me?

Painscastle J. M. BRERETON

Good Service

Sir,

I feel that I must put pen to paper in praise of the VW agency for Kendal, Messrs. Parker & Parker.

In December 1974 I purchased from them a 1969 411L saloon to which they had fitted a new silencer. Although they had not tested the car they issued the standard VW 3,000 miles/3 months warranty.

On taking the car to London I found the braking lacking in power. When I told Parker & Parker this, they replaced the pads and adjusted the rear linings to give the required braking standard. I found later that starting was becoming a problem and the garage cured this with plugs, points and a tuning check. At the same time, the workshop foreman, a man of considerable experience, indicated that the offside CV joints were rumbling and would need replacing. This was done promptly and I drove the car to Portsmouth.

On arrival I detected the self-same rumbling sound coming from the near side CV joints. I then contacted Messrs. Pooles of Southsea who confirmed that they could do the job at once. On telephoning Parker & Parker they instructed Pooles to carry out the repair and send the bill to them.

On the return journey I noticed a heavy oil consumption which I reported to Parker & Parker. They took the car in and checked it over and decided to strip the engine down. A broken piston ring was found and all necessary parts were renewed and the engine re-assembled. During this repair I was loaned a Triumph 1300 so that I was not inconvenienced. On completion of this repair I drove the car to Scotland but en route was rewarded with an ignition warning and a flat battery.

I stayed overnight in Ecclefechan and contacted Mr. Parker at his home. He instructed me to get the car to Carlisle which I did the following morning after having the battery boosted. The car was collected by Parker & Parker and taken to Kendal, a distance of 70 odd miles. Two days later a phone call told me that the car was ready for collection, the fault was a wiring problem.

For doing all the aforementioned work, for loaning me the Triumph and for collecting the car in Carlisle I was charged nothing at all. During the whole of what must have been for them a most trying period, Messrs. Parker & Parker were courteous, obliging and sincere in their approach.

Needless to say I have no connection with the firm except as a very satisfied customer. I only wish that other firms in the motor trade would follow their example and secure for themselves devoted, returning customers.

Dalton-In-Furness A. E. BATH

Part of Europe

Sir,

With reference to your Road Impressions "although not possessed of any pronounced oriental enthusiasms" etc., perhaps you would be kind enough to enlarge on this. Surely it cannot be a long memory bothering you, otherwise why the love of German vehicles? I remember the cartoon years back depicting you looking through spectacles the lenses of which were clouded by the badges of the two best known German car manufacturers.

Personally I would not buy foreign let alone German or Japanese.

Secondly, the letter from Air Commodore Banks: the paragraph "Summing up: and of course the pilots saved our necks . . ." Surely this should be crews or if he insists, pilots and crews? I distinctly remember other people climbing into a Lancaster with me some 30 odd years ago.

Wellingborough M. ABBOTT

[Since when has Germany been part of the Orient? It is, remember, in Europe, of which we are now a small part.—Ed.]

What's in a Name?

Sir,

Having romped through "Maserati Miscellany" (April edition) I, like you, look forward to a full test report on the Maserati Khamsin.

What a pity such an exciting motor car should be given this name—unless it's a deliberate dig at the bureaucrats. Khamsin is Arabic for fifty—not a good word in any motorist's book these days. Truly it is also the name given to a desert wind bringing with it all the discomforts of a 50 m.p.h. sandstorm.

Following on and in better keeping with the Ghibli (small lively whirlwind or dust-devil) I would prefer the name Shemaal—a Gulf State's description of a dust storm. Were I the owner of such a machine I would enjoy leaving the opposition facing such conditions—but there I go, dreaming again.

Newark-on-Trent BRUCE H. JORDAN

False Economy

Sir,

I find it difficult to understand the present rage for cars using Regular 2 Star petrol as perpetuated in your April Editorial. Is it not realised that such cars are less efficient?

If all cars in England needing Super were suddenly changed over to use Regular we would use between 10 and 20% more petrol.

Back to the old 10 or 11:1 compression ratios, I say.

Ay, Germany G. F. NUDD

[Could be! We were only meaning those cars *designed* to run on 2-star.—Ed.]

Better Buy Bigger?

Sir,

Anybody who is interested in motor cars will know that the secondhand value of big-engined, specialist vehicles has hit rock-bottom. Consequently there are some very attractive-sounding buys on the market at the moment; for example, 1969 Jensen Interceptors at £1,400 to £1,600. However, mention this fact to a variety of people and you will get a similar response: "the running costs are exhorbitant, the insurance premium, if you could get cover, would be prohibitive, etc., etc." Now, I am asking, is this true?

I believe, if the facts were known, there could be a market for specialist cars amongst enthusiasts who, whilst not wealthy, are not completely stoney-broke. Enthusiasts who, like myself for instance, clock an average yearly mileage of only 3,500. Work that out in terms of petrol costs using, if you don't mind, the Jensen Interceptor as a yardstick; at 15 miles per gallon, with petrol at say £1 per gallon, the answer is £234, for the year. Looked at on an average weekly basis, that it £4.50 for 67 miles. Expensive, yes, but what a way to travel!

However, before we get carried away, let's look at other costs. Road tax, insurance and sundries for routine maintenance; shall we say £200 for the year? That boosts the running costs so far to £8.50 per week. A lot of people pay that amount in HP charges for bread and butter cars and think nothing of it. So, provided the Jensen was paid for in cash, we are ahead of the field.

It all sounds nice and simple so far, but problems there must be. Repairs, that dirty, very often filthy, word. What do they cost? A new clutch (not for the Jensen, of course), faulty transmission, braking problems; are they a practical proposition for slightly above average do-it-yourselfers? If not, what about the price of parts? Too wicked even to consider? Perhaps this is where we could hear from some of our fortunate fellow-motorists who own Jensens, Astons, Ferraris, etc. Maybe we could get some facts on the kind of problems that a 40,000-mile-old Jensen could develop?

A friend once told me that if he could afford to buy a Rolls-Royce, he could afford to run it. Food for thought, I suppose. Provided the reliability of a vehicle is unquestionable though, this could be true of other exotic makes.

I feel sure that many dealers, whose showrooms bulge with such cars, would dearly love to see this section of the market revitalised. How about a word from them also? Give us the benefit of your experiences with such makes and tell us the facts about ownership. It might even help the situation a bit. If nothing else, it would make interesting reading. Anything would be better than the many fathoms of nonsense about Citroën Clubs, Fiat 126s, etc., that we wade through each month! Not that I have anything against them, they obviously serve a useful purpose, but in MOTOR SPORT? Yerck!!

One last word. Can anyone donate £1,500 or a Jensen Interceptor!

PETER FREDRICK de FRERE

East Kilbride.

British the Ultimate

Sir,

I am a sixteen-year-old schoolboy car fanatic who, like so many other people, have dreams of owning some sort of exotic machine. Some people would go for a Rolls or Mercedes, but my choice would be a stylish British Classic, the Aston Martin V8 which, in my opinion, has no competitors. It's elegant, even beautiful and, without sounding like a glossy mag. advertisement, good-looking at almost every angle.

But, after saying so much in favour of the Aston, I must confess I never thought they would come through their recent financial crisis. I only hope that in the future they manage to get the success that they deserve.

Even the latest Camargue, which was featured in the April MOTOR SPORT, could not compare favourably with my ultimate car.

Gosport JONATHAN TAYLOR

Beat the Law—But Not in a Jaguar

Sir,

I have read with interest your recent Editorial on speed restrictions—personally I think you are being entirely too gloomy—I believe it's still perfectly possible to maintain high average speeds. I do a cross-country journey of 68 miles each way, three times per week, and my average is 72 minutes. I use perfectly good "B" class roads in the main. I rarely see any police vehicles but, in any case, their patrol habits seem predictable to the point of boredom. I have three different routes; needless to say I know virtually every inch of each one. One curious thing I have noticed on my not-so-frequent motorway journeys: I use a large fast saloon —production of which ceased in 1960—and twice I have been in the company of a modern Jaguar, travelling in the upper 90s, when from seemingly out of nowhere we got a police patrol car on our tails, and in both cases they flagged down the Jaguar and waved me on! I mentioned this to a police Inspector at a recent social function. He smiled and said "Well, really, we cannot go wrong with Jaguars, they are invariably driven too fast, or with complete disregard for other road users, or they have been stolen, or in the case of the older models, they are unroadworthy". Does this mean that in general they are agin Jaguars? If so, there's a moral somewhere!

Address supplied J. CHAMBERS

An Historic Lotus

Sir,

As an avid reader of your excellent journal I am writing to you in the hope that you may be able to help me. I am currently rebuilding *the* Lotus No. 7 as mentioned in the History of Lotus. This number was subsequently withdrawn when the car was sold to the Clairemonte brothers without engine or gearbox, the original ERA engine having been blown up in tests. The car was then fitted with a Lea-Francis engine and raced in Formula Two. Later a damaged Connaught 2-litre engine was bought and parts fitted. Any information available on the Connaught Formula 1-2-litre engine would be appreciated. The engine now is a dry-sumped 2-litre unit on four Amal 10TT9 carbs, twin Scintilla distributors, 8-plug large-valve alloy head sealed on Wills rings. The gearbox is Aston Martin, Hildebrand 4-speed differential inboard brakes and a De Dion rear end. The front end has inboard suspension. The car is now a 2-seater sports/racing car. It was apparently converted by the Clairemonte brothers in 1953-54 though the car was first built in 52-53. Any photos or details of the car would be appreciated as the rear body panel is missing. Also where may one obtain spares for the Scintilla distributors. The details of the differences between the Connaught and Lea Francis engines would be most useful.

Blackburn W. SOUTHWORTH

[Can any reader help Mr. Southworth to restore this interesting car?—Ed.]

Alroyd Lees' Jaguar Mk. IX

Sir,

On reading Mr. A. J. Whyte's letter in the current issue of MOTOR SPORT, may I, as a very proud owner of a Mark IX circa 1960, voice my opinion on a truly thoroughbred car.

My own car, 3294 AD, has become fairly well known throughout the years with our travels around the globe. (Engine No. NC 8675-8. Chassis No. 774 768 DM) and has now completed over 375,000 miles on its original engine and gearbox. Indeed a truly magnificent performance.

The engine, which has been Duckhams lubricated since new (Ron Carnell of Duckhams will verify this), still only uses 1 pt. of oil to every 1,000 miles, and still gives me an average of 20.3 m.p.g. using Champion N12Y plugs.

The phenomenal mileage and reliability of my car is due to regular servicing and maintenance, which has always been carried out for me by The Plough Motor Group of Companies of Stonehouse, the Jaguar dealers in this area who supplied the car from new. The car has been kept bog standard since new, except for a 30 gal. petrol tank I had fitted some years ago on the shelf of the boot behind the rear seat squab. Coupled to each tank we have fuel lines running and fed into two SU pumps so that when I am on one of my marathon drives I can feed either tank from the reserve of 30 gallons. This saves time refuelling and gives me a range of some 900 miles before my next fuel halt. After 15 years of driving through all sorts of countries and in varying climatic conditions, a little rust is at last creeping into the sills and wing valances, a matter which will be put right in the near future in the body shop. I have a complete record of all the servicing and repairs carried out to the car since new, and to all the "Knockers of British Cars" I say (and can speak with some authority on the matter after 55 years

in motoring sport and driving both British and foreign cars all over the world). British cars are the best in the world. Look around you, "Knockers", and you will see what I mean.

I am proud to have been a reader of MOTOR SPORT for 51 years and although I don't always agree with all I read, I must say it is always a first on my list of motoring news media. Keep up the good work.

By the way, 3294 AD is also manual with overdrive.

Safe and happy motoring to you all, despite Old Healey.

ALROYD LEES

Stroud, Gloucestershire

Over-priced Undesirables?

Sir,

It is a moot point whether to laugh or cry at some of the prices asked for non-vintage cars in your private ads. and it would be of interest to know what proportion of these asking prices are achieved.

Obviously it is a basic rule of commerce that something is worth the price it will bring, yet in an enthusiasts' market what amazes me is that many of the vehicles advertised were not even desirable when new and however little they may have been used, can scarcely have improved, wine-like, over the years. The sluggish, side-valve Minor (split-windscreen an' all), the ponderous Hawk and the highly corrosive Magnette (why not collect the A50?), spring to mind.

In another category, we have certain models which have had greatness thrust upon them, irrespective of merit, by successions of the more folksy motoring journalists, like the Triumph Mayflower—it never did—and Austin Atlantic.

The Americans have a saying, brash perhaps, that the only reason a person runs an old car is that he can't afford a new one, but at this rate, owners will be hanging on to the indifferent cars until time begins to turn liabilities into assets and they flourish, phoenix-like, in the columns of MOTOR SPORT. Funny—or sad?

Acrington LESTER HAWORTH

[Bear in mind that prices charged are the responsibilities of the advertisers, not of MOTOR SPORT. Mr. Haworth has a good point.—Ed.]

Knocking Copy

Sir,

I suppose it is an inbuilt weakness in human nature to start knocking the opposition when ones own affairs are in a right old mess. Thus British Leyland is at present belittling other makes by judicious selection of published figures for petrol consumption and blazoning the result in full-page advertisements in the national press. For example, they quote the fuel consumption of an Imp at 32.4 m.p.g.

It happened that I ran a perfectly ordinary Imp for about 10,000 miles two or three years ago and it *never* returned less than 40 m.p.g. Further, in runs of 295 miles, between Canterbury and Swinton in Lancashire (before the M1/M62 link) it often gave me 46 m.p.g., and covered the journey in six hours, including a stop for a bite. Truly the Imp engine is a most elegant, willing and sweetly-revving unit. If only the car were quieter inside, and less like a small aeroplane in high winds, it would be almost perfect for its size.

Lest the magnificent petrol consumption is attributed to my style of driving, I quote the following experience with other cars. Escort GT, 26 m.p.g.; Rover 100, 22-25 m.p.g.; Rover 2000 TC, 27 m.p.g.; and a second Rover 2000 TC, 31 m.p.g., this latter on a fast run from the Lakes to Canterbury.

If British Leyland are really concerned with economy, they may, although I doubt it, be interested to know that this latter, much loved and cossetted Rover 2000, with 30,000 miles recorded, is showing rust creeping through the body panels where brackets are welded on underneath.

Maybe I am old-fashioned, but I have an obstinate opinion that a "quality" car which now costs over £3,000 (just work out what this represents to the private individual before income tax) should be thoroughly rust-proofed and meticulously assembled.

If only British Leyland had gone for pure quality rather than badge-engineering and such revealing details as the "quartic" steering wheel, they might have had no need to attempt to disparage others.

Canterbury R. G. ROBINSON

Poor Fools

Sir,

The headline "Thanks a Million, Healey!" in this month's MOTOR SPORT must be the closest thing in years to the "It's Peace!" slogans which appeared after Munich in 1938.

For some months now the correspondence columns in MOTOR SPORT and other motoring magazines have been full of letters scare-mongering about a proposed "doubling-up" of the Road Tax.

Now that the budget has been announced, motorists are going about congratulating themselves . . . "After all, it could have been £10 more". God!

Before the next budget I suggest that every anti-motorist in the country writes letters to MOTOR SPORT and the others, asking about the proposed "50p per gallon" increase rumour that they have heard about. Come the budget when petrol is raised to a mere pound a gallon, motorists will go about, smiling, congratulating themselves on . . . etc.

In closing I must say that, bar idiot "fortune - telling" correspondence, that MOTOR SPORT must be the best magazine of its kind (even if a little BMW biased).

London W1 R. R. STANSFIELD

The Almost Perfect Sports Car

Sir,

In reply to A. F. Ratcliffe's letter regarding the purchase of a Lotus Elan +2S, my advice is, "Go ahead and buy, Mr. Ratcliffe. You will never regret owning such a superb breed of motor car".

Having owned an Elan S2 for six years and more recently a +2S, I regard them as the almost near-perfect modern sports car—simply constructed with performance, road-holding and economy but they do need to be looked after like any good woman! By this I mean no "Boy Racing" starts on a cold engine, the occasional tweek of the carbs and frequent changing of the disc pads. This treatment gave me almost 120,000 miles in the S2 with only the head off once for a burnt exhaust valve.

The points I would look for when buying secondhand would be a good check on the chassis and its uprights especially at the engine mountings (they cracked on both my cars but were easily welded without engine removal). Give the engine a compression test (about 160 lb./in.^{2}). Check the plugs for oiling and the oil pressure 35-40 p.s.i. when hot. The rubber drive couplings need to be checked, as breakage at speed could be both expensive and dangerous. A good check of the bodywork will tell if its a smash job. Stay clear of these or any modified ones (they don't need modifying!)

Having praised the car so much, it may seem ironical that I no longer own a Lotus, but as I said before, they were only "Almost Perfect". The "Perfect" sports car—my Ferrani Dino 246!

Milton Keynes IAN CARTLIDGE

Elan Tips

Sir,

In reply to Mr. Ratcliffe's letter in the May issue, I cannot really answer his question—I think that finally depends on what he wants the car for—but at least I can help with some more data on which to base his conclusions.

My '65 Elan is the latest in about 10 years' worth of elderly sports cars; anything I want seems to be at least eight years old before I can afford it. The predecessors were: MG TD & TC (total cost £275—wish I still had those to sell!), TR2, Mini-van (well, everyone has one sometime), Mk. I Sprite, Lotus 6, TR3 (nice ladies' car the TR—my wife still has a TR4). The Elan is certainly the least reliable.

I bought the car about two years ago, after failing to find a Morgan at a sensible price. It came with a handful of bills recording a fairly hectic service life, but I had already fallen for the car and convinced myself that this only proved that everything must have been put right by now. Ah well!

Strangely, most of my troubles have come from the more common Ford bits, e.g. gearbox and clutch, with little bother from the special Lotus bits. But I still cannot make the handbrake do anything much except eat pads. Any suggestions anyone?

Perhaps I let myself in for it by buying a worn out car and someone with a more recent, low mileage model would do better, but the others were old also, and no two of them together cost as much as the Elan in repairs.

However, when it is going, there is nothing like it. Even the Sprite, after the attention of Messrs. Downton, Koni and others, was just not in the same class for driving pleasure. It's the way it responds; be it going, stopping, or manoeuvring, it simply does whatever is required of it.

My conclusions must be highly subjective; it all comes back to the purpose of the vehicle. I would hate to part with the little beast, or to have to rely on it for transport. I usually cycle to work. I think it was a Morgan owner who paraphrased it rather well by expressing surprise when someone told him that the machine which gave him so much pleasure could also be used as a means of getting from A to B!

Cheddar JOHN KAY

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

8p per word (maximum number of words 80), number of cars two only.

Minimum charge £1.20
Box Nos. 50p extra

Address for Box No.:

"MOTOR SPORT,"

STANDARD HOUSE,

BONHILL ST., LONDON, EC2A 4DA

No insertion will be made unless prepaid. Copy received after first post on the 20th of the month will be held over until the next issue unless cancelled in writing before the 4th of the following month. The Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in BLOCK CAPITALS

FOR SALE

1934 WOLSELEY 9 Tourer. Rare car extensively rebuilt, etc. MoT. £850 o.n.o. (Manchester) 061-881 8697 (evenings). (60851

COLLECTOR'S ITEM. Sunbeam Alpine Series I. 1959. Believed to be the third one made. Aprox. £200 has been spent recently on this car. Hard and soft tops, wire wheels, overdrive. Fitted with 1¾ in. SUs, plus spares (engine, g/box, back axle, carbs, etc.) MoT. Offers over £275. Tel: Stratford-on-Avon 740531 after 6 p.m. or weekends. (60847

ALFA ROMEO Giulia Super 1.6 1972 (L). 37,000 miles. White, radio, Cadulac anti-rust treatment. Carefully used car in excellent condition throughout. Serviced solely by Alfa agents. £900. Mason, Lancaster 64234 (business), or Bentham 61382 (home). (60830

LOTUS ELAN +2/S130 Regd. 1973 (L). Tawny, oatmeal interior, HRW, radio, alloy wheels, 18,000 miles. Excellent condition, £1,850 or nearest Johnson, 78 Jervis Road, Hull. Tel: 76702. (60841

1924 **HUMBER** 8/18 2-seater and dickey. Completely original. Colour: Humber mole. Rear wheel brakes, new hood, beaded edge tyres, £1,750. 1926 Humber 12/25 4-seater tourer. Completely original and mechanically excellent. New tonneau cover. Auster rear screen. Needs re-paint and new hood. £1,750. Both cars used regularly and MoT. I. J. Hall, 21 Maple Road, Faringdon, Oxon. Tel: Faringdon 20792. (60830

MG-A 1500 ROADSTER. Completely rebuilt over two years. Concours condition. £1,495 or exchange best Morgan offered. Bingley 3421 (Yorks). (60832

ASTON MARTIN DB6 Auto. 1967. Sunroof, electric windows, Sundym glass, radio, very good condition. Guaranteed 18 m.p.g. Forced sale so part exchange smaller car possible. £1,195 o.n.o. Tel: West Lulworth (Dorset) 252. (60833

BENTLEY MK. 6 Saloon 1950. Very good mechanically. Needs new sills, hence low price. £650. Halifax 31475. (60831

DATSUN 240Z 1972 L. Superb Orange Sports Coupe. 29,000 miles, 5 speed, alloy wheels, 8-track, £1,350. Exchange with Lotus +2S, 130 Stag, Porsche 914 SC. Tel: 01-505 5128. (60835

"L" REGISTRATION 1965 2.4 Mk. II Jaguar chauffeur driven until owner and car returned from overseas 1973. Completely overhauled including respray in original Carmen Red. Garage maintained. New clutch, new set of tyres, rear window heater, electric aerial. MoT to January 1976. Genuine 73,000 miles. 0565 51962 evenings. (60836

HELP STOP my wife driving my Alfa Romeo 1750 GTV 1969. 43,400, engine overhauled 40,000. HRW. Sunroof, cassette radio. 31 m.p.g. at 70 in 5th gear. Company car means Alfa at home all day and my heart won't stand it any longer. £700 o.n.o. Wollaston 493 (093 383). (60837

MERCEDES 220S 1956. Blue, left hand drive, sunroof, excellent engine, very good body, taxed, tested July. History. Reluctant sale £600. Oxford 54805. (60843

AUSTIN SEVEN VAN. 1934. Chrome radiator model. Very original, but needs complete restoration. £275. Stourbridge (03843) 73174. (60842

DAIMLER SP 250 B. 1963. Servo brakes, stereo, cassette, XJ6 tyres, h/s tops, tonneau. Long MoT, taxed. £750 o.n.o. Phone Brewer 01-866 4078 (Pinner). (60845

LANCIA 1939. Standard Aprilia Pillarless Saloon. Exceptional opportunity to finish into an excellent Aprilia. All metal work, sills, etc., rebuilt, door shut like coachbuilt body. Engine re-built at Harry's not yet in car. Eligible for vintage events. Spares, including a complete car. £370 o.n.o. Alton, Hants 82656. (60873

PIPER P2 1972. Metallic blue paintwork, 24,000 miles only, sunroof, alloys, tinted glass, new low profile 185s. Beautiful condition, the ultimate in looks and performance with 35 m.p.g. Absolute bargain £1,150. Tel: Sheffield 392942. (60877

FOR SALE—continued

FERRARI 250GT 2+2 1961, RHD. Complete engine rebuild and other major work 1974 (6,000 miles since). Fullest details on request, £1,150 Watson, Cliff Cottage, Blackgang, IoW. (60874

BENTLEY MK. VI 1949 less body mechanically good, commenced restoration for Special, £325 cash. Sevenoaks 58628. (60880

LAGONDA TOURER, early 3-litre, 1927/28. Metal panelled body. Original and complete except for hood, trim (present and revivable) and detail finishing. Nickel silver radiator, nickel brightwork. Known history, lowe mileage. Illness forces sale. Offers. Steeple Aston 40247 (60883

ROCHDALE OLYMPIC. Phase 2 2+2, non-rotting, high performance, economical, superb example, £425 o.n.o. Etwall 2161, Derby. (60866

FERRARI LIGHTWEIGHT competition Berlinetta 1960. Completely original and unmodified. Many successes including first in GT Class in 1962 Nurburgring 1,000 kilometres, driven by Nocker/Seidel. Third in Rouen Grand Prix in 1960. Recently successful in hillclimbs. Spares include gearbox, front suspension, back axle, calipers discs, etc. 5 spare wheels and a large selection of racing tyres, some unused. 051-924 5565. (60867

ALLAN TAYLOR Ford truck, very rare, based on model A. Possibly 1928 needs renovation. Offers. Tel: Shaftesbury 3296. (60868

1973 RELIANT SCIMITAR GTE Automatic. 26,000 miles. White with black interior. Sunroof, radio, etc. Cheaper car taken in part payment. £1,850 for quick sale. Tel: Brentwood, Essex (STD 0277) 212196. (60869

AUSTIN 750 Special 1934 approx. Cigar-shaped body, mechanically first-class, needs painting. Halifax 31475. (60871

ROLLS-ROYCE Open Tourer body for 20 HP, plus all parts needed to turn chassis into a car. Halifax 31475. (60871

LANCIA. Imminent house purchase forces sale of fabulous white 1600 HF coupe. 14,000 miles only from new, 5 speeds, 112 m.p.h. 28 m.p.g. £1,000 below new price at £1,400, 1972. Taylor, 33 Paynesfield Ave., East Sheen, SW14. Tel: 01-878 2601. (60862

1947 HRG 1500, ex Le Mans team car. Extensive racing history. Offers. 01-892 2213. (60863

DELLOW, 1953. Sports two-seater, nice example, re-upholstered, re-painted, new instruments. Best offer. Telephone Gerrards Cross 84859. (60864

SUNBEAM ALPINE V GT, 1968, hardtop, overdrive, radio, low mileage, taxed August £475. Long Sutton (Basingstoke) 247 evenings. (60865

RED TR2 1955. Very beautiful restoration, mechanically excellent, steel body work, MoT £420. 01-852 1915. (60860

TVR 4.7 V8 long wheelbase 1968. Metallic blue. Minilites, new tyres, sun roof, etc. £1,750. Kettering (Northants) 710083. (60859

TR6 1970 "J" REGISTRATION. Damson/black interior. Hard/soft tops, tonneau, Motonola radio, reclining seats. Always garaged. Superb example, £825 o.n.o. Medway (Kent) 32592. (60856

SCIMITAR GT 1966. Excellent, low mileage. Midnight blue, w/wheels, p/b Radiomobile, o/drive. Year's MoT. £400 offers. White Cottage, Shop Lane East Mersea, Colchester. (60854

ALVIS FIREBIRD 1935 Sports plus spares, drive away, £495. 1932 Lanchester plus spares, £175. Phone 021-474 2386. (60853

MASERATI BORA 1972. Gold metallic maroon. Only 16,000 miles. Meticulously maintained. Air-conditioning, radio/tape stereo, spot-lights, etc. A superb example of this fabulous car. £6,750. Phone Maidenhead 33033 (evenings). (60857

XK120 JAGUAR FHC 1953, Reg. No. KSF 7. British Racing Green with wire wheels, new tyres. This car has recently been restored. £2,000 Aldridge (Staffs) 52780. (60858

FIAT 128 COUPE 1300 SL, August 1973. In Red. 14,000 miles only. A smart economical car, £1,150 o.n.o. Phone Mr. Hughes at Newtown (Powys) 26212 day; 26674 evenings. (60928

AUSTIN HEALEY 3000 Mk. II '62 Has been entirely rebuilt—costs in excess of £500. Works hard-top, w/w with G800s, o/d., etc. Primrose, £750 o.n.o. Woldingham 783039. (21984

MORGAN 4/4 1974, 4-seater. Green. Wire wheels, front rear bumpers, luggage rack, Restall seats, unused tonneau. 6,000 miles, 10 year Ziebart rust-proofed. £2,400. Telephone Portsoy 434 (Scotland). (61019

BRISTOL 408. Maintained in good condition, brakes overhauled, replacement engine recently fitted, 12 months MoT. Lovely coach-built car with aluminium body. £1,200 o.n.o. Dunstable 63478 evenings/weekends. (61018

ASTON MARTIN DB2-4, 1955. Year's MoT. Resprayed BRG. New brake, clutch linings steering joints. Top overhaul, good running order, trim poor, £500 o.n.o. Elwood 270 evenings; Leominster 3322 day. (61017

MAGNIFICENT E-TYPE 1970, J Reg. 2+2 4.2. Dark blue, Sundym, sunroof, long MoT. Tel: Wendling 204 (Norfolk). (61016

V12 E-TYPE JAGUAR 2+2, 1972. Radio, Konis, superb condition. Very low mileage. White with black interior. Phone 01-580 8091. (60218

FOR SALE—continued

1954 BENTLEY R-TYPE H. J. Mulliner Sports Saloon. Aluminium body, new Hythe Road engine at 83,000 which has driven guaranteed 14,583 miles. Present enthusiast owner 15 years, one previously. Excellent condition for year, grey over grey, light blue leather. Some engine parts chromium plated. £2,250. Major Tanner, Bath (0225) 22788. (61063

TR2 1955, 43,000, wife ownership. White, wires, Michelin, Aeroscreens, tonneau, radio, mirrors, rack spots. Almost indistinguishable condition since purchased, racing specimen. Offers around Grand. Exchange fully/partly late Mini 348 Wilsthorpe Road, Long Eaton. (23694

PORSCHE 356 Convertible 1963. Offers around £400. Over £300 spent on engine. Offers to: R. Corner, Sutton Arms, Faceby, Stokesley, Cleveland. Tel: Hutton Rudby 700382. (23686

1961 ALVIS TD 21. Black Automatic Saloon. Serviced by Alvis agents. Genuinely superb condition, bodywork near showroom condition, polished engine. £575 o.n.o. Hertford 59534 evenings. (59826

1955 MG-A 1500 c.c. Roadster. MoT '76. Tax September '75. Classic early model. Well maintained, in Glacier White with black interior. Mechanics and bodywork excellent. Reliable 33+ m.p.g. with performance. Immaculate clean car with style and extras. Accepted proposal forces reluctant sale. Photo supplied for serious enquiries and details. £700 o.n.o. Tel: 0425 53542 (business). (59928

1960 ASTON MARTIN DB4 Sports Saloon. Fiesta Red/cream trim. 2 owners. Fitted wire wheels, radio, long MoT. Excellent cond. for year. £1,350. HP arranged. Part exchange welcomed. N. S. Elton 84 Warminster Rd., Westbury, Wilts. Phone 2262 (bus.), 3611 (home). (23727

1951 PORSCHE 356 divided windscreen coupe. Original two-piece crankcase, engine and crash gearbox. A very rare car in superb condition. A real investment at £1,500. For details ring Rustington, Sussex 3728. (23725

"G" REG MARCOS 1600, as new, £1,050 o.n.o. Phone: Grange-o-Sands 2528. (23736

1973 LOTUS 2+2 130/5. White/black interior. 12,000 miles only. A one owner second car in beautiful condition with all usual Lotus extras, 5 speed/tinted screen/radio/HRW, etc. £2,250. Tel: 789 4112 evenings. (61014

JAGUAR 1963 2.4 Mk. II O/drive, v.g. body, mechanics. 77,000 miles, respray Wedgewood Blue. Red interior. New clutch, pads. Please write: Symonds 9 The Crest, Brislington, Bristol. (61024

1926 SUNBEAM 3-litre Tourer. Rebuild nearly complete. Offers around £7,500 as is. Might exchange Alvis, Lagonda, 3 Elm Bank, Yateley Camberley, Surrey. (61022

1970 SPITFIRE. Sebring hard-top, soft-top, tonneau, radio, Signal Red. Genuine 31,000 miles. Lovely attractive car in outstanding condition. £595. 1934 Austin 10 Saloon. Excellent condition. Finished black and chrome. £575. Hawkins, 51 Stone Edge Rd., Higherford, Nelson, Lancs. Tel: 0282 67110. (61021

AUSTIN SEVEN Special 1938, aluminium body, needs work. Some spares. £70. o.n.o. Horsham (Sussex) 66808. (61152

RELUCTANT SALE of my Rolls-Royce Phantom III. Actual car page 188 of "Those Elegant Rolls Royce". Chassis 3 CM 108. 16 years personal ownership. All details here I can vouch for. Professionally maintained by me throughout. All mechanics new or as new. Special Phantom IV Rolls straight eight engine not yet run in. A very rare car. Offers over £5,000. Telephone Market Harborough 2156 anytime. (61158

XK150 DISMANTLED. All parts, except body shell and engine. Many brand new bits, exhaust, silencers, shockers, etc. £115 the lot. Telephone Rushlake Green 331 anytime. (61155

CORVETTE STINGRAY 1965. Fab. 22J. Absolutely mint throughout. Original paintwork, special alloy wheels with new tyres. Stereo, removable hard top. £1,550 o.n.o. Fuller details 021-472 7139 daytime. (61156

ROLLS-ROYCE Silver Wraith 1953. Believed low mileage, mechanics excellent. £1,250. Alvis TD21, 1959. MoT Jan. '76. £150. Tel: Bristol 676028. (61157

AC FRUA COBRA 428 Coupe 1970. Beautiful white coachwork with black hide upholstery. A rare opportunity to acquire this exciting low-mileage sports coupe. £3,395. Tel. 467 8276 or 467 8117. (61235

SUNBEAM TALBOT 90, Mk. IIA, 1951. Near concours, tested 12 mths., taxed 4 mths. Very reliable. Needs little work to complete. MG forces sale. £495 o.n.o. Phone Sheffield 57981, evenings. (61229

PORSCHE 911E June 1970. Tangerine with black trim. Fitted 8-track Voxson stereo and radio, also Reuter fully reclining seats. A superb low mileage example. £1,995. Tel: 467 8276 or 467 8117. (62135

1939 MG "F" TYPE Magna two-seater sports. Recently rebuilt. £1,000 o.n.o. Phone 0782 622749. (61227

1932 ALVIS SPEED 20SA. Attractive open tourer. Repainted. Mag. starter, dynamo overhauled. Good tyres. MoT 1976. Lively p.v.t. £1,250. Maidstone 26398 after 7. (61223

MERCEDES 190SL, 1963. Good condition throughout 63,000 miles, hard/soft tops. £850 o.n.o. Consider exchange pre-war Alvis Sports. Ring office 01-303 7777 Ext. 8317. (61215



PAGE & MOY LTD

LE MANS JUNE 14-15

We have five different itineraries to this classic event. It's only a few days away now but we may still be able to accommodate you. You must telephone, however. Prices start from as little as £19.

DUTCH G.P. JUNE 22

Also this month is the Dutch G.P. at Zandvoort. We have a popular week-end arrangement by hovercraft and coach. We stay in Amsterdam and there may be the odd seat or two left at £38. Again, it's advisable to telephone.

AUSTRIAN G.P. AUGUST 17

The Osterreichring circuit is one of the most beautiful of all grand prix circuits. We have a four day visit, staying in Vienna and flying by scheduled service of British Airways. The cost is £79.

ITALIAN G.P. SEPTEMBER 7

Few races are as colourful or exciting as the Italian G.P. at Monza. We have five departures of varying duration. Prices start from £39.

FOR UP TO DATE BOOKING INFORMATION, CALL LOUISE GRIFFITHS (0533) 51211

Note: Some prices quoted may be subject to fuel surcharge.

PAGE & MOY LTD.
136-138 LONDON ROAD
LEICESTER LE2 1EB

Telephone: Leicester (STD 0533) 51211

FOR SALE—continued

ALVIS 1962 DHC 3-litre TD21. Radio. Grey with green upholstery, excellent mechanical condition. Mulberry House, Urchfont, Devizes. Tel: Chirton 357. (61231

SUNBEAM 23.8 TOURER, 1931. £4,000. This car is in very fine condition still having its original paintwork. The body is by Sunbeam and there are no other similar cars surviving. It has been in the present ownership 8 years during which time it has been maintained to the highest standards by M. Collis, who recently completed an engine rebuild. Please phone 076 121 377 or 0761 232447 (near Bristol). (61217

JAGUAR XK150 FHC. Mint condition. Wire wheels. Carmen Red. £950. 01-530 4504 or Saffron Walden 22068. (61226

1932 AUSTIN 10, 4-door, JH2461. 40 years my family. Sliding roof, instruction book, good tyres, body, mechanics. Offers Gp Captain Altham, Ivy Cottage, Lt. Shelford, Cambridge, Shelford 2182. (61221

MG TD 1954, £850. 3 Willow Waye, Eythorne, Nr. Dover. Telephone (work) Mr. Millington, Canterbury 63211. (61234

SP250 DAIMLER - YAG 77. First registered March, 1964. Carefully maintained by one owner. 48,000 miles. Metallic blue, hard top. To view telephone Peebles 20964. Offers over £800 to the Executors of Mr. Hamilton c/o Messrs. Blackwood & Smith, W.S., Peebles. Telephone (0721) 20131. (61065

MG TD 1950. A1 condition, fully restored for sale. Phone (Addingham) 0943 830609 after 6 p.m. £1,850. (61269

JENSEN 541S 1961. Good condition, S/S exhaust, H&W, t/bar, £750. Hitchin 730249/731082. (61264

MASERATI SEBRING, 1969 Series, and absolutely superb. Rare 4-litre injection engine. Special option wide Borgani wires, etc. Plus a beautiful Vignale 4-seater coupe body, make this Maserati almost unique LHD. So £1,600 o.n.o. Tel: 062-882 2916 (Berks). (61266

HILLMAN MINX Mk. VII, 1954. Long MoT. Two owners from new, full history. Exceptional condition for year. Offers. Long Buckby 842758. (61265

BRISTOL 401. Early 1950 with cream, instruments, good mechanics. Taxed, long MoT. New kingpin set goes with car. £550. J. Walbridge, 1 Solden Rd., R.A.F. Upper-Heyford, Oxon. Tel: Upper-Heyford 344. (61300

JAGUAR XK150 DHC 1959. White, black leather interior. Mechanically very good. Best offer over £1,500. Tel: Nottingham 42195. (61299

1953 2½-LITRE RILEY. Good order throughout. £350 o.n.o. Heaton, 2, Southview Hawkswood, Hailsham, Sussex. (61298

AUSTIN HEALEY 100/6 1958. Reasonable condition, £200 spent on bodywork 1974. Needs new exhaust, looks good, goes well. Genuine reason for sale, £400 o.n.o. Tel: Pontesbury (Salop) 429. (61296

MG-A ROADSTER 1958. 1.5 c.c. Black with green upholstery. One previous lady owner. 44,000 genuine miles. Excellent original condition throughout. Not a rebuild. £1,000. Tel: Hoddesdon 62271. (61297

VINTAGE AUSTIN Register. Vintage car, motorcycle rally/autojumble/flea market, Ashover, Derbyshire July 27th. Entry forms Frank Smith, Marshbrook, Butts Road, Ashover, Derbyshire. (61294

PORSCHE 914 S/C Convertible 1972. Immaculate metallic green. De Luxe extras package including extra instruments, leather steering, alloy wheels, radio/tape, alarm. £2,250. 01-493 0911 (office hours). (61293

PORSCHE 914SC 1971 K. RHD. Signal Orange. Alloy wheels, 40 m.p.g. Brand new tyres, £1,550. 01-688 4983. (61291

ASTON MARTIN DB5b Automatic 1969H. Dubonnet Rosso with cream trim, stereo radio. Two Hampshire owners. Well maintained by Aston Agents. New MoT, £2,150. HP possible. Tel: West End 7476 (Southampton). (61288

XK120 DHC 1953. Extensive body/engine restoration. New wiring, radio, upholstery, tank, brakes, tyres, etc. Excellent condition, £1,800 o.n.o. Parry-Jones, Trefelwy, Mount Road, St. Asaph, Clwyd. (61287

LOTUS EUROPA Twin-Cam—Lotus looks and Lotus economy at 33+ m.p.g. Lime Green with black trim. 23,000 miles. One owner. Lotus alloys, excellent condition. Reason for sale is no room for pram, and pram is unstable when towed. Sensible price—or will enjoy a haggle—or even p/exch. "L. M" Reg. BLMC 1300 Estate (really!). Phone Ascot 21380. (61289

SUNBEAM TWIN-CAM. A magnificent example of the famous 3-litre, with coachwork by the Sunbeam Motor Car Company. Undoubtedly one of the most impressive of all the large vintage sports cars. It looks now just as it must have done when it left the works in 1926, with pristine coachwork, deep-buttoned upholstery and a gleaming engine. The most covetable of motor cars, for which an appropriate price is required. Telephone Wolverhampton 26761 Extension 5, during office hours. (61361

LOTUS EUROPA, 1970. Yellow, radio, Cosmic wheels, electric windows. Only 29,500 miles, £950. Telephone (0225) 833390 weekends only. (61364

TRIUMPH TR4. Lady TR Register member selling 1964 soft-top and tonneau. Red. Just serviced and MoTd. All steel body. £350. No offers please as sound TRs are rare. Castle Hill 2336 (Parkstone, Dorset). (61363

3.8 E-TYPE ROADSTER. Carmen Red. S/H tops, CWW, radio, MoT, taxed, excellent condition. £650. No offers. Tel: Bury St. Edmunds 63758 evenings/weekends. (61367

FOR SALE—continued

1969 TRIUMPH TR6. Dark Blue. Soft top, leather seating, tonneau cover, boot rack, radio. Overdrive. MoT, mechanically sound, two owners, good condition, 40,000 miles, new set of Michelin XAS tyres. £675. Tel: Redhill 63398/9 office. (61362

MG-B 1965. O/drive s/top, tonneau, above average. Radio, over £100 spent on rebuild £285. Phone Medway (Kent) 47600. (61371

OPUS ROADSTER 1971, 998 c.c. Ford Stage 2 conversion, twin SUs, runs but needs finishing. £225 or nearest offer. Tel: Sedgley 3015 or 3386. (61374

A BEAUTIFUL EXAMPLE of the very rare 4¼-litre MX Overdrive Bentley Park Ward Saloon, first registered Nov. 1939. Recent extensive reconditioning of bodywork, respray in BRG. All mechanics in first-class order, all instruments present and in working order. ACE wheels, discs, radio, heater. Spare wheel on right front wing. £2,700 o.n.o. Forrester, Harbourne Hall, High Halden, Kent. (60574

PORSCHE 356B Cabriolet 1963 "A" registration. New ZXs body, engine transmission all v.g.c., £650. Box No. 4738. (61373

RILEY RME 1953. Bodywork reasonably good, springs recently set up, new oil filter conversion, engine needs repair. Taxed to March, MoT to February. Offers. Morton, Sheffield (0742) 362287. (61366

1930 MORGAN AERO, SV Jap engine. Fully restored to immaculate condition. £1,250. 1926 Scout 2 speeder, excellent condition, £600. Exchange considered. Dawson, 40 Tor Hill Road, Torquay. Tel: 23210. (61365

1931 MORRIS MINOR with attractive Jensen Sports body. Fully restored with new hood, carpets, upholstery, five new tyres. Red with black cycle type guards. A very pretty car. Lack of accommodation forces quick sale. Thus low price of offers over £700. Tel: 0482 631348. (61368

E-TYPE 1964 soft-top Mustard with black interior. Refitted new gearbox, clutch, starter, brake pads, tyres, exhaust, top overhaul, new camshaft and valves. Taxed September, MoT 1 year. Workshop manual. Around £800. Telephone Guildford 71059 or evenings 77673. (61370

TR6 IMMACULATE 1970 American specification. Twin carburetter, overdrive, stereo radio and continuous play stereo cassette player. Outstanding condition, low mileage, genuine private sale. Must sell best offer. Phone day 01-688 0145; evening 01-654 3062. (23863

RESTORATIONS

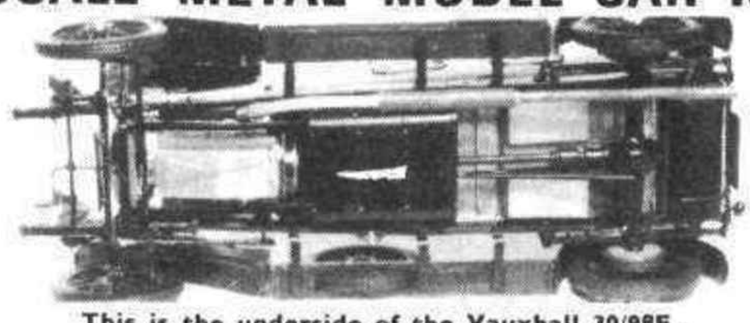
of Vintage, PVT & all Classic Cars
Mechanical and Bodywork, Resprays,
Polishing and Nickeling.
One Offs, Gear Cutting.
Pattern Making and Castings.
THE COMPLETE SERVICE
"THE COACH HOUSES"
SADDINGTON, LEICESTER 402608

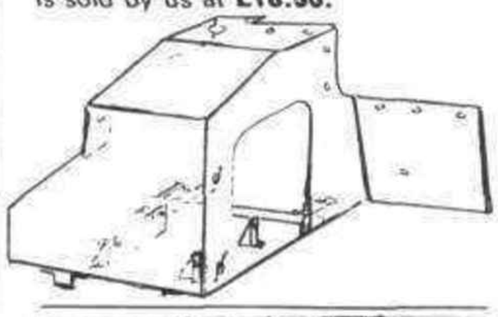
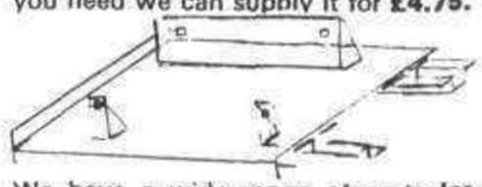
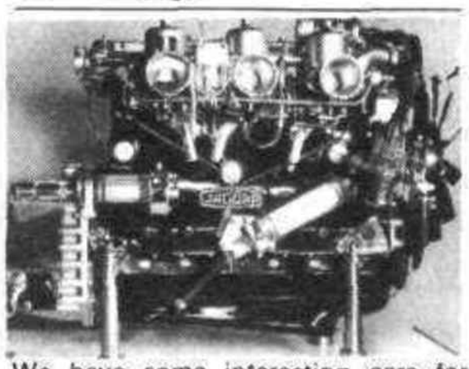
MORGAN AGENTS
ALLON WHITE & SON
(CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205
SALES SERVICE SPARES
by Morgan enthusiasts
Used Morgans purchased and supplied

M.G. HOODS
BY POST
IN BLACK DOUBLE DUCK
All "T" Model Hoods, Tonneaux,
Screens to bolt to your frames.
M.G.-A Hoods and Tonneaux in Vynide.
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

BRISTOL CARS
1949 Bristol Type 400, 53,000 miles. Silver/black **£1,250**
1967 Bristol Type 409 Mk. II. Power steering, sun-roof. Dark blue, black trim **£1,450**
1969 Bristol Type 410. Electric windows. Regal red, fawn trim **£2,250**
View by appointment only.
Wm. Quint, Fox Farm, Brook Lane
Timperley, Cheshire. 061-928 2922

ROLLOVER BARS
JOHN ALEY BUILDS THE BIGGEST RANGE OF ROLLOVER BARS
including the International Competition model complying with the FIA Appendix J, from £25.00 for most cars. But for club racing and road use there are a variety of models from £12.50. Whatever your rollover bar problem, discuss it first with the specialists. **Phone Sawston 2575,** or one of our stockists: **Chris Montague Carb Co.,** (01) 435 3266; **Motogear Marketing (Cumberland),** Brampton 2495; **Rally Equipe,** Bury 1178; **Gerald Kemp (MR) Developments,** Camberley 64525; **Charles Jenkins & Sons (Glamorgan),** Bargoed 832044; **Andreason Racing & Tuning (Hants),** Eastleigh 2445; **City Speed Centre,** Gloucester 20784; **Sportstune (Acc) Scotland,** Edinburgh 556.3507; **R.S.A. Factors,** Leicester 63485; **Cartune (Middlesbrough) Ltd.,** Middlesbrough 37971; **G.M.G. Racing,** Oxford 45236; **Chris Inch Engineering,** Saltash 3908; **Leedspeed Ltd.,** Sheffield 661779; **Demon Tweeks (Chester),** Tattenhall 70625; **Ingham Engineering,** Weston-super-Mare 23836; **European Stockists: Frami Racing (Holland),** Maastricht 043-21244.
ALEYBARS LTD
London Rd., Sawston, Cambs. Sawston (02203) 2575

1/24 SCALE METAL MODEL CAR KITS

This is the underside of the Vauxhall 30/98E.
Unretouched photo of the model!
Not a very dignified view but we wanted you to see the detail that is put into every part of the Vauxhall model. Complete set of metal parts including full instructions for assembly, **£11.88 inc. VAT** and postage. Other models from **£3.78.** Send 10p in stamps for fully illustrated catalogues of full range of models.
Export a pleasure.
Only obtainable from the Manufacturers.
WILLS FINECAST **Lower Road, Forest Row, Sussex, RH18 5HE**

OLDHAM & CROWTHER
The XK Jaguar people
27 & 31 IVATT WAY, WESTWOOD INDUSTRIAL ESTATE
PETERBOROUGH PE3 7PH. Tele. 262577 or 262912
FOR JAGUAR/DAIMLER/STANDARD/TRIUMPH PARTS
BEWARE OF IMITATIONS OF OUR PANELS
This is an **XK140 battery box.** It is sold by us at **£18.50.**

This is not a XK140 battery box. It is just the bottom panel, but if this is all you need we can supply it for **£4.75.**

We have a wide range of parts for tuning Jaguar engines. Please send for our list. We also carry out engine rebuilds (wet or dry sump) for road or competition purposes.

We are sponsoring the Oldham & Crowther Championship for thoroughbred sports cars and offer 10% discount on spares to registered competitors for use on their racing car.


We have some interesting cars for sale, including:
XK150 f.h. Resprayed, retrimmed and mechanical overhaul including a totally rebuilt engine. **£2,500.**
And available soon a very rare car: **A genuine COOMBS 3.8-litre Mk. II.** The modifications to this car cost **£587** when carried out in 1961 and are too extensive to list here.
However, their effectiveness is proved by the road test figures below.

	Coombs Mk. II	3.8 'E'-type
0-30 mph	2.2 sec.	2.8 sec.
0-70 mph	8.2 sec.	8.5 sec.
0-100 mph	16.2 sec.	16.2 sec.

If you *want* a sporting classic and *need* a 5-seater saloon this is the car for you. **Also Mk. 10 3.8-litre Auto.** Reconditioned engine, new tyres. Very nice car. **£300.**

models of the month



JAGUAR

1973 V12 E-type 2+2 auto., one owner, HR window. **£2,645**
1973 V12 E-type rdstr., 9,000 mls., chrome wheels, stereo. **£2,795**
1973 V12 E-type rdstr., one owner, c.w.w., tonneau. **£2,495**
1972 'L' reg. V12 E-type rdstr., primrose, power steering. **£2,145**
1972 V12 E-type 2+2, 32,000 miles, tinted glass, stereo. **£2,195**
1971 E-type f.h.c., 4.2, 17,000 miles, chrome wheels. **£1,995**
1970 E-type rdstr., 4.2, powder blue, c.w.w., radio. **£1,495**

SCIMITAR

1974 GTE, one owner, overdrive, radio, blue. **£2,495**
1973 GTE, local car, electric windows, chrome wheels. **£2,145**
1971 GTE auto., 37,000 miles, radio, h.r.w., rec. seats. **£1,545**
1970 GTE, Caribbean green, o/drive, radio, h.r.w. **£1,295**

MG

1974 MG-B GT, 8,000 miles, one owner, o/d., radio. **£1,865**
1974 MG-B GT, teal blue, one owner, o/d., h.r.w. **£1,845**
1973 MG-B GT, overdrive, radio, h.r.w., one owner. **£1,565**
1971 MG-B GT, glacier white, overdrive, wire wheels. **£1,195**
1974 MG-B rdstr., 11,000 miles, o/drive, tonneau, servo. **£1,565**
1972 MG-B rdstr., blaze, o/drive, radio, stereo. **£1,025**
1971 MG-B rdstr., wire wheels, overdrive, rec. seats. **£945**
1970 'J' reg. MG-B rdstr., o/drive, hard top, soft top. **£845**
1973 'M' reg. MG Midget, 16,900 miles, tonneau, radials. **£995**
1972 MG Midget, Harvest gold, radio, headrests. **£745**

TRIUMPH

1973 Stag, one owner, service history, o/d., hard top. **£2,095**
1973 TR6, emerald green, o/drive, radio, stereo. **£1,345**
1972 TR6, overdrive, Michelin radials, rec. seats. **£1,095**
1973 'M' reg. GT6, one owner, o/drive, tinted glass. **£1,445**
1973 GT6, Mallard, overdrive, h.r.w., velour trim. **£1,295**
1971 GT6, overdrive, h.r.w., reclining seats, saffron. **£995**
1974 Spitfire, low mileage, one owner, overdrive. **£1,295**
1973 'M' reg. Spitfire, one owner, reclining seats. **£1,095**
1973 Spitfire, in Mimosa, overdrive, radial tyres. **£1,095**
1969 Spitfire, wire wheels, tonneau, bills available. **£495**

LOTUS

1973 +2S 130/5, low mileage, one owner, stereo. **£2,545**
1972 'L' reg. +2S 130, lagoon blue, Sundym, stereo. **£1,895**
1970 +2S, white, radio, h.r.w., chrome wheels. **£1,365**
1973 'M' reg. Europa Special, 5-sp., 13,000 mls. Sundym glass. **£1,945**
1972 'L' reg. Europa Twin Cam, Pistachio, alloy wheels. **£1,495**
1970 Europa S2, Renault engine, power windows. **£1,045**
1972 'L' reg. Elan Sprint d.h.c., one owner, bills, Regency. **£1,565**
1972 Dec. 'L' reg. Seven, big valve twin cam, low mileage. **£1,245**

OTHER MAKES

1970 Aston Martin DB6 Mk. II auto. PAS, sunroof. **£2,295**
1970 Bond 2-litre GT, bronze yellow, radio, etc. **£595**
1969 Jensen Interceptor, power steering, radio, stereo. **£1,795**
1969 Mini Cooper Mk. II, almond green, radio. **£545**
1970 'J' reg. Marcos 3-litre Ford, o/drive, sunroof. **£1,445**

TERMS — EXCHANGES — INSURANCE FACILITIES

This is only part of our total stock – if you don't see what you're looking for give us a ring

Swanmore
1174-80 Christchurch Rd
Bournemouth
Tel Bournemouth 43344
9am - 8pm (Saturday 9am - 7pm)

FOR SALE—continued

AUSTIN HEALEY 3000 Mk. III 1967 July. New hood, tyres, wheels. Body carefully maintained. Many bills. MoT, £1,200. Tel: 351 0356 evenings. (23862

RARE 1929 VAUXHALL 20/60 Super Six Saloon. Fairly sound and complete but requires working on. Offers around £1,000. Livesey, Scorton Garstang, Preston. 0524 791231. (61439

FERRARI FIAT Dino Convertible "M" registered. Silver/grey with black trim. V6 2-litre engine, five-speed g/b, reclining seats, radio cassette player with quadrophonic sound. Immaculate condition throughout. £1,500. P/ex. considered. Tel: 01-568 7298 (61440

TF 1250 RED. Recent complete engine/gearbox rebuild. Good all-round well cared for example. What offers? Sevenoaks 61938. (61443

ROLLS PHANTOM I 40/50, 1928 with Barker Replica touring coachwork by Wilkinson. Excellent condition. £9,800. Box No. 4737. (61448

1973 "M" REG. LOTUS +2S, 16,000 miles. Blue. £2,300 o.n.o. 37, Latimer Rd., Carterton, Oxford. (61447

ALVIS TC/21 1954 Tickford D/H Coupe. Bodywork and hood excellent, but wings require attention. Mechanically sound. 25,000 miles since new engine fitted. Good Michelins, taxed, MoT year. Very attractive car. Photograph to genuine enquirers. Offers over £1,000. Tel: 041 221 1299. (61449

MG TD, sound, taxed 1976. Offers over £840. MG-A, Frogeye part exchange. Ipswich 78163 (6-7 p.m.). (61441

LOTUS 7 S4, Yellow, roll bar, alloy wheels. Excellent condition. £895. Exchange considered. Chesterfield 850559. (61445

ALVIS SPEED 20 1933 Tourer. Superb condition. Silnce last summer's engine/body rebuild and tour of Europe laid up in cotton wool. 01-648 5719 (61444

MORGAN 4/4 Oct. '72. 2-seater. 22,000 miles, excellent condition. Signal Red, W/W, bucket seats. £1,850. Ring: evenings Miss Anthea Brooks, Bromesberrow 446 (Glos.). (61502

BRISTOL 401 1952 registration PHY 2, rebuilt: engine, clutch, brakes, front suspension, nice respray. Well on the way to full restoration. £800 o.n.o. Tel: Mr. Gee, Fincham 204 (Norfolk). (61501

SILVER DAWN 1955 manual, coffee and cream, rather tasty not cheap as much care taken in preparation, but you don't need an after dinner mint. Please ring 01-435 6111 for more details. (61500

LOTUS EUROPA 1971. Yellow. One owner, gas flowed exhaust, Weber carb., radio. £1,075. Nottingham 45887. (61499

PRETTY 1953 version of pre-war Mercedes 170 in good working order, sound body but tatty interior. Offers over £300. Phone 01-837 4613. (61504

1955 ZA MAGNETTE Virtually two owners, 66,000. Good mechanics/electrics/tyres. Excellent interior. Smart black polished bodywork. MoT 26/5/75. Easy starter. Tax and drive away. Good appreciating investment. £125 Spare engine, gearbox, etc. also available. Wanted: Singer or Triumph Roadster. Fennell, 2 Folliat Close, Wantage 2317. (61503

ROLLS PII CHASSIS 1930. Complete with lamps and all instruments. Running. £1,950. Box 4739. (61497

VOLVO 1800 S, 1965. White, sunroof, 8-track/radio. Overdrive. Superb example. £475 o.n.o. or exchange for GT6/TR. Phone: Slough 48185 after 6.30 p.m. (61469

MERCEDES 250 CE Coupe. Red, parchment trim. 1969 "L" Reg. Superb condition. £1,975 or offer. Chesterfield 863965 or 75213. (61470

GILBERN INVADER Mk. II 1970/71 "J" Regd. Tinted windows. Electric windows. New auto gearbox. Eight-track with radio. Really attractive car. £945. Ring 01-749 3737 day and 01-385 0141 evenings (Fulham). (61476

AUSTIN HEALEY 3000 Mk. II 1961. One owner since '62. Guaranteed 47,000. Only used for pleasure. £125 spent this year on re-Endrusting, plus other replacements. Year's tax and MoT. Colour Old English White. Overdrive, w/wheels, adjustable column, tonneau, plus works hard-top. £825. Phone 021-357 4802 or write: 95 Craythorne Avenue, Handsworth Wood, Birmingham. (61479

1935 LAGONDA M 35 Pillarless Saloon, in very good original condition. This very desirable saloon is reasonably priced at £1,250. Phone: 061-338 2671/3735. (61475

1958 TR3A all steel body, h & s tops, overdrive. Complete engine rebuild including crank, pistons, valves, etc. 21,000 miles since. Good condition all round. New MoT, around £350. Tel 051427 1475. (61474

1956 ASTON MARTIN, Tojiero 3S coupe. Reconditioned and rebodied. Best offer. Part exchange considered. Phone Alton 63219. Write Langtons Piece, Stancomb Lane, Medstead, Alton, Hants. (60748

FORD ANGLIA 1600 c.c ½ race, twin 40 Webers, 8 in. wheels. Customised inside, special paintwork, too many extras to mention. 110+ m.p.h. £550 o.n.o. Also Ginetta "N" Reg. G215. 40,000 miles, usual refinements. £2,300. Reason for sale: must buy Morgan. Details phone Wishaw 73809, or call at 1 Millbank Road, Wishaw, Lanarkshire, Scotland. (61549

AUDI COUPE "S" March '74. Metallic Maroon. Sliding roof. 24,000 miles, one owner. Excellent condition. £1,950 o.n.o. Phone Maidenhead 32689. (61526

1967 ASTON MARTIN DB6 1191 MW, tax, year's MoT, automatic, p.a.s., HRW, CWW, Sundym, dark olive. £1,495. Matthew White, 11, Owletts End, Pinvin, Pershore, Worcs. (61535

TIM & ZOE RANDLES

HI-SPEED SMOKERS
48361 (0782) 47623

SUPER SPORTS

1974 M.G.-B V8 GT. O/d. Flowery limeflower; 9,000 rec. miles. Tints, sun-roof **£2,195**
1974 M.G.-B roadster. Harvest gold. 10,000 rec. miles. Ziebarted. Radio/tape, elec. aerial **£1,725**
1973 M.G.-B GT. O/d. Damask red, cozy black cloth seats; 26,000 rec. miles. Tints, radio **£1,595**
1971 M.G.-B GT. Teal blue, o/d., 35,000 rec. miles; radio **£1,095**
1970 M.G.-B GT. O/d. Teal blue.
1970 M.G.-B GT. O/d. B.R. Green.
Choice of the two from **£945**

LOTUS LINE-UP

1974 LOTUS +2S 130/5 speed. Tawny topped with silver roof. Tints, alloys **£2,795**
1973 LOTUS +2S 130/5-speed. Regency—bubbly champagne trim. 23,000 rec. miles, one owner. Sun-roof. Trendy tints **£2,295**
1970 LOTUS Elan S.4 d.h.c. Bahama yellow **£1,095**

TRENDY TRIUMPHS

1972 TRIUMPH Stag, o/d. Hard-top. Subtle saffron **£1,995**
1970 TRIUMPH Stag, o/d. Hard-top. Pleasant pimento red **£1,495**
1973 TRIUMPH Spitfire, over-drive. Red **£1,145**

JOIN THE JENSEN SET

1971 JENSEN Interceptor Mk. II. Brown, biscuit trim. 35,000 rec. miles. Tapes, tints, refrigerator **£2,695**
1974 JENSEN-HEALEY. Green, black trim. 16,000 rec. miles, one owner **£2,195**
1972 JENSEN-HEALEY. Red. 'L' regd., one owner. Radio, 22,000 rec. miles **£1,295**

1971 JAGUAR V12 E-Type 2+2. White, black trim, 37,000 rec. miles **£1,795**

COURTING CONTINENTALS

1975 ALFETTA. Met. green, brown velour trim. 4,000 miles, one owner. 5-speed, tints **£2,495**
1973 ALFA 2000 GTV. Yellow/black trim; 18,000 miles, one owner; radio, 5-speed **£1,995**
1972 ALFA 2000 Super Spyder. Perky primrose, radio **£1,695**
1971 ALFA 1300 Junior. Red. Radio **£1,095**

1972 FIAT 124 sports. Choice of yellow or blue **£1,095**

1973 'M' FERRARI Dino Spyder. Ferrari red. 15,500 rec. miles. Radio. Go-Continental for **£4,395**

1973 'M' DATSUN 240Z. One owner. Silver grey metallic. Tints. An Oriental indulgence **£1,895**

LOTUS & SCIMITAR
Spares, phone (0782) 45691

COMPETITIVE PT./EX. PRICES FOR THE ABOVE

YOUR SPORTS CAR BOUGHT FOR CASH

PLEASE PHONE US (0782) 48361 OR 47623.
SPARES—REPAIRS—BODYWORK.
45691.

C.R.F.S. LTD.
CAMPBELL RD.
STOKE-ON-TRENT

OPEN 9-8 INCL. WEEKENDS.

A.B. GELDER YORKSHIRE AUTOMOBILES LTD.

CLAN CONCESSIONAIRES – FULL RANGE OF SPARES, BODIES AND SECTIONS

NEW CLAN CRUSADERS

Immediate early delivery in the following colours and delivery order:- Orange, Yellow, Green, Yellow. All cars have sunroof, alloy wheels, tinted glass all round and quartz halogen headlights. Price £1,845.

TVR

NEW TVR 3000M, £2,960. Basic comprehensive list of extras.
NEW TVR 1600M, £2,574. Basic comprehensive list of extras.
NEW TVR 3000M at the old price. Metallic blue with brown trim, reclining seat, head-rests, sun-roof, laminated screen, tints, h.r.w., auto belts, vinyl roof.. **£2,942**
NEW CLAN CRUSADER. Yellow, alloys, tints, sun-roof, halogens..... **£1,845**
NEW CLAN CRUSADER. Green, alloys, tints, sun-roof, halogens.. **£1,845**
1969 LOTUS Elan +2. Royal blue, sun-roof..... **£1,125**
1974 LOTUS Europa Special. Purple, 5-speed, oatmeal trim, radio, tints **£2,395**
1973 LOTUS Europa, John Player Special, livery oatmeal trim, 5-speed, Sundym glass, radio, stereo; one owner..... **£1,845**
1970 LOTUS Europa S2. Red, Else conversion..... **£1,065**
1971 LOTUS Elan S4 f.h.c. Red, Special Equipment..... **£1,045**
1972 LOTUS Europa TC. Yellow, oatmeal trim..... **£1,395**
1970 MARCOS 2-litre V4. Yellow/black, stereo and radio..... **£1,150**
1971 TVR Tuscan V6. Peacock blue, alloys..... **£995**
1972 TVR Vixen S3. Royal blue, sun-roof, alloys, one owner..... **£1,065**
1973 CLAN Crusader. Brown, sun-roof, alloys; 12,000 miles..... **£1,395**
1974 JENSEN-HEALEY. Red, hard and soft tops; 2,000 miles recorded.. **£2,140**
1973 JENSEN-HEALEY Mk. 2. Orange with tan trim..... **£1,695**
1973 TRIUMPH GT6. White, one owner; heated rear window..... **£1,265**
1973 TRIUMPH GT6. Mimosa brown, trim; one owner; h.r.w..... **£1,225**
1970 TRIUMPH GT6. Damson, overdrive..... **£755**
1974 TRIUMPH Spitfire Mk. 4. Red. One lady owner, 12,000 miles.... **£1,325**
1968 TRIUMPH Spitfire Mk. 3. Valencia blue, wire wheels..... **£415**
1973 MG-B GT. Damask red, overdrive, tints, radio, heated rear window, head-rests, spotlights; one owner, recorded 11,000 miles..... **£1,595**
1973 MG-B GT. Damask red, overdrive, tints, radio, heated rear window, chrome wheels; one owner..... **£1,565**
1972 MG-B GT. White, overdrive, heated rear window..... **£1,195**
1968 MG-C GT Automatic. Damask red. To clear..... **£495**
1973 MG-B roadster. Harvest gold, overdrive..... **£1,245**
1970 JAGUAR E-Type 2+2. White. Two owners. Chrome wire wheels, red trim, racing mirrors..... **£1,495**
1967 VOLVO P1800S. Pale blue, overdrive; two owners from new, radio.. **£595**
1972 FORD Escort GT. Daytona yellow..... **£795**
1972 FORD Cortina 2000 GXL. Everglade green; one owner, 1,800 miles **£950**
1972 SUNBEAM Stiletto. Yellow with vinyl roof; one lady owner. Believed to be one of the last made..... **£595**
1971 GILBERN Invader estate. Red. O/d..... **£1,195**

Stock constantly changing, please ring if you do not see what you require.

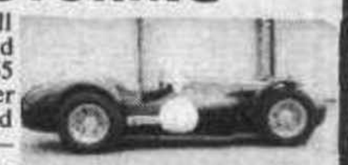
SHARROWVALE ROAD, SHEFFIELD and 247-251 LONDON ROAD

Phone (0742) 668114 · 686400
Sunday by appointment only

Open 9.00 am – 7.00 pm Mon-Thur
9.00 am – 8.00 pm Fri
9.00 am – 6.00 pm Sat
at Sharrowvale Road

NOSTALGIA

HOW TO GET SOME FUN OUT OF MOTORING



Take one Ex HILL-CLIMB CHAMPIONSHIP WINNING HWM-JAGUAR with full 300+ b.h.p. wide-angle 3.8-litre 'D'-type dry-sump engine; add lights, handbrake and horn, but not much weather equipment or silencing, etc.; obtain M.o.T. and £14.65 worth of road tax; drive 200+ miles up the M1/M6 to Oulton Park on April 25th, to the utter amazement of pedestrians, commuters and police alike, not to mention the long-suffering residents and staff of the Swan Hotel at Bucklow Hill; pump up tyres and drive straight onto track for car's first outing in four years—the JCB event; prove definite competitive potential with Listers, etc., over first five laps then lose valuable time as rev.-counter drops out of dashboard onto feet; complete entire race however (5th in class), leave track, refit rev.-counter, and drive on to road and home; reluctantly offer MOTOR SPORT readers opportunity to buy car and do likewise.

HERE OR PROBABLY COMING :

1917/21 LE ZEBRE 2-STR. TOURER AND DICKEY — HR 4960; like a 2-str. Bullnose Morris only rarer and prettier; an amazingly original vehicle with original entry in log book and just two owners since; running beautifully — 94 pts. (*photo*).
1935 MG PA — BTT 586; a smashing sports car, this rare 40-year-old MG is totally restored from the bare chassis, with painted and polished mechanics to 'Concours' standard, etc. 98 pts. (*Photo.*)
1949 JAGUAR XK120 ALLY ROADSTER, LHD; foolish of me to assume this car was sold when I only had a solemn promise from the would-be purchaser, now vanished; anyway, it has been much admired at JDC meetings and at Beaulieu as being probably the most original and best standard aluminium roadster in the UK; 68,000 m., two owners and still the proper commemorative plaque on the dash — 97 pts. (*Photo.*)
1951 JAGUAR XK120 ROADSTER, RHD — FEA 738; this car has had one registered owner who bought it new when he was 60 years old; 35,000 m. total and absolutely 100% original save a superb respray; simply perfect and the best bar none — 100 pts.
1953 FRAZER NASH 'TARGA FLORIO' GRAN SPORT — 6652 H; an absolutely unique car, built to the special order of its only owner by the works; very quick (Bristol 100BS engine) with superb handling; 25,000 m. only — 98 pts.

POSSIBLY COMING:
1939 BMW 327/55 CABRIOLET, RHD; totally original 2+2-str. d.h.c. — 90 pts.
1955 FERRARI 121 LM — ex works Le Mans team car — 100 pts. (*Photo.*)
1956 Ex PHIL SCRAGG HWM-JAGUAR SPORTS/RACING — SPC 982; a most famous car (described above), shatteringly potent, the nearest thing in looks and performance to a fifties' formula car on the road; rebuilt for Robert Cooper and little used since till today — 98 pts. (*Photo.*)
1958 MERCEDES 300 SL ROADSTER, LHD — UYM 7; a glorious translation of race-bred Gullwing engineering into a superbly quick and practical roadster; 70,000 m. only, totally original and beautifully cared for — 97 pts.
1958 AC ACECA-BRISTOL 100D2 — 899 EPH; these 120-m.p.h. hand-built British 2-str. coupes are possibly the most beautiful cars of their type ever built; a very good and well serviced (by AC Cars Ltd.) example at an extremely reasonable price — mechanics and interior 95 pts.; paintwork 85 pts. — £1,250 o.n.o.
1962 ASTON MARTIN DB4 SERIES V VANTAGE — 800 PCV; a particularly nice specimen of possibly the best DB built; very rapid but remarkably economical (30 m.p.g. at 80 m.p.h.); 79,000 m. and known history — 92 pts. £1,550 o.n.o.
1965 LOTUS ELITE STAGE III — EUX 708C; built to special order by Coventry Climax engineers, with specially developed engine (Webers, etc.), ZF box, 72-spoke alloy Borrani wires, etc., and remarkably just 9,000 miles from new; 97 pts.
1966 AC COBRA '289' Mk. III, RHD; a magnificent example (one of the 15 or so built for the UK market), maintained by AC's themselves from new; the 4.7-litre engine gives 0-60 in 5.4 sec., but 22+ m.p.g.; my very favourite sports car of all time — 98 pts. (*Photo.*)

1959 JAGUAR XK150S FHC — 15,000 m. from new, 'Concours' winner — 100 pts.
1960 JAGUAR XK150S ROADSTER — 'Concours' winner — 100 pts.







SPECIAL ANNOUNCEMENT: WEDNESDAY, JUNE 4th, sees the first of my monthly get-togethers for people who enjoy out-of-the-ordinary motor cars. Meeting place is 'THE GOAT' at HERTFORD HEATH, from 7.30 p.m. (so we have some daylight). Anyone is welcome but try and bring your prized possession with you, whether it be a 1902 De Dion Bouton or a 1975 Ferrari Boxer. Cortinas and Marinas, etc., only acceptable if rain prevails. Ring me for more details.

100 pts. means 'best in the world', literally!
90 pts. means 'very presentable, and sound throughout'.

ROD LEACH: Tel: GREENCOATES 591
(STD. DIAL 0992-584 591)
27, LONDON ROAD, HERTFORD HEATH, HERTS., SG13 7RL
9 a.m. - 10 p.m., 7 days per week. BY APPOINTMENT ONLY

MAIL ORDER TODAY — MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL. phone 01-836 5376

New Books

INCREASED POSTAL CHARGES
UK Customers - Single Book Orders Only add 3p in the £ to Stated Price
Overseas & UK Multiple Orders - Price as Stated

Sox & Martin Book of Drag Racing	£9.45
The Transam and Corvette Chassis – Design, Tuning & Construction	£3.10
Advanced Race Car Suspension Development	£3.60
Rolls-Royce by Setright *(Reprint of Ballantine series)*	£1.95
Rally Navigation	£3.80
Motorcycle Grand Prix Record Book	£3.25
The Austin Seven – *A Pictorial Tribute*	£2.95
Isle of Man T.T.	£4.25
Coachwork on Rolls-Royce 1906-1939	£12.00
AA Guide to Used Cars	£1.95
Automobile Revue 1975 Catalogue Number	£5.25
Motorcycle Road Tests Republished Vol. 2 1955-1960	£2.85
Automobile Quarterly Annual Subscription	£15.25
Automobile Quarterly – Vol. 13 No. 1 Amilcar Issue	£4.20
All back issues available	
Ballantines Illustrated History of the Violent Century	
Midget Submarine	90p
Classic Single Seaters	£5.25
Sixteen Cylinder Motorcars: An Illustrated History	£12.00
Observer Book of Automobiles 1975	95p
World Cars 1975	£7.85
Piper Winners Handbook 1975	£2.25
The Poster Book of Antique Auto Ads 1898-1928	£4.40
Collecting & Constructing Model Buses	£2.20
The Cobra Story *(Reprint)*	£4.90
The Aston Martin 1½ Litre International	£4.60
The Nifty Fifties	£10.45
Cars of the Stars	£10.00
Car Numbers 1904-1974	£7.85
Off Road Handbook with Back Country Travel Tips	£3.30
The Works Mini's	£3.20
Formula One '74	£4.80
Automobile Year No. 22	£10.35
Farm Tractors in Colour	£2.10
A History of Motors and Motoring 1895-1900	£2.20
Theory and Practice of Turbocharging and Supercharging	£1.65
The Tyre Book by Vintage Tyre Supplies Ltd.	£3.50
Chrysler Cars 1930-39	£2.05
F 1 A Yearbook 1975	£4.20
The Indy 500 – An American Institution Under Fire	£5.80
The Day I Died (About the Crashes of Well Known Drivers Who Survived)	£3.15
The Story of the Car	£3.30
From Brands Hatch to Indianapolis	£4.30
The Way to Win	£4.05
Lost Causes of Motoring Europe (Vol. 1.) (Vol. 2.)	£2.80 £3.35
The Formula One Record Book	£5.85
Automotive Test Equipment You Can Build	£2.70
Automotive Electronics	£3.85
The Aston Martin – A Collection of Contemporary Road Tests 1921-1942	£3.70
Autocourse '74-'75	£5.90
Bodies Beautiful	£5.35
Specialists Sports Cars	£3.80
A Source Book of Vintage and Post Vintage Cars	£1.25
Buick Cars 1929-39	£1.35
Fiat by Sedgewick	£5.30
Catalogo Bolaffi Della Fiat 1899-1970	£17.70
Ferrari – The Early Berlinettas & Competition Coupes	£4.55
The Ferrari	£5.90
Grand Prix Ferrari by Pritchard	£5.85
Ferrari: 25 years of Formula 1	£7.95
Ferrari *(Reprint of Ballantine Title)*	£1.95
Ferrari – Sports & G.T. Cars	£12.80
Ferrari 275/330 GT/330 GTC Handbook	£4.80
Ferrari 246, 365 GT, 365 GTB Handbook	£4.80
Ferrari 275 and 330 Parts Book	£3.80
Model A Miseries and Cures	£2.50
70 Years of Chrysler	£9.00
American Automobile Racing	£7.30
The Le Mans 24 Hour Race 1949 to 1973	£12.50
Wheeled Vehicles of the Wehrmacht 1933-45	£3.90
The Observers Army Vehicle Directory to 1940	£4.80
The Observers' Military Vehicles Directory from 1945	£2.70
Tanks and Transport Vehicles of World War 2	£4.00
Tuning Solex Carburettors	£1.45
Morgan, The First and the Last of the Real Sports Cars	£4.80
The Salmson Story	£4.75
Building Model Trucks	£5.35
The Complete Catalogue of British Cars (From earliest beginnings to present day)	£7.40
Bristol Cars and Engines by Setright	£4.85
The Indianapolis '500' 1973 Yearbook	£1.85
The 1974 Indianapolis 500 Yearbook	£2.70
Runabouts and Roadsters – (Collecting & Restoring Special Interest Cars)	£7.10
Basic Automotive Tune-up & Test Equipment	£1.75
Quai de Javel Quai André Citroen (A fabulous illustrated book – 440 pages 300 photos – with a little french text)	£13.75
Castrol Rally Manual 3	£2.45
The Jensen Healey Story	£3.85
British Sports Cars Since the War	£2.75
Porsche Cars 1952-56	£1.45
Porsche (Motorbooks Library)	£3.20
The Racing Porsches – Paul Frere	£4.45
Porsche – Pritchard	£2.25
Porsche Sport '73'	£3.75
Alfa Romeo – Milano Illustrated Story of Alfa Romeo	£7.35
Silverstone – The Story of Britain's Fastest Circuit	£4.10
Rallying to Win	£3.65
Thunderbird – An Illustrated History of the T-Bird	£9.35
Basic Automotive Tools & How to Use Them	£1.75
Brooklands and Beyond	£4.80
Bikes at Brooklands	£4.45
Brough-Superior – The Rolls Royce of Motorcycles *(Reprint)*	£5.00
The Land Beyond The Ridge – A Motorcycle Memoir	£2.65
Norton Motorcycles 1928 to 1955	£1.00
Vincent-HRD Motorcycles 1947 to 1955	£1.00
Velocette Motorcycles 1925 to 1940	£1.00
BSA Motorcycles 1935 to 1940	£1.00
Motorcycle Repair Encyclopedia	£4.50
ISDT '73 (The Olympics of Motorcycling)	£6.80
BMW 500-750cc Twins Manual	£3.15
The Gold Star Book	£3.75
Clean to the Finish – How to ride Trials – with Sammy Miller	£3.30
Motor Cycle Tuning for Performance	£2.65
How to Win Motocross	£2.65
Motorcycling's Golden Age of the Fours	£3.10
Racing Motorcycles	£1.50
How to Select & Maintain Your Trial Bike	£3.25
Vintage Motorcycle Road Tests No.1	£1.60
Second Vintage Motorcycle Road Tests	£1.95
Castrol Motorcycle Racing Manual	£1.65
Early Motorcycles – Construction, Operation, Service	£3.80
Super Bike Road Tests	£1.40
Norton Story	£2.95
Motor Cycles – A Technical history	85p
Motor Cycle Cavalcade – The history of the Motor Cycle 1884-1950 *(Reprint)*	£2.85
Motorcycle Parade	£3.80
Superbikes	£3.25
The Complete Book of Motorcycle Trials	£3.20
The Motorcyclists Encyclopaedia	£1.10
The Complete Book of Motocross	£3.25
From T.T. to Tokyo by Tommy Robb	£2.25
Vintage Years at Brooklands – Photo record of motorcycle racing at Brooklands – Dr. J. Bayley	£5.50
Douglas – The Best Twin	£5.75
Motor Cycle News Annual 1975	£2.55
The Scott Motorcycle	£4.60
Street Bike Fun	£3.30
Two-Stroke Tuner's Handbook	£2.75
Motor Cycle Road Tests 1930-1940	£2.00
Cars in Profile – Collection No. 1	£4.80
Cars in Profile – Collection No.2	£4.80
Encyclopaedia of Auto Racing Greats	£9.55
British Cars of the Early 30's 1930-34	£1.95
British Cars of the Late 30's 1935-39	£1.95
British Cars of the Early 40's	£2.70
British Cars of the Late 40's	£2.70
British Cars of the Early 50's	£3.25
British Cars of the Late 50's	£3.25
American Car Spotters Guide 1940-1965	£3.20
Africa On Wheels (The Scroungers Guide to Motoring in Africa)	£2.15
Grand Prix Champions	£3.45
The Guinness Guide to Formula 1 Motor Racing	£5.30
Basic Bodywork and Painting No.3	90p
Rallying (Revised 5th Edition)	£1.95
Vintage Cars by Posthumus	£1.70
The World of the Automobile	£5.30
Story of the Triumph Sports Car	£3.95
The Coachbuilt Packard	£5.45
The Grand Prix – by Setright	£6.95
Complete Encyclopedia of Motor Cars	£9.95
The Last Season – The Life of Bruce McLaren	£4.95
70 Years of Buick	£8.00
Stromberg Carburettors	£1.25
Bosch Electrical Systems	£1.25
Flying on the Ground – Fittipaldi	£3.35
Cadillac – Standard of the World The Complete 75 Year History	£9.85
Corvette – America's Star Spangled Sports Car	£9.85
The Motor Sport Book of Donnington	£1.10
Challenge Me The Race – Mike Hawthorn	£2.95
Studebaker	£1.50
Lincoln	£1.50
Buick	£1.50
Tuning Lucas Ignition Systems	£1.10
Private Motor Car Collections of Great Britain	£4.75
The Second James Flood Book of Early Motoring	£14.50
Fangio Edited by Denis Jenkinson	£3.25
Period Cars	£4.30
Packard 1899-1942	£1.50
Packard – Advertising Highlights	£2.28
Packard – A History in Ads.	£2.25
Adventures of a Vintage Car Collector	£4.75
Automobile Tyres	£4.20
The World Champions – Farina to Fittipaldi	£3.40
The Great Racing Cars & Drivers (240 photos, 112 in colour)	£3.20
The Encyclopaedia of Motor Racing *(2nd Edition)*	£3.25
Weber Carburettors – 1. Theory	£1.05
Weber Carburettors – 2. Tuning & Maintenance	£1.15
A History of the London Taxicab	£3.10
Jo Siffert	£2.95
Passenger Cars 1905-1912	£1.35
Passenger Cars 1913-23	£1.40
Passenger Cars 1924-1942	£2.00
Ford V8 Service Bulletins 1932-37 (Inc. Model 'B' 4 cyl.)	£3.65
Ford V8 Service Bulletins 1938-40	£3.25
The Ford V8 Affair	£9.35
Sports Car Championship	£3.45
The Wankel Engine by Norbye	£5.80
Automobile Quarterly's World of Cars Over 200 of the world's most beautiful, exciting & interesting cars, in colour	£5.40
The Daimler Tradition	£6.35
Faster! – Jackie Stewart & Peter Manso	£2.70
Sixty Years of Chevrolet	£8.80
How to Hot-Rod Small Block Chevy's	£2.70
Automobile Radio Interference Suppression	£1.25
60 Vetture ai Raggi X (Essentially 100 pages of fine cutaways of Italian high performance cars over the years)	£5.70
The Rally Handbook – Hudson-Evans	£3.75
Road Racing 1936 by Chula (Paperback)	£1.10
Bits and Pieces by Bira (Paperback)	£1.10
Full Throttle by Birkin (Paperback)	£1.15
Motor Racing Mavericks	£3.80
Cord Without Tribute to Tradition	£10.45
Duesenberg Owners Companion	£7.85
Wheels at Speed by Chula (Paperback)	£1.10
Wheelspin by May (Paperback)	£1.10
Post-War British Thoroughbreds – Their Purchase and Restoration	£3.75
From Here to Obscurity – An Illustrated History of the Model T Ford 1908-1927	£9.35
Model 'A' Henry's Lady	£9.35
The Model Ford 'A' As Henry Built It	£5.95
Illustrated History of the Ford 1903-1970	£8.00
The Model 'T' Ford Owner (The best of Murray Fahnstock)	£2.80
The Ford Escort and Rallye Sport	£2.95
Motor Racing – The Grand Prix Greats	£2.15
Fifty Years of Lincoln Mercury	£6.60
When the Flag Drops – Jack Brabham	£2.65
Racing Cars in colour	£1.40
Jochen Rindt – The story of a Champion	£1.90
Essentials of Upholstery and Trim for Vintage and Classic	£3.90
Antique Auto Body Decoration for the Restorer	£2.20
Antique Auto Body Accessories for the Restorer	£2.20
Antique Auto Body Brass Work for the Restorer	£2.20
Antique Auto Body Woodwork	£2.20
Antique Auto Body Leatherwork	£2.20
Antique Auto Metalwork	£2.20
Antique Auto Body Top Work	£2.20
Restoration of Vintage, Thoroughbred Cars	£4.25
The Rover	£3.70
The Chequered Year – The story of a Grand Prix racing season	£3.05
Steam Cars 1770-1970	£3.30
Sports Car & Competition Driving – Paul Frere	£3.75
Georges Roesch and the Invincible Talbot	£5.50
Handbook of the Austin Seven 1930	£1.00
Handbook of the Austin Seven 1935	£1.00
The Austin Seven List of Spare Parts 1928	£1.80
The Austin Seven List of Spare Parts 1936	£1.00
Seven Years with Samantha Around the World in a Vintage Austin 7	£4.25
Austin Seven in the Thirties	£2.10
Austin Ten 1932-1939	£2.05
The Austin Seven – Wyatt *(Reprint)*	£3.80
The Motor Sport Book of The Austin Seven	80p
Austin Seven Specials *(Reprint)*	£2.50
The Mighty Mercedes	£6.35
The Mercedes-Benz Racing Cars	£12.95
Mercedes-Benz 300SL	£9.85
The Cars of Kings – The Mercedes K & S	£6.40
The World's Racing Cars	£1.40
Motor Road Tests 1974	£1.80
Motor Road Tests 1973	£1.80
25 Alfa Romeo Road Tests	£2.75
23 Mercedes Benz Road Tests	£2.50
14 BMW Road Tests	£1.50
32 Fiat Road Tests	£2.90
17 Datsun Road Tests	£1.60
20 Jaguar Road Tests – Road & Track	£2.75
15 Ferrari Road Tests – Road & Track	£1.75
28 Porsche Road Tests – Road & Track	£2.75
15 Corvette Road Tests – Road & Track	£1.75
Specials – J. Bolster *(Reprint)*	£2.95
American Cars of the 1940's	£1.95
The Racing Driver – Denis Jenkinson	£2.25
Land Speed Record – Posthumus	£4.75
Automobile Design – Great Designers and their Work – by Barker & Harding	£2.35
The Custom Body Era (USA)	£10.35
The 1930 London Motor Show & Paris Show	£4.25
The Racing Sports Car	£2.40
Motor Body Repairing & Refinishing	£2.80
L'Histoire Illustree du Grand Prix de Suisse 1934-54	£6.85
How to Start Motor Racing	£1.15
What's It Like Out There Andretti	£2.70
Glass Fibre Autobody Construction Simplified	£1.95
Life at the Limit – Graham Hill	£2.70
Le Grandi Alfa Romeo – Fusi	£12.95
History of the World Sports Cars	£3.75
History of the World Racing Cars	£2.45
Il Museo Dell' Automobile Torino	£4.25
Lagonda in the Thirties	£1.40
Alvis in the Thirties	£1.40
GMC Green 1900-1950	£4.30
Keen Kenworth Trucks 1915-1955	£4.30
The Observer Book of Commercial Vehicles	70p
Mack! The Greatest Name in Trucks	£7.30
American Trucks of the Early 30's	£2.85
American Trucks of the Late 30's	£3.25
American Funeral Cars & Ambulances	£8.80
Buses and Coaches from 1940	£2.70
Fire Engines in colour	£1.95
Fairground and Circus Transport	£2.15
British Lorries 1900-1945	£3.25
The London Motorbus – Its Origin & Development	£2.70
London Transport at War 1935-45	£2.80
Passenger Vehicles 1893-1940	£2.15
Commercial Vehicles of the World	£3.75
International Catalogue for Commercial Vehicles 1975	£5.70
Volkswagen for the Wehrmacht	£3.15
A Source Book of Military Wheeled Vehicles	£1.05
Lorries, Trucks and Vans 1897-1927	£1.65
The Complete Book of Pick-ups and Vans	80p
Earth-Moving Vehicles	£1.65
Wreckers and Recovery Vehicles	£1.65
Fire-fighting Vehicles 1840-1950	£1.70
Half Tracks	£1.65
W.W.II Jeep Handbook & Repair Manual	£2.75
Scammell Vehicles	£1.65
Bantam Jeep BRC	£2.80
Ford Jeep GP	£2.80
Willy's Jeep MA	£2.80
The Military Jeep Complete Service Book (Willys MB/Ford GPW)	£5.30
MG in the Thirties	£2.00
M.G. Cars 1929-34	£1.40
M.G. Cars 1935-40	£1.40
M.G. Cars 1940-47	£1.40
M.G. Cars 1948-51	£1.45
M.G. Cars 1952-54	£1.40
M.G. Cars 1955-57	£1.40
M.G. Cars 1957-59	£1.40
MG Cars – The Early Years	£1.40
The M.G. Companion	£1.38
The MG Story	£2.70
MG Sports (4 Cylinder Thoroughbreds from Abingdon)	95p
Instruction Manual for the MG Midget TA & TB (Reprint of Original)	£3.40
MG TC Service Parts List	£3.20
M.G. 'N' Type Magnette Instruction Book	£2.90
The Magic of MG	£6.35
The Story of the MG Sports Car – Wilson McComb	£4.25
24 MG Road Tests – Road & Track	£2.50
Riley – The Production & Competition History of pre-1939 Riley Motor Cars (2nd. Ed.)	£5.15
Riley Cars 1932/35	£1.40
Riley Cars 1936/39	£1.40
Riley Cars 1940/45	£1.40
Riley 1945/56	£1.40
The Jaguar Tradition	£6.35
Jaguar by Lord Montagu (U.S. Edition)	£7.35
Jaguar & SS Cars 1931/37	£1.40
Jaguar & SS Cars 1937/47	£1.40
Jaguar Cars 1948/51	£1.40
Jaguar 1951-53	£1.40
Jaguar Cars 1954-55	£1.40
Jaguar Cars 1955/57	£1.40
Jaguar *(Reprint of Ballantine Title)*	£1.95
Jaguar Sports	£1.00
The Grand Prix Car 1954-1966 – Setright	£7.60
A Pictorial Survey of Racing Cars 1919-1939	£3.30
The Art, Technique of Driving – Pat Moss/ Carlsson	£2.25
Healeys & Austin-Healeys	£4.50
McLaren, The Man, the Cars & the Team *(U.S. Edition)*	£4.00
Morgan 1936-60 (4 Wheelers)	£1.45
Car Badges of the World	£1.68
Volkswagen Nine Lives Later	£6.35
The Fun of Old Cars	£7.10
Bentley – 50 years of the marque	£7.35
Illustrated History of the Bentley	£4.00
Bentley 1919-1929	£2.00
Bentley 1929-1934	£2.00
Bentley 1934-1939	£1.40
Bentley 1940-1945	£1.85
Bentley 1945-1950	£1.40
The Rolls-Royce Motor Car	£8.35
Rolls-Royce – The History of the Car	£4.85
Rolls Royce 40/50 h.p. Ghosts, Phantom and Spectres	£8.35
Rolls-Royce Alpine Compendium 1913/73	£3.70
A Brief Guide to Rolls-Royce and Bentley Cars 1925-65	£1.95
Those Elegant Rolls-Royces	£7.35
Rolls-Royce The Elegance Continues	£7.35
Rolls-Royce, The Living Legend	£4.75
The Magic of a Name	£3.90
Rolls Royce 1930-1935	£1.40
Rolls Royce 1935-1940	£1.40
Rolls Royce 1940-1950	£2.00
History of Brooklands Motor Course 1906-1940	£2.75
Tuning Stromberg CD Carburettors	60p
Tuning BMC Sports Cars	£1.15
Tuning Four-cylinder Fords (from 1959)	£1.65
Gas Flow in the Internal Combustion Engine	£5.75
Chassis Tuning by Norbye	£1.50
Competition Setup – A Chassis Adjustment Analysis	£6.00
Design of Racing Sports Cars – Colin Campbell	£3.25
Racing Car Design & Development – Len Terry & Alan Baker	£4.75
Racing & Sports Car Chassis Design	£3.25
British Leyland Minis – Maintenance Tuning and Modification	£3.15
How to Modify Datsun 510/610/240Z Engines & Chassis	£2.45
Castrol Racing Drivers Manual	£2.45
How to select and install Turbochargers	£3.25
Scientific Design of Exhaust & Intake Systems	£3.85
Design & Tuning of Competition Engines	£5.15
How to Hot Rod Volkswagen Engines	£3.20
The Sports Car – new 3rd Edition	£2.75
Valve Mechanisms For High Speed Engines	£4.80
The Sports Car Engine – It's tuning & modification	£2.50
Valve Timing for Maximum Output	60p
Racing Engine Preparation	£1.50
Vehicle Handling and Control – Selected Technical Papers	£6.20

We now carry a wide range of Ballantine War Books in paperback *(Reprints of earlier books)*

AIRCRAFT & ARMOUR BOOKS LIST 19p (Refunded on orders of £2.50 or more)

BOOKS: Prices include postage, packing to Anywhere in the World.



. . . a hoot for the girls!
. . . a stopper for the thief!

The suction operated TECHNITOOTER gets you all the attention – operated from the dash – easily fitted by simple manifold connection. Fits all cars no wiring or electric motors
Fit now and have fun **£2.75** +38p P&P

Fuel flow/starvation problems – goodbye!
with the... **BENDIX solid state fuel pump**



(For cars, tractors, marine engines, etc up to 170hp) 30 U.S. galls/hr 5 lbs p.s.i. This long life electronic fuel pump has few moving parts - No bearings, levers, bellows diaphragms or electrical moving parts to wear. Provides easy starting hot or cold. Rugged, lightweight & easy to install. Measures 3"x 3"x 3" max. 12v. neg. only. **£12·46**

WESTERN models 1/43 scale



WML (DIECAST)
MERCEDES 540K (1936)
LAGONDA RAPIDE (1937)
JAGUAR XK120 Coupe (1951)
BENTLEY 1937 Gurney Nutting Sports Coupe
1935 AUBURN 851 Speedster
£4·95 +48p P&P

WMS (LOST WAX)
1938 BUGATTI Type 57SC Atlantic.
£6·95 +48p P&P *More to follow!*

FANTASTIC POCHER 1/8 scale KIT



1931 8cyl. 2300
Monza Alfa Romeo

Incredible detail includes WORKING DRUM BRAKES, PISTONS, CRANKSHAFT & SUSPENSION. 1452 parts built up as prototype – no glueing. A miniature engineering marvel
£55.00 +128p P&P

auto replicas
1/43 Scale



Die-cast kits for the connoisseur

F.R.A. G.P.: 8c Maserati
A.C. 289 Cobra
Brescia Bugatti
Healey Silverstone
Semi assembled unpainted **£3.25** +40p PP

MG K3 Magnette: Porsche 356: Morgan Plus 4: Morgan Plus 8:
Amilcar Italiana **£3.52**
Tatra T7A **£4.35**
Amilcar Italiana chassis **£2.75**
Morgan Plus 4 (made up) **£4.75**
+40p PP

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see – those are almost certainly not the official manufacturers' manuals. In most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £4.00 to £4.50 per hour, it does not take much 'common' to see the sense of buying them.
Ask us if we can supply your manual.

INCREASED POSTAGE
All queries (U.K.) should be accompanied by a Stamped Addressed Envelope.

CONTACTLESS Capacitive Discharge Ignition Kit by Mobelec
also INDUCTIVE I Series

A complete range designed for:
Saloon Cars • Sports Cars • Club Racing & Rallying • Professional Competition • Commercial Vehicles • Marine Engines • Self Drive Hire Cars

Featuring: Higher Engine Performance • Lower Petrol Consumption • Better All Weather Starting • Smoother Idling • Reduced Maintenance • Improved Exhaust Gas Emission • Longer Spark Plug Life • Higher Electrical Efficiency • Maximum Reliability

With Mobelec's New E Series Contactless C.D. Electronic Ignition, there is no contact breaker – only a solid state triggerhead – which very simply fits in place of the contact breaker in your existing distributor.



MODEL E20 POS/NEG EARTH **£29.16**
Designed for G.T. type and higher performance 4/6 cylinder cars.
MODEL E40 POS/NEG EARTH **£32.40**
Designed for G.T. type and higher performance 6/8 cylinder cars.
MODEL 130 NEG EARTH **£19.98**
This low cost system is designed for use on standard 4/6 cylinder motor cars.
E20, E40, 130: fit Lucas 4/6 cylinder distributors other makes require adaptor plate £1·10

Also available for Contact Breaker Systems
MODEL C20 For most 4/6 cyl. cars
NEG EARTH **£18.36** Plus coil

Optional Extras
Speed Limiter Version (Suffix SL) £10.80
Merinized Version (Suffix M) £10.80
Ruggedized Version (Suffix R) for Racing etc. £3.30
High Tension Coil £3.69
Tachometer Adaptor Units £2.16

▶ STATE MAKE OF DISTRIBUTOR and NUMBER OF CYLINDERS

Tomorrow's Champion!



Kid today – champion tomorrow – and if you just can't wait for tomorrow, you can LOOK like your idol TODAY
from **£5.35** +48p P&P
In Cotton Drill.
Quality junior overalls modelled on those of champions like Jackie Stewart, Graham Hill and Chris Amon. In 8 sizes:
2-3yrs **£5·35** 4-5yrs **£5·75** 6-7yrs **£6·15** 8-9yrs **£6·55** 10-11yrs **£6·95** 12-13yrs **£7·40** 14-15yrs **£7·90** 16-17yrs **£8·50**
All Prices +48p PP
Colours: Emerald Green, Cherry Red, Turquoise Blue, Mustard Yellow and Orange, with ankles, cuffs & flashings in contrasting colours. Complete with woven car badge.
State size when ordering.

MamBA Italian style racing overalls for mechanics



Made from only the finest quality materials in one piece Cotton Drill. Available in Green, Red, White, Blue or Black.
SIZES: Small, Medium, Large and Extra Large.
£10.95 +48p P&P

BULL HORN



The horn that BELLOWS LIKE A BULL with a deep smooth rolling tone – lever controlled volume from a gentle whisper to an ear splitting roar.
12v. only **£12.84** +53p P&P

New Range **MATCHBOX** Diecast Models
PERFECT REPRODUCTION 1/24 Scale
ENGINE • OPENING DOORS, BONNET, BOOT



ALPINE RENAULT RALLY
£2·80 +40p P P
-Also-
PORSCHE 911S • RENAULT 5 • FIAT 127



RANGE ROVER
LANCIA STRATOS
£3·80 +40p P P
More Models to Follow



PU 140 PORTABLE TEST/TUNE Unit

In one compact unit, this versatile device gives instant check on your car electrics. It shows ■ charging rate ■ condition of points ■ ignition check ■ voltage output at coil – static & cranking ■ continuity checks ■ dwell angle ■ engine speed ■ battery & dynamo voltage.
You no longer need elaborate & pricey equipment. Complete with leather case.
£22.00 +70p PP
Chosen by MOTOR as one of the 'Top Ten' accessories for 1971

ROLLS ROYCE 1932 PHANTOM II Drop Head SEDANCA COUPÉ



This incredible POCHER 28" model based on original RR drawings is made up from 2199 parts. Fully working Crankshaft, Pistons, Brakes, Headlamps, Hood & Doors. Lined steel working suspension. Only tools required are a screwdriver, scissors, file, tweezers and pliers.
1/8 scale KIT
£85.00 +128p P&P

EMERGENCY STOP! SAFELY
With the **Safety Braker**



GUARANTEED FOR THREE YEARS
14 DAY MONEY BACK GUARANTEE
* Stops any vehicle quicker, straighter under any road or weather conditions!
★ WITH NO SWERVE, PULL OR INSTABILITY CAUSED BY PREMATURE SINGLE WHEEL LOCKUP!
★ WITH IMPROVED BRAKE PEDAL RESPONSE!
★ STOPPING DISTANCE UP TO 38% SHORTER!
★ DEVIATION UP TO 100% IMPROVEMENT!
★ INSTALLATION TAKES FIFTEEN MINUTES!
PRICE ONLY **£19·54** INCLUDING P&P

ALL PRICES INCLUDE VAT

WARNING ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

QUALITY TAILORED CAR CARPETS



Direct from the makers

Complete tailored car carpets in luxury pile copied from manufacturers' patterns. Rubber pad for driver's heel, nylon bound Brighten and protect old and new cars alike. Form effective noise insulation. Despatch within 7 days. Price inc. post and V.A.T. For all cars, the whole floor, gearbox and tunnel are included. Two qualities in black, blue, green, red, grey, brown. Studs (if req'd) are £1.08 for 13/double-sided tape 54p. Further details/samples for a large S.A.E. or 5½p stamp.

	Plain	Foam Backed
Sprite, Imp, E-Type, Datsun 100, 120, Audi/NSU 80, Prinz	£9.72	£11.88
Avenger, Escort, Allegro, Mini, Capri, Spitfire, Viva, TR4/6, BLMC 1100, Marina, Hunter, MG-A, BMW 1600, Citroen Dyane/AMI, Daf, Mazda 1300, Kadett, Renault 4, 5, 6, 1100, Simca 1000/1300, Toyota Corolla, Dolomite, Fiat 124/128..	£12.10	£14.58
Cortina, MG-B, BLMC 1800, Rover 2000, Ro80, BMW 2500	£13.20	£16.20

All British and Foreign cars on Full Price List.

Please supply Carpets/Details only. Colour.....

Car Make.....Model.....Studs? (£1.08)/Double-sided tape (54p)..... Quality..... £..... enclosed.

Please send C.O.D. (44p charge). Name.....

Address .....

.....

AUTOCARPETS LTD. (Dept. MS6/75), Reg. Off. 48 Brighouse, Yorks, HD6 1BT. Reg. No. 750160

BOMBER JACKET

WORLD WAR II PILOTS STYLE Type 41

warm at 40,000 feet!



Genuine styled B41 Air Force flyers jackets, in pilot grade **triple lined nylon. Deep pile quilted inside** with super tough zip. 4 large pockets (incl. inside map pocket) plus pencil pockets. **Simulated fur collar 50p extra.** Available in Small, Med., Large & Ex. Large (state when ordering) in **Authentic Tan. Ideal all rugged outdoor activities.** Money refund guarantee.

Fur Collar 50p extra

£6·95 Post etc. 45p

CLUB CHRONOSPORT

Dept. MS675 1/2 QUEENS PARADE PLACE, BATH.

Our BRAND NEW CATALOGUE



is now on sale at 55p per copy post free. (Overseas $3.00 air post paid.) Many new items. All parts fully illustrated. We **offer an unequalled choice of vintage, veteran and classic motor accessories.** Stock items BY RETURN. Callers always welcome—0830 - 1700 weekdays.

The COMPLETE AUTOMOBILIST Ltd., 39 Main St., Baston, Peterborough PE6 9NX.

TIES and BADGES

Association and Club motifs manufactured to your design.

TROPHIES WORTH WINNING

For all sporting and social occasions use the **specialists.**

Write now for your invaluable **free** 48-page Full Colour Catalogue.

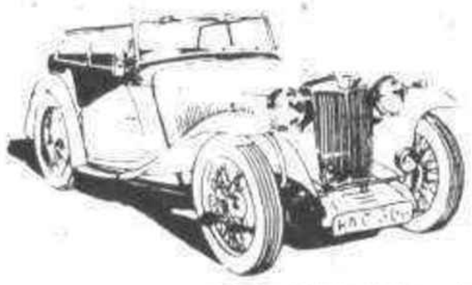
Marks of Distinction Ltd., 124 Euston Road, London NW1 2AN.

Tel: 01-387 3772/3/4.

NTG SERVICES

INTERNATIONAL MG SPARE SUPPLIERS 1936 1982

MG ENTHUSIASTS ! We offer an extensive range of parts for the T, Y, Z and MGA models. Our service is Internationally renowned — no order too small and none too big —



NTG SERVICES by name and SERVICE by nature

We can despatch spares to any part of the world, or offer an over-the-counter service at our Spares Depot at 25 St. Peter's Street, Ipswich (Tues. - Sat.). Full details of our comprehensive range of parts are given in our catalogues :—

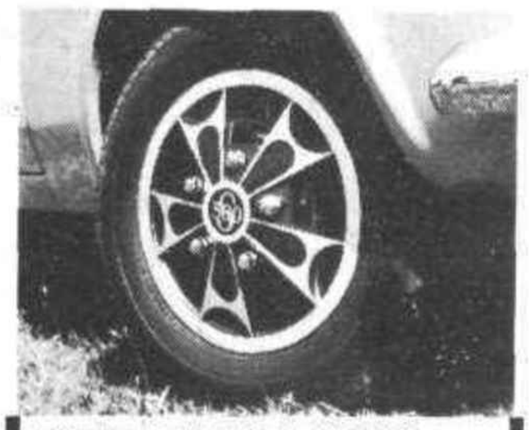
T & Y models *or* **Z & MGA models**

Please write, enclosing large SAE (UK) or $1 (Overseas), stating which Catalogue you require.

Mailing Address : NTG SERVICES BARKING TYE, IPSWICH, ENGLAND

Over the Counter Sales: NTG SERVICES 25 ST. PETER'S STREET, IPSWICH

SAVAGE S500



WHEEL STYLING APPEAL AT DOWN TO EARTH COST!

B-G's SAVAGE S500 wheel trims. Simple to fit, great to look at! Manufactured from high impact materials. No drilling, the location is by steel clips on the reverse side. Distinctive, eye-catching black & silver, with centre motif. Instant wheel appeal for over 50 popular makes & models! 12" model illustrated. 10 & 13 ins. have different designs.

10 inch £6.90. 12 & 13 inch £7.90.
(All in sets of four) **Plus VAT**

Matching pairs for trailers & caravans also available.

From accessory shops & caravan dealers everywhere, or in case of difficulty, direct from:

BROWN & GEESON LTD.

1-23 Queens Rd. West, London E13 OPA

Tel: 01-472 4022 **Telex 897505**

SHIPPING YOUR CAR?

Waste no time.
Contact the Proven Specialists with nearly 50 years' Experience in Automobile Transportation.

We Offer:

SPECIALISED, PROMPT AND PERSONAL ATTENTION.

We Arrange:
World Wide shipments from U.K. and Continental Ports.
Marine Insurance Cover.
Steamcleaning & Preparation.
Covered Storage.
International Collection & Delivery Service.
General Freight Forwarding.

SPECIALISING IN BOTH TRADE & PRIVATELY OWNED VEHICLES

MAT *Transauto*

*For **FREE** Brochure & Quotations telephone or write:-*

Personal Export Section
146/8 Clerkenwell Road, London E.C.1
(01) 837 0153/4

RACETAPE

Motoring Sport in Sound . . . .

GRAND PRIX CAPTURED ON CASSETTE

Vivid commentary, comments from top drivers.

1974 recordings:

SPANISH GP BELGIAN GP MONACO GP SWEDISH GP DUTCH GP

C.60 Cassettes Price **£4.00** each (inc. P&P + VAT)

By post only from: **RACETAPE DIVISION (MS), Patrick Stephenson Ltd., 66 Loampit Vale, London SE13 7SN**

Get on our mailing list ready for the '75 season

SLAVE®



Car Transporters/Recovery Trailers

Standard or Custom Built Up to 3½ tons

COMPONENTS
FULL RANGE for Spares/Manufacture/DIY.
Trade & Retail supplied.
Goods are available to retail customers ex-factory, delivered by Carrier, or through one of our retail outlets throughout the Country.
Catalogue available.

BARTON HOVER ENG. LTD., Ratcliffe Road Industrial Estate, Atherstone, Warks. CV9 1JA. Tel: 3966/7.

BRANDON MOTORS LTD.

FERRARI DISTRIBUTORS FOR WARWICKSHIRE

Dino 308 V-8 2+2

demonstrations by appointment

Full Servicing Facilities for all Ferraris.

BRANDON, Nr. COVENTRY
Wolston 2285/6

All D-B Towing Brackets Stabilisers & Accessories

are backed by 45 years' experience of trailers and towing equipment.

SIMPLE BUT SOLID FITTINGS TO SUIT MOST MAKES OF CARS

Full fitting instructions supplied.

Send for details, Dept. 57
B. DIXON BATE LTD.
Chester, CH3 5NA.
Tel.: 24034.

MAGNA WHEELS

ALL TYPES OF **ALLOY & STEEL** WHEELS ROAD-RACE.

PLUS A SELECTION OF TYRES

Tel.: Maid. 23981 — 37-49 GRENFELL RD. MAIDENHEAD BERKS. — Tel.: Maid 23981

Train and Race with Jim Russell

Write for full details and free colour brochure to

JIM RUSSELL RACING DRIVERS SCHOOL
Snetterton Circuit, Norwich, NR16 2JX Norfolk
Tel: Quidenham 451



RADIATORS

SPECIALISTS SINCE 1911

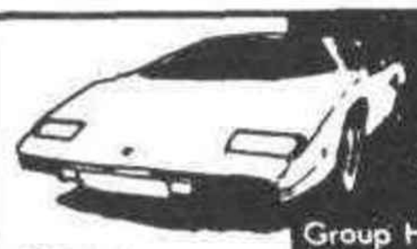
RAYMOND RADIATORS

REPAIR, REBUILD, REPLATE, POLISH & GENERALLY RESTORE

VETERAN — VINTAGE

60, Chalk Farm Rd., London, N.W.1.
5, Ware Rd., Hertford, Herts.

01-485 6195. Hertford 4012



Vehicle Shipping?

WE ARE THE EXPERTS
WE MOVE ANYTHING ANYWHERE

Seven Seas

Group Head Office, 101 Queens Way, Southampton, Tel: (0703) 31561
London Office, 142 Strand, London WC2, Tel: 01-836 7551
Midlands Office, 171 Alcester Road, Birmingham, Tel: 021-449 6581

PRIVATE COLLECTION of OPEN CARS (1930 - 56)
BEING REVISED

Most sizes, shapes and states.
Price range **£250 - £2,500.**
Vintage/PVT exchanges welcomed.
For list of over 30 cars phone
Melksham (Wilts.) 703324
(STD 0225)

MIDLAND ROLLS-ROYCE CLUB

The Club will be holding its

ANNUAL CONCOURS EVENT

on SUNDAY, JULY 6th,

at Wychnor Hall, Burton-on-Trent, Staffordshire,

by kind permission of Mr. W. H. Harrison.
The Hall is situated to the west of the A38 half-way between Lichfield and Burton.

The contest is open to pre- and post-war Rolls-Royce cars and to post-1931 Bentley cars. Non-competing Rolls-Royce and Bentley cars are also very welcome.

The closing date for entries is Saturday, June 28th.

Non-members are invited to compete and new members are welcome.
Entry forms and further details may be obtained by writing or ringing:

Miss Susan Taylor, 49 Wolverhampton Road South, Birmingham B32 2AY Telephone: 021-429 4256

THE CRICKLEWOOD AUTOMOBILE CO

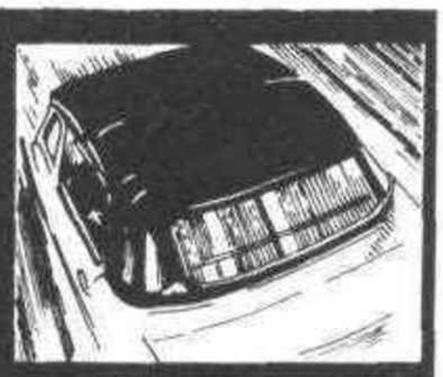


FINEST SELECTION OF NEW AND USED

Go swift
Go safe
Go SAAB

LONDON'S SWEDISH CAR CENTRE
100% Saab sales & service at
Shoot-up Hill, NW2 3PS Tel. 452-4803/9

Choose THE CAR HOOD from THE Car Hood Co.



Our hoods offer real protection. No leaks, no draughts, no rattling. Top quality hoods for all British and Continental cars to manufacturers' specification. Tailored in top quality hooding in a wide range of colours and supplied with fasteners and fitting instructions.

Our tonneau covers are craftsman tailored for perfect fit in top quality hooding for all British and Continental cars.

Our coach trimming service will renovate old and damaged seats, carpets, linings or hoods or supply D.I.Y. materials.

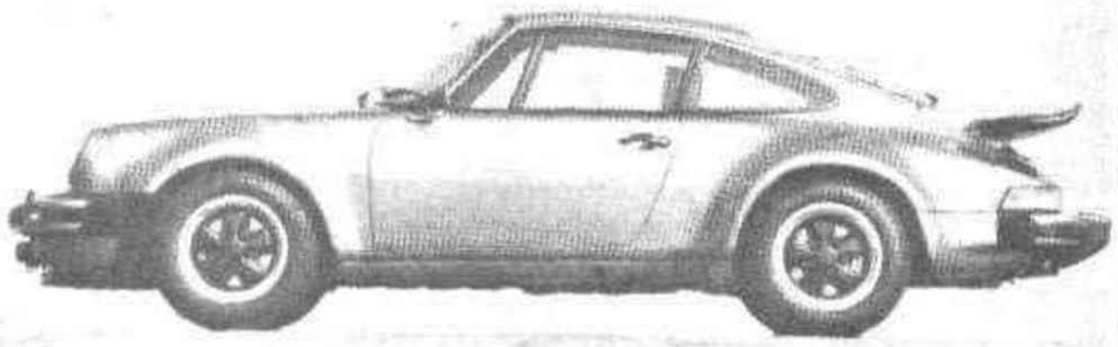
- **Full postal service.**
- **Access facilities.**
- **Same day fitting.**
- **Open 6 days a week.**

Telephone your nearest branch or send for our catalogue.
London 01-969 7148.
Harrow 01-422 6674.
Hailsham 0323-841 399.
Bournemouth 0202-33631.

Please send me your catalogue
NAME
ADDRESS
MS6 75

CAR HOOD CO LTD
73 Southern Row, London W10 4RR

INSURANCE PERFORMANCE!



01-363-4966 • 01-366-7447

BELLEVUE INSURANCE BROKERS LIMITED
19 CHATSWORTH DRIVE, ENFIELD, MIDDLESEX

Name
Address
Occupation Age Business / Commuting to? / Pleasure use
Full / Prov. Licence yrs. Comp. / TPF & T / TPO cover
Owner only / and wife / any driver £50 / £25 / No excess
Make of Car Model
C.C. Value Year Car garaged / left in open
Present Insurers N.C.B. years
Age of youngest driver
Details of all accidents, convictions, to be enclosed

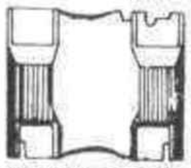
RALLY SEAT COVERS?



Top quality. Unbeatable bargain offer. *Buy Two and Two Headrests + One Wheel Glove* (Total value £18.65) **for only £9.50 the lot. Or £4.40 each cover, £3.95 each headrest and £1.95 for the wheel glove.** Black only. Fully padded, sides made from heavy gauge simulated leather. Rears £3.50. State car, model, year and if 2-or 4-door. **Foam backed brush nylon seat covers any model £7.50 set. £6 front only.** Black, Brown, Green, Maroon or Blue. **Simulated Sheepskin Seat Covers.** Buy two covers plus two headrests and one wheel glove (total value £18.65) for only **£9.50 the lot. £4.40 each Seat Cover, £3.95 Headrest, £1.95 Wheel Glove.** White or Red. All covers foam backed and lined for better grip.

MOTOR UPHOLSTERY SUPPLIES DEPT. M.S., 14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS. *Mail Order Only.*

FREE HEADREST (VALUE £3.95) OR WHEEL GLOVE (VALUE £1.95) WITH ANY CARPET SET



Compare these prices! All packing and VAT paid.

CAR CARPETS in Pile Carpet with Rubber Pad for Driver's heel. All colours, **£7.50** full set. **£6.50** front only. Slight trimming required **CAR CARPET ON THE ROLL.** 36" wide. All colours, **£2.25** yd. Stretch leathercloth **£1.50** per yd., 50" wide. **DOOR SEALS,** approx. 120" long. One is sufficient for one door on most cars. **£1.75** each. **HEAVY RUBBER MATS.** 38" × 45", **£2.50.** Size is approx. **QUILTED RALLY JACKETS,** all sizes, blue or black with red quilted lining, plain or with stripe. Price **£4.50** each. **SOUNDPROOF ANY CAR for £7.50.** We will supply enough material to cover floor, roof, sides, doors, boot, bonnet,etc. acoustic foam covered by black PVC leather look finish. Rot, oil and stain resistant.



MG TA-TB-TC-TD-TF SPARES

ONE OF THE LARGEST RANGES AVAILABLE
U.K. & WORLDWIDE MAIL ORDER SERVICE
S.A.E. or International Response Coupon
FOR CATALOGUE

OCTAGON SPORTS CARS LTD Tel: 01-521 0520
19-21 Grosvenor Park Road, London, E.17, England

ROLLS CONVERSION KIT

ROLLS ARE SCARCE, WHY NOT BUY OUR ROLLS CONVERSION KIT SPECIALLY MADE FOR THE S.I, S.II, S.III BENTLEY

£195 for complete interior and exterior kit.
Fitting service £30 extra.

'Phone: Nazeing 3181
(Essex, near Harlow New Town, 30 miles from London.)

SUTTON MOTOR PANELS (TIPTON) LTD.

Specialists in bodywork restoration for

ROLLS-ROYCE, BENTLEY and VINTAGE and VETERAN cars

We provide top class workmanship at competitive prices fc. Specialist panel work and panel-beating, paintwork, complete restoration of bodywork and general repairs.

Bloomfield Road, Tipton, West Midlands.

Tel.: 021-557 5371

Telephone WESTBURY 3603

Workshops Ltd.—

Specialists in the restoration and repair of

VINTAGE, P.V.T. & HISTORIC CARS

Particularly

BMW & BRISTOL

A full range of services is available including very high quality

PAINTING & PANEL BEATING

127 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.

Rover Triumph

Personal Export Sales

Enquiries Speedily & Efficiently Handled

RYTON MOTORS LTD.
Rover Triumph Retail Dealer

London Rd. (A45), Ryton-on-Dunsmore, Coventry CV8 3EN
Tel: 0203 301852



DYNAMIC BALANCING

A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.

We have the latest Schenck electro-dynamic crankshaft balancing equipment, backed by Avery static balancing machines for con-rods and pistons.

Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone.

812331 Wroughton (Wilts.)
BASSET DOWN LTD.
SWINDON SN4 9QP

MIDGET—MAGNA—MAGNETTE
1929 - 1936
Nearly
500 NEW parts
available or in production.
Send for separate lists for following models M, J, P, N, 20p each.

Andre Hartford reconditioning and spares Stockist. Quick postal service—C.O.D. if required. Enquiries—S.A.E.
Please telephone first if you wish to call.

Closed May 31st - June 16th.

MIKE DOWLEY
Sports and Vintage Motors (Shrewsbury) Ltd., Upper Battlefield
SHREWSBURY, SY4 3DB
Tel.: Hadnall 458 (09397-458)

YORK

Towbars & Wiring Kits



Full range covering all popular models.
Details/address of local stockist from
BARTON HOVER ENG. LTD., Ratcliffe Road Industrial Estate, Atherstone, Warks, CV9 1JA. Tel: 3966/7.

CAR - SHIPMENT



with the
DANIEL HUSTINGS GROUP
specialists in World Wide Car Shipment – vehicle storage – steam cleaning – marine insurance cover
INTERNATIONAL Car Collection & Delivery
Contact:
DANIEL HUSTINGS LTD.
17, Pindock Mews, Warwick Ave., London W.9
Tel.: 01-286 1171 & 01-286 7375
Telex 23563. Cables: Gydesho London

MASERATI
A living legend

* Full Range usually ex Stock
* Demonstrators in your locality by arrangement
* Expert Servicing Facilities.

K ESTEVEN CARS LTD.
GRANTHAM RD. WADDINGTON
LINCOLN
0522 - 720561

MORGAN DISTRIBUTORS & CLASSIC CAR SPECIALISTS

Burlen Services

GREENCROFT GARAGE, SALISBURY: Salisbury 5100

COMPLETE EXHAUST SYSTEMS *

Austin Healey 100/4	£9.59
Austin Healey 100/6	£10.57
Austin Healey 100/6 3000 Mk 1 & 2	£16.51
Austin Healey 3000 Mk 3	£32.24
Jaguar XK 140 & 150	£26.54
M.G. TA/TB/TC Box and Tail	£4.83
M.G. TD	£4.97
M.G. TF	£9.63
Y Type 1½ Litre	£7.51
M.G.B. Roadster	£15.39
M.G.B. G.T.	£15.55
M.G.C. G.T.	£27.14
T.R. 2 & 3	£8.53
T.R. 4	£10.93
Riley 1½ Litre	£15.56

Other popular exhaust systems supplied at discount prices – phone NOW!

NEW TYRES *

ER 70x15 Dunlop SP Sport 2nd Grade.	£9.25
185x15 Goodyear G800	£11.75
175x15 Pirelli Cinturato	£9.95
165x15 Viking Sport	£9.75
155x15 Viking Sport	£9.25
185x70 HR14 Avon	£9.75
175x14 Pirelli Cinturato	£9.80
175x13 Viking Sport	£9.55
165x13 Viking Sport	£8.75
165x13 Goodyear G800	£9.55
185x70 HR13 Peer (inc tube)	£9.95
155x13 Avon Steel	£7.80
155x12 Avon Steel	£7.50
145x12 Continental	£7.00
145x10 Avon Steel	£7.05
145x10 Viking Sport	£7.75

Remould Vintage Tyres 17" and 18" sizes only.
*** All prices subject to carriage and V.A.T.**

Comprehensive Morgan spares mail order service. Send large S.A.E. for list.
Austin Healey 3000 steel front wings and boot lids and other spares.

SHIPPING YOUR CAR?
Our advice and experience at your service:
World Wide Shipping
Specialising Rolls & Bentley
Collection & Delivery
Trailers, Transporters, Drivers
All Garage Services
Storage, Open & Covered
Fullest Insurance Cover
Paint & Bodywork

SWANSCOMBE AUTO-EXPORTS
SWANSCOMBE GARAGE, SWANSCOMBE RD, HOLLAND PARK, LONDON, W11 3BR
Tel. 01-603 9476/9041/9715

VEHICLE SHIPPING

Through our capable staff we offer possibly the best vehicle shipping service to USA and other destinations world wide.

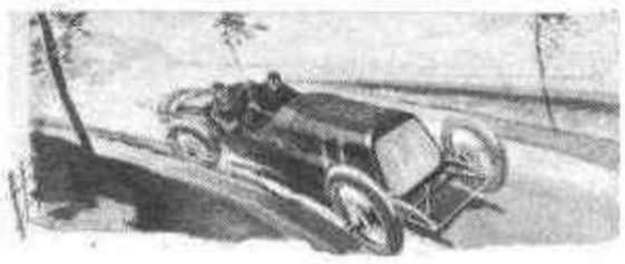
All shipments covered by full Marine Insurance.

Free storage available if required.

Please contact **Colin Bradshaw** at our Southampton office for quotation or advice on the best method of shipping your car.

CROXSON FORWARDING LTD.
31-32 Queen's Terrace, Southampton.
Telephone: 0703 26828/32387
Also at London, Dover, New York, Rotterdam.

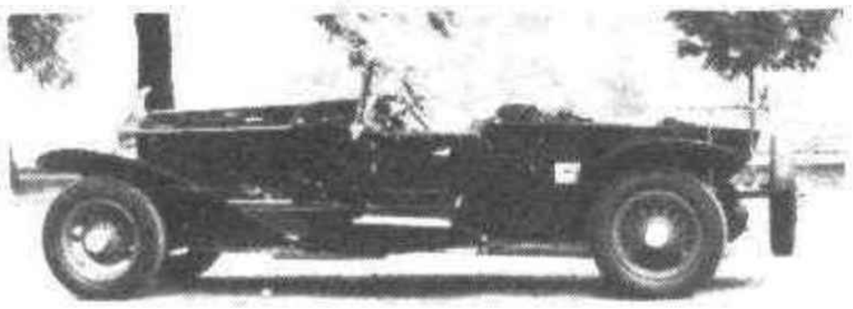
MONTAUT PRINTS



Superb quality reproductions of the famous motoring prints in original sizes & colours @ **£3 each** or **£16.74 per set of 6.** Postage extra. Just one of the many new lines in our **BRAND NEW CATALOGUE,** now on sale @ **55p** post free (overseas **$3.00** air post paid).

The COMPLETE AUTOMOBILIST Ltd.,
39 Main Street, Baston, Nr. Peterborough.
Tel: Greatford 312

F.L.M. (PANELCRAFT) LTD. COACHBUILDERS



1928 ROLLS-ROYCE PHANTOM I BOAT-TAIL TOURER

AN EXAMPLE OF NEW COACHWORK BY —

F.L.M. (PANELCRAFT) LTD.
32-35 THE ARCHES,
BROUGHTON STREET
LONDON, S.W.8
01-622 2080

MORE HOOD FOR YOUR MONEY!

DIRECT FROM DON THE MANUFACTURERS

STRONG WELDED SEAMS
STRONG CLEAR PVC WINDOWS
ONLY £2 EXTRA FOR ROOF WINDOW
MADE IN BEST QUALITY PVC
ALL EDGES DOUBLE BACKED

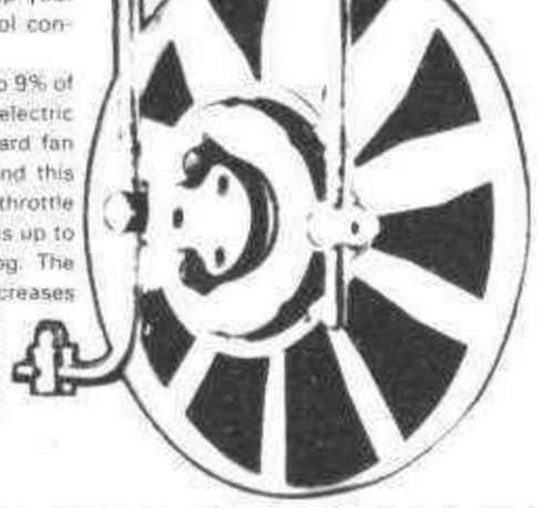


SEND NOW FOR CATALOGUE, PRICE LIST AND SAMPLE CARD FOR HOODS OR TONNEAU COVERS TO DON TRIMMING CO. LTD., 2A BAMPTON ROAD, ERDINGTON, BIRMINGHAM B23 7JJ TEL 021-373 1313

KENLOWE
—the real petrol saver!

The Kenlowe Thermomatic Engine Cooling Fan will keep your engine perfectly cool *and* give you a *real* saving in petrol consumption.

The standard fan is engine powered and consumes up to 9% of the total bhp developed by the engine. But the Kenlowe is electric and needs no engine power. So, by replacing the standard fan with a Kenlowe you immediately save up to 9% bhp. And this saved power is translated into saved petrol because less throttle is used for normal cruising speeds. Generally, the saving is up to 9% per gallon or an increased mileage of up to 5 mpg. The Kenlowe is automatic, smooth and quiet in operation. It increases heater output, doubles fan belt life, needs no maintenance, is guaranteed for 12 months, and is easy to fit. Priced from £19.20 plus post and VAT. Phone or write Kenlowe for information on the correct fan for your car. Immediate delivery of all models direct from Kenlowe.





NEW KENLOMAIN is a quick engine starter

and fast battery charger, constantly rated mains transformer 240 to 12v DC and accurate battery tester. Features include volt and amp meters, low/high charge and engine start switch, all metal chassis and case. Price £25.65 including VAT and Postage. Obtainable direct from Kenlowe.

KENLOWE ACCESSORIES & CO. LTD.
BURCHETTS GREEN, MAIDENHEAD, BERKS.
Tel: LITTLEWICK GREEN 3303 (STD 062-882 3303).

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 35

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, VIVA, HERALD	£19	£30
CORTINA, AVENGER, MARINA, VW	£22	£32
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£28	£47
SPITFIRE, COOPER, MIDGET	£36	£58
ALFA ROMEO, BMW, MERCEDES, MGB	£46	£79
LOTUS, TVR, TR6, E-TYPE, SCIMITAR	£67	£98

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to.....years No Claim Bonus.
Details of any convictions or accidents :.....
* DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
ASHLEY ROAD HAMPTON MIDDLESEX TEL 01-979 9998/9
OFFICE OPEN DAILY 10 am - 5 pm
TERMS AVAILABLE
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

EDWIN E. EDWARDS

offers from stock :



1963 ROLLS-ROYCE Silver Cloud III sports saloon. Regal red with champagne interior. Automatic transmission, power steering, radio, picnic tables, vanity mirrors, tools and handbook. Excellent bodily and mechanically.



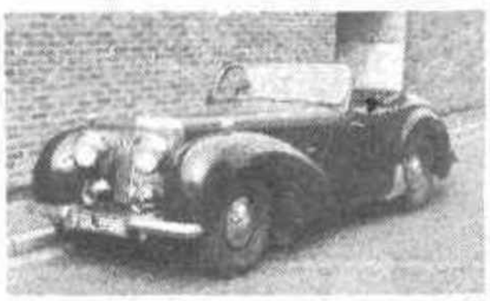
1961 ROLLS-ROYCE Silver Cloud II sports saloon. Velvet green over smoke green with green interior. Automatic transmission, power steering, electric windows, radio. Excellent condition throughout.



1949 BENTLEY Mk. VI with coachbuilt saloon body by H. J. Mulliner, in embassy black with brown cowhide interior. Sliding sun-roof, radio, picnic tables, vanity mirrors, tools and handbook. A fine example of this very rare body style.



1935 BENTLEY 3½-litre 'Derby' sports saloon by Park Ward. Colour is embassy black with tan leather interior. This car was a *concours* winner in 1972 and is in excellent condition throughout.



1949 TRIUMPH 2000 roadster. Colour is red with black upholstery. Twin rumble seats, rear folding windshield, triple windshield wipers and twin trumpet horns.



1949 M.G. TC two-seater sports, fine original condition, excellent mechanics and bodywork, good interior. A fine example of this now appreciating classic.

Also : 1957 Rolls-Royce Silver Cloud I, 1952 Bentley Mk. VI big bore, 1949 Jaguar 3½-litre, 1946 M.G. TC, 1952 M.G. TD.

For prices and further information on these cars please contact **Edwin E. Edwards:**

The Harefield Carriage Co.

BRAKESPEAR ROAD, HAREFIELD, MIDDLESEX

Telephone : Harefield 4146 (Days), Harefield 2501 (Evenings)

Rolls-Royce, Bentley, MGs and Classic Cars are always required for cash, please contact The Harefield Carriage Co.

ROLLS-ROYCE & BENTLEY

WILLIAM M. TAYLOR

THE MAN WITH THE MANIA

Now also offers Exchange Engines for Mk. VI, 'R'-Type, Silver Wraith and Dawn. Bench rebuilt, rig tested. Car collection and fitting or engine sent to your local garage.

KNOWEBANK, YETTS OF MUCKHART, by DOLLAR, PERTHSHIRE, FK14 7JT, SCOTLAND

Telephone: Muckhart 331

At the junction of the A823 & A91

Est. 1928

MOST SIZES IN STOCK

Veteran — Vintage

TYRES

E. H. HAMILTON & SON (M.S.), 22-24 VICARAGE STREET, YEOVIL, SOM.

Tel.: 3927. After 6 p.m. 5945.

M.G. Owners Club

A must for all MG enthusiasts

Monthly Newsletters

Free Spares Advertising

SAE please — The Secretary,

M.G. OWNERS CLUB, 108 POMFRET AVENUE, LUTON, BEDS.

1946-54 RILEYS

E. T. LUNDEGAARD LIMITED

THE SPECIALISTS

33 KING EDWARD AVE., GLOUCESTER (0452 - 23440)

TREMENDOUS STOCKS OF SPARES — ALL ORDERS SENT OFF AT ONCE.

SEVERAL CARS FOR SALE

NICE CARS ALWAYS WANTED

CUSTOMS CLEARANCE

by the Experts at Southampton / London

A BOAST PROVEN TO MANY CAR TRADERS IN THE U.K.

PERSONAL EFFECTS — IMPORT or EXPORT — NO PROBLEM ! AGAIN WE ARE THE EXPERTS

RING OR WRITE FOR FREE QUOTATION

D. WILLATS (Fwd) Ltd

19 Queens Terrace, Southampton. 0703-32722/3

or

123 Charterhouse Street, London, E.C.1. 01-278 3111/4

NO RUBBING DOWN · NO PRIMER · NO PREPARATION !

HOW Brush-On HAMMERITE

STOPS RUST ! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

8 SUPERB COLOURS

SAME DAY DESPATCH



R.A.C. RALLY USED ON 3 WORKS CARS



TRIALS BIKES SMART DIRT-REPELLENT FINISH



Prevents RUST on C'VAN Chassis TOWBAR & WHEELS



CHIP-RESISTING FINISH for LARGE VEHICLES

HM GOV'T TEST REPORT: 'Does all makers claim'

Perfect UNDERBODY SEAL & Anti-Corrosive

BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied anytime. Cures damp walls, floors. **EIGHT SUPERB COLS.** Silver-Grey, Bronze, Lt. Green, Mid. & Dk. Green, Lt. & Dk. Blue, Black. **1 litre,** covers 80 sq. ft., **£2.97,** 33p p/p; **½ gall. £4.95,** 33p p/pk.

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

FAR TOUGHER than Mfr's original! 8 COLOURS (above) Outside test panels still glossy after 6 yrs! USER'S REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says. "A SUPER UNUSUAL FINISH ON LARGEST CAR—IN 60 MIN. Makes car bodywork, m'cycles like, NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ gall. Hammerite & ½ gall. Special Fire-proof thinners—including full instructions. ONLY **£6.35** + 33p p/pk. State col. SAME DAY despatch.

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

HAMMERITE—"HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"FINISH TOUGH & GLOSSY"** *Autocar.* HAMMERITE (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300°F.) engines, all types of machinery, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. all uses (does car wheels or complete m'cycle). State colour. Same day despatch. **Send 79p + 18p p/pk. VAT PAID** (Quantity reductions)

TRIAL OFFER

POST COUPON NOW!

Rush my order as shown.

Encl. CHQ./M.O./P.O./Cash £.....

Quan. Descript'n Col. Price

Name .....

PRINT CAPS

Address .....

Code.....

FINNIGANS LTD. (MS), Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411

Regd. Office No. 354 180 (London)

Sandringham gives you Blaupunkt quality for only £31·50*

Pushbutton tuning

Spot-on station selection every time for medium and long wave bands.

Clear reception

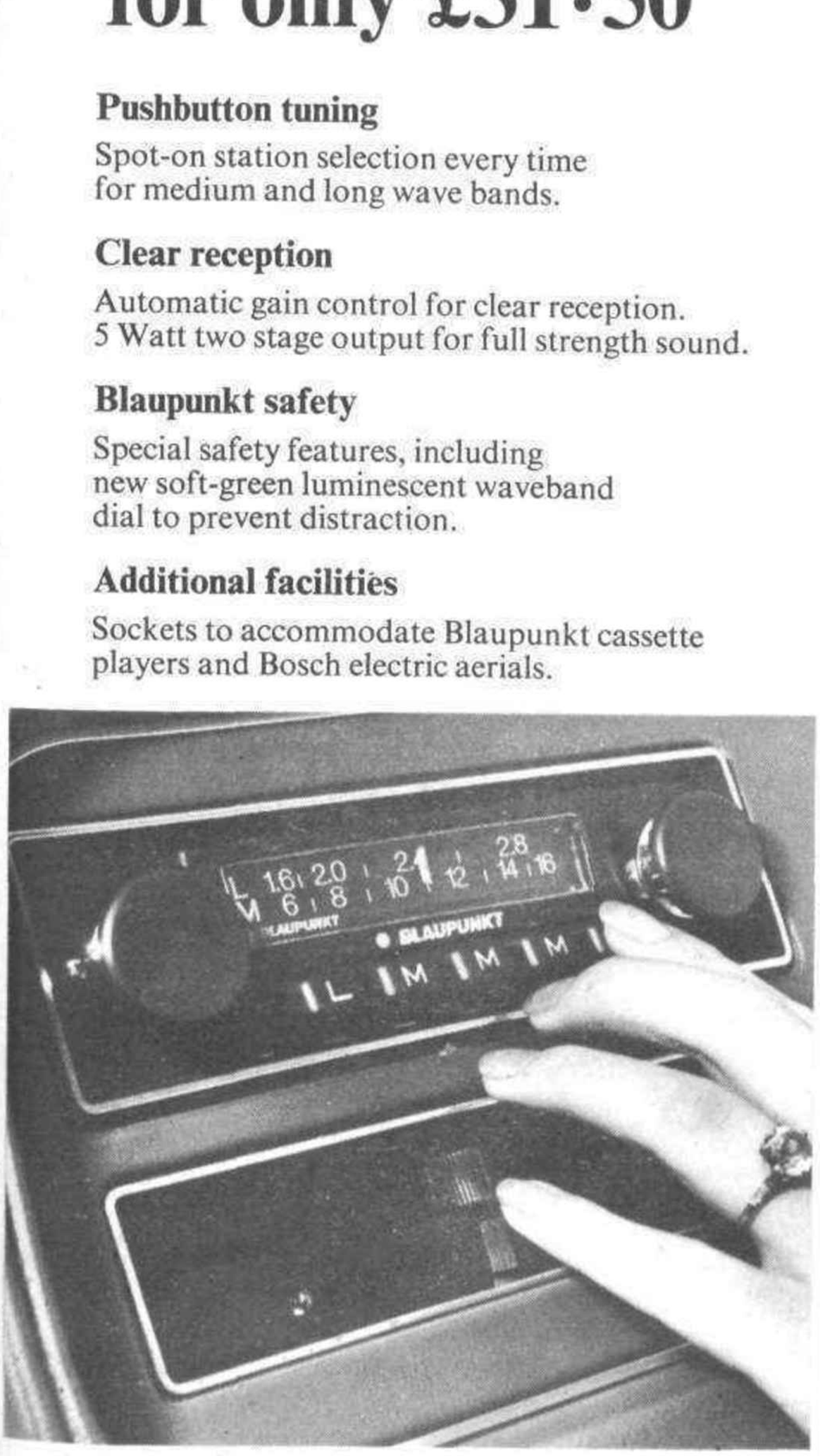
Automatic gain control for clear reception. 5 Watt two stage output for full strength sound.

Blaupunkt safety

Special safety features, including new soft-green luminescent waveband dial to prevent distraction.

Additional facilities

Sockets to accommodate Blaupunkt cassette players and Bosch electric aerials.



Blaupunkt Sandringham only £31.50*. Exclusive Blaupunkt fitting kit, custom made for your car, available as an extra.

**recommended retail price excluding V.A.T*

BLAUPUNKT

BOSCH Group

BOSCH LIMITED, WATFORD, HERTFORDSHIRE



NEW HOODS

AT DIRECT FROM FACTORY PRICES INC. V.A.T.

The London Trimming Co. Established over 20 years and suppliers to the Trade. Our experience is your guarantee of a perfect fit.

	Hoods	Tonneaus		Hoods	Tonneaus
Sprite/ Midgets	£16.25	£10.75	Herald/ Vitesse	£20.50	£12.15
M.G. 'A'	£18.25	£11.50	TR's 2-5	£20.60	£11.00
M.G. 'B'	£23.20	£12.00	TR 6	£27.00	£12.00
Spitfire 1 & 2	£20.50	£10.95	Morris 1000	£20.55	£13.00
Spitfire 3	£22.50	£11.15	Alpines	£20.55	£13.00
Spitfire 4	£27.00	£11.15			

Cash with order plus 90p p. & p. or send for FREE colour catalogue.

***All with 1 year Guarantee, and 7 days money back guarantee. Finest quality Black P.V.C. Electrically welded windows and seams. Complete with fasteners and instructions.**

LONDON TRIMMING CO. LTD

Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks. SL6 0NG. Tel: Burnham (Bucks) 2742
24 hr. answering service.

OUR *INSURANCE* IS YOUR *ASSURANCE* OF A *FAIR DEAL*

★★★★★ **All** quotation enquiries are attended to personally by our experts, and this goes too for 'phone enquiries (we have no switchboard . . . you come straight through to the proprietor or his senior staff).

★★★★ **FOR THE YOUNG CAR OWNER** whatever your vehicle, albeit sports or saloon, you will certainly need the guidance of an experienced broker to see you through those "awkward" years when without adequate professional advice you can waste fortunes paying unnecessary exorbitant premiums.

★★★ **FOR THE EXPERIENCED MATURE MOTORIST** there are a wide variety of discounts available according to your precise age. To help you combat the pressures of inflation why not let us select the insurance which is TAILOR MADE for you !

★★ and **FOR THOSE WITH "CASE-HISTORIES" OF CONVICTION(S), etc.,** you will have insurance problems to face. What better than to let our expertise nurse you through those difficult years until you again enjoy the status of a normal risk.

★ **THIS TIME TRY PENTON . . .** a friendly family business who can cater with care for the car insurance problems of **all the family.**

NAME..... AGE.....
ADDRESS .....
..... OCCUPATION.....
NATIONALITY..... FULL/PROV. LICENCE.....yrs.
MAKE OF CAR..... MODEL.....
.....c.c. YEAR..... VALUE.....
CAR GARAGED: YES/NO DRIVERS: SELF/NAMED/ANY
REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/ THIRD PARTY FIRE & THEFT
I AM ENTITLED TO.....YEARS NO CLAIM BONUS WITH.....

All policies issued with leading companies, members of B.I.A. or Lloyds, and with UNLIMITED passenger liability. Special discounts available for Civil (Servants, two-car families, etc., etc. Instalment payments by arrangement Pay as you drive !) Post coupon (or 'phone) to

PENTON INSURANCE BROKERS

4 PALACE GATES ROAD, WOOD GREEN, LONDON, N22
Telephone: (01)-889 5566. Mon-Fri 10-6 pm, Sat 10-1 pm

Toulmin

Leaders in the world of MG spares



MG SPECIALIST EXCLUSIVELY

MAIN B.L.M.C. STOCKISTS



S.A.E. please for list, or International Response Coupon (Overseas).

TOULMIN MOTORS (1962) **LTD.**
181 London Road, Isleworth, Middlesex, England.
Tel.: 01-560 1722/2228

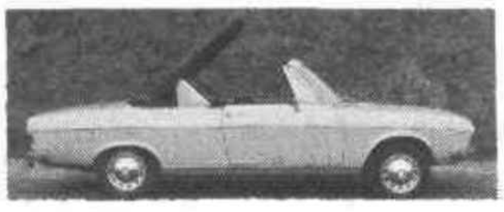
Vintage Car Renovations Ltd.

We are at present building a **replica 1928 TT Body** on a **front-wheel-drive Alvis Chassis,** and restoring a very rare **20 h.p. Armstrong Siddeley D-back Saloon.**

We are pleased to inspect customers' cars and quote for any type of work.

There are always some cars in stock for sale.

Siddeley Way, Royal Oak Industrial Estate,
Daventry, Northamptonshire.
Tel.: Daventry 71538



Genuine & Original
MOHAIR HOODING
USED ON CRAYFORD'S LUXURY AUDI CONVERTIBLE

Beige or Black

As used by Daimler-Benz and leading European coachbuilders for 50 years.

Unsurpassed in quality.

£12.50 per metre in rolls. **£14.50** per metre in cut lengths.

Roll width 1.5 m.

Samples on request.

Sole Supplier:
Crayford Auto Development Ltd., Westerham, Kent (Tel: 63087)

VINTAGE TYRE SUPPLIES
TYRES FOR VETERAN AND VINTAGE CARS

	Tyres	Tubes
Tubed type	**£.p**	**£.p**
500/525 x 16	10.80	2.25
550 x 16	12.45	2.25
600 x 16 RS5	18.00	2.25
670 x 16 RS5	19.20	2.25
670 x 16 6 ply	17.90	2.25
700 x 16 6 ply	21.45	2.25
450 x 17	10.10	2.30
500 x 17	15.15	2.30
525/550 x 17	17.85	2.40
475/500 x 18	13.65	2.40
525/550 x 18 4 ply	15.35	2.40
525/550 x 18 6 ply	16.85	2.40
600/650 x 18	28.95	3.00
350/400 x 19	10.55	2.15
450 x 19	13.25	2.30
475/500 x 19	19.55	2.40
525/550/600 x 19	23.95	3.00
450/475/500 x 20	23.00	3.60
525/550/600 x 20	33.75	3.60
700 x 20	37.50	3.60
450/475 x 21	22.90	2.85
500/525 x 21	24.70	3.60
600 x 21	34.35	3.60
700 x 21	38.45	5.55
Straight Side type		
32 x 4½	36.15	3.35
33 x 5	on application	
Fort Tubed type		
600/650 x 17c	29.80	3.80
700 x 17	31.85	3.75
700 x 18	38.55	4.35
650/700 x 19	28.95	3.80
Beaded Edge type		
28 x 3 (Imported)	39.00	2.60
30 x 3½	28.25	2.60
710 x 90	27.00	2.60
730 x 130	58.00	4.70
760 x 90	28.05	2.60
810 x 90	28.00	2.90
815 x 105	37.95	2.60
875 x 105	38.10	2.90
820 x 120	37.90	3.35
880 x 120	40.40	3.35
895 x 135	53.65	4.40

Carriage extra—prices subject to alteration without notice—these prices subject to V.A.T.
We may not have all these sizes in stock, but let us have your enquiries and we will let you know when we can expect supplies Dunlop racing tyres available.

Vintage Tyre Supplies Limited, Jackman Mews, North Circular Road, Neasden, London, N.W.10, England.
Telephone: 01-450 6468. Telex: 922043

TWIN-CAM

EXCHANGE ENGINES

STANDARD TUNE	**From £195**
SPRINT SPECIAL	**From £230**
RALLY SPECIAL	**From £295**
RALLY SPECIAL +	**From £385**
SPRINT 1800	**From £520**
RALLY 1800	**From £610**

LOTUS LOTUS
VEGANTUNE

ROAD, RALLY & RACING ENGINES — 1100 cc - 2000 cc

ALL SPARES AVAILABLE

RODS - PISTONS - CRANKS
VALVES - CAMS - CARBS - STEEL
CAPS - FLYWHEELS - VALVE
SEATS & TAPPET SLEEVES FITTED

ROLLING ROAD

Engine Tuning, diagnostic and carburettor jetting etc. on standard and modified cars. Same day service by appointment.

BALANCING

Precision balancing of crank, flywheel, clutch, pistons and rods using only latest equipment and techniques. Same day service available by appointment. Also full Machining, Engine Reconditioning and Rebuilding. Rolling Road and Test Bed facilities.

LOTUS Spares & Service

VEGANTUNE

CRADGE BANK, SPALDING, LINCS. 0775 4846

WORLD WIDE CAR SHIPPING
transcar

Specializing in both Trade & Privately Owned Vehicles
Shipments arranged anywere in the U.K. or Europe
Complete Storage & Preshipment Preparation Facilities
European Wide "Transporter" Network
Comprehensive Marine Insurance

Details and Brochure on Application to:

transcar

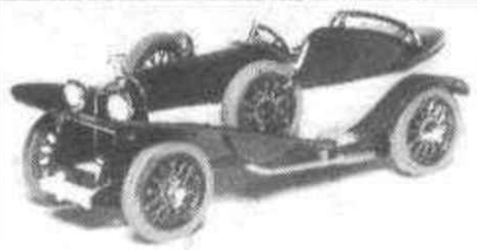
177 Regent Street, London W1R 7FB
Tel: 01-734 3191
Telex: 22716

Paris
Tel: 704 42 84

Frankfurt
Tel: 6107 2051

Geneva
Tel: 45 31 40

AUTO REPLICAS



THE FINEST CONSTRUCTIONAL MODELS IN THE WORLD

e.r.a. g.p., maserati 8c, cobra, bugatti brescia, healey silverstone, **£3.25 ea.** m.g. k3, porsche 356 speedster, morgan plus 8, morgan plus 4 four-seater, amilcar (*illustd.*), **£3.52 ea.** tatra 77a, **£4.35.** amilcar chassis kit, **£2.75.**

FULLY-FINISHED MODELS SELECTED FROM OUR STOCKS

audi 50, v.w. passat, sirocco and golf' b.m.w. turbo, merc. 450 and 350 s.e.' **£2.75 ea.**
peugeot 402 & 402b, **£6.65 ea.**
alfa montreal, fiat 130, ferrari 312p, chaparral 2j, only **50p ea.**
lancia stratos, ligier js2, js3, fiat x/19, matra-simca bagheera and 670b, porsche carrera martini, **£1.10 ea.**
morgan plus 4 4-seater, **£4.75 ea.**

S.A.E. PLEASE FOR FULL CATALOGUE

ALL PRICES INCLUDE 8% VAT —

PLEASE ADD 15p P & P PER ITEM FOR 'BY RETURN' SERVICE

AUTO REPLICAS LIMITED
56A, SANDBANKS ROAD, PARKSTONE, POOLE, DORSET
telephone 02014-2014
open each week-day morning for callers.

PRINCESS SERVICES
—WORLD-WIDE SERVICE—

Almost all spares for all ages, 1947-'68 for **SHEERLINES & PRINCESSES**
Specialist Factors, Wholesale, Trade, Private.
State year, model & chassis No. with all enquiries. S.A.E. please.—10p for lists.
Some parts also for **Jensen, Bristol, Jaguar, Daimler.** S.A.E. enquiries.
Midvil House, Brant Broughton, Lincoln, LN5 0SH. Tel. 0400-72674

WHEELS
WIRE & EASI-CLEAN

SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
West London Repair Co Ltd
5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316
Est. over 40 years.

GORDON KEEBLE
Chassis No. 75

A well maintained example with extensive history and expenditure over the last 5 years. Recorded 25,000 miles since major rebuild. Offered for sale on behalf of present owner (member of Keeble Register) at

£1,650

Station Garage Taplow
Station Road,
Taplow, Bucks.
Telephone: Burnham 5353

SPORTS CAR INSURANCE

EXAMPLES BELOW FOR COUNTRY AREAS. CLEAN RECORD, MAX. N.C.B. ANNUAL RATES FOR COMPREHENSIVE

Age	Vehicle	Premium
Under 23	MG-B	£88
23	CORTINA GT	£37
23	MG-B	£64
25	COOPER	£21
25	GT6	£58
25	CAPRI3000GT	£39
30	GT6	£48
30	All LOTUS Cars	£59

- EXPERT ATTENTION
- ANNUAL AND QUARTERLY RATES OFFERED
- NO DRIVER REFUSED ALL DIFFICULT CASES ACCEPTED
- IMMEDIATE QUOTATIONS BY PHONE

01-552 0748
01-471 3518

ENQUIRY WITHOUT OBLIGATION

NAME & ADDRESS.....

.....

OCCUPATION..... AGE.....

MAKE, MODEL..... C.C.....

YEAR..... VALUE..... GARAGED YES/NO*

I am entitled to . . . . . years no claims Bonus
COMPREHENSIVE* OWNER ONLY*
THIRD PARTY FIRE & THEFT OWNER & SPOUSE
THIRD PARTY ONLY ANY DRIVER
* *Delete not applicable.*

ENCLOSE DETAILS OF ALL ACCIDENTS AND CONVICTIONS

POST TO:
MRB INSURANCE BROKERS LTD.
165 HIGH STREET NORTH, LONDON, E.6

Fireater extinguishing systems -the most effective on the market.

Charged with FE 1301 a totally non-toxic extinguishant from Du Pont, Fireater Systems are RAC and FIA approved for all cars.
The Life Support System, pressurised with Medicair to 4500 psi, measures only 11" long and gives a litre of air per sec. for one minute after activation.

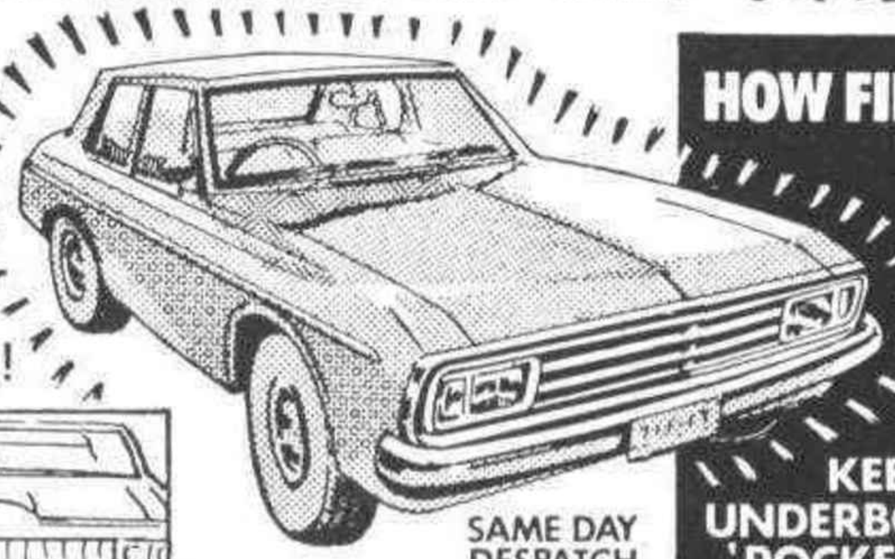


Export & U.K. Distribution
Gordon Spice Ltd.,
Central Trading Estate, Staines

(Telex—935116)
Send S.A.E. for full details and list of stockists

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

SPRAY WITH EASE and SPEED in ½ DAY
No Drilling!



SAME DAY DESPATCH

HOW FINNIGAN'S WAXOYL HOLDS CAR IN SHOWROOM CONDITION

Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!



WAXOYL Rustproofing Compound

Quick! Clean! Pleasant!

USING FINNIGAN'S SPECIAL NEW DO-IT-YOURSELF APPLICATOR/INJECTOR

KILLS SUMMER DAMP RUST PERIL! Protects in gruelling winter conditions and KILLS SUMMER rusting. Water from warm showers cannot evaporate from seams and hollow box sections; lies trapped for days, forms devastating rusted areas even in garaged car. Give quick application, now! Your car could then safely sleep out! Deadly efficient WAXOYL **makes child's play of the expert's job.** Creeps, penetrates all hidden inaccessible spots, inside sills, doors, box sections etc.!

USERS TESTIFY: University Science Lecturer:— **"Tested yours and other products; only WAXOYL came through unscathed."** Rover Sports Register member:— **"No WAXOYL penetration despite heavy salting."** PRACTICAL MOTORIST Mag:— **"Dense spray with wide spread. One syringe-ful completely coated inside MINI front wing."** Int'l Car Club Member:— **"Lab tests most impressive; fully endorse statement regarding salt resistance etc"** Llandudno User:— **"Excellent part exchange after 50 months. Car remarkably rust free. No garage."** Yorks User:— **"A more pleasant, easily applied fluid I have yet to find. Remarkable!"**. Kilmarnock, Scotland:—**"Did a magnificent job on MG-B sports".**











CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE!

RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look. One application needs no further attention apart from a 30 sec. wheel arch Autumn check. Once set into waxy skin, not even high pressure car wash can shift WAXOYL (so enthusiastic user tells us.)

TRADE CHARGES £25 TO £75 FOR RUSTPROOFING consisting mostly of labour costs. Do it yourself with WAXOYL and pay only for raw materials at manufacturer's prices. NO NEED TO CRAWL UNDER CAR. Finnigan's special new Applicator/Injector gives exceptional high pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SECS! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING!

SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface. Soaks deep into metal, even if wet.

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose. Harmless to plastic and leather upholstery, leaves hands soft and smooth.

NO PREPARATION, NO SPECIAL SKILL Thin dust-layers act as 'binding' agent. Can spray over existing underbody seal. WAXOYL doesn't just 'slow down' corrosion. Cars in 7 yr. formula testing STILL RUST-FREE! Order now. Use coupon.

SAVES OLDER CARS! GIVES NEW, SMOOTH RIDE! WAXOYL also kills rust on older cars **AND restores suspension resilience!** Wax content lubricates *permanently* all chassis connections, leaf springing, brake linkages. Corrects balance. Gives new smooth ride! Saves repair bills. Utmost trade-in-value. UNIQUE ADVANTAGES! So little cost!

REVIVES 'TIRED' ELECTRICAL INSULATION. One coating of WAXOYL on engine compartment cuts out electrical tracking; saves power loss. Engine works at peak efficiency, because of no electricity leakage. Instant wet-weather starting! No 'green cottonwool' on battery terminals. One treatment lasts life of both engine and battery. (Mini and 1100 owners, please note!). SAME DAY DESPATCH. USE COUPON!

IF CONSIDERING OTHER MAKES please ensure applicator sprays ENTIRE system. Short-lived results occur from thin, cheap oil inside cavities, or harmful acids to be washed off. Others use complicated, separate operations with 'ghooey' bituminous materials. **Clean, pleasant WAXOYL is simply one top grade fluid; does whole job!**

ORDER NOW! ONLY FROM MFR'S. Including illus.' step-by-step instructions. **MINI & 1100 SIZES: 1 Gall, £3.31. Add 33p p/pkg. LARGE SALOON: 2 Gall. £5.18. Add 33p p/pk. FINNIGAN APPLICATOR £1.00. Add 14p HEAVY COATING** 1 Gall. equivalent to THIRTY aerosols. **TRIAL OFFER 500 ml (.88 pt) TIN**—for your trigger oil can test behind chrome strips (or brush-on door edges; free brake linkages etc.). See for yourself how WAXOYL displaces water on a simple piece of metal. It's quite amazing! Send 57p add 24p p/pkg. ALL VAT PAID.

TRIAL OFFER

To: FINNIGAN'S LTD. (MSW), Eltringham Wks., PRUDHOE, Northumberland. Tel. 0661-3241
☐ 1 Gall. Rush my order shown (please tick)
☐ 2 Gall. Enclosed, chq./P.O./M.O./Cash £.....
☐ Applicator
☐ Trial Offer
Name .....
Print Caps
Address .....
..... Code.....
Reg'd Office 354180 (London)



For collectors, and drivers

ASTON MARTIN DB5 VANTAGE Unmarked, with original carpets etc. Borrani wire wheels. A truly magnificent machine. **AC COBRA** In exceptional health. Four point seven litres of lump-in-the-throat power. **DE TOMASO VALLELUNGA** Sports racer. 1600 c.c. all-steel dry sump Cosworth twin cam. 5 speed box. Alloy uprights etc. Complete, but requires painting. **FERRARI 275 GTB4** Right-hand drive model, in sound condition, offered at a sensible price. **ASTON MARTIN DB5** A fine (undamaged) example in good all-round condition. **JAGUAR XK150'S'** A very good car, much time and money has been spent on it recently. **MGA 1600 Mk II** Three owners, and a lot of loving care – the first owners had it 11 years. **FERRARI 365 GTC** A classic, for the discerning driver. In excellent all-round condition. **ALSO AVAILABLE** Daimler Dart Austin Healey 3000 III, Aston Martin DB2/4 II, Gordon Keeble, Jaguar XK150 fhc.

Interested in purchasing or selling a classic sports or touring car? ***Why not contact us. PS – we require Jaguar 3.8 E Type roadsters.***

For details telephone
Alderley Edge 2424 *or*
Sandbach 2777.
View by appointment.

Nick Shrigley-Feigl Ltd
Old Hall, Brickhouses 2,
Sandbach, Cheshire.

When you enquire, please mention MOTOR SPORT.

Nick Shrigley-Feigl LIMITED

stainless steel exhaust systems

LANGFORD AND KNIGHT LIMITED

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. We have Design, Manufacturing and Fitting facilities to accommodate any vehicle whatever its age or type. 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. We can arrange export to any part of the world.

Rolls-Royce	Most models from 1920	**Aston Martin**	DB 4, 5, 6, DBS V8	**M.G.**	Most models from TA series on
Bentley	Most models including 3½ and 4½-litre	**Mercedes**	Most post-war models	**Daimler**	Including SP250 Dart
Ferrari	Most models from 1950	**Jaguar**	Most post-war models	**Volvo**	Wide range including P.1800, etc.
				Austin Healey	Wide range from 100/4 on

RUSSELL STREET GARAGE, 34, RUSSELL STREET, NOTTINGHAM. TEL.: NOTTINGHAM 77974

PRE-WAR MG OWNERS

BARRY WALKER OFFERS

VINTAGE MG CARS FROM STOCK





★ **MG K TYPE MAGNETTE: 1933 4-seat tourer in excellent original condition. Completely rebuilt magneto - ignition engine; pre-selector gearbox; 13" election brakes, and all new springs & chassis fittings. Excellent body, new tyres complete with hood & side curtains. Needs re-wiring. Very rare, complete with Arnott supercharger (not now fitted). £1950.**
★ **MG PA 2-seat tourer – completely rebuilt and exceptionally original. £1250.**
★ **MG D type (1931) – 2+2 body. Largely rebuilt, runs very well and 1 of only 25 survivors. £950.**
★ **MG N Magnetta (1935) 2-seat sports. Very rare "Cresta" body. Cycle fenders, very fast. £1650.**
★ **MG PB 2-seat sports. Needs restoration but much work done. £595.**

REMEMBER – We are the largest stockist of ohc MGs.

A WORLD-WIDE SERVICE OF PRE-WAR SPARES, SECOND TO NONE (Models M to TB)

A reminder of just some of the excellent new spares currently available.

J2/F2 Original ribbed CYCLE WINGS – the true originals	**£34.00 set of 4**
J2 Under bonnet side valences, drilled	**£27.50 pair**
D/F/J/P/N/L Front Aprons	**£17.50 each**
D/F/J/P/L/ Gearbox/chassis undertrays with slide	**£13.50 each**
F/J/P/L/N Octagonal instrument cluster plates in chocolate/chrome; black/chromed	**£7.25 each**
P/N/K/TA/TB Dash operated, petrol reserve system, incl. knob, cock, rod, tap – chromed complete	**£19.50**
PA/NA Centre rhombic odometer panels in chocolate/chrome/white engraved	**£7.50 each**
P/L/N/K Black or brown 'divers helmet' dashlamps	**£9.25 pair**
J/F/L/K Windscreen 'B' nuts and serrated washers	**£8.75 pair**
All models plain or M.G. crested door handles	**£7.50–£9.50 pair**
All models chrome/domed wing bolts/nuts	**£1.50 each**
J2/F2/L2 Polished stainless steel spare-wheel carriers	**£27.50 each**
J/F/L Mottled aluminium dashboards, drilled	**£16 each**
PA/PB Walnut veneer dashboards, drilled	**£11.75 each**
P/N/L Curved steel running boards w/tread strips	**£15.50 pair**
Cycle wing stays. Front bottoms	**£9.50 pair**
Brown/cream MG badges, spare-wheel fixing, radiator fixing	**£2.25 each**
Octg. quick release filler cap (rad) all models M to TD	**£26.00 each**

While our second-hand department can offer:- J/P/N engines complete; gear-boxes, radiators, radiator shells, headlamps, axles, brakes, clutches, manifolds, crankshafts etc.

Write for quotation on all your requirements
8-Page 1975 catalogue now available. Free, but S.A.E.

THE FAST AND PERSONAL SERVICE

BARRY WALKER, 17 DAINTON CLOSE, UPPER PARK RD, BROMLEY, KENT, ENGLAND. (Tel. 01-460 2356)

ALL THAT GLITTER'S IS NOT GOLD

Chrome. Copper. Brass. Most polishes leave metals unprotected after cleaning, but SOLVOL AUTOSOL with its unique action, leaves a protective film so that rust and corrosion can't catch up. Seal's out dirt and pollution instantly. SOLVOL AUTOSOL is used by Thousands of motorists every year - What better recommendation. BUY SOME TODAY! SEE THE DIFFERENCE TO YOUR CHROME.
Available at Halfords and all good Garages
Motor accessory shops

NO MATTER HOW QUICK YOUR CAR **SOLVOL AUTOSOL** WILL CLEAN THE CHROME QUICKER!



"FERRARI DINO"



Solvolene Lubricants Ltd. Reginald Square,
London S.E.8 Telephone: 01-692 2241

IN A HANDY TUBE!

MOTOR INSURANCE

- IMMEDIATE COVER
- KEENEST QUOTATIONS
- PAY BY INSTALMENTS
- B.I.A. & LLOYDS

Planeford Insurance Brokers Ltd

738 Lordship Lane, London N22 5JP

TEL.: 01 - 889 6041

Telephone or post coupon for quotation.

Name..... Age.....

Address .....

..... Occupation.....

Full / Prov. Licence for ..... years. Garage: Yes / No

Make of car ..... Model.....

C.C..... Value..... Year.....

COMP/TPFT/TPO. INSURED ONLY/AND WIFE/ANY DRIVER

No Claims Bonus ..... years. Earned with.....

Enclose details of all accidents and convictions.

WE OFFER THIS MONTH a selection of important and attractive new books, together with some most worthwhile titles at bargain prices and a check-list of some of the best books from our catalogue.

CONNOISSEUR CARBOOKS

FOR THE DISCERNING ENTHUSIAST AND COLLECTOR

SALE! Automobile Quarterly's World of Cars. A superb, large-format book containing some of the best material from "Automobile Quarterly". Many great cars featured, text by leading authorities PLUS 299 first-rate colour plates. A beautiful addition to your library! **WAS £11.70. NOW £4.95**

The Classic Single-Seaters. Doug Nye. Covers 80 years of motor racing, has added feature articles by Denis Jenkinson and Raymond Mays and over 100 specially commissioned colour photos. 144 large pages, over 350 photos. Recommended. **£5.40**

SALE! Automobiles Of The World. Joseph Wherry. Massive 714-page history of motoring from infancy to WW2. 900 photos. An invaluable reference volume. **WAS £12.90. NOW £5.80**

World Cars 1975. New edition describes 900 new models from 31 different countries; feature articles, magnificent colour; cross-referenced index. 440 pages. 1,000 plates. **£8.00**

Ferrari: The Early Berlinettas And Competition Coupes. Dean Batchelor. First of a series on specific Ferrari lines. 96 pages, 128 photos and scale-drawings. **£4.50**

Ferrari. L.J.K. Setright. Reissue of the complete Ferrari history first issued in the American "Ballantine" series. 160 pages, 130 photos. **£2.00**

The Austin Seven: A Pictorial Tribute. R. J. Wyatt. Illustrated guide to Sevens including production cars, special bodies, racing cars, commercial vehicles. 80 pages, over 120 illustrations, colour cover. Much in demand! **£2.95**

SALE! History Of The Motor Car. From steam-carriage days to the 1970s. 393 extra-large pages, 707 photos, 485 in colour! **WAS £6.80. NOW £4.45**

A Very Special Year. The Story of Fittipaldi, Chapman and the John Player Special in 1972. Reports on every race. 112 pages, 162 photos, good colour. **95p.**

The Story Of The Ford Grand Prix Engine. Blunsden & Phipps. First published as "Such Sweet Thunder", now reissued. An important chapter in recent motor racing history. 224 pages, illustrated. **£4.85**

SALE! The Motorist's Bedside Book. An illustrated 293-page anthology of motoring literature by some of the world's leading writers. Diverting, informative. **WAS £2.25. NOW £1.25**

Jaguar. Lord Montagu of Beaulieu. Complete history, first published in the "Ballantine" series and now reissued. 160 pages, 126 photos. **£2.00**

Jaguar Sports: Sir William Lyons' High-Performance Cars. 76 large pages including road tests and other articles, numerous photos and drawings, good colour. **£1.05**

Coachwork On Rolls-Royce 1906-1939. Lawrence Dalton. The largest book yet in the renowned Dalton Watson range. Lavishly produced; essential for the devotee. 488 large pages, over 700 photos. **£12.00**

The Classic MG Yearbook 1974. Complete international round-up of MG events in 1974, plus historical articles, photos of award-winning models and MGs at speed. 140 large pages, 200 illustrations, colour cover. **£6.45**

MG Sports: Four-Cylinder Thoroughbreds From Abingdon. Companion to "Jaguar Sports". 68 large pages, over 100 illustrations including cutaway drawings, colour. **£1.05**

SALE! British Cars Of The Sixties. Nye. 185 large pages, 40 makes documented including some now obsolete. One of the very few books on the period. **WAS £3.65. NOW £1.85**

Contemporary Classics: Three Decades Of Automotive Milestones. Taylor. Text and colour photos of 33 great European and American cars of the fifties, sixties and seventies. 48 pages, 57 colour plates. **£1.85**

Morgan: First And Last Of The Real Sports Cars. This complete history of Morgan is now a soft-cover book at less than half the price of the original cloth-bound edition (still available at £4.95) 191 large pages, 92 plates. **£2.30**

SALE! John Player Motor Sport Yearbook 1973. 420 pages on all classes of competition in 1972 plus much historical data and good feature articles. Over 150 illustrations, 16 pages of colour. **WAS £2.65. NOW £1.40**

SALE! The Motor Racing Year No. 2. Pritchard. Devotes 293 pages to the 1970 competition scene. Detailed Grand Prix and sports car reports. Illustrated. **WAS £3.35. NOW £1.60**

The Le Mans 24-Hour Races 1949-1973. 220 large pages, packed with detail and with superb colour and b/w photographs. Produced by the "Automobile Year" team. **£12.45**

Automobile Year 22. Latest edition of this magnificent yearbook. 256 large pages. **£10.45**

Specialist Sports Cars: British Small Series Production Cars. Filby. Unusual and fascinating book covering some 120 "limited edition" models from 1947 on. 112 pages, 103 plates. **£3.85**

Bodies Beautiful. McClellan. History of automobile design and designers from early days to the present. Well reviewed. 192 pages, 83 photos. **£5.60**

Passenger Cars 1924-1942. Sedgwick. A knowledgeable guide to this key period in motoring history, international in scope. 176 pages, 157 colour paintings. **£2.00**

SALE! The Chequered Year. Ted Simon. Follows the March team through the dramatic 1970 season. Vividly written, with much insight into the workings of a Grand Prix team, this is a most worthwhile addition to your bookshelf. 280 pages, illustrated. **WAS £3.20. NOW £1.60**

SALE! The American Automobile. Ralph Stein. Lavish book on great U.S. cars of the 1930s and earlier. 252 pages, 150 b/w photos, 85 in colour. **WAS £7.20. NOW £4.95**

SALE! Birth Of A Giant. Crabb. A fully-researched account of the growth of the American automobile industry from beginning to WW2. 467 pages. **WAS £4.75. NOW £2.25**

Coy's Of Kensington Brochure. An introduction to the antique car scene. 26 photos, 8 in colour, 18 showing classic Rolls-Royce and Bentley models. Well presented. **£2.00**

Alfa Romeo, Milano. Frostick. 224 large pages, 400 photos. Dalton Watson series. **£6.45**

American Motors Family Album. Has 563 photos depicting cars from 1902 to 1969 with historical and technical captions. We rate it exceptional value. **£2.60**

The Austin Seven. Wyatt. Complete history. 216 pages, 72 photos. **£3.85**

Austin Seven Specials. Williams. Rebuilding and maintenance guide. 172 pages, over 100 ills. **£2.50**

Healeys and Austin Healeys. Browning & Needham. 316 pages, 85 photos. Most comprehensive. **£4.80**

Bentley: 50 years Of The Marque. Green. Dalton Watson series. Almost 600 photos. **£7.45**

Bristol Cars And Engines. Setright. 160 pages, 79 plates. Unanimously well reviewed. **£4.75**

Ferrari. Tanner. Fourth edition, 400 pages approx., 250 photos, excellent colour. **£7.45**

Ferrari: The Sports And Gran Turismo Cars. Fitzgerald & Merritt. Second edition of this classic Ferrari history, updated to include 73 models. Over 400 photos, some colour. **£12.95**

The (Heavily Censored!) History of Hesketh Racing. 48 pages, packed with colour. **£1.35**

The Jaguar Tradition. Frostick. 208 large pages, 350 plates. Dalton Watson series. **£6.45**

The Jensen Healey Stories. Browning & Browning. "... just the sort of coverage the make deserves, fascinatingly presented" said *Motor Sport*. 160 large pages, 124 photos. **£4.30**

Lamborghini Guide 1963-1973. Photos with captions of all 22 models. 16 pages. **£1.10**

The Story Of Lotus 1947-1960. Birth Of A Legend. Smith. 192 pages, over 100 ills. **£3.95**

The Story Of Lotus 1961-1971: Growth Of A Legend. Nye. Sequel to Part 1 of the Lotus story. 288 pages, 300 photos approx. **£5.95**

The Magic Of MG. Allison. 208 large pages, 350 photos. Dalton Watson series. **£6.45**

Maintaining The Breed. Thornley. Third edition of this authoritative history of MG racing has just been reissued to meet constant demand. 200 pages, 51 ills. **£3.85**

The Mighty Mercedes. Frostick. History to 1970. Over 450 photos. Dalton Watson series. **£6.45**

Riley: Production And Competition History, Pre-1939. Birmingham. An outstanding one-make book, recently revised and reissued. 272 pages, 260 plates. **£5.30**

Riley Maintenance Manual 1930-1958. Haddleton. 390 pages, invaluable technical gen. **£4.20**

Rolls-Royce: The History Of The Car. Bennet. 196 large pages, 278 plates. **£4.95**

The Rolls-Royce 40/50 HP: Ghosts, Phantoms, Spectres. Oldham. Attractively produced, most carefully researched. 400 pages, about 250 photos including colour. **£8.45**

Those Elegant Rolls-Royce. Pre-war coachwork. 320 large pages, 670 photos. **£7.45**

Rolls-Royce: The Elegance Continues. Post-war sequel to above. 264 large pages. **£7.45**

The Salmson Story. Draper. 167 pages, fully illustrated. Praised by the press! **£4.75**

The Story Of Triumph Sports Cars. Robson. 189 pages, 107 plates. Comprehensive. **£4.30**

Complete Encyclopia Of Motor Cars. Georgano. Second edition. 704 large pages. 4100 makes documented. 200 photos, 48 colour pages. Unique and indispensable! **£10.00**

Complete Catalogue of British Cars. Culshaw & Horrobin. Massive reference book covering over 700 manufacturers. Over 1,000 photos, much technical data, 511 large pages. **£7.50**

A History Of Sports Cars. Georgano. 320 pages, 260 b/w photos, 61 in colour. **£2.40**

History Of Brooklands Motor Course. Boddy. 368 large pages, 293 illustrations. **£2.95**

Autocar Road Tests 1951. 30 cars tested. 96 large pages, fully illustrated. **£1.25**

Worldwide mail-order service. All prices are correct at time of going to press and include postage in UK and abroad (book-post). All orders should be accompanied by payment (please add equivalent of 50p if remitting in foreign currency) and addressed to:

CONNOISSEUR CARBOOKS,
70 CHISWICK HIGH ROAD, LONDON W4 1SY.
(Tel. 01-994 6783. We are open to callers during normal office hours Monday-Friday and from 10.00 a.m. to 4.00 p.m. on Saturday).

I. R. SPRINGATE LTD.

TUNBRIDGE WELLS KENT

PRE-WAR ROLLS-ROYCE-BENTLEY SPECIALISTS

HIGH CLASS RESTORATION WORK BY SKILLED CRAFTSMEN.

COMPLETE CARS RESTORED FROM BODY, WOODWORK, PAINTING, UPHOLSTERY PANELLING. REPLICA BODIES TO ORDER.

ALL MECHANICAL WORK, SPARES SUPPLIED AND MADE TO ORDER.

ELECTRO-PLATING

7 DAY RETURN SERVICE ON:

DULL NICKEL
BRIGHT NICKEL } PLATING
CHROMIUM

POLISHING ETC.

WHEN WE SAY WE CAN RESTORE CARS WE CAN RESTORE YOUR CAR TOTALLY ALL IN THE ONE WORKS.

OFFICE 6, AVON STREET, TUNBRIDGE WELLS, KENT.
TEL: TUNBRIDGE WELLS 31583.

WORKS
TEL: TUNBRIDGE WELLS 22726

LIDDELL
AND
HORNER

QUALITY MOTOR CARS

1928 DELAGE DR70 Weymann saloon, highly original and lovely; one lady owner 25 years .. **£2,850**

1958 ROLLS-ROYCE S.C.I. Silver grey, sun-roof. In really lovely condition; works gearbox just fitted **£2,650**

1953 BENTLEY "R"-type, in excellent condition inside and out. **£1,550**

1933 M.G. J2. Original but in need of some restoration..... **£750**

MOTORCYCLES

1906 LLOYD THOMAS single-cylinder, Antoine engine.. **£675**

1915 HARLEY DAVIDSON, in good condition **£1,000**

1916 HARLEY DAVIDSON, requires some work..... **£675**

1928 RALEIGH 250 c.c. s.v., unused many years..... **£140**

1935 ROYAL ENFIELD 500 c.c. s.v., in poor condition.... **£60**

Rolls-Royce engines, gearboxes and axles for P.I, P.II, 20/25 and Bentley 3½-litre.

Westover Farm, Goodworth Clatford, Andover, Hampshire
Telephone: ANDOVER 3643

COMPLETE VINTAGE & P.V.T. RESTORATION SERVICE
MECHANICAL AND COACHWORK
COMPLETE ENGINE OVERHAULS
BODIES REPAIRED AND REMADE
Bullnose Morris Specialists
Most parts available including bodies
Pattern Making & Foundry Facilities
GOLDHILL GARAGE
West Avenue, Wigston, Leicester. Tel.: 881234/5/6

CYCLE WINGS
(DOMED & BEADED)
4", 5" & 6" wide. Alloy.
Fronts **£3** pair. Rears **£3.50** pair.
7" wide Fronts **£3.50** pr. Rears **£4** pr.
Carriage and packing 35p pairs, 70p sets.
D. W. FERGUSON
BATH ROAD GARAGE, NAILSWORTH, GLOS.

Hyde-East & Company
Associated Insurance Brokers

Cater for the genuine lover of the motor vehicle. What he or she can afford to drive and afford to spend is of no consequence.

Quotations and advice willingly given.

60 Chertsey Street, Guildford. Tel.: Guildford 64545/6/7

---

insurance

F-A-S-T COVER . . . We combine an enthusiasm for all types of sporting motor cars with wide experience of insuring sports cars, high-performance saloons and cars modified to go faster than their makers intended.

Our close contact with the largest Insurers enables us to give safe cover at the lowest rates — often where owners have had previous difficulty.

Contact Bunhill Insurance Brokers now for a free quotation and see for yourself.

BARCLAYCARD & ACCESS WELCOME

BUNHILL INSURANCE BROKERS
37/45 City Road, London EC1Y 1AX. Telephone: 01-253 9321
Also at 5, Brereton Road, Bedford. Telephone: Bedford 45035

MASERATI



MASERATI MISTRAL 3.8-LITRE £1,850

Also **Quatro Porto** in very good order. **£1,450**

CONTACT US for Maserati spares, engines. Overhauls undertaken at realistic prices.

J. F. J. BOSISTO
4 Plantation Cottages, SAUNDERSFOOT, PEMBS.
Tel.: 813 275

MASERATI REPAIRS AT REALISTIC PRICES

DP AUTOMOBILES LTD
PEUGEOT DISTRIBUTORS



EXPORT CENTRE

All models available tax free under the Personal Export Scheme.

468-472 Purley Way, Waddon, Croydon CR9 4BL Telephone 01-681 2600

KEEP YOUR CAR'S COOL!



THE COMPLETE COOLING SYSTEM TREATMENT—FOR ALL SEASONS!

Get the Bar's Habit, and get on the bottle! Complete protection in the handy sized glass jar, and all you do is pour it in. Through the radiator. Protect against leaks & seepage, clogging deposits, corrosion and sludge formation. And keep your car's cool. (Bar's Leaks also lubricates the water pump).
Add Bar's Leaks with anti-freeze. Replace it when you drain the radiator. Bar's Leaks, the ever-present, built-in safeguard against getting all steamed up. Especially for holiday motoring. Leading car makers use Bar's products. Why not you?

BAR'S LEAKS
The World's leading Cooling System Treatment

BRITISH CARS OF THE EARLY FIFTIES

The Olyslager Organisation

The 20th title in the famous Olyslager Auto Library describes and illustrates nearly 200 cars produced in Britain during 1950-54 — the first half of a decade in which the British motor industry was very much in an 'export-or-die' situation. *Publication late June.* **£2.95 net**

FREDERICK WARNE & CO. LTD.
40 Bedford Square London WC1B 3HE

Home study can take you to the top



in the vast Auto Industry

Big opportunities are going begging for lack of qualified men. Whatever your interest in Auto Engineering, we can give you the vital know-how at home, in your spare time. Send for really helpful 76 page book – FREE

Accredited by C.A.C.C. – Member of A.B.C.C.

Post for free book

tick subject of interest

A.M.I.M.I. Gen. Auto Eng. ☐
Service Station Management ☐
M.A.A./I.M.I. Diploma ☐
Diesel Eng. ☐
CITY & GUILDS Maintenance & repair ☐

NAME .....
ADDRESS .....
.....
POST CODE .....

Aldermaston College, Dept FMS05
Reading RG7 4PF

HOME OF BRITISH INSTITUTE OF ENGINEERING TECHNOLOGY

SUSPENSION AIDS
For LADEN and TOW CARS

KONI LOAD-A-JUSTERS

RON HAYNES MOTOR SPORTS LTD

KONI SHOCK ABSORBERS

MONROE LOAD LEVELLERS

FOR SUSPENSION AIDS

MONROE RIDE LEVELLERS

Send for our suspension aid catalogue - Mailing service available

WOODHEAD LOADMASTER

AUTO BALL-ANS

AEON EASIRIDE

MARWOOD REVERSEMASTER

CARLIGHT STABILIZER

McKINNEY SPRING ASSISTERS

RON HAYNES MOTOR SPORTS LTD
Tel: Beaconsfield 5620
P.O. Box 56
CARDAIN HOUSE, BURKES Rd., BEACONSFIELD, BUCKS HP9 1PA
MON SAT 9.15-6.00 E.C.D. WED 1.00 LATE CLOSING FRI 7.00

INSURANCE

- LOWEST RATES AVAILABLE
- SECURITY PLUS FIRST CLASS SERVICE
- BONUS UP TO 65%
- PREMIUMS PAYABLE 3, 6, 12 MONTHLY
- SPECIAL SCHEMES FOR SPORTS CARS
- BREATHALYSED & CONVICTED & YOUNG DRIVERS AT LOWEST RATES
- SAVE £££'s & CONTACT US NOW

IMMEDIATE QUOTATION TELEPHONE
01 - 889 3434
NO OBLIGATION

Or complete coupon below and post to:

SPORTS CAR INSURANCE
201 GREEN LANES, LONDON, N.13

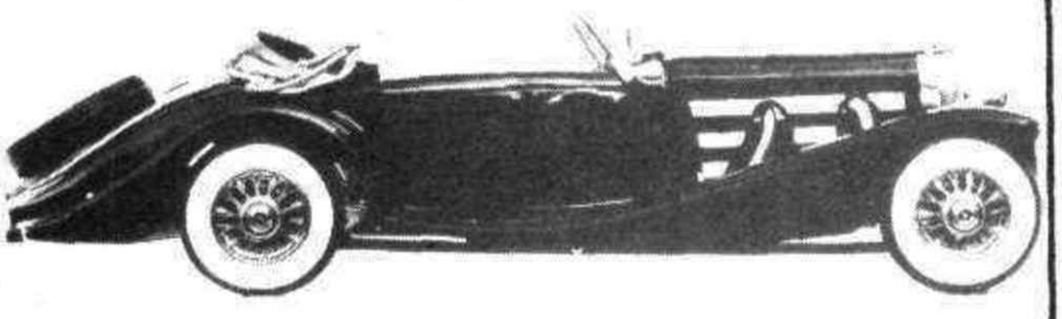
Name..... Address.....
.....
Occupation..... Age..... Business/Pleasure Use
Full/Prov. Licence for .....years. Comp./Third Party/T.P.F. & T. cover.
Owner only / and wife / Any driver / Named driver, age.....
Make of car..... Model.....
C.C..... Value..... Year..... Car Garaged/Left in open.
Present insurers..... No claim bonus.....years.
Age of youngest driver..... Quote for Annual / Quarterly policy.
Details of all accidents and convictions should be enclosed. including those of additional drivers.

CLASSIC MODELS

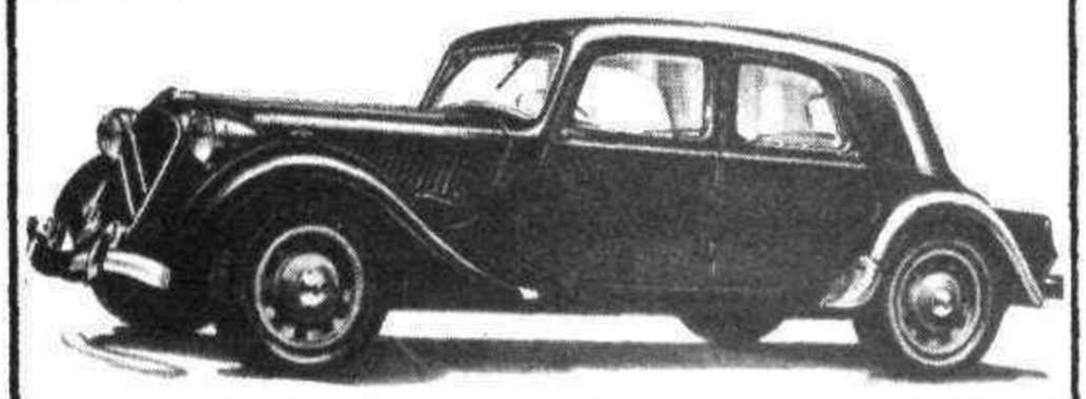


EXPECTED at any moment as "Motor Sport" went to press was a brand new 1/12th scale F1 construction kit. It is of the Mike Hailwood 1974 Yardley-McLaren and comes complete with highly colourful authentic transfer set. The kit features many highly sophisticated developments like fully detailed adjustable suspension, highly detailed DFV engine with the new Cosworth gearbox, completely detailed "office" with readable instruments, beautiful body moulding with every line of the original faithfully captured in miniature. The kit was created over ten months of hard work using factory plans and advice. It is authentic to the last miniature rivet and even has the maker's name on the disc calipers. Kit price is £8.50 plus 50p post (UK) and it makes a fitting companion to the Fittipaldi Texaco McLaren model released late last year. Note however, the new model has different nose, air box and rear suspension plus of course completely different colour scheme.

The Texaco World Championship car kit is still available at £5.99 and here is a checklist of the other super-detailed kits still available in the same 1/12th scale series although some of these are due to be phased out this year: – Lotus 72D John Player Special £5.99; Tyrrell 002/3 £5.99; Ferrari 312B3 £5.99; Honda V12 (Surtees Italian GP car) £5.50; Lotus 49 (Clark) £5.50 and Lotus 49B Gold Leaf winged car (Hill) £5.50 – add 50p per kit post and packing, please.



Also expected as "Motor Sport" went to press was the superb Pocher Mercedes supercharged 540K at £95. We've only waited a year since we first saw this kit in prototype form but the delay was caused by the sad death of one of the brilliant young enthusiasts involved in getting the project off the ground. Now all is well and our consignment is on its way from the factory in Italy. Price for each of the first batch is set at £95 but with currency fluctuations the second batch could well be £125 each. Those who are unaware of the brilliance and detail of Pocher's models may like our Pocher leaflet which is free on request and explains how each model is made in 1/8th scale using factory plans and help to aid authenticity, how each has detail like working brakes, some have engines which turn over even to working cams. In short – the World's most detailed classic car kits and in metal, leather, plastic, glass etc they cannot be beaten for detail and price.



On the smaller scale, ready made, model front there has been a welter of new worthwhile models. The 1938 Citroen 15/6 at £1.36, for example, won a Gold Medal at a recent Paris exhibition. With it came the long awaited 1932 Hispano-Suiza and 1899 Jamais Contente, the first car to reach 100 kph. Hispano costs £4.37 and Jamais Contente £2.99 plus 50p post each if ordered singly or 10p per car if part of a larger order. Details of other new fine models like the VW Golf, Audi 50 and VW Scirocco each £1.95 are in our "News 4" sheet giving details of as many new models as we can get on two A4 pages! – free on request.

Meanwhile, listed below are details of just one or two other models from our 14,000 model car stock. Order from here or send for our new kit catalogue price 30p (in preparation, so please be patient) or our ready made model catalogue which should soon also be ready, price 30p. Telephone and mail orders accepted on most credit cards.

KITS FROM STOCK

Porsche Carrera 910 £7.99
Lola T70 Mk3 £9.99
Datsun 240Z Safari winner £10.99
Mustang Mach One £13.99
Pontiac Firebird Trans Am £13.99
Bugatti Royale £9.50
Mercer Raceabout £5.25
1904 6hp Wolseley £2.99
1904 De Dion Bouton £2.99
1912 Ford Model T £4.85
1886 Daimler motor carriage £1.99
1901 De Dion Bouton £1.99
1905 3 cylinder Rolls-Royce £4.99
1911 Alfonso Hispano Suiza £3.99
Citroen 2CV £2.00
1907 Paris to Peking Itala £2.99
1948 MG TC £3.99
1935 Morgan 3 wheeler £3.40
Morgan V8 Plus 8 roadster £5.95

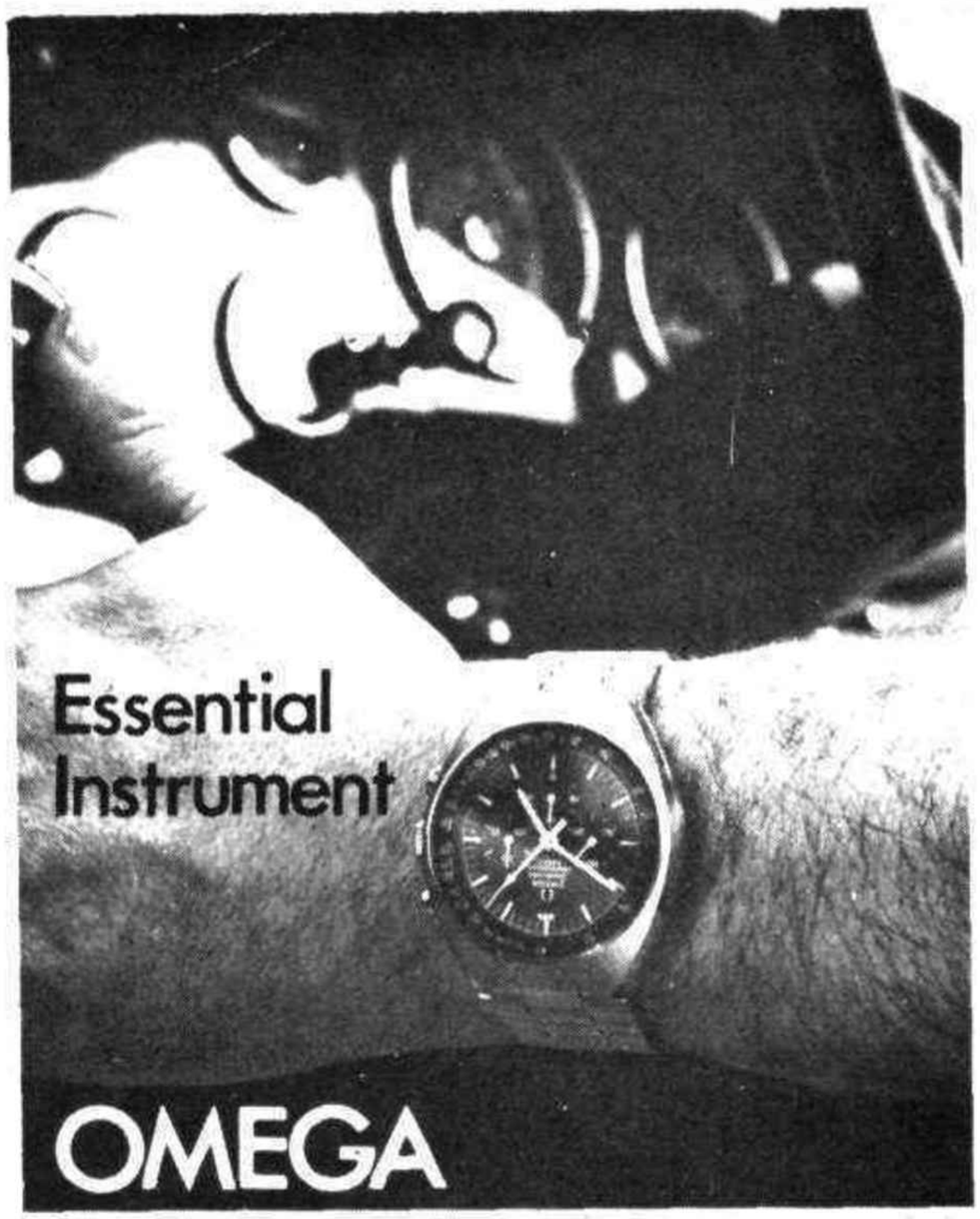
METAL 1/43rd scale kits from stock

1932 Bugatti T55 roadster £3.95
1957 Corvette SS Sebring £3.95
1954 Ferrari Squalo (Hawthorn) £3.95
1957 Lotus XI Le Mans 750cc £3.95 (due early May)
1957 Lotus XI Le Mans 1100cc £3.95 (due early May)
Lancia Ferrari D50 1956 £3.95
1937 Lago Talbot £3.95
Cord Beverly £3.95
1974 Can Am UOP Shadow £3.75
Ferrari (AVO) 815 1940 GP car £3.95
1937 Hotchkiss Gurney Nutting 68G £4.95
Porsche Carrera RS Team Martini £3.95
Porsche 911s Team Kremer Sansom £4.50
Catalogue of metal kits, fully illustrated 20p

GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK.
Tel: Radlett 7898

Buy it with your BARCLAYCARD

(Open 2 to 6 Mon to Fri. Wed 1 pm. Sat all day)



OMEGA SPEEDMASTER

If you are interested in the way cars perform an Omega Speedmaster Chronograph is an essential piece of equipment.

The water resistant, stainless case with integral all steel bracelet, sweep second hand and stop watch facility make it ideal for the active motor sport enthusiast. It's built-in Tachymetre facilitates simple calculation of average speed or lap time. The inset crystal glass is virtually scratch--proof.

You can own a Speedmaster MK. 11 model ST. 1450014 Bct. for only £12.15 deposit followed by nine further payments of £12.15 spread over a period of just under nine months. Absolutely no extra charge for credit, postage or packing (cash price £121.50 inc. V.A.T.)

This free credit facility is available for the purchaser of Any watch in the magnificent Omega range.

SEND THE COUPON TODAY!

£12.15 DEPOSIT
FREE CREDIT

PRESTONS TIMER DIVISION
Capitol House, Churchgate, Bolton, Lancs.
Tel: 25022 & 27035. Telex: 63221

☐ Please send my Speedmaster Mk 11
☐ I enclose deposit of £12.15/£121.50 cash/cheque
Please send me the catalogue of Omega watches available on free credit from Prestons.

Name _____
Address _____

Registered in England No. 541349 MS 6/75

See how an Acoustikit can silence your car!

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

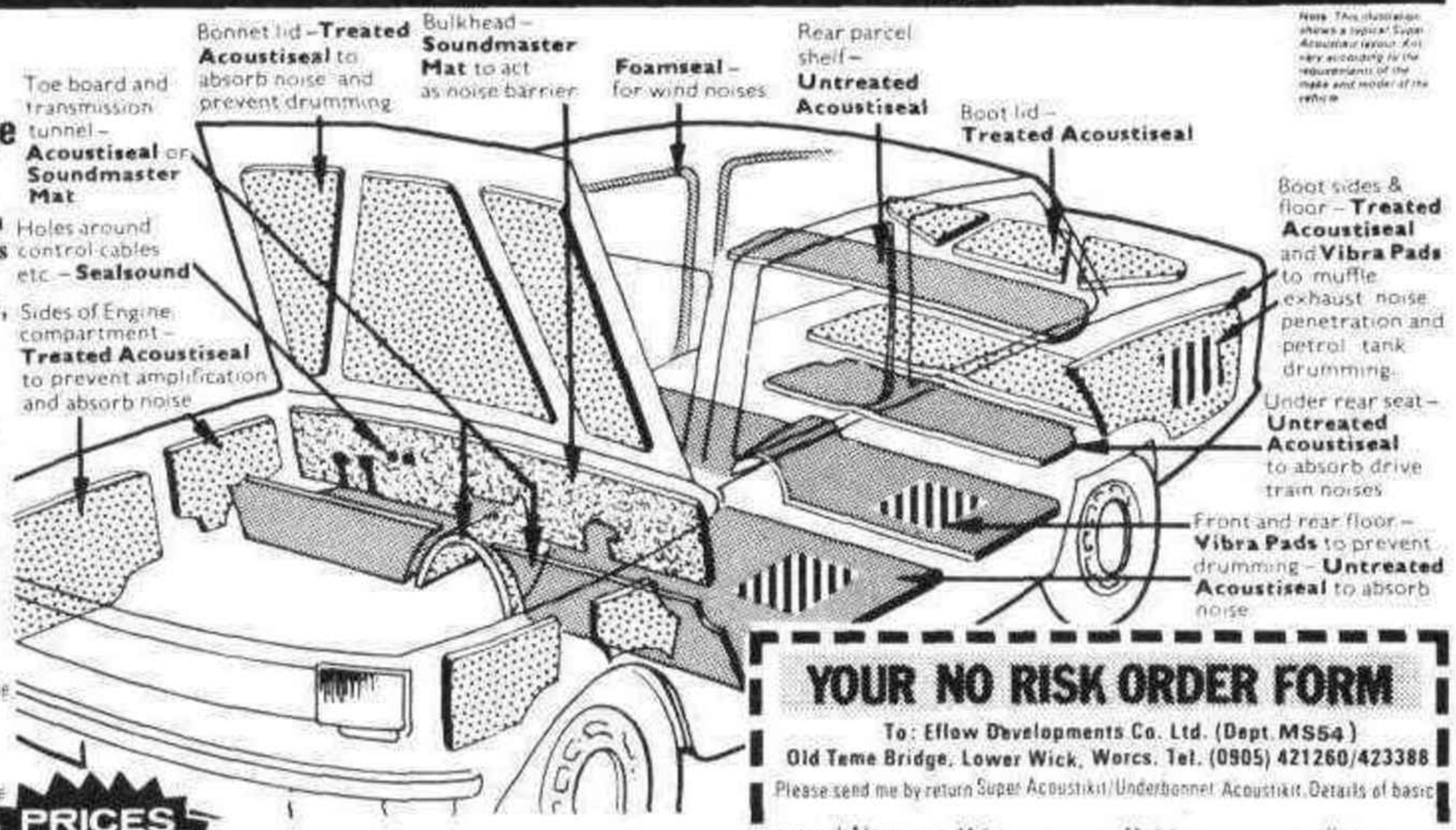
Stamp out noise pollution in your car! Drive better, safer and boost it's resale value! Its easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road etc. Now even more effective, using a completely new combination of materials.

WHY ARE ACOUSTIKITS THE BEST BUY?
A typical Super Acoustikit consists of no less than five different materials, selected as the most suitable for insulating a particular part of your car. Furthermore, Acoustikits offer you the most comprehensive insulation system of all.

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.

MONEY-BACK ASSURANCE. You risk nothing by ordering your Acoustikit here and now. If you are not completely satisfied, your purchase price will be refunded in full.



Note. This illustration shows a typical Super Acoustikit layout. Kits vary according to the requirements of the make and model of the vehicle.

PRICES START AT ONLY £11·70 INCL VAT

LOOK HERE FOR YOUR CAR

If your car is not listed, write or telephone, as there is not sufficient space to show our entire range. **Prices:** Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage of 50p for underbonnet Acoustikits and £1.00 for Super Acoustikits (mainland charges, others subject to quotation).

Audi		
100LS	£4·40	£16·40
80	£4·40	£16·40
B.L.M.H.		
Mini Saloon & Clubman	£3·00	£11·70
Mini Estate & Clubman	£3·00	£14·00
Mini Van	£3·00	£14·30
1100/1300 (State model and year)	£3·95	£14·45
Healey Sprite II		
Midget	£5·20	£14·00
Maxi 1500/1750	£3·75	£15·50
Allegro	£3·75	£15·50
1800	£4·10	£15·50
Marina Saloon, Coupe & Estate	£4·85	£17·85
Marina Van	£4·85	£19·00
M.G.B. & G.T.	£5·20	£15·40
Chrysler/Rootes		
Avenger & Estate	£5·20	£16·50
Imp Chamois	—	£14·45
Minx Hunter	£4·10	£16·50
Citroen		
Ami 8	£4·10	£15·45
Dyane 6	£3·90	£15·10
Daf		
33	—	£15·50
44 55 66	£3·85	£15·50
Datsun		
100A Cherry	£3·85	£14·90
1200 Coupe	£4·60	£15·50
Fiat		
124 Saloon	£4·10	£15·50
127	£4·10	£15·50
128	£3·85	£15·15
850 Sport Coupe	—	£14·00
Ford		
Capri (State model & year)	£4·40	£16·10
Cortina Saloon & Estate		
Mk. II	£4·75	£16·50
Mk. III	£4·40	£16·70
Escort Saloon	£4·50	£15·95
Estate	£4·50	£16·50
Van	£4·50	£17·85
Granada Consul	£5·45	£15·30
Renault		
4, 5, 6	£4·10	£14·45
12	£4·10	£15·15
16	£3·60	£15·15
17	£3·60	£15·35
Rover		
2000	£4·10	£14·95
Range Rover	£5·75	£17·20
Saab		
96/V4	£4·40	£14·70
Triumph		
Herald Vitesse	£5·75	£15·50
Toledo, 1300, 1500 & Dolomite	£4·10	£15·50
Spitfire Mk. I-IV	£5·45	£14·90
G.T. 6 I-III (State model)	£5·45	£14·90
T.R. 6	£4·50	£14·90
2000 Mk. I	£4·10	£16·50
2000 Mk. II	£4·50	£16·50
Vauxhall		
Viva H.A. Van	£4·50	£17·75
Viva H.A.	£4·50	£15·95
Viva H.B. & Estate	£4·10	£15·15
Viva H.C. & Estate	£4·50	£15·95
Victor F.D. 2000 & Estate	£5·20	£16·60
Victor F.E. & Estate	£4·50	£15·10
V.W.		
Beetle '67 on	—	£14·95
1302S/1303	—	£14·95
Volvo		
121/122	£4·50	£17·10
144/145 (State model & year)	£5·20	£16·60
164	£5·20	£16·60

By-Return Service. Adequate stocks kept of all popular models. Most kits normally despatched by return.
ALL PRICES QUOTED INCLUDE VAT. Barclaycard & Access facilities available, please quote account number.

YOUR NO RISK ORDER FORM

To: Eflow Developments Co. Ltd. (Dept. MS54)
Old Teme Bridge, Lower Wick, Worcs. Tel. (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)
Please charge my Access*/Barclaycard* account. My account no. is/:
*Delete as appropriate

Name _____

Address _____

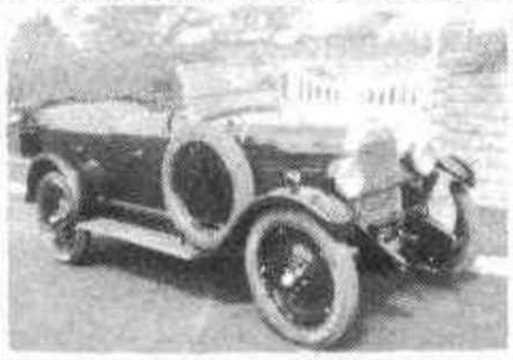
_____

_____

CAPITALS PLEASE

ACOUSTIKITS
THE SILENT REVOLUTION IN MOTORING

FLEXBURY PARK MEWS



1924 MAXWELL 4-seater tourer. Rare American vintage touring car. Car is 100% complete and in excellent running drivable condition.
1964 ROLLS-ROYCE Silver Cloud III. Burgundy over antelope.
1959 ROLLS-ROYCE Silver Cloud I. Shell grey over Embassy black.
1960 BENTLEY S2 Sports saloon. Embassy black over shell grey.
1948 BENTLEY Mk. VI special in the classical style of the 1930s.
1948 BENTLEY Mk. VI sports saloon with sunroof. Shell grey.
1949 M.G. TC 2-seater sports.
1946 M.G. TC 2-seater sports.
1933 M.G. J2 2-seater sports.
1934 M.G. PA 4-seater undergoing complete restoration.
1956 JAGUAR XK-140 d/h coupe.
1939 JAGUAR SS 1½-litre sports saloon with sunroof.
1966 ASTON MARTIN DB6. British Racing Green with cream leather interior.
1931 STANDARD AVON Special. British Racing Green.
1955 DAIMLER Conquest convertible with power hood.
A fine selection of **Rolls-Royce, Bentleys, M.G.s** and **Classic Cars** always in stock. Cars of this type are constantly required for cash.
Distance no object.

Office:
LAKE HOUSE,
FLEXBURY PARK, BUDE,
CORNWALL, EX23 8RS.
Telephone: Bude 3182

BROOKLANDS GARAGES LTD.
Willow Grove, Chislehurst
A.C. Frua Cobra 428 coupe, 1970, white with black upholstery. A rare opportunity to acquire this exciting low-mileage sports coupe in pristine condition. **£3,395**
PORSCHE 911E, June 1970, tangerine with black trim, fitted 8-track Voxson stereo and radio, also Reuter fully reclining seats. A superb low-mileage example. **£1,995**
01-467 9606

MG TDII 1953



M.G.C.C. CONCOURS D'ELEGANCE WINNER

Fully rebuilt mechanically and bodily. Rewired, retrimmed, rechromed, 15 coats coach enamel for metal. Bills last 12 years. Full photo record of rebuild. 100% reliable.

SUBSTANTIAL OFFERS
Many spares available.
Box No. 4735

1966 SUNBEAM TIGER 4.2-LITRE
Hard and soft tops. White with black trim. Extremely low mileage.
£1,000

BRISTOL 407
Burgundy with light grey leather trim. Original in every detail. Immaculate condition throughout.
£1,400

Tel. Marston Magna 386

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962
Hours: 9.30 to 6.00; Sat. 9.30 to 1.30.

A quotation can be obtained by telephoning the above number or posting this coupon.

Name..... Address.....
.....
Occupation..... Age..... Business / Pleasure Use
Full / Prov. Licence for..... years. Comp. / Third Party / T.P.F. & T. cover.
Owner only / and wife / any driver / named driver, age.....
Make of car..... Model.....
C.C..... Value..... Year..... Car Garaged / Left in open.
Present insurers..... No claim bonus..... years.
Age of youngest driver..... Quote for Annual / Quarterly policy.
Details of all accidents and convictions should be enclosed, including those of additional drivers. MS 25

There's no Limit

-to the fun in an open car



Published in the interest of bringing fun back to motoring by

Morgan

First of the Real Sports Cars

Further details from:— **Morgan Motor Company Ltd,** Pickersleigh Road, Malvern Link, Worcs. WR14 2LL. Tel: 06845 3104.



THERE ARE NO FLIES ON JAMESIGNS NUMBER PLATES

Or mud.

Or any kind of road filth most drivers encounter.

Because the completely smooth face of every Jamesigns number plate provides no raised surfaces to act as dirt traps.

So a simple wash after a long journey brings them up like new.

It's a totally new technique of fusing see-through perspex into a clearly visible, waterproof reflective number plate.

Which fulfils British Standard requirements.

They're easy to fix too, and supplied with full fitting instructions.

Cost? £8.50 per set which *includes VAT and first class postage.*

HAVE YOUR NAME, OR COMPANY NAME INCLUDED for a further £3 per set.

An economic way to make your great car look even greater, and not a bad status symbol either.

Dealers can supply new cars fitted with Jamesigns, and trade enquiries are welcome.

To order just fill in the coupon with a cheque/PO for £8.50(+£3.00 if you require personalised plates).

JAMESIGNS

PRINT CLEARLY to ensure correct details on plate.

NAME: .....

ADDRESS: .....

.....

.....

MAKE: .....

MODEL: ..... YEAR: .....

CAR NUMBER: | | | | | | | |

NAME REQUIRED FOR PERSONALISING: .....

Make cheque/PO payable and post to

JAMESIGNS (Leeds) LTD.
15 Armley Road, Leeds LS12 2DR.

Company registered in England. Registered No 908695

MS6/75

MGB SPORTS, GT'S, MIDGETS WANTED - STAINES 55388

S. H. RICHARDSON & SONS LTD. MOOR LANE, STAINES, MIDDX

FOR SALE—continued

TD MG 1953. Good condition. £1,400. Tel: 061-928 7520. (61545
ALFA ROMEO 1600GTV 1967. Red. 50,000 miles. Above average condition. £495. Shepshed (Leics.) 4139. (61543
TR6. Complete interior. Black r/seats, trim, carpets, instruments and hard top from 1972 23,000 mile damaged car. £100. Phone: Chapman, Welwyn Garden 26318 Ext. 60 (61544
ROLLS-ROYCE "25—30" *radiator complete* with thermostat and shutters, unmarked. Radiator cap with mascot. Head lamps and twin fog lamps. £175 or near offer. Reid, Upper South Arthurlie, Gramplan Way, Barrhead, Renfrews. (59871
6 GXL LANCIA FLAVIA 1800 Coupe. Very good, in every day use. £450. Tel: 0395 32556 (E. Devon). (60672
MG-C GT resprayed original Silver Mink. Overdrive, wires, HRW, radio and a host of extras. Black leather interior. This beautiful car is truly in showroom condition *and faultless throughout. £795 secures* so phone Camberley 29743 and be first. (61633
1955 SUNBEAM TALBOT Mk. III. Fitted overdrive. Current MoT certificate. Excellent condition throughout. Offers around £800. Box 4745 (61546
ROVER 95 1963. Immaculate condition, low mileage. Two-tone blue. Any trial, £450 o.n.o. Tel: Macclesfield 23770 (61536
D-TYPE JAGUAR 4.3. Narow angle head, little used and reputedly low mileage, in near-perfect, totally original condition. *£20,000. Box No. 4742.* (61537
FRAZER NASH Le Mans Replica 1949. Absolutely standard and very original, near perfect condition. £10,000. Box No. 4744. (61537

FOR SALE—continued

GORDON KEEBLE. Bertone-styled Grand Tourer. An excellent example of a rare car. Number One registration. All spares readily available. An appreciating asset you can enjoy. (Marriage forces sale). £2,300. Bonnie, Garston (Herts.) 76671; Halland (Sussex) 326. (61527
ROLLS-ROYCE Silver Ghost handbooks, mint, original matching pair (not reprints) for sale. Offers: Great Grandsden 281 (61528
DAIMLER SP250B. One of the finest examples in the country. Absolutely original throughout including the gleaming BRG paintwork. A truly beautiful car. Only needs seeing. £825 o.n.o. Paignton (Devon) 56426. Preferably 6-7 p.m. (61530
ALVIS 4.3-LITRE Charlesworth Saloon 1937 complete and suitable for restoration having been laid up for eight years after impact on offside rear corner. One of Alvis' classics. Offers around £750. Write in first place to Box No 4741. (61531
VINCENT BLACK SHADOW *1952. Under 1,000 miles since mechanically rebuilt to as new condition and restored. Standard except for stainless steel guards and Konis.* Offers around £1,000. Phone 028-381 3782. (61534
1921 SUNBEAM 24 h.p. tourer, requires complete restoration £4,500. 1925 Sunbeam 14/40 h.p. two-seater also requires restoration £1,600. Phone Stockland (Honiton) 368 or Botley (Hants) 3434 (61538
1967 AUSTIN HEALEY 3000. Beautiful example of one of the last. O/d, radio, W/w. Bodywork *immaculate undersealed.* Engine fully reconditioned 45,000 miles ago. New exhaust, clutch, etc. £1,100. 01-560 5376; evenings Bourne End (Bucks) 21125. (61542

FOR SALE—continued

UNIQUE AND VERY FAST. Sunbeam Rapier fastback chassis No. X0001 professionally combined with 4.7 Tiger V8 engine and Borg Warner T10 gearbox. Westlake-Gurney cylinder heads/Carter compound twin-four choke carbs. Rear axle is Tiger incorporating Mk. 2 Jaguar limited slip diff. Suspension modified to suit performance. Cost over £3,000 to build. Speed in excess of 140 m.p.h. The only *one ever produced. See Motor Sport April* 1972 P.362 for photos and specification. Serious offers/exchanges invited. Churchdown 712326 (Glos.). (61540
MG TF 1954. Only 56 miles since complete rebuild to better than new specification. Black with red leather trim. Perfect in every way. Registration 54 TF. £4,500. Smallfield 2198 after 7.30 p.m (23962
AUSTIN HEALEY 3000 Mk. III 1966. Colorado Red. Black interior. £900 o.n.o. Tel: 021-354 9442. (61618
BRISTOL 401 1951 in excellent condition. *95% perfect. Engine rebuilt '69. Interior* very good. New carpets. Original works manual. In regular use. MoT. Drive on James, £625 o.n.o. Also spare c/head, g/box, radiator. Bath 5808. (61619
MG-A 1600 ROADSTER 1960. White, black hard-top. New crank, front suspension. Radio, spots, £475. Gilbern 1800GT 1965. Electric blue. Overdrive. Radio. Recent clutch, exhaust, £500. Both long MoT. Tel: Wickham Mkt. (Suffolk) 0728 746558. (61622
1961 MG-A Mk. II has to be sold due to *expanding family. Leather upholstery, new* clutch, "B" series, 1800 engine, nearly new wire wheels, new hood. MoT July. In BRG. An investment at £500. No offers. Ring Bradford 691476. (61623

FOR SALE—continued

1956 LAGONDA 3-litre saloon in original order. Very attractive car. MoT. £600. Tel: Bleadon 813335. (59728
1921 WOLSELEY open four-seater 16/35 model. Original condition in superb order. Owner deceased. £2,500. Tel: Bleadon 813335 (59728
LOTUS ELAN S3 DHC in perfect condition and requiring no attention or expense. Low original mileage plus full *service history. Tel: Dunstable 66974.* (61625
ASTON MARTIN DBS6 Oct. 1968. Manual. Sahara Gold. Radio/8-track Selectaride, chrome wires, electric windows/aerial 10 months tax. Bath 0225 24343 evenings, £1,650 o.n.o. (61628
SHELBY COBRA Ford Mustang. Beautiful, low mileage example of this classic car. £1,695. Roger Goth, Tel: office, Northwich 3465; weekends Sedgwick 327. (61629
LOTUS ELAN 1968. Hard and soft plus stereo. 12 month MoT. £700. 021-236 7652 office hours. Alan Brock. (61630
BRISTOL 405 saloon. Overdrive 1956. Mechanically faultless. Interior excellent original condition including radio. Recent respray. Tel: Letchworth 73705. (61632
PORSCHE VW 914 Roadster LHD 1971. One owner. Low mileage. Radio. In nice condition. Exchange for estate car LHD or sell for £1,195. Caterham 44052 after 7 p.m. Surrey (61638
1969 MG-C GT. Finished to an excellent standard in red with black interior. Wire wheels and radio. During past 3,000 miles the engine has been rebuilt by main agents. *Also Kingpins, bushes track-rod* ends, shock-absorbers, brake pads, linings, master cylinder, exhaust system, batteries, etc., have been replaced. £800 or best offer. Tel: 061-330 3830 Lancashire. (61740

MGA'S, T, TYPES, OR ANYTHING INTERESTING WANTED STAINES 55388

S. H. RICHARDSON & SONS LTD. MOOR LANE, STAINES, MIDDX

FOR SALE—continued

ALFA ROMEO Montreal (white). One owner (Mike Oldfield). 2½ V8 fuel injection 8,000 miles, new tyres. Excellent condition. £4½ thousand or offers. Ring Allison Short 727 8070/229 2522. (61639
LANCIA FLAMINIA Zagato 2.5 with 3 twin choke Webers. Fine example of a rare car. Ring 01-236 9908 office. £600. (61641
1964 BENTLEY S3 Continental Park Ward two-door saloon. Shell grey with green interior. Guaranteed mileage 83,000. Whole car in first-class condition having always been chauffeur kept and properly maintained since new. £4,750 or offers. Bourne, Stratford-on-Avon 740 388. (61642
LOTUS SUPER SEVEN twin-cam. "L" registration. 17,000 miles. Excellent condition, very economical. £1,200. Dorking 730521. (61643
MG-B GT 1974. Tundra. 9,000 miles O/d. HRW. "M" Reg. as new. £1,750 o.n.o. Tel: Folkestone 0303 76770. (61645
1934 MG L-TYPE Magna, rebuilt, doorless "J4" type body, cycle wings, undertray, all alloy, original engine, immaculate. Available early July. Complete with spare rebuilt tuned "N" engine, h.c. pistons, light flywheel, etc. 1933 MG L Magna. Complete rebuilt rolling chassis. Spares available for above include chassis, blocks, heads, cranks, gearboxes, brakes, axles, etc. Sufficient basis for three more cars. Phone M. Miles 061-773 1434 12, Daneshill, Prestwich, Manchester, or M. Gleeson 061-773 6076. (61646
1959 MG-A. Good tyres, batteries, brakes, new hood, original panels, clean and tidy, good mechs. £250 or exchange Austin 7. 10 Parc-an-Dix Lane, Phillack, Hayle, Cornwall. (61647
LOTUS 7 54 1300GT L Reg. *16,000 miles.* Immaculate. £960. Tel: 061-224 8671. (61649

FOR SALE—continued

BOND EQUIPE 2-litre, July 1970. Lady owner, radio, heated rear window, overdrive, low mileage, taxed, tested, good tyres. Yellow, black interior. £650 o.n.o. Phone Coolham 370 evenings. (61650
1921 DOUGLAS 2¾ h.p. motorcycle, belt-drive, complete but dismantled, new BE tyres, original log book. £225. Tel: Bartestree Cross (Hereford) 242 (levenings). (61736
ASTON MARTIN V8 Automatic. Nov. 1972. Imperial Blue. 22,000 miles. £4,900. Welford/Avon 343 (Warks). (61733
MORGAN PLUS 4 flat rad. four seater, new hood, tyres, MoT, taxed. £1,500. *Phone Kimbolton 782.* (61735
1935 MG PA. New MoT. Highly original and complete in good running order. £1,200. Also MG PB (double breather) engine complete, less head and valve gear. Offers. Phone Leslie 01-222 3824 days. After 8 p.m. Kimbolton (Hunts) 533. (61734
RENAULT 17TS 1973. Yellow. Immaculate. Electric windows, etc. £1,250. Winscombe 2512 (Avon). (61737
TVR 3000 M '73. 2 owners, radio, Sundym, HRW. Yellow, black trim, Mag wheels. £1,395. *HP p/ex possible. 01-764 8004.* (61741
SCIMITAR GTE Automatic. 1972. 24,000 miles. White, sunroof, radio £1,400. Winscombe 2512 (Avon). (61737
JAGUAR E-TYPE 2+2 1966. Blue. 2 owners. 45,000 miles. Beautiful condition. £995. Bransgore 72896 (Hants). (61746
JAGUAR 3.8 Automatic 1962. Good condition. MoT expired. Space required £75. Welford/Avon 343 (Warks). (61733
MG-B GT 1967. Blue. Excellent condition. One owner, IAM, radio, wire wheels, *63,000 miles, £500. Tel: 02966-64-245* (Bucks). (61725

FOR SALE—continued

MG YB 1953. Black/green trim. MoT until April 1976, taxed. Sunroof, near new ZXs, *sealed-beam headlights.* Much admired vehicle in everyday use. £350. Phone Chester 49292. (61736
IMMACULATE E-TYPE Jaguar 1966. Red Convertible. Works hard-top, CWW. Must sell, just married. £750. Telephone Macclesfield 22348. (61718
JAGUAR E-TYPE 1967. FHC. Dark green. New clutch, radio. £695 o.n.o or exchange earlier "E" plus cash. 01-886 9698. (61724
AUSTIN HEALEY 3000 **1966. BRG.** Double yellow coachline. Black interior. Overdrive. Radio, tonneau. Total mileage *approx. 50,000. Very good original and* reliable condition. £1,050 o.n.o. Harwich 2902. (61717
RARE 1935 BSA SCOUT. MoT and licenced. Engine immaculate, plus a wealth of spare parts. Nora Bearsby, Corner Farm, Frittenden, Kent. Tel: 058-080 273. (61726
COOPER "S", in Aqua. Immaculate pristine condition. sunroof, radio, HRW. Genuine 20,000 miles. 35 m.p.g. £975 o.n.o. Phone 01-852 1529 after 6 p.m. (61727
SP250. C SPEC. Concours condition. Offers *in excess of* £1,000. Weekends: Sussex. Polegate 2455. (61759
ASTON MARTIN DB4 Saloon Series 5, 1963. Completely restored to concours condition by AMOC enthusiast over past twelve months. Finished in new Fiesta Red coachwork with fresh natural hide interior. The vehicle is fitted with new sliding roof, reconditioned engine, g/box, r/axle and suspension. Vast amount of time and money (bills available) spent on vehicle and must be finest available, therefore not cheap. Genuine reason for sale. *Ring for full restoration details* Coventry (0203) 411712. (61747

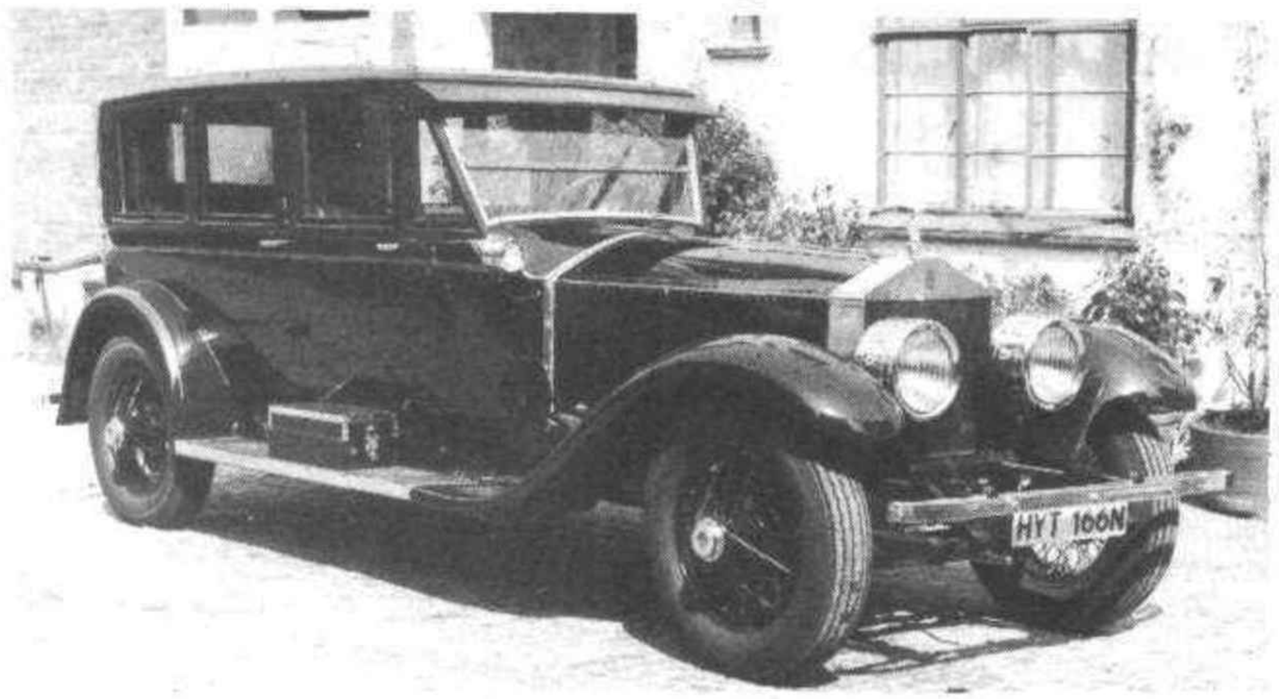
FOR SALE—continued

ROLLS-ROYCE 25/30 Ripon limousine 1937. Six light, sliding division, two occasionals, handbook, mascot. Original good condition. £2,500. Saunders, 12 Newmarket Rd., Cringleford, Norwich. (61729
MORRIS 1000 Convertible. White, lady owner last 5 years. Very original, radio, beautifully kept. Taxed, £650. Phone: Craven Arms 3249. (61738
BMW 2002. White/black interior 1972. Extras include Radiomobile radio, twin spots, hazard light, leather steering wheel. Genuine 34,000 miles from new, all service sheets. Fast and economical. £1,265. HP arranged. Exchanges considered. New Milton 613848 (61743
FERRARI DAYTONA. Beautiful car in metallic blue, leather natural tan and black upholstery. Excellent low mileage example, just over 10,000. Open to sensible offers. Box 4749 (61744
1964 HEALEY 3000 Mk. III. Sound body, engine good, taxed, tested. Bargain at £695. Bishops Cleeve 3071. (61720
ASTON MARTIN DB6 1969 saloon. Dubonnet, beige interior, 5 speed p.a.s. Chrome wheels, radio, etc. Good condition. £1,375. Tanworth in Arden (Warks.) 2271. (61745
TR6 J REG. Damson. Immaculate condition, overdrive, hard-top, HRW soft top, tonneau, fog, spot, rust-proofed anti-theft, MoT. £695 or good family car considered. Tel: Wirksworth 3392 (after 8th June, phone installed). (61723
LANCIA 1.6 HF Lusso. Nov. 1972. Radio. 17,000. Immaculate. White. Giveaway at £1,350. Weobley (HFD) 321. (61719
AUSTIN 10 1939 (vintage). In good condition. MoT. Reserve price £750 or nearest offer considered. 43 Strachan Road, Blackhall, Edinburgh EH4 3RQ. Telephone: 031-332 3976 (61714

ENGLAND'S LARGEST SELECTION OF SPORTS CAR SPARES STAINES 55388

S. H. RICHARDSON & SONS LTD. MOOR LANE, STAINES, MIDDX

Robert Betteridge & Co., Ltd.



1923 ROLLS-ROYCE SPRINGFIELD GHOST

Pickwick limousine by Brewster. Left-hand drive, four-speed box, new tyres. M.o.T. and taxed. This car has been completely restored as new. The engine and interior have been dismantled and renovated as original. It has also been repainted in garnet and Brewster green.

29, QUEEN'S GATE PLACE MEWS, LONDON, SW7

TELEPHONE : 01 - 584 5661 & 01 - 584 2632

DERRY and EWAN GIBB OFFER



1953 ALLARD Red Ram prototype. A unique and irreplaceable car in pristine condition. Monaco red with contrasting trim. Dodge 4-litre V8 engine **£2,750**

1959 JAGUAR Mk. 1 3.4-litre. A vehicle representing a milestone in Jaguar history. British Racing Green with contrasting trim and fitted with wire wheels. Simply immaculate **£1,595**

1951 JAGUAR XK120 roadster. Carmen red, beige trim. Outstanding.

1966 JENSEN CV8 Mk. III. Low mileage. Grey with green trim. A most desirable classic reasonably priced at..... **£1,195**

1969 ASTON MARTIN DBS6 Vantage finished in Kingfisher blue with tan trim. Good all-round condition and fitted with chrome wire wheels, 5-speed box, Sundym glass, radio/stereo unit and on offer at **£1,995**

1972 FIAT 124 Sports coupe, in bumble bee yellow with black cloth trim and fitted with sunroof.. **£1,345**

1958 JAGUAR XK 150. Finished in mist grey with contrasting trim. A considerably above average vehicle which has been a recent subject of much expenditure..... **£1,795**

Part exchange negotiated.

We urgently require M.G.s of all types, Spitfires, etc. Also an immac. S.II or S.III Lotus Seven.

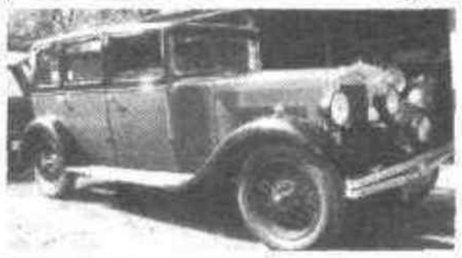
THORNE-GIBB LTD.

Tel.: 01-500 2086 Extn. 4 (Days)
01-500 7233 (Evenings)

LM ENGINEERING LTD
WEST BOLDON GARAGE
BOLDON CO DURHAM
TEL 923·5801 OR 0632·863193



1909 ALLDAYS AND ONIONS. Rare 2-cylinder car in pristine condition throughout having been unregistered for road use until late last year. **£5,500**



1930 MORRIS OXFORD "SIX". A well kept and sound car. Recent engine overhaul and repaint, interior in beautiful condition, sunshine roof, opening windscreen. **£1,200**



TRIUMPH Trophy 500 c.c. motorcycle. Completely rebuilt from frame upwards. Competition specification throughout. A *concours* winner and a practical and usable motorcycle. **£350**

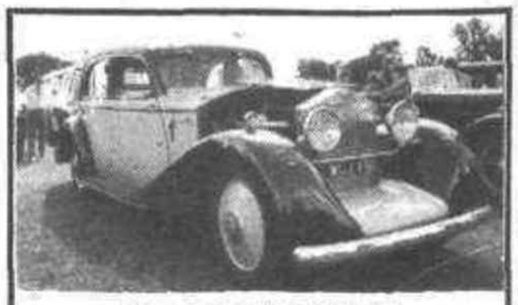


BENTLEY S2 CONT. H. J. Mulliner 2-door, completely rebuilt regardless of cost by well known Rolls-Royce agents in 1973. Perfection in Bentley engineering. Special one of body, glass roof panel, reclining seats. Serious enquiries only. PRICE ON APPLICATION

We are always willing to purchase good sound motor cars of the type we sell. From Edwardian to post-war Classics.

WE ARE SITUATED 4 MILES OFF THE A1(M)
SOUTH OF NEWCASTLE / GATESHEAD.
OPEN : WEEKDAYS 9 a.m. - 5.30 p.m. Weekends by appointment.

Telephone: BOLDON 5801
or after hours: Newcastle-on-Tyne 863193
and Ponteland 22807



ROLLS-ROYCE PHANTOM II

1929 sporting 4-window divided saloon with fabric-covered roof. Exported to Holland mid-thirties and rebodied by Van Vooren. Recently fully restored and re-finished Rolls-Royce primrose and black.

Contact: W. Gareth Jones, Foxton Cottage, Matching Tye, Essex, for full details, or telephone Matching 396 (night), 01-520 7736 (day).

SHIPPING CARS
IS OUR SPECIALITY

WE ALSO HANDLE
PERSONAL & HOUSEHOLD
EFFECTS

FOR ROLLS-ROYCE SERVICE AT MINI PRICES

CONTACT
ROBERT FISHER
(Packing & Shipping) **LTD.**
32 LEXINGTON STREET, LONDON W1R 4DD
Telephone 01-734 6901 Telex 24660
Cables Fishertran/London

PERFORMANCE CARS LTD

THE SPORTS CAR PEOPLE 01-560 7011

GREAT WEST ROAD (A4)
BRENTFORD
MIDDLESEX















1964 (Oct.) AUSTIN HEALEY 3000 Mk. III, white/black, wire wheels, radio, electric aerial, tonneau; last owner 3½ years, original log book, recent hood. Should appreciate **£1,195**

1972 AUSTIN 2200 4-door saloon, green, one owner; nice roomy car **£645**

BENTLEY 'T' Series, shell grey over black pearl, beige hide, refrigeration, Sundym, electric windows and seats; recorded mileage 45,303 (awaiting confirmation) (*illus.*) **£4,650**

1960 BENTLEY S2, black over grey, red leather; most impressive (*illus.*) **£1,795**

1967 BOND Equipe 1300 coupe, white/black **£245**

1973 CHRYSLER V8 saloon, burgundy, one owner, confirmed mileage 31,722; automatic, electric windows and seats, vinyl roof, power steering, air-conditioning; cost £4,000 (*illus.*) **£1,145**

1974 DAIMLER Double Six L.W.B., automatic, one owner, certified mileage 14,080, lavender blue, Sundym glass, air-conditioning, electric windows, radio/stereo; beautiful car (*illus.*) **£3,875**

1967 (Nov.) DAIMLER Majestic V8 8-seater limousine (electric division), one (large Co.) owner, chauffeur driven, service history; black (*illus.*) **£1,275**

1973 FIAT 124 1800 coupe, dark blue/red, one owner, confirmed mileage 15,127; h.r.w., radio/stereo **£1,395**

1973 FORD XL Escort, diamond white/black, one owner, mirrors, revers. lights, cert. mlge. 27,561 **£895**

1972 FORD Escort 1300, yellow, good family car **£645**

1973 (Nov.) GINETTA G15, blue/black, one owner, confirmed mileage 11,523; rear window heater, tinted windscreen, sun-roof, heater, washers **£1,095**

1973 (M) JAGUAR V12 2+2 coupe, white/black, one owner, certified mileage 12,491, radio/electric aerial, head-rests, chrome wheels, tinted glass; beautiful example (*illus.*) **£2,995**

1971 JAGUAR 'E' f.h.c., beautiful example in sable with tan trim, chrome wheels, Motorola, h.r.w., replacement clutch (April '74) **£1,695**

1971 JAGUAR XJ6 4.2, sable/beige, overdrive, radio, h.r.w., one owner, low mileage, superb cond. **£1,595**

1971 JAVELIN SST (American Motors) 2-door coupe, metallic green, automatic, radio; two owners only (one since '72); rec. mileage 39,532 (*illus.*) **£1,095**

1971 (Nov.) LOTUS Elan Sprint drophead, Gold Leaf colours, recorded mileage 36,612 (*illus.*) **£1,295**

1971 LOTUS Elan Sprint f.h.c., red/white, h.r.w., recorded mileage 30,846 (*illus.*) **£1,245**

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red; classic car **£995**

1974 model MG-B GT, bracken/brown nylon, overdrive, FM radio, h.r.w., reflex belts; 17,655 mls **£1,865**

1974 (M) MG Midget, bracken/tan, one owner, anti-thief, tonneau, petrol lock; delightful cond. **£1,095**

1974 model MG Midget, blaze, one owner, rack, anti-thief, hazard warning, head-rests, Mich. X, tonneau, side mirrors **£1,025**

1973 model MG-B GT, white/blue nylon, one owner, overdrive, radio, tinted glass, h.r.w., servo, head-rests; confirmed mileage 14,714 ..... **£1,525**

1973 MG-B GT, white, black roof/blue nylon, one owner, confirmed mileage 19,144, overdrive, radio, servo, h.r.w. **£1,445**

1973 MG-B, white/blue, one owner, overdrive, servo, tonneau, Rostyles **£1,195**

1973 (L) MG Midget, harvest gold/black, radio, recorded mileage 21,115 ..... **£945**

1972 MG-B GT, flame red/black, sun-roof, overdrive, h.r.w., Rostyles, leather wheel; two owners .. **£1,295**

1972 MG-B GT, teal blue, overdrive, h.r.w., confirmed mileage 24,611 ..... **£1,275**

1972 MG-B Automatic, bronze yellow, one owner, rack, mirrors, tonneau **£995**

1971 MG-B GT, aqua/black, overdrive, radio, servo, h.r.w., mirrors; attractive car, engine/clutch work by us (to be run-in) **£1,175**

1968 MG-C GT, yellow/black, rare automatic model, chrome w/wheels, radio; rather a nice example **£695**

1967 MG-B GT, red/black, wire wheels, radio, leather wheels, Cints., mirrors **£445**

1963 MG-B, blue/black; needs some work **£195**

1974 RENAULT TS15 coupe, yellow/black, one owner, confirmed mileage 19,579; h.r.w.; very pretty car **£1,295**

1969 ROVER 2000 SC, blue, h.r.w., mirrors .. **£645**

1974 (M) TRIUMPH Spitfire, French blue/black, one owner, confirmed mileage 11,861, overdrive, head-rests, tonneau, Ziebart undersealed, mirrors .. **£1,295**

1973 (M) TRIUMPH TR6, French blue, hard-top, o/d., stereo; one owner, confirmed mlge 24,646 **£1,295**

1973 TRIUMPH Spitfire, emerald/black, radio, mirrors, undersealed, 21,055 m.; beautiful colour **£995**

1972 GT6, sapphire blue/grey, radio, h.r.w.; very nice condition **£925**

1972 (Nov.) SPITFIRE Mk. IV, pimento/black, one owner, confirmed mileage 26,501; spare unused; radio, tonneau, mirrors **£895**

1964 TRIUMPH TR4 Dove coupe, 2/4 seats, white/red; last owner 3 years; overdrive, radio, wire wheels, fog/spot; very attractive **£415**

1971 TVR Vixen 2500, white, £506 spent Dec. '74, engine/overdrive **£995**

1971 VW 1300, blue/black, two owners (one lady since April '72), Motorola; most exceptional .. **£695**

ASSOCIATED COMPANIES
TOULMIN MOTORS (1962) LTD.
Toulmins have now moved to :
WINDMILL ROAD, BRENTFORD
(Adjacent to Performance Cars)
Phone : 01-560 1722 / 2228

W. H. COCKS & SONS (EALING) LTD.
Opposite South Ealing Tube.
SOUTH EALING ROAD, LONDON, W.5.
Phone : 01-567 0535 01-567 7694

OFFICIAL S.U. CARBURETTOR DISTRIBUTORS
CRYPTON TUNERS
HOFMAN WHEEL BALANCERS
CASTROL SERVICE STATION
KONI SHOCK ABSORBER DISTRIBUTORS
M.O.T. TESTING STATION
JAGUAR / DAIMLER / ROVER
REPAIR SPECIALISTS

I have for sale/part exchange a .....

.....

for which I expect £.....

I am interested in.....

NAME .....

ADDRESS .....

.....

.....

Tel. No. (Home/Office).....

PHT PETER TOWNSEND



1971K TRIDENT Ventura, white, w/w., radio, stereo, two owners, 24,000 miles..... **£1,295**



1974N 3000 CAPRI Ghia, 6,000 miles, red, radio, cassette, Sundym glass, mag. wheels..... **£2,550**



1972L TRIUMPH Stag, manual, white/tan trim, overdrive, hard and soft tops, stereo, electric aerial **£1,995**



1970 JENSEN Interceptor Mk. II FF, Aubergine/black trim, radio, stereo 8, tinted glass, h.r.w., a specimen with full service history.. **£2,250**

1973M M.G. Midget, citron yellow, unblemished, extras, one owner.... **£1,085**
1974M JENSEN HEALEY II, blue, tan trim, 7,000 miles, h/top, tonneau. **£2,195**
1973L JENSEN HEALEY, red, 18,000 miles, immaculate..... **£1,495**
1973L M.G.-B roadster, blaze, radio, h/rest, rollover bar..... **£1,295**
1973L MG-B GT, white, one owner, radio, o/d., chrome Rostyles..... **£1,595**
1973L LOTUS +2S 130, lagoon blue, one owner, radio, Sundym..... **£2,195**
1973L TRIUMPH Spitfire, green, o/d., one owner, unmarked..... **£1,175**
1973L TRIUMPH Spitfire, white, one owner, 9,000 miles..... **£1,175**
1973L TRIUMPH GT6, red. sunroof, o/d., one owner, superb..... **£1,365**
1972K ALFA ROMEO 1300 GTV, superb condition in white/black.... **£1,395**
1972K LOTUS +2S 130, white, one owner, silver roof, exceptional..... **£1,895**
1972K M.G.-B GT, blue, one owner, o/d., radio, s/roof, 20,000 miles.... **£1,345**
1971K TVR 1600, silver, 30,000 miles, stereo. two owners..... **£1,095**
1970J LOTUS Super 7 Mk. IV 1600 GT, blue, Minilite wheels, low mileage. **£995**
1968F ALFA ROMEO 1600 GTV, pristine condition, 3 owners, 50,000 miles. **£595**
Desperately required any make of clean used sports car. Very high cash prices paid. Distance for the right car immaterial.
1973 DATSUN 240Z, metallic electric blue/black trim, tinted glass, 5-speed gearbox, push-button radio..... **£1,795**
1973M M.G. Midget, teal blue, with beige interior, Rostyle wheels, reclining seats, 20,000 miles..... **£1,065**

1971 LOTUS +2S 130, French blue/silver roof, tinted glass, radio, low mileage. **£1,595**
1968 SPITFIRE, white/black trim, overdrive, exceptional..... **£499**
1972 SPITFIRE, white/black trim, low mileage..... **£895**
1972L TRIUMPH Stag, auto., navy, hard and soft tops, electric aerial, h.r.w., alloy wheels, full history..... **£1,995**
1972L TR6, white, hard and soft tops, low mileage, radio, o/drive..... **£1,295**
1972 M.G.-B GT, white/black trim, o/d., 27,000 mls., radio, h.r.w..... **£1,295**
1973 CAPRI 3000 GXL, Daytona yellow/black vinyl roof, radio, sports wheels, one owner, only 13,000 miles..... **£1,295**

PART EXCHANGE BARGAINS

1973M TRIUMPH Dolomite Sprint, pale yellow, black cloth Velour trim, black vinyl roof, Webasto sunshine roof, overdrive, tinted glass, radio/cassette player, chrome wheels, very pretty..... **£1,795**
1973 series JAGUAR XJ12 auto., PAS, ('L' registered late 1972), white/black interior, electric windows..... **£1,995**
1972 JAGUAR XJ6 4.2 auto., PAS, pale blue with navy interior, radio, h.r.w., two owners..... **£1,995**
1970 JAGUAR XJ6 4.2, auto., PAS, British Racing Green, tinted glass, radio, h.r.w..... **£1,295**
1971K SIMCA 1204 5-door saloon, metallic blue, exceptional..... **£795**

THE SPORTS CAR CENTRE
89 BRAMLEY ROAD, OAKWOOD, N.14.
Tel.: 882 4495 882 1603

HIGH PERFORMANCE CENTRE
27 THE GREEN, WINCHMORE HILL,
LONDON N21 1HS. TEL.: 882-1045/1046.



1952 M.G. TD

Immaculate condition, resprayed, rechromed. Engine and gearbox rebuilt. Undersealed. Many period extras. Host of spares (engine, gearbox, etc.). Must be seen at

£1,750

01-385 8359 (evenings)
032-732 373 (weekends)

•CHROME PLATING•
SPECIALIST RESTORING AND REPLATING SERVICE.
ONE-OFF or MASS PRODUCTION

•BEAD BLASTING•
Baker Polishing & Plating Works, Unit 11, Paramount Ind. Est., Sandown Road, Watford, Herts.

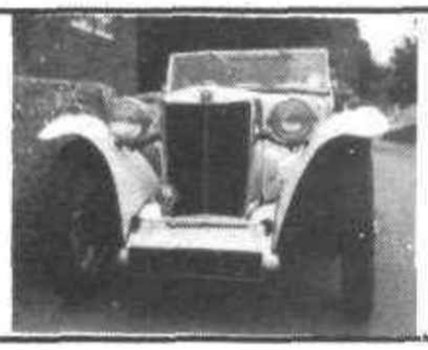
•WATFORD 29309•

MYSTERY
MORGAN BUYER
01-440 2462
DAYTIME
05902 3545
EVENINGS / WEEKENDS

TERRY & BARRY BONE

MG TC, 1946. Concours..... **£2,200**
MG TC, 1947. Sound and reliable **£1,350**
MG J2, 1933. Ford engine..... **£750**
MG L1, 1933. Restoration case.... **£1,000**

92-94 HIGH STREET, (STEYNING 812962), SUSSEX. Phone for appointment please.





The MONARCH Speedster

The only one of its kind in the world·

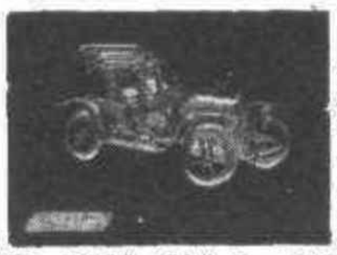
Company marketing a series of unique hand-built vehicles offer the opportunity to acquire their latest model. Completely hand-built with traditional finish by famous designer/builder, this vehicle is based upon the sporting conveyances of the early 1900s. Unregistered with works mileage. **£4,350**

Serious enquiries only please to:
Hird & Farrow Ltd., 3, Gloucester Court, Woodside Drive, Redhill, Nottingham.

CAR SHIPPING

FROM SOUTHAMPTON TO:
U.S.A. (East Coast) • CANADA
SOUTH AFRICA • FAR EAST
PLUS WORLDWIDE CONNECTION
"Contact us for prompt quotation"
WE'LL TAKE GOOD CARE OF YOUR CAR...

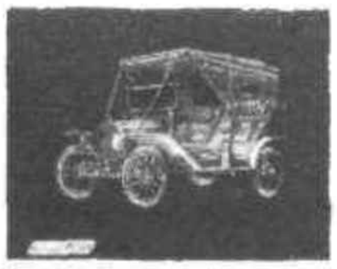




"VETERAN CARS"

'3D' High Relief Wall Plaques, antique silver finish will never tarnish. Size: 9¼" x 7½": Opel 1905; Mercedes 1903; Cadillac 1904; Fiat 1899; Peugeot 1895; Bolle Merryweather 1884. Prices (incl. VAT) £1.50 each + 30p P & P or £8.50 the set of 6, free P & P.

Size 11¾" x 9½": Ford 1908; Rolls-Royce 1909; Itala 1906; De Dion Bouton 1910; Hispano-Suiza 1912; Renault 1914.
Prices (incl. VAT) £3.00 each + 30p P & P or £14.85 the set of 6, free P & P.
Excellent reproduction details!
Please state background: black PVC leatherette (without frame) or red velours with 'gold' coloured trimming frame.
Free illustrated catalogue. Trade enquiries welcome.



Full refund if not satisfied within 7 days. Allow 3 to 10 days for delivery.

DEPT. MS2, SCALA PRODUCTS, 12 HOLMSTALL PARADE, EDGWARE ROAD, EDGWARE, MIDDX.



1959 Armstrong Siddeley Sapphire

Pick-up Truck on limousine chassis. Purpose built in 1959 by Armstrong Siddeley Motors.

£4,000

Armstrong Siddeley Owners' Club,
8 Douglas Road, Bingham,
Nottinghamshire, NG13 8EL

GOLDSEAL SPORTS CARS

253-255 NEW CROSS ROAD, LONDON SE14 5UL



£895. JAGUAR 'E'-Type f.h. coupe, 1967. Finished in dark blue with red trim. Wire wheels, radio and tape player.



£1,695. AUDI 100S coupe. Automatic. 1972. 'L' Reg. Finished in white with black velour trim. Webasto sun-roof, radio, h.r.w., etc. One owner, full service history.



£1,445. LOTUS Europa Twin Cam. Dec. '71, 'K' Reg. 17,000 miles recorded. Red with black trim. Wolfrace wheels, 8-track stereo.



£845. AUSTIN HEALEY 3000. 1964. Overdrive, wire wheels. Black with navy trim.



£1,375. LANCIA 1.3 S2 coupe. 1972. A one-owner car, 25,000 miles. Silver grey with red trim. Radio.



£895. DUTTON Malaga. 1975. Fitted with V4 Ford engine. Exceptional performance and value.

USED CARS

£2,995. JENSEN Interceptor. 1971. A specimen example in silver birch with black leather trim. Refrigeration, stereo, P.A.S., etc. 28,000 miles. Full history.

£2,695. RELIANT GTE. 1974. Manual with overdrive, Capricorn blue with black trim. Tinted glass, etc.

£2,095. JAGUAR 'E'-Type V12 f.h.c. 1972. Finished in white. Fitted alloy wheels, radio, quadraphonic tape player, etc.; one owner, 27,000 miles.

£1,865. FIAT Dino Spyder, LHD, 'K' Reg. Mediterranean blue with black trim.

£1,845. TRIUMPH Stag. 1972. Automatic. 22,000 miles. One owner. White with black trim. Hard-top.

£1,795. TRIUMPH Stag. 1972. Manual with overdrive. Hard and soft-tops, p.b. radio. Pimento with black trim. One owner.

£1,695. ASTON MARTIN DB6. Automatic. 1968. Finished in fiesta red with navy trim. Fitted air-conditioning, p.b. radio, electric aerial.

£1,525. ALFA 2000 GTV. 1972. One owner. Silver with beige trim. Full service history.

£1,495. RELIANT GTE. 1971. 'K' Reg. Manual with overdrive, sun-roof, p.b. radio; 32,000 recorded miles. Capricorn blue with tan trim.

£1,395. RENAULT 17 TL. 1973. Finished in metallic blue with black trim. Fitted radio, h.r.w., etc.

£1,295. NSU Ro80. 1973. A one-owner car, 15,000 miles. Metallic red with brown cloth trim.

GODFREY DAVIS
TRUCK & CAR RENTAL
01-732 8846/7

£1,295. ALFA ROMEO 1750 GTV. 1971. A one-owner car in French blue with black trim. Certified 24,000 miles from new. Fitted Motorola radio, h.r.w., etc.

£1,295. VAUXHALL Viva estate. 1974. 9,000 miles. Radio/stereo, h.r.w. As new throughout. Champagne starmist with black trim.

£995. JAGUAR 4.2 XJ6 saloon. 1969. 'H' Reg. Red with tan trim.

£965. RENAULT 16 TS. 1971. One owner, 20,000 miles from new. Thoroughly recommended.

£895. MINI Clubman estate. 1972. A one-owner car in aqua with navy trim.

£565. AUSTIN 1300 saloon. 1970. Blue with matching trim.

£195. BOND coupe. 1965. One owner from new. Pale blue with black trim.

AVAILABLE SHORTLY :

BMW 3-litre coupe. 1971. Manual.

LOTUS +2S 130/5. 1975. Nominal mileage.

TRIUMPH TR6. 1973. Overdrive.

RELIANT, LOTUS, MG, SERVICE AND EXTENSIVE SPARES DEPT.

Hours of business 10 am—7 pm Monday to Saturday. Sunday by appointment only.

USED CARS AND HEAD OFFICE: 01-639 3204-5-6

SERVICE DEPT AND STORES: 01-639 3105

FREE LIST OF STOCK ON REQUEST

FOR SALE—continued

FORD ANGLIA 1949. Good running order £70 o.n.o. Reg. No. 249 AAA. Also Ford Anglia 1951. Good order £70 o.n.o. Reg. PGY 24. Details phone Wishaw 73809 or call at 1 Millbank Road, Wishaw, Lanarkshire Scotland. (61547

1932 RILEY NINE, boat-tailed two-seater sports, lightweight body, incorporating original wings scuttle, radiator, etc. on uncut chassis, crash box, twin SUs, Brooklands exhaust, VSCC accepted, engine dismantled for inspection. Considerable potential. £520 o.n.o. Great Missenden 5140 (Bucks) (61716

DAIMLER CONQUEST Saloon Running order—good mechanically. £35. Normandy (Surrey) 3153 (61750

BMW 2002 1969. Red. Very good order throughout. Fast and economical. Full year MoT. Nearest £695. Normandy 3153 (Surrey). (61750

JAGUAR VII M, 1955. Green, manual with overdrive. 71,000 miles believed genuine. Two owners (present 15 years). Seven good tyres and two extra wheels. Garaged, servicing history, service manual. MoT valid to April 1976, licensed. £600 o.n.o. Tel: Camberley (Surrey) 64570 (61749

XK140 DHC, O/d, CWW. Excellent condition apart from rear accident damage. Replacement parts provided. Long tax and MoT. Used daily, £795. Crawley 32553. (61751

AUSTIN 7 1938 Ruby. Fully reconditioned Girling brakes, new crankshaft, also bearings clutch etc. No rust. Resprayed original Maroon and black. MoT. Superb runner. £450 Reading 471687. (61752

ROLLS SILVER SHADOW 1967 'F' registration. Metallic Blue. 63,000 miles. Superb. £4,650 or exchange similar left-hand-drive model. 01-693 7379. (61756

PORSCHE 911S, 1967. Excellent, low mileage. £1,100 or p/ex. Elan Sprint, Plus 8 or Ace. Tel: Norwich 713997. (61755

MG 1100 1963. (£100 overhaul). 45,000. £135. Riley 1½ 1947 (£200 overhaul). 75,000. £450 Sevenoaks 58628. (61754

ALFA ROMEO 2000 Spyder 1972. Yellow with black trim. Body and mechanics in excellent condition. 22,000 miles only, 5-speed box, radials etc. Superb open motoring for only £1,720 o.n.o. Telephone 01-856 7406. (61757

ALFA ROMEO GIULIA 1600 Spyder 1965. Excellent engine, tyres, battery. MoT. rear suspension replaced, fair body, many spares. £270. Oxford 52008. (61758

1973 DE TOMASO Pantera. Silver Grey, usual extras. Perfect condition. 17,000 miles by one director owner. Only £4,950. P/ex. considered. Demonstration arranged. Carlisle 31991 daytime (61765

LANCIA FLAVIA Saloon 1970. Injection model giving over 30 m.p.g. Gleaming Lancia Blue, low mileage and immaculate throughout. New Lancia purchased, so £685 bargain. Dorking 730335. (61763

RILEY RM 1½ 1951. Really superb condition throughout. MoT. £595. Bristol 35290 (61759

LOTUS SCIMITAR. Purchase of large Estate for family permits sale or exchange of my excellent 1969 Scimitar GTE for immaculate Lotus, Alfa, etc. around same value. Gibbs, Wrestlingworth 286. Bedfordshire. (61760

DERBY BENTLEY 1934. 3½-litre. Park Ward Saloon. Mechanically excellent chassis and engine, etc. Bodily not quite excellent, but very good. May be seen by appointment. Offers around £4,000 are required. Box 4751 (61761

1928 MORRIS COWLEY (Flatnose) Saloon. Reluctant sale. What offers? Phone: Beckington (Somerset) 251. (61762

MG-B GT 1972, immaculate condition. Genuine 31,000 miles from new. Teal Blue with tan cloth interior. £1,095 Ware (Herts) 5647 (61768

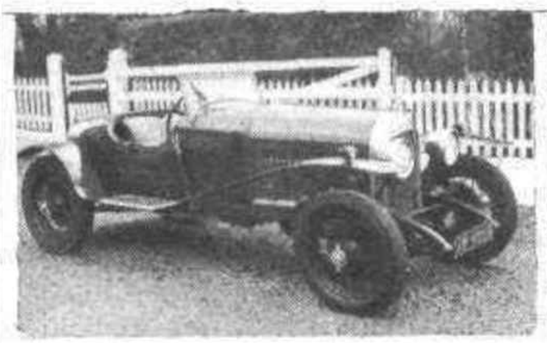
ALFA 1750 GTV, H Reg. Yellow Ochre, XAS tyres, taxed and tested. Fast and economical. Company car forces reluctant sale. £725 o.n.o. Stevenage 813942. (61767

"M" TYPE MG (1931) concours condition. 2,000 miles since rebuild. £1,650. Mansfield 20033 after 6 p.m. (61769

LANCIA AURELIA 2500GT 4th Series. WPD 10. Ex Mike Hawthorn. MoT and tax. Some spares, including complete engine. £220 o.n.o. Tel: Hemel Hempstead 52516 (61772

ASTON MARTIN SWB Volante 1966. Outstanding condition and near concours. Superb coachwork in Ice Blue, new hood, chromie, CWW, tyres, battery. Immaculate interior and carpets. Excellent mechanically, recent report by HWM to prove. Special factory fitted door and ignition locks. Blaupunkt self-seeking radio, Sundym. £42 manual and spares books. Probably finest remaining of 37 DB5 Volante made. £2,450 o.n.o for this much-admired car. Kelsall, Hacheston Nr. Woodbridge, Suffolk. Tel: Wickham Market 746630. (61774

ROLLS-ROYCE PHANTOM I, 1929, limousine. Hooper bodied. Restored.
ROLLS-ROYCE 20-25 h.p., 1933, sports saloon. Freestone and Webb.
ROLLS-ROYCE 20-25 h.p., 1933, estate, wooden body. **£2,250.**
BENTLEY S3. Sundym, fridge. **£1,850.**
S. ERSKINE, 5 WOODLAWN, KINGSTON VALE, LONDON, SW15. Tel.: 01-546 2027



1924 Bentley 3-litre short-chassis Speed Model 2-seater (not replica), "A"-type close-ratio box, weather equipment; very sporting appearance. **£6,750**



1927 Bentley 3-litre Red Label drophead coupe by Corsica, very good original condition, with history. **£5,750**



1962 (July) Rolls-Royce Silver Cloud II drophead by H. J. Mulliner, superb condition, very rare.



1919 Rolls-Royce Silver Ghost, open drive landaulette with "Brougham" style rear compartment; many special features including sumptuous rear compartment, opera lamps, etc. Superb condition.

For more details please telephone **PETER HARPER, 092 573411** (Cheshire, nr. M6 Motorway)

BRIDGE GARAGE LTD.

A VARIETY OF OLD CARS TO SUIT MOST TASTES AND POCKETS

1959 XK150 JAGUAR f.h.c. Superb. **£1,100.**

1951 CITROEN Big 15 2-litre. Very good. **£375.**

1953 TRIUMPH Mayflower, red, perfect. **£325.**

1936 RILEY Adelphi 15/60, 6-cylinder, very good. **£425.**

1966 JAGUAR E-Type 2+2 Auto., dark blue, chrome wires, radio. **£625.**

1951 BENTLEY Mk. 6, three owners., all history. Very nice. **£925.**

1923 BERLIET French tourer, attractive and running. Needs trimming. **£1,250.**

1947 ROVER 10, beige, good running order and in nice shape. **£325.**

1946 AUSTIN 12. Fair condition. **£75.**

1938 TA MG. We hope has arrived, is superb. **Offers over £1,100.**

1959 FORD Thunderbird 2-door f.h.c., white. Looks and goes well. **£175.**

1952 JOWETT Javelin, £225

1947 JAGUAR 1½-litre, very attractive. **£525.**

Motor Cycles Pre-1964 always wanted.

WATERSIDE, LONDON COLNEY, Nr. ST. ALBANS, HERTS. Bowmansgreen 23315

JAGUAR E-TYPE 1963, 3.8

£2,500 has been spent on this car at Oldham & Crowthers, the leading Jaguar specialists.

Offers over £2,300 considered.

Box No. 4753

Vintage Visuals

ALL TYPES OF WINDSCREEN MADE TO ORDER & BRASS FABRICATION

Stocked Screens

Rear Auster-type screens.
Austin 7 Chummy.
Top tubes for all Austin tourer screens.
M.G. T series aeroscreens.

Rear of Simes, Off High Street, Gillingham, Dorset. Tel.: Gillingham 2934

FOR SALE—continued

TRIUMPH 1800 Roadster, 1948. Sound throughout, nice runner. Stripped to chassis and rebuilt. New hood, good tyres. Some rechroming. £590. Aston (Nantwich) 424. (61773

MG TF 1954, 1250 c.c. Bodywork recently rebuilt to high standard. White cellulose. Good running condition. Offers around £1,600. Tel: Parbold 2854 (61775

1937 RILEY 12/4 Falcon. Body rough. Nearest £100 Also many Riley spares, 30/98 headlamps and WW2 leather flying helmets. Telephone Hitchin 822201. (61776

1951 AUSTIN DEVON. In full running order. Will appreciate and make a good investment when restored. £150. Exmouth 6795 (Devon). (61778

THE FUZZI, built by Robert Waddy, 1936. Space-frame racing car. Later fitted with a Ford V8 engine and a well-made aluminium body, is now for sale. Interested purchasers please phone Nottingham 606987. 61779

JENSEN INTERCEPTOR, "H" Regd. Black, gold coachlines, new tyres, £1,575 o.n.o. Ripley (Derbys) 3304 (61780

1928/9 FORD Model A Pick-up LHD No log book or spare wheel, but in very good condition bodily and mechanically. Many new parts, MoT tested. Nearest offer to £750. Phone evenings Newport (Salop) 811442. (61781

XK150S 1959, 3.4L Cabriolette. Engine re-worked, body reasonable. Wires, LSD, as standard. Williams, 116 Hill Street, Menai Bridge, Anglesey (Menai Bridge 712427). (61783

1953 SUNBEAM ALPINE Mk. I two-seater sports. Must be one of the best available. In absolutely pristine condition, finished in Ice Blue with new black hood, fitted with overdrive, radio and heater, a worthwhile investment. Nearest offer to £1,250. Phone evenings Newport (Salop) 811442. (61781

TR4A 1966. Conifer Green. Hard/soft Sur-owner—still a friend! £685. Brighton 28111. (61764

TR4 SIGNAL RED. W/wheels, hard top, sport s/wheel, radio, tonneau cover, all steel body v.g.c. £450 o.n.o. Alcester (Warks) phone 3518. (61808

FROGEYED SPRITE 1960. Sound all steel original condition. New bonnet and sills, engine, exhaust, front and rear suspension, shock absorbers. Much renovation already completed. £275 o.n.o. Swadlingcote 5008 evenings. (61809

SUNBEAM TIGER 4.2. Excellent condition. Yellow with black hard and soft tops. Alloy wheels. MoT to Nov. 1975. Tonneau cover. £575 or exchange 035 282 270. (61815

1923 HARPER BEAN 11.9 h.p. 4-seater tourer, restored to original, complete engine overhaul, has done approx 1,000 miles since 5 new tyres and tubes. MoT until August 1975. £3,000. Spares as follows Gearbox, steering box, starter ring and new cone clutch. Tel: Burgh Heath 50048 (Surrey) after 7.30 p.m. every evening, Monday to Friday, 9 a.m. to 5.30 p.m. at 01-642 8211. Original lubricating chart and handbook goes with her. (61812

3.8 JAGUAR E-TYPE FHC. Sunroof, good example of this appreciating sports car. Opalescent Silver Blue. LRSW, wire wheels taxed and MoT. Offers around £500. Tel: 0742 21894. (61816

FERRARI 250GT Tour de France, chassis 0781, 1958. Two owners, 45,000 recorded miles, beautiful original condition, £6,500. Konig, 34 St. Peter's Sq., London W6 9NW. Tel: 01-748 4973 (61817

BENTLEY 1948 Mk. VI, 85,000 miles, 2 owners. Bodywork renovated 3 years ago. £1,250. Apply in writing to M. Dare, Court Farm, Spaxton, Bridgwater, Somerset TA5 1DA. (61818

LOTUS ELAN. Red, S/E, "K" Reg, FH, C/R box, 3.5:1 diff. Road tested by Car and car conversions. Report available on request. Great improvement on Sprint. £1,000 o.n.o. Sleights 775 Carnegie. (61819

FERRARI 330 GT 2+2 Mk. I 1964 LHD. Concessionaire maintained, new Michelins, fantastic tourer, £2,250. Konig, 34 St. Peter's Sq., London W6 9NW. 01-748 4973. (61817

FOR SALE—continued

1936 STUDEBAKER Dictator. Overdrive Sedan. RHD Good condition. MoT. Drive away. £475. Ashford (Kent) 20155 (evenings). (61822

1939 ROVER 10. 29,700 miles, believed correct. Beautiful condition. Tools, handbook. £975 Telephone Ninfield (Sussex) 892060. (61821

1957 SAPPHIRE 346. Licensed, MoT August '75. Good condition throughout. Following items new: exhaust system, Master servo and wheel cylinders, brake cable, drag link, centre lever pin and bushes, door locks and hinge pins. Good battery. Original radio. Everything works. £350. Phone Chippenham 2407 (61823

JENSEN FF 1971. Finished in Surf Blue with blue interior and white headlining, fitted air conditioning system, Sundym glass, Radiomobile and stereo 8-track, HRW, good tyres etc., average mileage and two owners from new. Possible exchange, credit etc. £2,385 Highcliffe (Dorset) 5051 evenings. (61827

ASTON MARTIN 1½-litre, Lagonda 2-litre L/C Tourer or Riley Imp. Please phone Bush 01-235 9744 (day). (61830

1968 DAIMLER V8 250 Automatic. Green, magnificent condition, guaranteed 26,000 miles, as new and probably best example available. Elderly owner's death sole reason for sale, £650. Ruislip 73744. (61824

FORD PREFECT, December 1949. Excellent condition 40,000 miles, used daily, present owner 20 years. Taxed, MoT. Offers Turner, 82 Stoughton Rd., Oadby, Leicester. (61831

1974 SPITFIRE. Excellent condition. French Blue with tonneau cover, headrests, £1,175 o.n.o. Newman 0272 674596. (61829

SUPERB CLASSIC Mk. V Jaguar 3½-litre 1951. Not pristine, but a very handsome machine inside and out. Mechanics excellent. 5 tyres, like new. MoT and tax. Best offer over £750 to Guisborough 3782. (61832

TRIUMPH TR3A 1961. Chassis and mechanics good. Body scruffy but basically sound. MoT Jan. 76. £175. Phone Bramley, Surrey 3727. (61833

FERRARI 365 2+2. 1969. Outstanding condition both bodily and mechanically. Almost new engine. Part exchange considered. Sensible offers. 021-705 4229 evenings. (61834

LAGONDA 16/80S, 1933. Substantially restored, new open body, rechromed, engine dismantled. £1,650. Great Chesterford 564. (Essex) (61835

RESTORATION COMPLETED. 1937 Standard Flying 12. Immaculate example. Must be one of the best. £900 o.n.o. Abingdon 5867. (61843

1938 DAIMLER EL24. Black. Extensive overhaul, built in water heater and battery charger, hydraulic jacks, sun-roof and all usual Daimler refinements. Almost concours. Worth viewing. £700 o.n.o. 14 Sandy Lane, Lydiate, Merseyside. (61844

PORSCHE 911S 1967. Positano Yellow. Reasonable condition, new tyres, £695. Bournemouth 760800. (61845

TR3A RACER. Ex Spreckley car, 2.2-litre twin 42 mm. Webers, roll bar, widened steel wheels, fully sorted suspension, looks great, goes really well. £495 o.n.o. 021-745 3576. (61846

CONVERTIBLE LHD Ford Consul Mk. II, one owner, complete and running with MoT and radio. Requires tidying. £95. North Lodge, Blairhall, Fife, New Oakley 850542. (61856

VALIANT CHARGER 770. August 1973 (M). Sherwood Green metallic with tan upholstery. "Fireball 318" V8 with electronic ignition. "Torqueflite" auto. RHD. P.a.s. Only 12,000 miles. Many extras including push-button radio and Sony stereo cassette. Excellent condition throughout. £1,900 Nottingham 813200. (61836

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Gulson Road, Coventry. 27518. (61837

AUSTIN HEALEY 100 M BN2. Superb condition. BRG. New black leather interior. 5½ in. J wires. Complete with spare engine, gearbox diff. unit, standard wheels and carbs, etc. Taxed. MoT. £1,100 o.n.o. Woodhead, Crowhill House, Bromham, Nr. Chippenham, Wilts Tel: Bromham 335. (61842



1923 AUSTIN RACER

No. 1 'WORKS' REPLICA OK 7095

1½-seater as per original specification, even to beaded-edge tyres. Ready for racing complete with a John Reed trailer.

£2,000

Telephone: Petersfield (Hants) 3166



ROLLS-ROYCE SILVER CLOUD III

Finished in sage over smoke green with green hide interior. This beautiful example has had one owner from new and has covered only 64,000 miles, which is genuine. This is one of the finest available of this classic model.

Serious enquiries to (0203) 411712

or Write: Box 4750

Exchange

Hideous Bentley Fixed-head Coupe Special

based upon Mk. 6 reconditioned chassis, with brand new Rolls engine,

for Mini Countryman or any sports value £750.

Bentley abortion said to have cost builder £1,500!

Telephone: Dobwalls 584

HENDON WAY MOTORS

1974 PORSCHE Carrera, bitter chocolate, electric sun-roof, radio/stereo **£6,995**
1954 ASTON MARTIN DB2/4, Regency, service history.
1937 BENTLEY 4¼-litre pillarless coupe by Gurney Nutting, totally original.
1974 LOTUS Elan +2S 130/5, white, 6,000 miles, one owner, radio, Sundym, special wheels **£2,895**
1973 LOTUS Elan +2S 130/5, metallic gold, 17,000 miles, one owner **£2,295**
1972 LOTUS Elan +2S 130, lagoon, 21,000 miles, radio, Sundym **£1,895**
1971(K) LOTUS Elan +2S 130, signal red, 20,000 miles **£1,695**
1968 series LOTUS Elan +2, metallic fern, radio, service invoices **£1,095**
1974 LOTUS Europa Special, lagoon, one owner, radio/stereo, oatmeal **£2,495**
1973 LOTUS Europa John Player Special, 18,000 miles, radio/stereo, oatmeal **£1,895**
1972 LOTUS Europa Twin Cam, low mileage, radio, mag. wheels **£1,595**
1971 LOTUS Europa S2, low mileage, radio, mag. wheels **£1,195**
1970 LOTUS Europa S2, radio, Sundym **£1,095**
1973 LOTUS Elan Sprint d.h.c., lagoon, low mileage, radio/stereo **£1,695**
1969 LOTUS Elan S4 S/E d.h.c., red, radio **£1,095**
1970 E-Type JAGUAR roadster, Regency, radio, chrome wires, immaculate **£1,695**
1969 E-Type JAGUAR roadster, white, radio/stereo, chrome wires **£1,395**
1968 E-Type JAGUAR roadster, Old English white, chrome wires, radio **£1,195**
1972 TRIUMPH TR6 roadster, white, low mileage, radio, overdrive **£1,095**
1967 TRIUMPH TR4A, Surrey top, 37,000 miles, radio, wires **£695**
1974 MG-B roadster, Roman purple, 10,000 miles, radio, overdrive **£1,595**
1972 MG-B roadster, white, 20,000 miles, radio, overdrive **£995**
1973 LANCIA Fulvia 1600 HF Lusso, metallic silver, radio, alloy wheels **£1,695**
1973 series RANGE ROVER, one owner, Sundym, sun-roof, radio **£2,995**
1971(K) TRIUMPH GT6, overdrive, radio .. **£995**
1972(L) RENAULT 17TL, one owner, radio/stereo **£1,095**
1971 CAPRI 3000 GT, radio, spoilers, slatted rear screen, h.r.w., Rostyles **£795**
1971(K) FIAT 125, 20,000 miles, radio, h.r.w. **£595**

393-395 Hendon Way London NW4 LP3 telephone 202·8011/2

FOR SALE—continued

1930 AUSTIN 7 Top Hat Saloon. Original fabric body interior also original. MoT tested. One of the last long scuttle short bonnet models £795 o.n.o. Tel: Holbeach 22547. (61841

VOLVO P1800E Sports, "J" registration. 15,400 miles from new, taxed, every extra. White with red leather, absolutely immaculate. £1,460. Whipsnade (0582) 872851. (61850

1972 BMW 2002Tii. Finished in Inka Orange. Extras include: tinted glass, alloy wheels, 8-track radio stereo, Cibie spot-lamps, sport steering wheel. Modified gearbox shaft fitted. New clutch, exhaust, latest rear lights. Superb car. £1,595. P/exchange possible. Telephone: daytime Meopham (0474) 813239; evenings: Maidstone (0622) 813121. (61847

BUGATTI ROYALE was almost commonplace compared to this! Lea-Francis "Lynx" 2+2 Roadster. One of the rarest production cars ever conceived. No one else in the world has one! £6,000, or less to a good home. (If the beast will be well fed and looked after!) Tel: Glemsford (0787) 280424. (61849

MORGAN 3-WHEELER, 1933. Super sports beetleback, o.h.v., water-cooled JAP. Completely rebuilt. Current MoT and tax. Genuinely starts on the button and will drive anywhere. £2,400. Modern Morgan 4/4 taken in part exchange. Box 4752. (61857

ROLLS-ROYCE 20 20/25, 25/30 3½ & 4¼ Bentley gudgeon pins from £1.18. Rocker shafts £10. Cam followers and pins, shackle pins, valve guides, slipper drive centre, plates overhauled. Gillingham Eng., Rear Simes, off High Street, Gillingham, Dorset. (61851

APRIL 1973 JAGUAR E-type 2+2, 27,650 miles, automatic. Finished in Lavender Blue with blue interior. Sundym glass, radio with electric aerial, new rear exhaust; taxed. Immaculate condition. Sensible offers please. Tel: Bishops Auckland 3120. (61858

FROGEYE. Metal bonnet, beautiful paintwork, radials, rack, recent gearbox, clutch, hood, brakes, economical and goes! Reg. 44 AAA, £300 o.n.o. Winchester 62014. (61859

AUSTIN HEALEY 3000 Mk. III, 1966. O/d. Ice Blue, 51,000 miles West Hanney 222. (60688

ATTRACTIVE AND ORIGINAL E-type, 29,000 miles, Carmen Red. 3.8 FHC. 1962. In outstanding original condition. One owner for 9 years. Fastidiously maintained Classic. Reluctantly offered for sale by private owner at £1,495 o.n.o. Kimbolton (Hants) 638. (60688

IMMACULATE 1972 Gilbern Invader Estate. Stored and unused last two years. White with black roof radio, o/d., HRW, 13,000 miles only. Must be good buy at £1,350 o.n.o. Tel: Richardson 04014/42438. (61852

XK120 ROADSTER for reconditioning or spares. Dismantled condition. Mainly complete. Some new chrome, radiator grille, bumpers, etc. £500. Telephone 0602-201044. (61884

3½ BENTLEY Park Ward Sports Saloon. Coachwork rebuilt and cellulosed. Dark green and black by top class company. Chassis in advanced state of overhaul. Expensive work complete. Seats need attention. Number of spares, rad., half shafts etc. Offers around £3,500. Halifax 60059 wks. Write D. A. Ingham, 307 Holme Rd., Warley, Halifax, Yorks. (61917

FOR SALE—continued

ROLLS-ROYCE Silver Wraith touring limousine by Hooper. 1st Reg. 1949. One owner from 1950. Guaranteed mileage 44,000. Completely original throughout. Fantastic condition, must be the best car of its type for sale at the moment. For appointment to view ring Darley 306 or write Thornton, Walker House, Darley, Harrogate, Yorkshire. (61918

LOTUS ELAN 2+2, Red, black trim. Radio, taxed and MoT. Very clean, £825 o.n.o. Tel: Stamford 4312. (61922

ROVER 75, 1950 in wonderful condition. MoT to April 1976. Reasonable offer please. Also 5 wheels—with good tyres and jack handle for Daimler DB 18 chassis. Tel: Bournemouth 761449. (61894

SUNBEAM TIGER 260, 1967. S/T. Under 40,000 miles never raced/rallied, one owner. Springs, shock absorbers, exhaust, clutch renewed, 5 extra wheels and tyres. 25 m.p.g. Offers around £650. Snaith, 2 Osborne Villas, Newcastle-upon-Tyne NE2 1LR. Tel: 814622. (61895

SUNBEAM TOURER 4-seat 1929, 20.9 h.p. 3-litre (not twin-cam). In very good order. Ready to drive away. £1,750 o.n.o. 17 Bracebridge Rd., Sutton Coldfield, West Midlands 14. Phone 021-308 1078. (61896

DAIMLER SP250 DART. Black in excellent condition with hard top and all extras. Enthusiast maintained. Going abroad, hence regretful sale. £800 o.n.o. Bicester 2740. (61897

AUSTIN HEALEY, rare 1961, Mark I, 3000, soft top, overdrive. Mechanically good, unusual condition. Offers. Huntingdon 73844 evenings. (61898

ASTON MARTIN DB 2/4 Mk. II. Superb Tickford Saloon in two-tone metallic grey. L1 performance head, Alfins 4 as-new Turbospeeds. Taxed 1 year's MoT. A real thoroughbred, £1,300. Contact Dave Cox, 021-444 8225 (office). (61931

CONVERTIBLE HONDA 5800 Sports 2-seater, 1967, White. Truly shattering performance from 354 m.p.g., twin o.h.c. engine. 11 months MoT. Taxed. £335 o.n.o. Would consider exchange for sound restorable Mercedes 190SL or similar. Flowmhope 238 (STD 0432-77). (61933

MORRIS 13.9 ENGINE, gearbox and dynamotor. Circa 1925-27. £85 o.n.o. S. Tipton, Repair Shop, High St., Church Stretton, Salop. (61934

EXCEEDINGLY RARE 1971 AC428 automatic, fastback, fixed head coupe. Metallic blue with black trim. Extensive history. Must surely one day become a collector's item. Exhilarating performance and looks for £3,495. Part exchange considered. Tel: business hours 0733 67014; evenings 07807 82516. (61937

AUSTIN SEVEN De Luxe Saloon 1932. Concours condition throughout. Sacrifice, must sell £750 o.n.o. Tel: Weston-under-Lizard 312 (Salop). (61938

AUSTIN TAXI January 1950. Excellent and original condition, long MoT. £325 o.n.o. Tel: 08842-3225 (office). (61893

1973 VOLVO 1800 Estate Sports. Metallic blue. 22,000 miles. Excellent condition. Best offer over £1,850. Tel: Nottingham 42195. (61886

JENSEN INTERCEPTOR 1965. MoT. Working order. Original. Increasingly rare. Aluminium coachwork. £350 o.n.o. Kampton 01-462 3836. (61890

RILEY MERLIN 1936. Concours winning car. Over £1,000 spent on long, fanatical restoration. What a beauty! Offers invited. 051-924 6220. (61920

FOR SALE—continued

PROTOTYPE 3-WHEELER Special, rolling chassis. Morgan dimensions. Hydraulic brakes, wire wheels. £17.50. Burscough 2996 Lancs. (61914

JAGUAR MK. IX June 1960. The last Jaguar. Manual. O/d. S/S roof. P.a.s. Good bodywork. Well shod. Inside a bit grotty, but three cigar lighters. Recent amputee no longer able to drive it. Buyer collects. N. Yorks. £550 or offer. Box 4762. (24016

RILEY 2½-LITRE 1950 Saloon. Cream and black. First-class condition, MoT and taxed to April 1976. Also spare engine, gearbox and back axle. £975. Johnson, Bankfield Felindre, Knighton, Powis, Beguildy 651. (24017

MORGAN 4/4 2-seater 1970 or later. Preferably wire wheels, bucket seats. Ring Wideopen 4075 evenings. (61757

LOTUS SUPER SEVEN Series II. 1500 c.c. Recently rebuilt, rewired new hood, alloy wheels, etc. £575 o.n.o. Birmingham 021-357 8828. (61772

AUSTIN HEALEY 3000 Mk. III, 1965. Silver blue, wire wheels. Radio, soft top. Good condition. Forced sale due to addition to family. £795. Phone: Northwich 75489. (61981

MERCEDES 190SL, soft/hard tops, red with tan interior, new tyres, radio. Good condition throughout. 024 876 247 (Anglesey). (61982

LOTUS CORTINA: F Reg. New Cinturato HR70s. Engine professionally balanced and tuftrided. Cosworth pistons. Fantastic performance. Never rallied. Taxed Feb. '76. £650. Tel: Nailsworth 3161. (61983

BUGATTI TYPE 575 1938 Atalante 2-seater fixed head coupe. Rare low slung sports model with pointed radiator. 4,000 miles since restoration. Offers in excess of £10,000 invited. 051-648-1595. (61984

MERCEDES 190 SL 1960. 35,000 miles. One late owner (member of Mercedes Club). Original BRG. Hard and soft tops. Superb condition. Spares include two new rear wings. Torquay 27514. (61985

TR5 1968, Valencia Blue. 50,000 miles, MoT. Expected family forces quick sale, £450 o.n.o. Bayston Hill 3461 (Salop). (61986

LOTUS ELAN S4 SE H registration. Totally original, virtually unmarked example which has been fastidiously maintained from new. Genuine 42,000 miles. Very special big valve engine, Koni suspension, plus 2 chrome wheels, new tyres and radio. This Elan finished in Bahama yellow has a superb history and is for the connoisseur only. Best offer. Part exchange considered. Telephone: Welwyn (Herts) 4895. (61942

LOTUS EUROPA twin-cam October 1972. Regency/black interior. Excellent condition. Low mileage. £1,475. Dr. Howell, Maidenhead 28565. (61939

XK140 mechanically rebuilt professionally. Ex body condition—no rust. £1,200. Tel: 01-788 1880 or Aldershot 850286. (61941

AUSTIN HEALEY 3000 Mk. IIB, 1963 convertible, wind-up windows, rear seats. Most parts overhauled during 6 years ownership. Radio, luggage grid, tonneau, etc. Immaculate inside and out. £650. Howard, Bucksburn 2648 (Aberdeen). (61989

TR4. Probably finest example, rustless and in pristine condition. "M" reg. New Surrey hard/soft top, Kenlowe Qls, original bodywork. Black and beautiful stupidity at £595. Southwell 813108. (61631

FOR SALE—continued

LANCIA AURELIA Series 5 1957. Extensively reconditioned; sills, wheel arches, pistons, rings, crank, valve guides, etc. New brake linings, good exhaust. Excellent XAS tyres. Silver paint, extensive re-chroming (even ashtrays!). Perhaps not quite concours, but excellent condition. MoT, tax. Active spare parts consortium for this model. Car worth about £850, number plate about £200. All offers welcome. More details from: Martin Hasker, 1 Chestnut Crescent, Newbury, Berks. Newbury 42758 (evenings); Chieveley 631 (day). (61990

HEALEY 3000 Mk. III 1965. In good condition, 11 months MoT. All usual extras. Many new parts, engine overhauled. Must be sold. £875 or offers. Penarth 704574 office; or 708372 home. (61991

AUSTIN 7 1935 running chassis fitted 2-seater body, many tuning bits. £75. Sheffield 0742 52134. (61992

BOND BUG 700ES, fast very economical fibreglass, 3-wheeler by Reliant. Excellent condition with almost new tyres. 26,000 miles. £565 o.n.o. Tel: Leicester 674882. (62032

ABARTH 750 ZAGATO. This rare and pretty "double-bubble" coupe, first owned in 1959 by Franklin D. Roosevelt Jr. has, in the last 5,000 miles had considerable, sensible work done. This includes respray and retrim as well as a largely renewed engine. The result is neat, fast, economical and a delight to drive. It will be sold with MoT and tax to 31/5/76. Offers around the price of a new Mini. Stroud (045 36) 5331. (61973

DATSUN 1600 SSS, October 1970. Imported from South Africa December 1972. RHD. Ideal rally car. 109 b.h.p., 105 m.p.h. 0—60 m.p.h. 10.2 seconds. Dunlop SP Sports. Excellent condition. Offers around £575. Sherwood. Phone (business) 021-236 2032; (home) 021-355 2026. (61975

ASTON MARTIN DB-4 Mk. II Tickford Saloon, 1957. Original tool kit, etc. Also copies of Aston's repair bills. Reasonable offers: Weston-Super-Mare 21007. (61976

MORGAN 4/4 comp. 1968. 6,500 miles since new engine in October 1973. The rest beautiful. I don't want to sell—but must. £1,300. Aberdeen 25233. (61977

BENTLEY S1 1958. Black over Maroon. S3 twin headlight conversion by Rolls-Royce agent, tinted windows, gearbox recently fitted, new Whitewall tyres. Original tool kit and manual, 4 owners. Fantastic all-round condition. A capital investment. £2,250. Tel: London 01-231 0067 weekdays; 01-310 4172 weekends. (61978

LOTUS ELAN S3 S/E Drophead 1967, in sparkling yellow. Carefully used family transport, radio, good Cinturatos, long MoT, £600. Chrishall 539 (near Royston, Herts). (61980

1926 BARKER bodied Rolls-Royce limousine in process of restoration. Body and framework entirely rebuilt to the very highest standard possible at cost of over £2,000. Chassis, bulkhead and running gear also immaculate. Engine sound, complete though in pieces. Must sell to highest bidder. Telephone Uttoxeter (Staffs.) 2953 evenings. (62014

TR3A, 1959, BRG, sound condition, rebuilt '72. Recon. engine. Lavished with love and attention. £300. Southwell 813108. (61631

LOTUS ELITE S2. Rebuilt regardless of cost. Must be seen to be appreciated. Tel: Witham 515419. (61891

GASKETS
All types of engine joints and gaskets made specially to your patterns. Many ready made types also available.
C.O.D. Postal Service Only.
LIPSCOMBE AND HESSEY
MARINE ENGINEERS
Victoria Road,
Eton Wick, Windsor.
Telephone 64413

THE MORGAN SPORTS CAR CLUB
The M.S.C.C. serves the interests of all owners and enthusiasts of the 4-wheeled Morgan both at home and abroad. Publications include a monthly newsletter and quarterly Miscellany. At home there are 15 social centres and a full competition calendar. The newly formed Morgan Register caters for the older cars, the Series 1 and +4. **Full details: Chas. J. Smith (Hon. Sec.), 23 Seymour Ave., Worcester, ENGLAND.**

COACHTRIMMING
by
ROY CREECH
ROLLS-ROYCE AND BENTLEY SPECIALIST
3 Wheathill Road
London SE20 7XQ
01-778 7296

XK120 ROADSTER
J.D.C. CONCOURS WINNER 1970. EXCEPTIONALLY FINE EXAMPLE, FINISHED IN B.R.G. WITH SUEDE GREEN HIDE INTERIOR.
£3,800
Telephone:
01-229 2072 (Tues.-Fri.)
Gt. Dunmow 2482 (Sat.-Mon.)

By direction of the Executor of the late George C. Waddams.

AUCTION SALE

of a

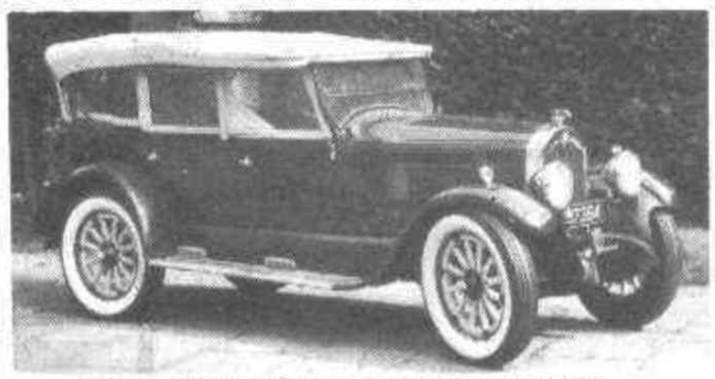
Superb Collection of Vintage and Throughbred motor vehicles including



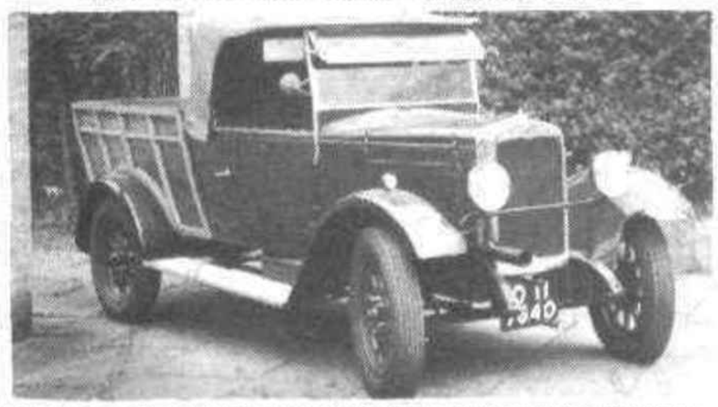
1921 Rolls-Royce Silver Ghost Laudaulette by Barkers.



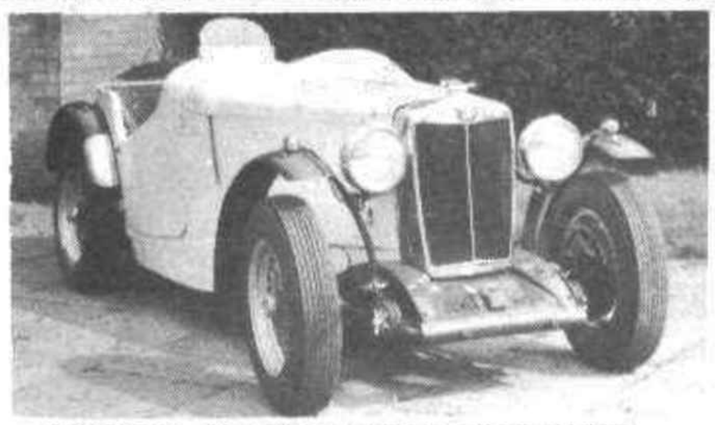
1929 Bentley 4½-litre Tourer by Vanden Plas



1925 Buick 21.6 h.p. Tourer, type 2525.



Vintage Morris Commercial, registered 16/1/1931.



1934 M.G. Magnette, two-seater type KN.

Also : **1965 Jaguar 'E'-Type** sports with 4.2 engine, mileage 46,362
1963 Jaguar Mark 10 Saloon, mileage 58,078.
1935 Rudge Special Motor Cycle.
1952 Sunbeam S7 Motor Cycle.
1955 Sunbeam S8 Motor Cycle.
American 'Atlas' lathe and various spares.

To be sold by Auction at 1367, Warwick Road, Copt Heath, Solihull, Warwickshire on Wednesday, 18th June, 1975 at 11.30 a.m.

VIEWING from 9.00 a.m. on day of sale.
Illustrated catalogues 45p post free.

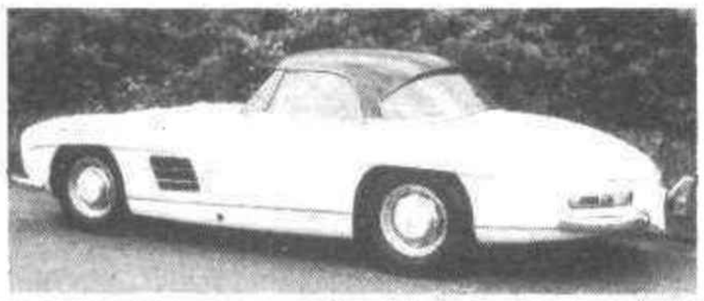
Grimley & son

2 St. Philip's Place
Birmingham B3 2QQ
021-236 8236
Telex 337991 Grimley
Birmingham

David Mulvaney Ltd.



AC COBRA Mk III. Undoubtedly the nicest ORIGINAL Mk III Cobra to be found. Black with a black hard top and black leather interior. Coil sprung chassis with 4.7-litre engine, this was one of the last proper Cobras and unlike some is not a rebodied earlier car. Speedometer reading is 7,000 which, whilst not guaranteed, could well be genuine judging by the condition of the car. **£6,950**



MERCEDES BENZ 300SL roadster with hard top. This was the Earls Court show car in 1960 and has only covered 43,000 miles since then in the hands of two owners. Superb in every way. Finished in Mercedes cream with contrasting black hard top and black leather interior. **£4,350**



1965 FERRARI 275 GTS Spyder. Finished in Italian racing red with matching interior, recently fitted with a new hood and radio etc. A good example of this rare car. **£3,450**
1958 ROLLS-ROYCE SILVER CLOUD I. An exceptionally rare example of this collectors piece having only covered 53,000 miles from new. Finished in beige & velvet green with matching interior. An investment at **£3,750**
1972 FERRARI DINO 246 GT. Red with black interior, this is a 2 owner car that has covered less than 40,000 miles from new, fitted with electric window & radio. **£2,995**
HEALEY SILVERSTONE ROADSTER. Roman purple with black interior, extensively overhauled and now in 1st class condition. **£2,350.**
1972 JAGUAR V12 2+2 COUPE. We now have another very realistically priced example of this desirable car which has done 34,000 miles from new and is fitted with auto transmission, radio etc. Fahtastic value at **£1,595**
1963 FERRARI 250 GTE 2+2 COUPE. Pale metallic blue with blue interior. Big valve engine, right-hand drive. **£1,195**
TO CLEAR DEPT.
1962 LOTUS ELITE. A well known black Elite will be sold to the 1st bearer of £900 to come into view. This offer is unrepeatable, so potential Lotus owners should call right away.
JAG XK150 FHC. Pale green with matching interior, fitted with automatic transmission & four almost new chrome wheels. **£695**
RILEY 2½ LITRE. 3 seater ROADSTER. Red with beige interior, a rare post war touring car. Only **£795**
1965 MASERATI 3500 GTI.
Jensen CV8 in maroon with black interior, over £300 spent by the last owner on an engine overhaul. To clear at cost. **£350**

We seem at the moment to be rather short of cars and would be interested in purchasing both Pre & Post War open or sporting cars. By publication date we hope to have the following in stock.
1250 Alvis 2-seater tourer and a **Ghonda Rapier Tourer.**

dealers in fine cars

BURSCOUGH STREET GARAGE,
BURSCOUGH STREET,
ORMSKIRK, LANCASHIRE
TELEPHONE: ORMSKIRK (0695) 74963
Part exchanges, financing and all offers considered.

FOR SALE—continued

XK150 3.8 S Roadster complete except few small bits—needs rebuild. Must sell to highest bidder. Telephone Uttoxeter (Staffs.) 2953 evenings. (62014
BENTLEY MK. VI 1952. Sapphire Blue. Superb throughout. Distributor maintained. 113,000 miles. Worth viewing. About £1,750. Huntingdon 74059 or 76239. (62033
MG TD II 1953. BRG, in excellent all-round condition, £850 o.n.o., weekends or evenings: 28 Mount Harry Road, Lewes, Sussex. (62037
1952 AC BUCKLAND, one of 70, engine rebuilt and serviced by AC. Paintwork needs attention. Offers around £625 Weybridge 42320. (62038
ROLLS WRAITH, new servo, front and rear dampers, complete workshop manual, four volumes. Tel. 01-573 4012. (62039
JAGUAR E-TYPE 2+2 1973 in impeccable condition throughout, certified low mileage, fitted with Radiomobile stereo 8 and all usual Jaguar refinements. This car has been kept in showroom condition regardless of cost and is reluctantly offered for sale at £2,395. Ring 021-354 5829 office hours. (62040
DAIMLER CONQUEST 1953 and Standard Pennant 1959. Both in fair condition. £100 each. All offers considered. Phone Burgh Heath 58444 after 7 p.m. or weekends. (62042
LOTUS ELAN 1969 DHC, Blue, radio, new hood, superb condition £725 99, Twycross Grove, Birmingham B36 8LE. Phone 783 3001. (62044
MG-C GT 1968. Mineral Blue. Automatic transmission. Sunshine roof, wire wheels, radio, tow bar fitted. Very good condition. £575. Phone Folkestone 56933. (62042
1953 JOWETT JAVELIN. Doors and interior poor; details on request. Offers. Cambridge 0223 51126. (62043
ASTON MARTIN DB2/4 Mk. III 1958. 85,000 indicated miles. Metallic Maroon. New liners Sound and generally tidy. Will demonstrate on mainland. £1,000 o.v.n.o. Harding, 6 Stanhope Lodge, Queen's Rd., Cowes I.o.W. Tel: 2078. (62046
BMW. Reasonable offers invited for my 1968 blue 2000CS. Only 62,000 miles, new tyres, brake pads, battery, clutch plate within last twelve months. Looks immaculate inside and out. Boscastle 225. (61987
VOLVO P1800S Sports Coupe. 1964. Electric sunshine roof, radio. Very good condition. £380 Newark 892939 (62047
1938 BSA SCOUT. 2 seater chassis, engine, radiator, steering, 5 wire wheels, good tyres. Good condition. Offers. Phone: Reading 62060 day; Reading 53320 evening. (61988
1947 ROVER 14. Rare, nice condition, MoT March, low mileage, any inspection. Offers: Newbury 40231 (62155
MARCOS 1600GT. "G" Reg. Recently resprayed racing blue. Sun roof, mag. wheels, Radiomobile. Very good condition. 24,000 miles on rebuilt engine, many parts renewed including complete new exhaust system. MoT to May 1976, £980 o.n.o. Tel: 01-670 4890. (62001
AUSTIN SEVEN Top Hat Saloon 1930. Complete, partially dismantled, very sound. Offers. Hoddesdon (Herts) 66298. (62002
ASTON DB6 Mk. II, "H" registration. Recorded mileage 48,000. Automatic. Vantage engine. Chrome wire wheels. P.a.s. £2,550. Part-exchange considered. Terms possible 01-337 7137. (62003
1967 AUSTIN HEALEY 3000, rustless, unrestored, original car. Low mileage. £1,100. 1950 Bentley Mk. 6. Much money spent, outstanding interior, a real eye-catcher. £1,200. Consider interesting exchanges. Scotney, Swineshead, Boston, Lincs. Tel: Swineshead 331 (evenings). (62005
CROSSLEY SPORTS Saloon 1934 10 h.p. Coventry Climax. Stripped for renovation—bereavement forces sale as standing. Offers over £250 invited. Baker, 74 Princess Street, Derby. (62007
1600E CORTINA 1970(J). Dark red with black leather roof. Low mileage. Sensible extras including PB radio, triple air horns, burglar alarm. Detailed maintenance records by sole enthusiast owner. Probably best 1600E available, therefore £800 o.n.o. Camberley (0276) 33162. (62004
LANCIA RALLYE 53 Coupe. Dark blue. June 74. One owner. 9,000 miles. £1,795. Tel: Kings Lynn (0553) 672878 evenings. (62006
BENTLEY R-TYPE 1952. Silver/grey. 95,000 miles in very much above average condition. Three owners from new, excellent mechanics, original leather carpets, etc. £1,400 o.n.o. Tel: Christie (bus.) Bournemouth 292177; home Blandford 4653. (62008
MK. III COOPER "S" 1971. Rebuilt and maintained by owner-mechanic regardless of cost. Extras, spares, manual. 35 m.p.g. around town. Realistically priced at £925. Worthing 60202. (62009
ALFA GIULIA GT Sprint 1964. Carefully maintained good looking car. Dark blue. Radio. £350. Brandsby 675 (Yorkshire). (62010
LANCIA 1600 HF Lusso Fulvia. Oct. 1972. Red sun roof, stereo, 32,000 miles. £1,250. Evenings Rossendale 26808. (62011
HONDA Z COUPE 8,500 miles only 1973 L. Undersealed. Radio, HRW. Fog lamps. "X"s. Superb. Second car. £695. Tel: 0253 729780. (62012
ALFA ROMEO Spider Veloce 1750 Dec. 1968. Heads will turn as you drive past in this superb car in Alfa red with black upholstery; and it has performance to match. Over 30 m.p.g. driven gently. Radio. Some blemishes, hence only £795. Ross, Marlow 5740 or 01-759 3131 Ext. 7623. (62018

FOR SALE—continued

1923 ZEDEL 14 h.p. Torpedo 4-seater. Immaculate, completely original. Just finished £2,000 restoration. Wire wheels. Unique Swiss-French sports car. Taxed, MoT. Accept cheaper car p/ex. £3,500. 44 York Rd., Cheam, Surrey. 01-642 7808. (62029
JAGUAR XK150 3.8 "S" FHC. A fine example, recently resprayed in Cotswold Blue and only 12,000 miles on a works overhauled engine. Family reasons now force the sale of this car which is cheap at £1,200. No offers Sunderland 280382. (62030
1938 FORD V8 fine engine. Very rare, 1,200 miles from new, original tyres. All complete; Just had £200 overhaul. Best offer over £1,000. Thornbury 412274. (62019
1934 MG ND MAGNETTE, very rare car, raced at Brooklands. Dismantled, but rolling chassis and engine complete. Body needs rebuild. Instruments and lights included. Offers to: Green, Greenacres, Purtan Lane, Fannham Royal, Bucks. Tel: Fannham Common 3468. (62031
VOLVO P1800 S SPORTS. 1964. Overdrive radio, new tyres. This car has been fastidiously maintained and is in perfect condition. Possibly one of the only totally rust-free examples available anywhere. Price £685 o.n.o. Please telephone Mr. K. Langdon at Roydon 3240 evenings. (61993
1926 A7 TOURER in good running order. Would prefer to exchange for vintage Austin 12 or 16 in similar condition. Bristol 622995 (61996
STUDEBAKER CHAMPION 3-window coupe 1948, famous Loewy design. Rebuilt engine, excellent original condition. Offers invited for this rare, near immaculate car. Phone 01-274 8965 evenings. (61994
LAGONDA 1932 2-litre low chassis supercharged (Blower removed). In very original condition. Engine rebuild (running-in) rewired, new hood and upholstery in hide. MoT and taxed. £4,000. Telephone R. N. Wodehouse 736 3510 or work 837 6400. (61995
JAGUAR MK. II 2.4 1963. Genuine 23,000 miles. Finished in red. Original tools and radio, superb condition throughout. Offers 01-977 0154, Teddington. (61997
CLAN DECEMBER 1973. 13,000 miles. Sunroof, Quartz Halogens, tinted glass, alloy wheels. Canary yellow. Superb condition. Expanding family forces sale for £1,000. Tel: Wells 750143 or write "Shortwood", Wells, Somerset. (61998
GILBERN INVADER Mk. II. Overdrive. Nov. '71. 25,000 miles. Excellent condition. Any inspection £1,200 o.n.o. Exchange considered Saab 99 or similar. Odiham (02567) 2757 (61999
BRISTOL 405 1955. Exceptional condition, recent engine and gearbox rebuild by Bristols. Transistorised ignition. £925 o.n.o. Coventry 459465, evenings. (62017
BENTLEY M6 1947. Freestone Webb aluminium body. Stored last 3 years. Need space. Offers over £700. 1971 Mercedes 350SL convertible. Good condition. Offers over £3,000. Thornbury 412274. (62019
LOTUS ELAN S4 1969. Excellent condition all round. £750. Tel: Shipston-on-Stour 61403 (62020
2½-LITRE RILEY RMB 1951. Green, exceptionally sound, known history. £450. View London or Reigate. Box 4758. (62016
1928 BENTLEY 6½ short chassis, no body, dismantled. 1929 Napier Lion engine. 021-353 3705. (62021
TVR 3000M 1973 model in blue. Good condition, stereo cassette. £1,475 o.n.o. Tel: 01-876 4421, 6—10.30 p.m. (62022
MG-C GT. A very good example with all extras and in excellent condition. Just taxed, tested serviced and tuned. No new parts needed. £875 Telephone: Farnborough (Kent) 54187. (62023
TVR VIXEN S2, 1970. Reg. No. TVR 568. White, 10 months tax, body and mechanics in v.g.c. £790 o.n.o. Phone 041-776 2261. (62024
1966 MASERATI Sebring. Excellent condition. Mileage only 43,000. Genuine reason for sale. Real bargain. £850. Telephone Wickham Market (Suffolk) 746519. (62025
VW VARIANT "S" ATA 968. Immaculate condition. Usual refinements. Plus Webasto sun roof, towing ball etc. Konis, underseal, radials workshop manual. MoT May 1976, taxed end July. £295. Phone Guiseley (Nr. Leeds) 2888. (62026
1954 SUNBEAM TALBOT 90 Mk. IIA convertible. Bodywork good, interior original. MoT to April 1976. £550. Peldon 465 (62027
HEALEY 3000 1967. LHD. Excellent condition. White with o/d w/w, tonneau, spots, tape, radio, etc. New MoT, no rust. Original condition but new hood, carpets, brakes, clutch, and exhaust. View at weekend. £1,150 Esher 65420. (62028
GKV 69D DAIMLER "Sovereign". First of the series. Ex Jaguar owned and featured in "The Jaguar Tradition" by Frostick. Immaculate, any trial, collector's item. Owner wishes to exchange for E-type FHC 4.2 Automatic. Box No. 4756. (61974
LAGONDA 1934 M45 Not rebuilt but in superb original condition. Tyres new, wheels, body, chrome etc. Very good, engine first class with one spare competition engine. Dark green, black upholstery. No offers less than £5,000. Telephone: B. R. Watson, Leeds 758771 during business hours. (62097
AUSTIN CHUMMY 1925. Almost mint condition, original upholstery requires repair, wheels rebuilt, mechanics faultless, spare engine. Cornwall, £1,500. Box No. 4759. (62077
LANCIA LAMBDA 8th Series F/H coupe. Unable to show car before 2nd June. 01-992 8488, Box No. 4760. (62056

THE VINTAGE TRANSPORT ENTHUSIASTS' CLUB

present their fourth

ALEXANDRA PALACE AUCTION

Wednesday June 4th







Among the 150 expected entries will be the following (confirmed): 1910 Clement Bayard, 1923 3-litre Bentley tourer, 1923 Silver Ghost limousine, *c.*1914 Lancia, Morgan 3-Wheeler, 1939 Vincent Rapide, etc. Half-promised but unconfirmed are, among others: 1934 Lagonda Rapide, 4½-litre Bentley, 1930 supercharged OM, Phantom II sedanca, D8S Delage, 1930 Packard sedanca, 4½-litre l/c Invicta, SS 100 Jaguar, 2-litre Lagonda, Phantom I tourer, 1897 Rambler, etc, etc, etc. And of course a large number in the lower price ranges, in good condition.

For details of entries received after *M.S.* press date (May 8) you may call in to Broadway for a catalogue, or telephone, or just come and get a catalogue at the door.

We are open for viewing in the Great Hall, Alexandra Palace, Wood Green, London N22, from 1 pm - 4.45 pm on the day of sale only.

NO VIEWING WILL BE POSSIBLE AFTER 4.45 pm

Sale commences 5 pm.

V.T.E.C. 14 BROADWAY S.W.1

01 - 834 9225

Ex-Citroën Citroëns...

Citroen Cars Ltd at Slough offer a selection of ex-works fleet models at attractive prices.

Cars offered for sale are low-mileage, usually under one year old, and all carefully maintained in our own workshops.

Currently available: a choice of Ami, GS and DS models, all in very good condition.

Call at Mill Street (behind BR station) or telephone Mr. N. Dean at Slough 23808.

Citroën servicing too!

Our Slough workshops can provide servicing facilities for any Citroën owner including accident damage and repairs.

Equipment is right up-to-date, including electronic check-up. Our location is convenient, off B412 in central Slough and only minutes from the M4.

For an appointment call Service Reception, Slough 23808, ext. 258.

Citroën Cars Ltd, Slough

CITROËN

BUGATTI and MERCEDES

1937 BUGATTI T. 57 Stelvio d.h.c.

1922 MERCEDES Targa Florio 1.5 Supercharged racing car.

Both 100% restored.

Also **Bentley Radford estate and important historic racing cars.**

For details contact: **Paul Kunkel, 89 Pavilion Road, London, S.W.1 Tel.: 235 6945**

ROLLS CONVERSION KITS

PHONE: 01-373 2296

Have you ever contemplated converting your Bentley into its equivalent Rolls; enhance the value of your motor car and heighten the pleasure of your motoring experience! There are 3 types of Conversions available, all are made of fine quality Stainless Steel with superb finish and detail. Mk. VI & 'R' Type; SI and SII; SIII. Please ring for further information and brochure.

FOR SALE—continued

TRIUMPH TR6. Overdrive, Sienna brown, 24,000 miles. Genuine private sale of an unmarked example "L" R'egd. 1972 £1,000 o.n.o. Telephone Newtown 0686 26418 (office hours). (62287

GILBERN INVADER Estate 1972 (June). Silver fibreglass (resprayed Dec.), 24,000 miles, o/drive, 28+ m.p.g. Only 68 made; mine was last of them. With factory-supplied upgraded Mk III V6 3-litre Ford eng. All-black interior, incl. "Genie" padded dash control console; sunroof, electric windows, HRW, rear wiper and washer, spot and fog, stainless steel exhausts. Bluespot stereo radio and quad Hi-Fi speakers; wired for stereo tapedeck. Carefully built, lovingly cared for, unique car. Perfect condition. One owner. Three kids necessitate sale, £1,700 o.n.o. 01-267 3124. (62283

BENTLEY FOUR SEAT Open Tourer, Le Mans type replica on Mark VI chassis and engine. Concours condition. £3,000 for quick sale. Phone 01-948 0394 or 01-405 3515 (62286

MG-A 1600 ROADSTER 1960. Bronze yellow, 5,000 miles on rebuilt engine, front suspension and disc brakes overhauled, interior re-upholstered, new Cinturato tyres, new exhaust system, good hood and tonneau, outstanding condition. Telephone: North Shields 79108. (61626

LOTUS CORTINA "G" registered. Fantastic performer. £495. Also available Jaguar E-type 1965, 4.2 fixed head coupe, tinted screen. Complete overhaul, bills available. £575. 01-607 7643 mornings; 01-254 9092; evenings 01-607 3587. (62288

GILBERN 1800GT with sunroof, overdrive, stereo, tow-bar, and much else. Electric blue. Excellent condition. Must sell, hence offers over £620. Colin Munro, 01-834 0421 (SW1). (62279

PORSCHE 1961 356 B. Metallic silver. Excellent condition throughout. Factory-fitted super 90 motor, many extras. £1,050. Tel: 01-570 6036. (62168

RILEY KESTREL SPRITE 1936. Completely reconditioned engine, re-sprayed, re-chromed, rebuilt restored wheels, reset springs, good condition, taxed, MoT April 1976. Offers over £600. Southport 68672. (62175

MG MIDGET (1,098 c.c.) 1966. B GT type hard-top. Used as commuter car providing over 40 m.p.g. at over 70 m.p.h. Outstanding condition. Not restored, just cared for. £400 and appreciating. Now need 4 seater vehicle (MG 1300) Evenings Fordingbridge 53799. (62181

LOTUS EUROPA twin-cam 1972. Lagoon blue metallic, Cosmic alloy wheels, Dunlop radials, front spoilers, etc. Radiomobile, taxed and tested until February 1976. Sheer enjoyment, £1,370. Consider exchanges. Sheffield 660135. (62162

FOR SALE—continued

SUNBEAM TALBOT Mk. III 1957 Sunshine roof. Blue/grey. MoT until November. Licensed and running. Good mechanics. Workshop manual. Needs attention but worth restoring. Good start for enthusiast. £100. Hindhead 4541. (62277

DUTTON "B" TYPE 1973. Excellent throughout, £700. Phone Cowdenbeath 510064 evenings; Cardenden 315 office hours (62180

BENTLEY 1928 3/4½-litre 4-seater long wing tourer. Luxurious well-fitted interior entirely re-furbished finest deep red leather with matching carpets and rebuilt wheels, re-painted BRG, unused since. Fastidiously maintained by present perfectionist owner 15 years—superb engine giving 18-plus m.p.g., close- ratio gearbox, steel differential, only 20 miles following complete chassis/suspension rebuild, re-wired, new radiator. Handsome, reliable, eminently practical Bentley immaculate inside and outside. Ready for any concours, holidays, UK or Continental events. Best offer around £12,750. Box No. 4761 (62075

XK150 FHC. Good average condition. Genuine bargain. Also A40 Somerset, one owner. Excellent condition throughout. £150. 01-458 3172. (24071

100/4 1956 AUSTIN HEALEY. Needs new owner to rebuild her. Recently stripped to shell and resprayed dark metallic blue. Engine reconditioned. Over-riders etc. Re-chromed. Undercarriage previously sealed and now bitumen painted. Seats recovered to original style. New hood and exhaust on order. Described by many in the know as best of its type. Many smaller parts cleaned and coach-painted. Offers around £650. Down Lympsham, Somerset, Edingworth 372 (62187

SUNBEAM TALBOT "Supreme" Saloon, 1954. Black gleaming coachwork, red leather interior. Sunshine roof. Overdrive. New tyres. Battery, etc. MoT. A classic and much admired car in excellent condition. £400 o.n.o. Tel: Colwyn Bay 31766 (evening). (62195

ASTON MARTIN DB6 Vantage. 55,000 miles only, five speed manual gearbox. Metallic olive with beige interior. Electric tinted windows, radio and stereo, electric aerial, chrome wire wheels. Stored in heated garage. Concours and completely original. £1,850. Telephone 0922 27188 daytime; 021-353 2984 evenings. (62193

GUYSON JAGUAR. Only two built. Designer's personal car in glacier blue. Special woven cloth interior. Crowd stopper at £4,250. Shipston-on-Stour 61619. (62191

RARE 1930 STANDARD Saloon in absolutely immaculate condition. Taxed and tested. Would deliver UK or New York. Offers 051-722 2454. (62192

MG-C GT 1969. Immaculate throughout. Overdrive, wires, tinted screen, Konis. Lovely in white. £695 (Consider cheaper car/motorcycle plus cash). Ken, Havant 6363 Ext. 8019 office/Middleton-on-Sea 2172 home (62190

1925 AUSTIN Seven Tourer. "Pram hood Chummy" restored to original condition and detail. Superb car. Concours winner. Substantial offers. Ward North House, Ousterne Lane, Fillongley, (Tel: 40455) Warwicks. (62189

JAGUAR V12 E-type 2+2, 1972. White. This car is in superb order throughout and fitted with chrome wire wheels, stereo radio, heated rear window, Sundym glass etc. A bargain at £1,695. Part exchange considered. Tel: Bilton 3993 (Bristol) evenings. (62196

FOR SALE—continued

RILEY 2½-LITRE 1952. Very sound. Must sell, moving house. Best offer over £100. Taylor, 62 Silver Street, Kings Heath, Birmingham 14. 75-67726. (62188

MORGAN 4/4 1973 Canary yellow, 15,000 miles. One owner, wire wheels, luggage rack, bucket seats, £2,000. Tel: Home (0742) 305072; work (0742) 25418 (62186

BRISTOL 406, 1960. Painted champagne. Matching hide trim with repolished veneers. £700 spent at Bristol Cars to make this an outstanding example. £1,000. Martin, Oxford 43026 (62194

ALVIS 1935 Silver Eagle Saloon—completely restored, requires slight attention to paint work to bring back to concours winning condition. £1,350. Telephone Holmfirth 4477 (62199

ALFA ROMEO GTC 1600 1967 2+2 convertible. Mechanics excellent, new red cellulose, black cloth interior. Hawkins, 01-794 4022 evenings. (62185

1928 AUSTIN 12/4 Excellent original running order. £1,150 near offer. Lambert Farm, Crockernwell, Exeter, Cheriton Bishop 396. (62198

MG-B ROADSTER 1972 (L). Bronze. Overdrive, tonneau, FM radio, and eight-track, one owner. £1,025. Chippenham (Wiltshire) 3778 evenings. (62197

TR6, WHITE, 1970. Overdrive, soft top and tonneau. Taxed to March 1976. Only two owners and about 57,000 miles. Real value for money at £750 o.n.o. Going overseas 16th June. Flt Lt. N. Crow, Officers' Mess, RAF Honington, Bury St. Edmunds, or try Honington 320, 8-9 p.m. (62196

PORSCHE 911T Lux. Late 1969. Orange. Excellent condition. 48,000 miles, specialist maintained. Radio and all extras. £1,600 o.v.n.o. 01-876 3101. (62200

1958 MG-A FHC. Excellent mechanics, much money recently spent including reconditioned engine and gearbox, new track rods, radials, batteries and MoT, fair bodywork and interior. £245. 01-348 4517 evenings/weekends. (62200

MERCEDES BENZ 220 SE Convertible, 1964. Manual gearbox, in truly superb condition throughout, having been completely resprayed new hood, much new chrome, mechanics fully serviced and checked over. MoT, economical (30 m.p.g.) and reliable open/closed transport for 4/5 people in comfort for £1,650. 01-348 4517 evenings/weekends. (62200

BENTLEY MK. VI 1948. Exceedingly beautiful razor-edge aluminium coachwork by James Young. Sunshine roof, excellent mechanical order throughout, new tyres, paintwork and interior only fair. £575. Rowhedge (Essex) 222. (62200

ROLLS-ROYCE Phantom II 1932 Barker D/Back limousine. Restoration in progress. Much work completed. East Grinstead 23847. (20472

LANCIA FLAMINIA Zagato Super Sport. Rare vehicle, low mileage recent respray. New chrome, left-hand drive. Offers invited MoT and taxed. Box 4763. (62129

RILEY 9 1932. Coachbuilt Monaco Saloon stored 1939-61. Mileage under 50,000, so understandably in excellent condition throughout. What offers. Tel: Broad Haven 201. (62148

JENSEN HEALEY Sports. White, "L" registered. 21,000 miles. Excellent condition. £1,100 o.n.o. Lytham 33593. (62154

ASTON MARTIN Drophead Coupe DB 2/4 Mk. I, 1955. Excellent mechanically with sound original bodywork. £1,375 o.n.o. Phone Leicester 737802. (62147

FOR SALE—continued

TR4A IRS 1966. Rebuilt, resprayed, Surrey, h/s tops, overdrive, w/wheels, MoT. Absolute beauty, enthusiast owner, £525. Glastonbury 2691 evenings. (62184

EXCEPTIONAL E-TYPE Jaguar Roadster 1970 (H Reg.). Dark blue with gold hardtop, immaculate condition. Racing history. Jaguar-built 300 b.h.p. 3.8-litre engine, alloy wheels, etc. Impeccable performance with tractability and reasonable economy (100 m.p.h. in 13 sec.). Never used during winter. 19,000 miles. £1,550 negotiable. Griffiths, Glebe Cottage, Hollin Lane, Leeds LS16 5LZ. Leeds 784844. (62182

LEA FRANCIS 14 h.p. Saloon 1952. Good all-round condition, new chrome and tyres. Long MoT. £295 o.n.o. Tel: Macclesfield 24476. (62152

MALLOCK RACING CAR U2 Mk. 2. One of six made. Space frame, 997 Ford engine, Wooler C/R gearbox, BMC "A" rear axle. £295 o.n.o. or swap interesting road car. York 30710 daytime. (62150

1968 DAIMLER 250 Saloon. Very good condition. Low mileage. Manual overdrive. New MoT. £650 o.n.o. 1960 Jaguar 3-4 Automatic. Good condition. £350. Telephone Burwash (Sussex) 882349. (62151

ALVIS TD 21 and Bristol 405. Both in very good condition. The Alvis is maroon with new wire wheels and Cints. £600 spent in last two years—bills available. The Bristol is green with beige interior. Disc brakes fitted. Good mechanics. Price £850 each. 021-474 4918. (62149

SSII 1934, FHC, sunroof, leather covered top, Landau rods. Original and very rare early "Jaguar" model. Only 800 miles since thorough and excellent restoration. Price, details, and photos to serious enquiries. Box No. 4764. (62144

FROGEYE SPRITE, completely rebuilt and restored to high standard and originality. Reasonable offers. Mattishall 494 (Norfolk). (62134

ROVER 100 1962. One owner, 36,000 miles from new. Black with red leather trim. Whole car as brand new and open to AA or RAC inspection. Words cannot describe. Has to be seen to be appreciated. Photo SAE. Serious enquiries and offers around £1,200 invited. Greenhalgh, 156 Kent Street, Preston (Tel: 50158). Lancs. (62133

1954 MERCEDES 220 Saloon, new tyres, clutch, good condition. Needs tidying. £250 o.n.o. Tel: St. Ives 65082 (62157

MG J2 dismantled 80% complete, also new body frame, offers. MG PA spares including chassis, log book, axles, body, tank. SAE to A. White, Turle House, Somerton, Somerset, TA11 7NZ. (62158

MARCOS VOLVO 3-litre 1971 (K). Excellent example in tangerine. Electric windows, radio with electric aerial, taxed, MoT, £1,350 o.n.o. Finance could be arranged. Phone Freeland 882113 evenings. (62159

1961 JAGUAR 3.8 Mk 2, O/drive, wires, radio, sound. Ideal for restoration. Offers to Elmley Castle (038674) 568 or Black and White Cottage, Netherton, Elmley Castle, Worcs (62146

VINTAGE AUSTIN 7s. 1929 Top Hat. Excellent condition. £950. 1928 Chummy. Dismantled but new body, wings, etc. £700. Tel: 061-427 1876 June 8th onwards. (62153

MG-B 1973 M. One owner. Harvest gold, overdrive, tonneau, etc. Hardtop, underseal and SP sports. £1,300. Phone Desford 2301. (62145

HOWLETTS AUTOCARE

1974 Jaguar XJ12L. Heater, with Con. trim; low mileage. All superlative extras with this car..... **£3,950**
1972 MG-B GT. Teal blue. Overdrive..... **£1,250**
1972 Cortina 2000 GT 2-door. Tawny/black..... **£1,050**
1966 Bristol 409. Very nice..... **£1,200**
1961 S2 Bentley, in silver. Very nice condition..... **£2,000**
1969 Jaguar E-Type f.h.c. Must be mint..... **£1,295**
1935 Lagonda 4½ sports saloon. Fully restored..... **£3,000**
1932 Morris Minor 2-door saloon, being restored.

★ WE BUY AND SELL CLASSIC AND SPORTS CARS OF ALL TYPES. MANY MORE CARS AVAILABLE.

Tel. John Bradshaw at KEGWORTH 2327 now ★

★ PARK LANE - SUTTON BONINGTON - LEICESTER ★

ROSS MOTORS LTD.

Offers for the following vehicles (sensible please): 1971/73 FORD Capri 3000s — always a few in stock. **1965/7 four SUNBEAM Tigers,** 2 red, 1 BRG, ('67 hardly used) 1 blue **1962 RELIANT Sabre Four** 2-str. sports (red). **1954 RILEY 2½ Pathfinder** (black).
14/20 Stockwell Head, Hinckley, Leicestershire. Phone 32007

Ear Defenders

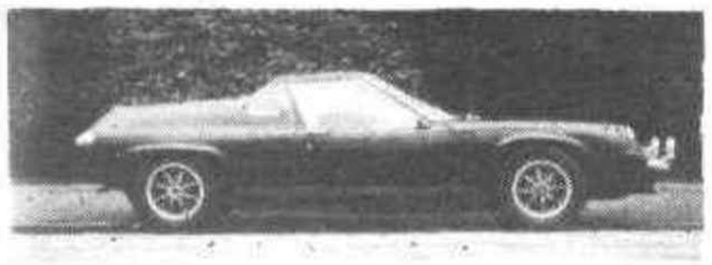
Significantly reduce the discomforts and dangers of exposure to high racing and other noises. Ideal for marshals, mechanics and enthusiasts — supplied to Embassy Racing Team directors.

Pop model **£3.90,** Super **£6.50** inc. V.A.T. & Carr. Details, S.A.E.:

GEORGE MANUFACTURING SERVICES
9 Meriden Road, Hampton-in-Arden, Solihull, West Midlands. (Trade supplied)

JK SPORTSCARS

405 GREEN LANES,
HARINGEY, LONDON N4 1EU
01·348 2221



LOTUS Europa Special 5, 1973: Finished in metallic tawny brown with oatmeal trim; fitted alloy wheels, electric windows, radio and cassette; only 20,000 miles and two owners from new..... **£1,895**

CORTINA V6 Superspeed, 1971 (K): Finished in metallic green with black trim; 3-litre 6-cylinder engine, twin-choke Weber, twin 3-branch fabricated exhaust manifolds, lightweight aluminium clutch, specially developed front and rear springs, modified suspension geometry, adjustable front and rear shock-absorbers, servo-assisted dual braking system, modified brake balance, chrome Rostyles; track width increased 2 in. front and rear; an incredibly quick 4-door saloon **£1,095**

TVR Tuscan V8 S/E, 1968: Long-wheelbase model; finished in aubergine with black upholstery; fitted with Minilite wheels, transistorised ignition, Holley carb., twin Kenlowes, tinted glass, reclining seats, new exhausts; subject to recent complete mechanical and electrical overhaul; in our opinion this is the finest example in existence **£1,895**

BOND Equipe GT, 1968: Finished in white with black upholstery; the well-proven Vitesse engine provides speedy yet economical transport..... **£395**

JAGUAR 'E'-Type Plus 2, 1969: Finished in Carmen red with black leather upholstery; fitted automatic transmission, sunshine roof, chrome wire wheels and a radio..... **£1,395**

MGB's AVAILABLE FOR SELF-DRIVE HIRE

LOTUS Metier M.20: The sole prototype of the popular Elan +2, built by Lotus Cars; fitted with all usual refinements, i.e. electric windows, knock-on wheels, pod-lights and radio; realistically priced **£995**

MERCEDES-BENZ 350 SL, 1971: Finished in metallic silver with black trim; fitted automatic transmission, power steering, hard/soft tops, etc. **£3,795**

ASTON MARTIN DB5, 1965: Finished in Roman purple with red leather upholstery; fitted with wide Borrani chrome wire wheels, full-length sunshine roof, tinted electric windows and Selectaride suspension **£1,195**



ALVIS TE21, 1965: Finished in metallic dark blue with grey leather upholstery; fitted 5-speed ZF gearbox and a radio; a superb example of this fine model **£1,195**

PORSCHE 911 'S', 1972: Finished in metallic blue with black trim; fitted 5-speed gearbox, electric windows, electric sunshine roof, tinted glass, heated rear screen..... **£3,695**

JAGUAR 'E'-Type, 1965: Finished in Carmen red with black trim; fitted sunshine roof, wire wheels and a radio..... **£695**

FIAT/FERRARI Dino, 1968: Finished in metallic blue with black upholstery; fitted 5-speed gearbox, alloy wheels, electric windows, radio and 8-track stereo **£1,195**

SPARTAN DISTRIBUTORS



MG-C drophead, 1969: Finished in Old English white with black hood and trim; fitted wire wheels, overdrive and a radio..... **£575**

TVR Tuscan V6, 1969: Finished in red with black trim; fitted with alloy wheels and a radio.... **£995**

PORSCHE 911 'S' Targa, 1973: Finished in Oxford blue with black trim; one private owner from new; fitted headrests, electric tinted windows, rear apron and rear wiper..... **£4,559**

MERCEDES-BENZ 220 SEBC drophead, 1966: Finished in dark blue with grey leather interior; this is an absolutely immaculate example, fitted with automatic transmission, power steering, radio, full tonneau and a new hood; without doubt one of the finest currently available **£1,595**

MERCEDES-BENZ 220 SEBC, 1965: Finished in dark blue leather upholstery; fitted with power steering and a radio **£795**

JAGUAR 3.4 Mk. 2, 1964: Finished in dark blue with grey hide upholstery; a superb example of this thoroughbred sports saloon which has had one lady owner since new, and covered only 47,000 miles; fitted automatic transmission, radio and a heated rear screen **£995**

SPORTS CARS WANTED URGENTLY CASH WAITING

GENUINE SHEEP-SKIN car seat covers

Small	**£5.95** (2 for £11.40)
Medium	**£6.45** (2 for £12.40)
Large	**£6.95** (2 for £13.40)

- Warm in Winter.
- Cool in Summer.
- Full Skins only used.
- Elasticated straps ensure snug fit.
- State model and year.
- Buy 2—save a further £1.10 (with p & p).

100% satisfaction or money refunded.
P& P 60p (1 or 2).

SEND NOW!!!



Fill in coupon below enclosing remittance stating size.

Please supply..... Sheepskin Covers.
Small/Medium/Large.
Name..... Cheque/P.O. Enclose £.....
Address .....

STAMFORD SHEEPSKIN PRODUCTS 532 Huddersfield Rd Stalybridge Ches.

THE ALFA ROMEO OWNERS' REFERENDUM

CAST YOUR VOTE NOW!

YES	NO
LOW PRICED SPARES (Mechanical and Service Parts our Speciality).	INFLATED SPARE PARTS PRICES.
FAST, EFFICIENT SERVICE.	WEEKS OF WAITING FOR SPARES.
FITTING ADVICE for parts supplied.	DISSATISFACTION.
UNIQUE BUY AND SELL REGISTRY.	
GENUINE ALFA ENTHUSIASM.	

If your vote is YES, ring, write or call **E.B. SPARES, 2 Washington Road, West Wilts Trading Estate, Westbury, Wilts.** **Tel.: Westbury 3856**

S.A.E. with enquiries please.

(MAJOR OVERHAULS ARRANGED USING **OUR SPARES** AT **OUR PRICES**)

Ottershaw for OPEL

NEW

Opel Manta 1.9 SR list £2,419, our price **£1,850,** all colours.
Opel Manta 1.6 list £2,238, our price **£1,680,** all colours.
Opel Ascona 1.9 SR 4 door, list £2,226, our price **£1,850.**
Opel Kadett from **£1,255.**
Opel Commodore coupe 2.8 GS.
Opel Commodore coupe GSE.
Please phone for special price.

Full fleet of **demonstrators** available for you to try entirely without any obligation whatsoever.

EXCELLENT SPARES AND SERVICE FACILITIES



UNIQUE OFFER

New Manta Berlinetta black, every extra. As turbo spec but normal engine.
New Ascona 1.9 2 door, the only one in England?

USED

1974 (N) Commodore GSE saloon, auto metal sunroof, **£3,750.**
1974 (N) Commodore coupe GSE manual, **£3,750.**
1974 Commodore Coupe 2.8 GS auto, **£2,795.**
1974 Manta Berlinetta £1,745.
1973 Manta Berlinetta £1,495.
1975 Manta Berlinetta £1,945.
1972 (L) Manta 1.9 SR 20,000 miles, **£1,195.**
1974 series Kadett coupe 12,000 miles, **£1,375.**
Other Mantas 1.6 and 1.9 engines from **£995.**

Many more excellent second-hand Opels in stock. Please telephone for list.

OTTERSHAW MOTOR COMPANY LTD.
SPINNEY HILL, ADLESTONE, SURREY

Situated on A 319 between Addlestone and Chobham 10 mins. from M3

Tel: OTTERSHAW 2514 (or 2326)

MORRIS STAPLETON MOTORS LTD

LONDON MORGAN DISTRIBUTORS

What is fun and frisky? What is good-looking and sophisticated. What is economical and extremely rare? Well, it isn't a Morris Marina. This month, as usual, finds the Reece Mews **Morgan** agents with very few **Morgans.** Hopefully we have a very late 1975 **Morgan +8,** special colour, leather interior, rear bumper, bonnet strap. A 1974 **Morgan 4/4** four-seater, red with stone interior in leather, wire wheels, bonnet strap, luggage rack, 3,000 miles only. This car was supplied by us new and as you gather, is in good shape. 1973 **Morgan 4/4** four-seater, veterinary owner, finished in signal red/with black interior, luggage rack, and full tonneau. 1972 **Morgan 4/4** 2-seater, green with wire wheels, one owner from new and a 1972 **Morgan 4/4** 2-seater, finished in silver fox, bucket seats, rear bumper, new exhaust system and reasonably low mileage. Making a brief appearance will be a 1970 **Morgan 4/4** 2-seater which is in exceptionally good condition, sky blue with black interior in leather, wire wheels and chrome luggage rack. Just to show how attached certain **Morgan** owners become, one Mr. R. Ricketts parted with his **Morgan +8** 1969, flame red two-seater, but would not part with the steering wheel, which it seems he will be hanging on the wall of his drum. Needless to say anyone who buys this sought-after car said to have all the extras, will get a new wheel. In the pre-1968 dept. this month we have a very good **Morgan 1966 4/4** two-seater, finished in green. This car was fitted with a brand new Ford Factory engine unit last year and is said to be (quote Eric White) in first-class mechanical order. Also a 1952 **Morgan Plus 4** two-seater, white, brass radiator, sound condition, can be sold as is, or renovated quite easily. There are a couple of Mercedes 230SL convertibles around, both L.H.D., so much cheaper than R.H.D., one is red with black interior, stereo cassette radio, hardtop only. The other is cream with green leather, power steering, and stereo cassette. Both cars are in good condition for the year (1965) and are £1,000 and £1,200 respectively. 1972 Lamborghini Espada, silver, 17,500 miles, one owner from new, stereo, air-conditioning, £4,750. 1970 Alfa Romeo 1750 GTV, belonged to wife of co-director (namely Mrs. Morris). Mechanically perfect, reasonably low mileage, £750. Keep an eye out for me at Snetterton on June 8th, in the Ford Zephyr. I will buy any **Morgan** which decides to revert to kit form.





REECE MEWS LONDON SW7 TEL: 01-589 6894

FOR SALE—continued

DAIMLER SP250 1964, 2 occasional 4. Blue, 60,000 miles. Soundly maintained and cared for until 14 months ago when forced to lay up. No MoT. £900 o.n.o. Foster Hall, The Manor, Ettington, Stratford-upon-Avon, Warwickshire Tel: Stratford 740216 (62050

1957 FORMULA 2 COOPER, drum brakes, fitted Lotus twin cam, ideal sprint/hill climb car, ready to go. £595. Tel: 043-686 218, Luss Loch Lomond. (62100

WOLSELEY 6/80 1952. In very sound condition, 61,000 miles. £300 o.n.o. Gardiner, Hull 848188 (62101

AUSTIN SEVEN VAN 1934. Chrome radiator. Complete and original, but needs completely respraying. £275. Stourbridge (03843) 73174 Austin Seven Pearl, MoT, £400 (62102

ASTON MARTIN DB3 Saloon 1958. Needs respray, mechanically excellent. £575. P/ex. sports car. Stubbington 2588. (62103

TR3A. Restored to concours. Signal Red. Overdrive. Radials/wire wheels. £750. Egham 2271. (62104

MG J2/M/P, RILEY 9. Early 30s Austin 10. Complete. Prefer running. Some work welcome. Howard, 51 Great Darkgate, Aberystwyth 7473 (62107

FOR SALE—continued

TRIUMPH SOUTHERN CROSS 1935, restored, six cylinder, two-seater tourer, slab tank, one of only two known. Viewing Leominster 10-16th June. For virtually new red Morgan 4/4 or late model, low mileage 4.2 E-type Roadster, will make cash adjustment or accept £1,300. Donald Main, Selwyn College, Cambridge. (62106

JENSEN CV8, low mileage, very good interior, nearly new tyres, replacement gearbox, new exhaust, radio, tow-bar, just resprayed. Must sell quickly, space needed urgently. Bargain at £775. Brentwood 215467. (62108

E-TYPE JAGUAR 1969 2+2 Series 2. Light blue. Chrome w/w, radio stereo, year's tax, good condition, £995. Thornbury 414158 (Bristol). (62051

MG-B 1965, 71,000 miles genuine, stored 2 yrs. Overdrive, £260. Redditch 68516. (62052

TRIUMPH VITESSE 1967, 2-litre. White DHC, fitted overdrive, SAH, camshaft exhaust manifold. High compression ratio, 175CD carbs, oil cooler, servo braking, Kenlowe fan, 5 near new tyres, 33,000 miles, undersealed. Excellent rust-free condition, £400. Tel: Walton-on-Thames 27485 evenings. (62062

FOR SALE—continued

FIAT 124 COUPE, 1969. Navy blue. 1,400 engine gives 32 m.p.g. at 70 m.p.h. Maranello serviced from new. 65,000 miles. £495 to allow for respray. Tel: Wentworth (Surrey) 3208 (62059

1972 MG-B GT. Overdrive, HRW, Green Mallard, tan cloth trim, one year's tax, new tyres. Fitted radio. First-class car all-round. £1,250 o.n.o. or exchange TR6. Phone: March 3331 (62061

JAGUAR E-TYPE 1968 Webasto, Sundym, Konis airhorns, HRW, Motorlita, radio, V12 CWW/tyres, strengthened exhaust, recent MoT, etc, etc. Slight door rust only. Unique prang requires replacement bonnet, but everything else including subframe, bumpers, Blades, radiator, rest of car untouched. New car unexpectedly arrived now demanding garage, so sensible offers please for this unusually well equipped Jaguar. Harpenden 62336 evenings (62063

AC 2-LITRE SALOON 1951. Excellent general condition. New exhaust, new MoT. Detailed history. Present owner 11 yrs. £780 o.n.o. Please write:: Lear, 191 Wells Road, Glastonbury Somerset. (62073

ALVIS TC 21/100, DHC. Excellent bodily/mechanically, new hood, MoT, £650. Tel: Chute Standen 235. (62081

FOR SALE—continued

MODEL "T" FORD, 1920 rare 2-door Sedan. Concours condition. Unused for 25 years. Very low mileage and certified by "T" Register as original. 2 owners only from new. £3,000. Stevens, Buckfastleigh 2230 (Devon). (62084

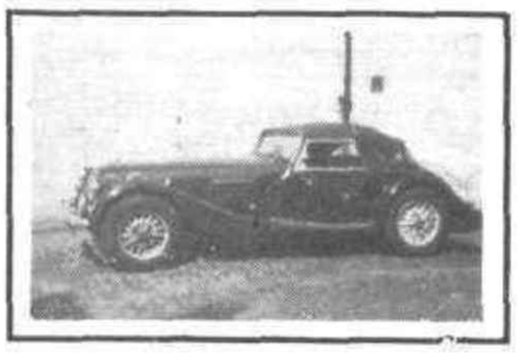
ALFA ROMEO 2000 GTV 1973. Sunroof, radio, 25,000 miles. Outstanding condition throughout, £1,795. Consider p/ex. cheaper sports car. Welwyn 6746. (62076

AUSTIN HEALEY 3000, 1960. Overdrive, hardtop, etc. Well shod, good runner, but tatty. £295 o.n.o. Tel: 0282 66876 Nelson, Lancs (62078

TRIUMPH TR6 1971. Signal Red. Overdrive, usual extras. Excellent condition throughout. £800. Leyland 33556 evenings. (62079

LOTUS 7 Series IV 1971 1600GT crossflow, low mileage. Alloy wheels, radio, rollbar. £850. Thirsk, Yorks. Melmerby 213. (62083

1938 ROLLS WRAITH chassis No. WXA 1, featured in "The Motor" October 4th, 1938. Needs complete restoration. Body basically complete. Engine runs. New exhaust. Spare tyres, 7 hides, carpeting and West of England cloth for trimming. £1,400 o.n.o. Mogador 3150 (Surrey). (62065



BUY OR RENT A MORGAN IN FRANCE

Due to a regrettable and irreversible incident the Ad Man's pen regurgitated "old copy" for last month – our apologies, the truth of the matter really lay 156,000,000 miles away, yes, that's right, the sun boiled his brains. To go with this fast selling commodity called sunshine, we at Locasport can offer the ideal companion, yes, folks, a **Morgan.** Let me quote an old French proverb. "Which came first, the sunshine or La Morgan?" Does it matter, though, as long as they're together? Picture yourself cruising down the palm fringed Promenade des Anglais, the sun beating down, the roaring of the waves in your ears, hair blowing in the wind, looking down the mean bonnet of a **Morgan.** This month we can supply a **Morgan** for all tastes. On the shelf we have a **Morgan** Plus 8 1971 resplendent in black, a very rare and desirable Ferrari eating beast. A **Morgan** 4/4 four-seater, virgin white, to ward off those sun tanning rays. A **Morgan** 4/4 four-seater verging orange, just right to take the friends for a Sunday apertif under the Mart . . . Morgan umbrellas. A **Morgan 4/4** reposing in red.

"Where there is sunshine there is a **Morgan**".

LOCASPORT SARL

39, Promenade des Anglais, Nice, France. Tel.: (93) 87/90/65



FOR SALE—continued

EX-CONCOURS WINNING TR2, 1955. Black/red. O/d on 2, 3, 4. Servo. Alfin drums. Tuned head. 120 m.p.h. 30 m.p.g. Full/half tonneau. Stereo cassette. 3-band radio. £575 o.n.o. 01-858 9676. Sundays only. (62068

JAGUAR MARK 8, 1958. 29,000 miles indicated, believed correct. Manual with overdrive. Sliding steel sunroof, original radio. A beautiful motor car. £550. Consider part exchange. Slough 28840. (62069

JAGUAR 420 1968. "F" Reg. S/roof. Auto. P.a.s. Taxed 1976. MoT. V.g.c. £299 o.n.o. Dartford 70733 day, Dartford 28150 evenings. (62071

RELIANT SCIMITAR GTE Automatic 1972 "K". Red/black interior. Really beautiful condition. £1,595. Might p/ex. Welwyn 4113. (62072

TALBOT SPORTS Tourer 1938. Black, original finish, 9.8 h.p. in good condition. Phone: Bodenham 284 Hereford (evenings). (62055

TRIUMPH 13/60, 1971 K. White/black. 22,000 miles. Last of the convertibles. V.g.c. £750. Ham Street 2216 (Kent). (62057

TR3A 1961. Overdrive, new side screens, good condition, £290. Tel: Whittington 432392 (after 5.30 p.m.) (62089

KARMANN GHIA 1500S 1964. Sunroof, Cinturatos, MoT, tax, August. Sunfire yellow with black interior. £265. Tel: Bath 63968 evenings. (62090

FOR SALE—continued

LOTUS ELAN +2. Enthusiasts car, regd. TYB 5, Olympic Blue, Corbeau seats, chrome wheels, Lucas spots, superb condition, over £800 spent last 12 months, including engine overhaul 3,000 miles ago, bills to prove, looks virtually new. Many, many extras. Must sell, therefore a gift at £900. For more details ring 061-370 7081. (62091

ASTON MARTIN DBS V8 1971. Metallic Blue. Automatic. MoT to February 1976. Many extras including radio, electric windows and aerial, air conditioning. Recent £700 complete engine rebuild, invoices available, £2,750 o.n.o. Phone Luton (0582) 416711 days or 66867 evenings. (62092

CHAIRMAN'S PHANTOM V) Rolls-Royce limousine, air-conditioning, electrically controled division, under 21,000 miles. Recent service Crewe, £11,950. Tel: Mrs. Vickers, 061-480 0271. (62093

FORD HOT ROD. Built 1973 (neat stunner). "M" registered. Most unusual car. Fault in gearbox, hence £550 to clear (tested 1976). Drive away. Part exchange considered. Daytime telephone Swansea 54241 (no. Thursdays) (62058

1953 MERCEDES 300 engines, one with fuel injection seems good; one with carbu seized. Offers for the lot. Keppens Herbiester B4804 Jalhay, Belgium. (24073

ALFA GIULIETTA Sprint D Reg. Long MoT, taxed, £130 o.n.o. and its spares. 4 Lunesdale Rd., Kirkham, Lancs. (62285

FOR SALE—continued

"FROGEYE" SPRITE 1960. Exceptional example, enthusiast maintained. Quick 1220 c.c. engine just rebuilt. Reluctant sale but prepared to haggle around £600. Full details and specification on request. (Devenish) Upper Wartlingham 4839. (62096

JENSEN HEALEY November 1972 (L). Monza red/black interior. Hood cover. Radio, recent service tyres. Magnificent Armaglazed bodywork. Really superb throughout. Must be one of the best available. Cheaper sports car considered for exchange. £1,195. Car available after June 9th. Caterham (Surrey) 42444 (62094

DAIMLER CONQUEST D/H Coupe, 1955. One owner. 38,000 miles (guaranteed). Non-standard features include individual contoured front seats, laminated glass, 3.75 back-axle ratio, long-range headlamps. Handbook. Serviced by Daimler and in quite exceptional condition—probably unequalled for any car in this series. Phone Warrington 61547. (62087

ASTON MARTIN DB2-4 Mk. II Tickford Saloon. Extremely rare, in very good condition bodily and mechanically. Recent engine overhaul and respray. Offered at £900. Ripley, Derbyshire 45512. (62086

404 PEUGEOT, 1969 "G" Saloon. Green. S/R. Thruflow vent. Tachometer, fogs. XAS. Regular care and maintenance. One owner. 66,500 miles. Tax, MoT March 1976. £550. Tel: 046-05-2293. Ansafone ex office hours. (62280

FOR SALE—continued

TR3A 1959. Rebuilt original engine. Hard top, soft top, tonneau, MoTd for full year. Appreciating economical classic for £385 or perhaps offers. Leatherhead 74846 evenings. (62131

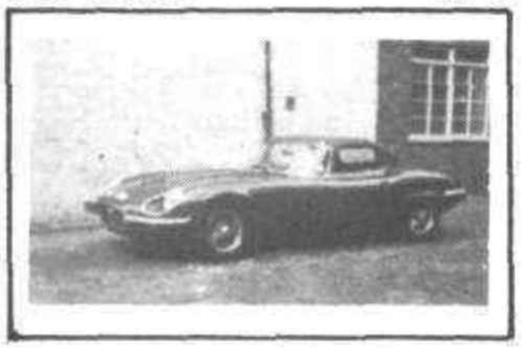
1972 JAGUAR XJ6. 4.2 Auto. P.a.s. Navy/light blue hide. 45,000 miles. Radio/stereo, electric windows. £1,750 o.n.o. Tel: Knutsford 3090. (62282

LOTUS EUROPA Special (4). Red. 25,000 miles. One owner. 1973. G800. Alloy wheels. Immaculate. £1,575. Tel: West Bank 822777. (62171

AC ACECA-BRISTOL 1008Z. Overdrive, radio, MoT, well maintained, practical asset, 25 m.p.g. £990. Orpington 26972. (62170

HNV 1 REGISTERED Midget. October 1973. 1275 c.c. First-class condition. Vincent ("Egli") lightweight, 1,000/C. Specification—Shadow alloy wheels, Cerianis 4 LSB. Fantastic performance. Sell—exchange basis interesting sports/racing, preferably complete c-1924/55. Also required: 8 cyl Bugatti/Alfa-Romeo, engine/gearbox running gear, spares. 22 Twatling Barnt Green, Birmingham, 445/2551. (62169

JENSEN CV8 Mk. III 1966. Excellent. Royal blue, wide rim alloy wheels, XJ6 tyres, Webasto roof, cassette player with electric aerial. Taxed 1976. New carpets. Nearest £950. Phone Beaconsfield 5013. (62276



— SPORTS CARS FOR HIRE —

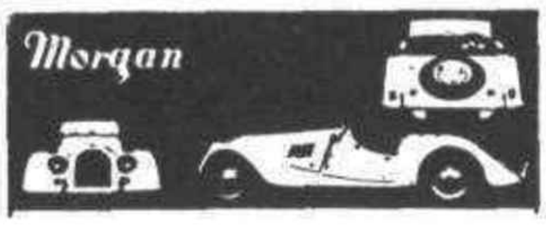
Morgan's, MG-B's, V8's E-type V12 Roadsters, Jensen-Healey's, Triumph Stags.

SPORTSHIRE LTD.

Reece Mews, London, S.W.7. 01-589 6894 01-589 8309



John Britten



A flock of sports cars in line abreast, waiting to fly to another nest. **Morgan 4/4 Comp. 2-seater,** 1967F, exhibited Earls Court 1967 and the first production 1600, remote shift, wire wheels and much else including twin spare wheels, one lady owner (was British Women's Champion trial driver two years running in this car). **Morgan 4/4 2-seater,** interesting shade of blue similar Rob Walker Delahaye *Motor Sport* May 1975, Stage II cylinder head and camshaft, twin 40DCOE Webers, 72-spoke wire wheels, 1969H, grid, rear bumper, serviced by well known Morgan enthusiast (not me). **Morgan Plus 8,** 1970, Indignant blue, dual exhaust system (an extra in those days). **Morgan 4/4 2-seater,** 1972, Royal ivory, wire wheels, bucket seats, belonged vintage enthusiast. **Morgan 4/4 4-seater,**

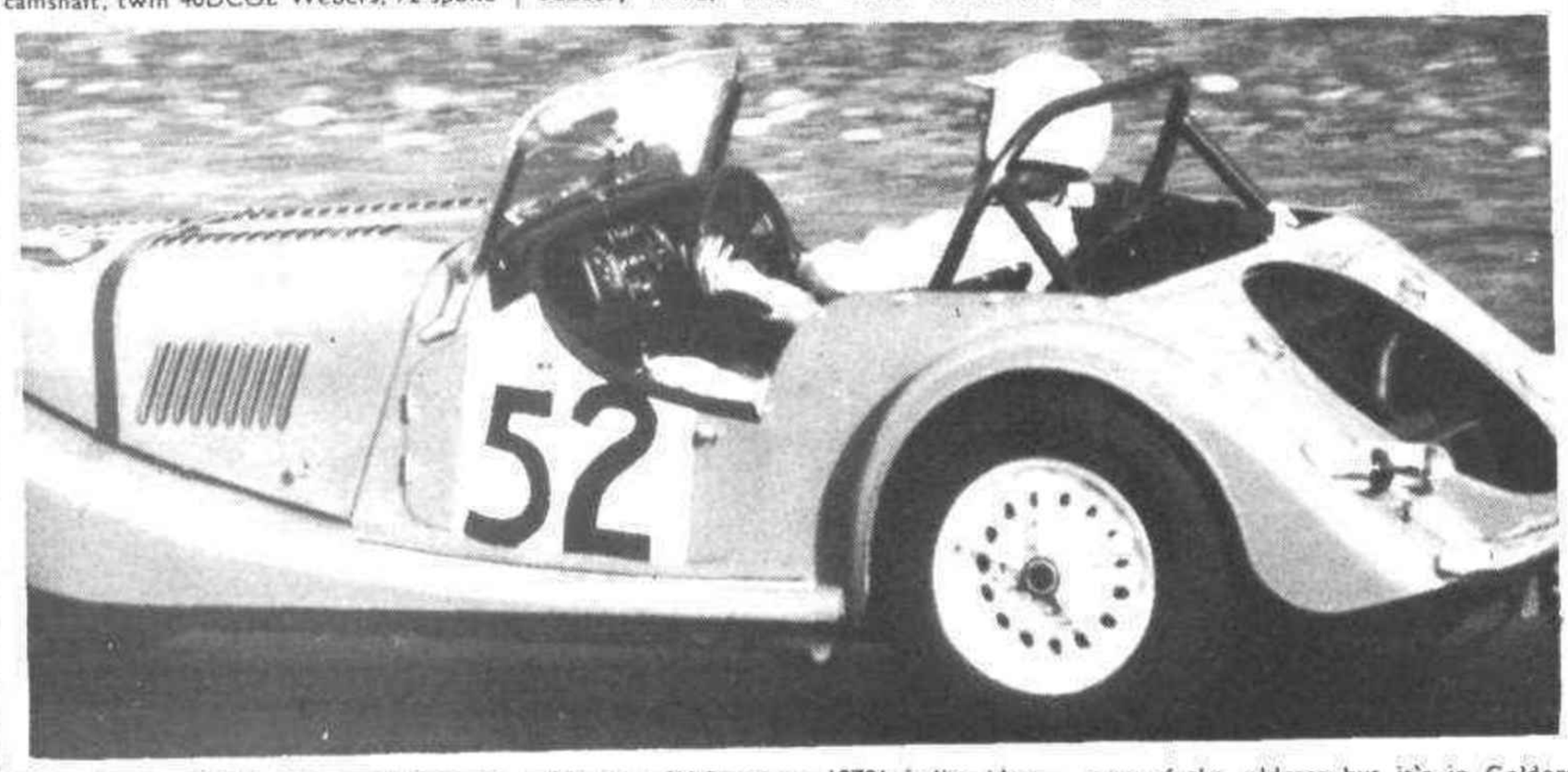


1973, almond body with brown wings, wire wheels, rear bumper, brown leather, belonged to perfectionist automobile engineer who fitted the quietest exhaust



one has ever heard on a Morgan. **Morgan 4/4 2-str.,** 1968G, orange, wire wheels and I have written the letters ALM by the side of it but cannot now remember what they are short for. **Morgan 4/4,** 1971, yellow, louvred bonnet. **Morgan Plus 8,** 1972L,





Morgan 4/4 2-seater, 1970J, indigo blue, bucket seats, rear bumper, £300 recently spent at Malvern Link (a sort of Lourdes for Morgans). **Morgan 4/4 Comp. 2-str.,** 1971, Royal ivory, bucket seats. **Morgan 4/4 2-seater,** 1972, yellow. **Marcos 1600,** 1968G, yellow, black interior, wire wheels, sunroof, stacks of bills. A couple of **Mini Clubmen,** 1970 and 1973, one Bedouin the other blaze, one has Dunlop alloy wheels, to choice. Also an old **Moke.** Which can only be seen by appt. as doing a little light farm work at present. **NEW MORGANS.** The delivery situation apparently not much affected by our economic maladies, unemployment problems, shaky currency etc., etc., the point one supposes being that the relatively few people who want a Morgan want it so badly that nothing will divert them from their choice, and who am I to say they are wrong? We will supply brochures and prices, discuss specifications, demonstration drives, anything you like. **NEW TVR.** We are absolutely delighted to say that the TVR 1600M is now available again, for delivery from stock in choice of colours around the end of this month or early next, fitted with sunroof and alloy wheels. We have always found TVRs to be exceptionally economical on petrol, servicing and resale value. A polished wooden dashboard is now an optional extra. **NEW JENSEN HEALEY.** We are Officially Appointed Retailers, as they say. **ARKLEY SS.** Our conversion kit consists of a bodyshell to convert your old dog of a Sprite/Midget into a real sports car. The original floor pan, running gear, electrics, hydraulics and interior trim are untouched, and thus the conversion is easy and inexpensive. We apologise for explaining this month after month, year after year; but we do get many



sure of the address but it's in Golders Green on the road that runs from the tube station to the Blue Star Garage at the top of the Finchley Road—in fact the address may be Childs Hill rather than G.G. We are not asking high prices. The John Britten All-British Racing Team of production sports Morgans (One Plus 8 and One 4/4) may be seen in BRSCC championship events around the circuits, our Chris Alford is currently leading the championship. Would like to buy an early Spridget, some TR2/3 Triumphs and a Jowett Jupiter; must all be v.g.c. Also require a senior mechanic to take some administrative responsibilities. Open to 7 pm weekdays, 6 pm Sats. Closed Sundays and Bank Hols. Wanted: set of alloy wheels for Lancia Fulvia; for sale of 7½J × 13 Minilites to fit BMC hubs.



JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

SCIMITAR GTE Nov 1970. Two owners. Overdrive, sunroof, HRW and wiper. Well maintained. New suspension, steering, exhausts. High mileage hence low price £995 o.n.o. Phone Lyonshall 362 after 6 p.m. (61899

JENSEN CV8 Mark III 6¼-litre Automatic Saloon. Good example. For history, particulars and financial arrangements, telephone Northampton 843120. (61900

ALFA ROMEO 1300GT 1968. White, radio, mechanics and body excellent, lady driver four years. £575 o.n.o. Tel: Malvern 61531 (Ext. 47) day, Leighsinton 32753 evenings. (61901

SUNBEAM TALBOT 90 Mark II. Poor body but a real find for enthusiast with £50 Valuable spares. Epsom 23552. (61902

LAGONDA 11.9 1923 Coupe with dicky in excellent original condition throughout. Concours award winner. A very rare and attractive little car. £1,750. Bourne End, Bucks. 20301 (61903

MG-B 1963. Engine and gearbox rebuilt. 5½ in. wheels, new rear wings fitted, but bodywork needs work, £125. Northampton 845112. (61904

VERY RARE 1928 Mercedes "Manheim". Reconditioned engine and chassis. Needs new body Offers considered. 01-803 5235. (61905

IMMACULATE TR3A. Recent rebuild, all steel body, 2.2 balanced engine, h/top, s/top, o/d 2-3-4, r/o bar, etc. Must be one of the best of its marque, £850. Fleet 21415. (61908

SCIMITAR GTE. Overdrive 1972. Excellent condition. Equipped to high standard, £1,950. Tel: evenings Glasgow 041-644 2965. (61906

MG ZB 1959. Good tyres, good engine, scruffy bodywork. Around £100. Arger, The Laurels, Ilketshall St. Margaret NR35 1NA. (61907

VOLVO 1800 SPORTS 1965 with "F" Reg. Finished in dark grey with red upholstery £525 o.n.o. Also (K) reg. 1800E Sports, gold £1,695. Both immaculate condition and low mileage. Photos may be asked for. Tel: Praze 504. (61909

MG-C GT Flirst-class throughout. Under and cavity sealed. Overdrive. Mechanics and transmission perfect. £550. Bedford 711 538. (61910

1972 MASERATI Ghibli Spyder SS5000. One of only five RHD Ghibli 2-seater convertibles ever made. Only 28,000 miles from new 5 speed box, power steering, air conditioning, detachable hard-top, radio/stereo, electric windows, Sundym glass. Surely the prettiest and most exotic contemporary 2-seater built. Bodywork Glacier White with blue leather interior. Price £5,950 Wanted: Continental Drophead. R. Lloyd, Warwick House, Curdridge, Hants. Phone Botley (Hants.) 4326. (61911

PEDAL CAR. Austin J40 (electric lights, horn, etc.), perfect condition. Offers. Tel: (Staffs) 31080. (61962

JAGUAR XK150 DHC. Finished in red with black trim. Extras include tinted screen and wire wheels. Beautiful car. £2,000. Tel:: daytime Meopham (0474) 813239; evenings Maidstone (0622) 813121. (61915

MERCEDES 230SL coupe required by private cash buyer. Write Gibson, 15 Leicester Road Poole. (61916

ROLLS 20 CHASSIS 1928. Also 1955 XK140 FHC requiring restoration Offers please Oxford 61432 evening/weekends. (61919

TVR VIXEN S3 1971. Sunroof, distinctive, economical motoring for £950. Write or call after 6 p.m. L. A Crossley, 44, Oak Avenue, Todmorden, Lancs. (61921

1967 CRAYFORD Convertible Corsair in outstanding condition throughout. Ermine white, Motorola wireless. Sole reason for sale: completion of Zephyr convertible. Colour photograph and details on request. £400. Telephone Aughton Green (0695) 423358. (61923

FERRARI 250 GT Scaglietti Lightweight Berlinetta, 1960 Le Mans car. Most completely rebuilt car in UK, £8,000. Telephone office 021-552 4610, home 021-454 0867. (61926

MORGAN +4. 2-seater. Sept. 1968. 2,138 c.c. TR4A engine, 25 m.p.g., bills for £300 this year on engine/gearbox. Runs beautifully. Excellent recent respray in Oxford Blue. Excellent original black leather. Good tonneau, superb chrome, 5 excellent XAS wires, luggage rack, rear bumper, Kenlowe, s/wheel cover, etc. 1 owner, 6 years. Sale due to imminent 4/4. A truly beautiful, eye-catching, reliable extremely fast, most enjoyable sure-fire investment. Offers region of £2,500 View London area. Hurry—beat the rush from USA. Box No. 4755 (61927

MG-C GT. Flirst regd. Feb. 71. Mineral Blue. Wire wheels, radio, five good radials-undersealed, long MoT. Always well maintained and in excellent condition. Owner emigrating. £750 o.n.o. Tel: James Talbot on 01-388 0069 day. (61928

MERCEDES 230SL Automatic P.a.s., rear seat, hard and soft tops. Beautiful condition, £1,200. Ticehurst (Sussex) 507. (61929

MINI COOPER 1968. MoT, ZXs. Just resprayed, fast, reliable, £400 o.n.o. Vicarage Cottage, High Street, Tideswell, Derbyshire weekends. (61930

MORRIS 8 TOURER, 1935. Fold-flat screen, rad grille, steering wheel, rear axle, some upholstery, front and rear splash pans, set clocks, side screens, £25. E. Childs, 56 Bathhurst Mews W2. Tel: 402 8738 (20439

PORSCHE 911S. 2.2, 1970. Blood orange. New sills, tyres, heat exchangers, £2,350. Cranborne 270. (60652

FOR SALE

Lenham Healey Sprite (built 1967) Recellulosed. Ford 1500 engined wide wheels. *Many* other extras. Smart, economical, **£265.**

Lanchester Spares 1934 18 h.p.: Rear axle (worm drive), front axle, 3 x 18" wheels, good splines, **£35.**

Morris Parts 1926/7
Front and rear axle complete with 4 x 19" 3-stud artillery type wheels, **£30.**

1951 Healey Tickford body (almost complete), **£75.**

WINCHES: Suitable trailers and transporters, de-ditching, pulling caravans, etc., etc., etc., **£16.25, £22.50, £31.25, £46.25.** Very well made. C/w cable and hook. S.A.E. for leaflet. *Spares supplied to overseas enthusiasts. Send requirements and I will try to locate.*

Transport available. Any distance U.K.

WANTED: Cyl. head Chrysler 80, 1928. Also some other parts required.

T. C. SARGEANT
Gore Forge, Goudhurst, Kent.
Phone 303. Mornings only.

JIM HENDIN
MUSBURY GARAGE

near AXMINSTER,
E. DEVON

Codford Mini-Cooper: Rare chance to buy this conversion. Oselli-tuned 1,098 cc engine. Minilites, etc. **£550 o.n.o.**

Also in stock some M.G.-B GTs.

Tel.: COLYTON 52292

FOR SALE—continued

ALFA-ROMEO Spider Duetto 1750 c.c. Fast and beautiful convertible, economical, ivory colour, black interior, 1970, LHD, £1,050. Tel: 01-727 2701 after 7 p.m. (62099

JAGUAR 2.4 1957, Mk. I, O/d. Radio, 65,000 miles from new. One owner. Original log book. Used as second car. MoT 30-4-76. Pontardulais 882399. Code 0792. (62105

MG-C GT 1968. White, w/wheels, o/drive, sunroof, push-button Radiomobile. Maintained to high standard by Company Director, and used as second car. In good order throughout. £700 o.n.o. Tel: Chichester 82949 (62070

1939 BEDFORD SWB 2/3 ton dropside lorry, ex-fire brigade vehicle in good condition, having never done any hard work. £500 o.n.o. Tel: Chichester 82949. (62070

RILEY 1½-LITRE 1954. Green/black. Excellent condition throughout. Worthwhile investment, £645. Tel: 0905 830805. (56420

1931 STANDARD AVON Special 9.9 h.p., rare Jensen-bodied sports coupe for restoration, £425. Telephone Fnilford Heath 680 (Oxford). (62167

GILBERN INVADER Estate 1971. Only estate made in light orchid. Meticulously maintained. Overdrive, 28 m.p.g. Radio, electric windows, aerial, twin spots, new Spax clutch. £1,150 o.n.o. Phone Cobham, Surrey 5224. (62166

FOR SALE—continued

HEALEY 3000 Mk. III B. Late 1965. Ex personal export. BRG, wires, very well maintained. Well above average, £900. Phone Jean Challis, Luton 33095. (62132

PETER GAMMON'S famous 1951 special bodied racing TC, HSCC accepted. Full history. Original, needs restoring, hence only £1,050 o.n.o. Would consider p/ex. on MG-B. 01-398 3631. (62126

WOLSELEY 6/80 1953. Good condition body, interior and OHC engine. £190 o.n.o. Walton-on-Thames 41313 (62130

AUSTIN HEALEY 3000 Mk. III. Wire wheels, new tyres, suspension exhaust. A near immaculate example of the last sports car to have hairs on its chest and an investment at £1,250 o.n.o. Offley (Herts) 295 (62128

ALFA ROMEO Giulietta. Recently fitted 1600 engine and 5-speed box. Good example of increasingly rare classic. £200. Tel: 01-229 4172. (62127

DAIMLER CONSORT 1951, restorable, many spares, £65. Stored New Milton, Hants. Write: M. Pursey, 80 Herne Hill Rd., SE24. (62123

TVR VIXEN, 1972, 28,000 miles, taxed, MoT, factory built with Spitfire 1298 c.c. engine—i.e. performance plus 35 m.p.g. economy. TVR style and handling. £1,100 o.n.o. Chelmsford (Essex) 52202 (evenings). (62111

MOTOR SPORT

BOUND VOLUMES

Your twelve monthly issues permanently bound in a stiff cloth case with title and volume number gold lettered on front and spine.

If available a title page and index is bound with your copies.
Price £4.50

Please send cheque or P.O. with your copies to :
"MOTOR SPORT", STANDARD HOUSE, BONHILL ST., LONDON EC2A 4DA.

The title page and index for Volume 50, January to December 1974, may be purchased separately price 20p.

Thurs. 14th August

Auction Sale of VETERAN, VINTAGE AND OTHER THOROUGHBRED CARS, MOTOR CYCLES, ACCESSORIES AND AGRICULTURAL MACHINERY OF INTEREST

to be held at

the Agricultural Hall, Maidstone Market, Maidstone, Kent

Entries close for inclusion in catalogue Wednesday 23rd July 1975

Catalogues 30p and entry forms from

HOBBS PARKER
Auctioneers
9 Tufton Street, Ashford, Kent (22222)
and at Maidstone

LONDON SPORTS CAR CENTRE

LOTUS – MAIN AGENTS – Alfa Romeo

USED LOTUS

1974 LOTUS +2 'S' 130/5. Sable with oatmeal trim. Fitted with alloy wheels, tinted glass, radio and 8-track stereo. A one-owner car with a recorded mileage of 10,000 ..... **£2,725**

1972 LOTUS Elan Sprint. Fixed head coupe, white with black trim, fitted with tinted glass, heated rear window, radio and 8-track stereo **£1,395**

1975 LOTUS Elite '502'. Sable with champagne trim, recorded mileage 6,000 ..... **£5,445**

1974 (Oct.) LOTUS Elite '502'. White with champagne trim, an impeccably maintained one-owner car with recorded mileage 4,700 ..... **£4,595**

USED M.G.

1975 M.G.-B GT V8. White with black trim, fitted with push-button radio, offered now at a substantial saving on current price list, with recorded mileage of 2,200 ..... **£2,595**

1972 M.G.-B GT automatic. Bronze yellow with black trim, fitted with radio, heated rear window. Rostyle wheels, recorded mileage 20,000 .... **£1,325**

MISCELLANEOUS USED CARS

FORD GT40. A collector's item. Possibly the lowest mileage GT40 available in the world. Full history available. Reputed mileage 3,000, in full road-going specification. This car must be an investment for the connoisseur **£16,500**

1973 DE TOMASO Pantera (N reg.). Red with black trim, fitted with air conditioning, tinted glass, electric window, radio/stereo dictaphone unit. One-owner car, with recorded mileage of only 3,500 **£4,795**

1973 LAMBORGHINI Espada, RHD. Finished in Italian racing red with black leather interior. Just completely serviced and checked over by concessionaires. Every possible extra including radio/stereo, air conditioning. Ample accommodation for four adults and luggage. Recorded mileage 22,000 ..... **£5,995**

1974 ISO LELE. Dark metallic blue with tan trim. Fitted with automatic transmission, air conditioning, radio and 8-track stereo. A one-owner car with a recorded mileage of 14,000 ..... **£4,950**

1974 ISO LELE. Metallic maroon with tan trim, fitted with automatic transmission, air conditioning, radio and 8-track stereo; a one-owner car with recorded mileage of 11,500 ..... **£4,950**

1975 (Feb.) ISO LELE. Light metallic blue with tan trim, fitted with air conditioning, tinted glass, automatic transmission, power steering, radio/stereo. One-owner car with recorded mileage 1,900 ..... **£5,850**

1974 RANGE ROVER Carawagon. Olive green with contrasting trim, very full specification, includes power steering, radio, fitted gas stove, sink unit, refrigerator, two beds, elevating roof, engine-driven winch, tow hitch, fluorescent lighting, fully carpeted and trimmed, recorded mileage 14,000. Offered at a very substantial saving on current price list.. **£4,350**

1974 (N) registered ROVER 3500S. Almond with black cloth trim and tinted glass; one-owner car with total mileage of only 1,700 ..... **£2,650**

1972 AMC Gremlin. Fitted with 5-litre V8 engine and 3-speed manual transmission. Finished in orange with tan trim. Recorded mileage 26,000 ..... **£995**

1972 MINI 1000. Finished in black with olive trim. One lady-owner car with a very low mileage of 13,000, including radio/8-track stereo **£825**

1974 JENSEN HEALEY Mk. II. White with tan trim. One owner with recorded mileage 5,000 **£2,150**

1974 JENSEN HEALEY. Red with black trim. Recorded mileage 10,000 ..... **£2,050**

1973 JENSEN HEALEY. White with black trim. Fitted with radio. A one-owner car with a recorded mileage of 9,000 ..... **£1,445**

1974 RENAULT 17 TS. Orange with black trim and fitted with radio. A one-owner car with recorded mileage of 24,000 ..... **£1,765**

1974 ALFA ROMEO Alfasud. Green with black trim. A one-owner car with recorded mileage of 9,000 ..... **£1,395**

1973 TRIUMPH Stag. Sienna with tan trim and fitted with hard and soft tops, radio, tinted glass. A one-owner car with recorded mileage of 25,000 **£2,275**

1973 CITROEN SM EFI. White with ochre cloth trim, fitted with air conditioning, radio and stereo. A two-owner car that has recently undergone a thorough overhaul. Recorded mileage 23,000 ..... **£3,895**

1975 TRIUMPH TR6 convertible. Magenta with black trim. An absolutely unmarked example. Mileage 2,800 ..... **£1,995**

AMERICAN MOTOR HOMES

1974 New and unregistered WINNEBEGO Brave 21T, £7,250 plus VAT. 1975 New and unregistered WINNEBEGO Indian 19, £6,750 plus VAT. 1974 DODGE Commander Motor Home, £6,600 incl. VAT. 1974 DODGE Commander Motor Home, £7,000 incl. VAT. 1974 model SUPERIOR 20, £6,850 incl. VAT.

NEW CARS

ALFA ROMEO:
Alfa Sud—IMMEDIATE DELIVERY.
Alfa Sud TI—Earliest delivery quotations.
1.6—Pine, green or red.
Alfetta—Dutch blue, pine green and red.
2000 Berlina—Red with black cloth and tinted glass.
2000 Berlina automatic—White with grey cloth trim.
2000 GTV—Red or maroon.
2000 GTV Special Equipment—Dark blue.
2000 Spyder—Red with black trim, dark blue.
Montreal—Orange with black trim.
LOTUS:
Elite 502—Roman purple.
Elite 501—Yellow with tan vinyl roof or Carnival red.

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5)
TELEPHONE 952 6171 (SERVICE 952 5578; STORES 952 0108) TELEX 261215. OPEN 9.30 A.M. TO 7 P.M.

ARE YOU AWARE

that the readership of

MOTOR SPORT

in the Socio-Economic Groups A and B is higher than that of any publication in the same field, and that

MOTOR SPORT

is read by over

1¼-million people every month.

Source JICNAR Jan.-Dec. 1974

HENLYS of **SALISBURY**

APPOINTED ROLLS-ROYCE & BENTLEY DISTRIBUTORS

Offer for Sale:—



1964 CONTINENTAL SILVER CLOUD III
by H. J. Mulliner Park Ward

This car has been rebuilt by us and is in very good condition. It has been resprayed in burgundy and the interior and hood are black.

Mileage approximately 90,000.
Price £10,150

Tel.: C. S. TOFIELD,
Henlys (Wessex) Ltd.,
Southampton Road,
SALISBURY (0722) 5251

FOR SALE—continued

MORGAN +4. Two-seater. Excellent condition. No competitions. Price reflects condition. £1,700 Stafford (0785) 54597. (62120

STAG "K" REG White/black. H/s tops. 8-track stereo. V.g.c £1,495. Lutterworth 2810. (62121

AC 2-LITRE Saloon 1949. Very good condition, used daily. MoT until November. Number plate NPC 5. Owner going abroad, £550 o.n.o. Ring 01-897 1926. (62122

1975 MORGAN 4/4 4-seater. Ivory, wires, special seats, luggage rack, tonneau, spots, 3 wipers, etc. Owner getting married July. £2,600. Tel: Woburn Sands 582742. (62114

TR4A, 1966, Tax Aug. Year's MoT. New Surrey s/top. £325. Horley 4362. (62116

SSI TOURER chassis, fully restored. Offers above £2,500. MG K3 replica. Offers above £2,500. Various MG & SS spare parts. David Garber, 61 Southway N20. 446 3643. (62112

MG MAGNETTE ZB Varitone. Offers. 01-337 7042. 50 Braemar Rd. Worcester Pk., Surrey. (60825

LANCIA FLAVIA 1.8 Sedan. White, red interior. Excellent condition. "Autocar" test car. "F" Reg. 28 m.p.g. £495 o.n.o. Details East Horsley (Surrey) 3542. (62119

ROVER 12. Rare open four-seater 1947. Needs renovation. Lying Somerset. Offers. Tel: 01-876 1374 evenings. (62125

FOR SALE—continued

MG-A 1957 ROADSTER running. 1958 coupe, non-runner. Offers around £300 the pair. Ideal for a classic rebuild. Telephone Willenhall (Staffs) 66116. (62118

ASTON MARTIN DB 2/4 Mk. III and 1961 E-type chassis No. 12. £900 and £700 respectively. Both investments. Phone Twyford (Berks) 341149. (62124

TRIUMPH 1800 ROADSTER, 1947. Alloy body, dickey seat, good condition and running order. £475. Tel: Spalding (0775) 3329 anytime. (62173

1928 ROLLS 20 fitted replica sporting coachwork. Fully overhauled and restored to near "concours". A most attractive small open Rolls. £3,000. J. Weston, Brink Farm, Buxton Road (Macclesfield), Cheshire. (62172

TR3A 1961. Original, rebuilt throughout, offers. Allard, tuned 425 b.h.p. Cadillac, road/race, offers. Shenstone (Staffs.) 480230. (62174

TRIUMPH TR6 1971. Maroon surrey top. MoT. Good condition. Must sell, £800 or offers. (Middlesex). Phone 437 3857 day; 578 4759 evening. (62117

MG-A 1500 c.c. 1958. Well maintained, new MoT, £450 o.n.o. 01-995 1960 evenings. (62115

LOTUS 7 Mk. 3 1600GT Nov. 1969. Alloy, BRG, immaculate, T & T. £750. Leeds 661089 (62113

WANTED

JAGUAR 420G (Automatic) or Austin Princess R in good condition wanted. LHD preferred. Box No. 4757. (62000

DATSUN VIOLET SSS. Also Datsun spares. Webers, 180B engine, Bilsteins, sump guard, Halda, etc. 48, Holland Pines, Bracknell, Berks. Tel: 29770 after 7 p.m. (12554

£1,500 CASH and a few gold coins available towards nice vintage car. Large thoroughbred preferred, but anything considered. Can view end of June. Please send details to 2, Hunter Street, Eshowe Natal, South Africa, or after June 16 to CDE Services, 51 Poynders Road, London SW4. Tel:: 674 4156. (61924

MG-Bs, MG-As, MIDGETS, T-types, including damaged/scrapped example. Immediate cash payment. HP settled. M. L. Richardson, 28, Main Avenue, Moor Park, Northwood 25161. (61292

AMERICAN FORD V8 1932, or similar early to mid-30s American car. 29 Welfesley Road, Andover, Hants. Tel: 4713 evenings. (61290

WANTED: Pre-War sports car or Tourer and travelling saloon in good original condition. Price and details (picture) to: E. Reineke, Teutonenstr 18, 6238 Hofheim /Ts., West-Germany. (23940

GINETTA G15s (998 c.c.). L or M Reg. preferred. Must be low mileage and immaculate. May consider G15 (875 c.c.) in similar condition. Details to K. Richmond, 20 Limetree Road, Heston, Hounslow, Middx. (61369

BUCKLER SPACE-FRAMED car and special register annual meeting, near Cheddar Gorge Sunday 22nd June. All enthusiasts welcome. Write for tickets to Vine House, Carnarvon Road, Redland, Bristol, BS6 7DS. (61372

WANTED: MG TC, TD or TF, any condition considered, distance no object. Also want Daimler drophead in good condition, prefer Barker sports. Tel: 061-928 2922 or write W. Quint, Fox Farm, Brook Lane, Timperley, Cheshire, WA15 6RS. (23881

BMW WORKSHOP manual for model 2002, year 1972, genuine BMW manual only. Coventry 69590 evenings. (61446

ASTON 7 CHUMMY pre 1929. Must be original and complete. Tel: Burwash (0435) 882235 or write Swan Inn House, Burwash, Sussex. (61468

MG TF WANTED, prefer excellent example but anything considered. A really good TC might also be suitable. 01-886 0424 evenings. (61505

ALFAS / SPRIDGETS / Spitfires urgently wanted. Cash or part exchange. Boughton (022-775) 223/475. (23927

BRISTOL 403. Owner's handbook (not workshop manual). Tel: 031-556 4450. (61473

MAGNIFICENT monsters, rotten wrecks, surplus spares wanted by members worldwide. Details/price please: Vintage Transport Club, 14 Broadway, SW1. Tel: 01-834 9225. (19891

WANTED: VINTAGE Lagonda, Alvis, Delage, or similar sports car. Good condition. 01-828 7449. (21402

LEFT HAND DRIVE models of the following sought: Jaguar XK & E, Austin Healey and Bentley Continentals. 01-941 0798. (61634

WANTED: LOTUS Mk. 12 or 16, might consider Mk. XI or XV. Box No. 4748. (61637

"MOTOR SPORTS", pre-1950, "Bugantics", any copies, "Speeds" wanted by enthusiast to complete set. 01-941 0798. (61634

FACEL VEGA: Information wanted concerning Facel Excellences. Particularly interested to hear from past and present owners or those knowing current whereabouts of models. Will consider buying spares, literature, whole cars. Box 4747. (61635

WANTED URGENTLY: MG TD radiator surround; also screen support brackets. Phone Derby 63880. (60882

WANTED! WANTED! Rolls Silver Dawn or Silver Cloud. Condition immaterial! Best payment! Telephone 01-385 1805 now!... (61550

ROLLS-ROYCE 20/25 Wraith limousine, saloon, up to £2,000. Also wanted: Silver Shadow approx. 1970. Private sale. Cash purchase. Logjes CZpeterstr. 4 Zaandam. Tel: 075-169056 The Netherlands. (61529

WANTED! WANTED! Old or interesting sports or racing car. Condition immaterial. Best payment! Telephone 01-385 1805 now! (61550

LANCIA FULVIA 1.6 Zagato wanted. Cash. Phone 01-236 9908 office; 01-760 1173 home. (61539

WANTED: RUNNING CARS 1920 - '50. Prefer dropheads and distinction. Write with picture. PO box 198. Eindhoven 4500 Netherlands. (61627

LEFT-HAND DRIVE Rolls-Royce 1961 to 1967 model. Must be in excellent condition. Full details to Wilson, Northcroft, Dulwich Common SE21 7EW. Phone 01-693 7379. (61219

LAPEL CAR and motorcycle badges. Good prices given. Hill, 2 Piney Park, Belfast BT9 5QU. (61233

WANTED: HRG, Any model and condition considered. Cash or part exchange. Morgan Box No. 4736. (61232

FERRARI DAYTONA, 275 GTS. Masserati, Ghibli, Mistral Spyders. Bora. Aston Martin 4/5/6 convertible, by enthusiast. Left or RHD. Tel: 062-882 2916 (Berks). (61266

WANTED: 1952/3 MG TD. Must be in good condition. Contact J. Board, 18 Fernlea Hale, Cheshire. (62064

ROLLS-ROYCE Silver Cloud 1955-65. Preferably coachbuilt or long wheelbase, any condition considered. Box 4765. (62013

WANTED—continued

WANTED: MG TC, A, D, F or Alvis Speed 20/25 Drophead Tourer. I am prepared to part exchange a beautiful antique Queen Anne Laquer Longcase Clock by Samuel Lee, London, circa 1710 or will sell £850 o.n.o. Tel: Otham 543 (Kent). (61220

LATE MARCOS 3-litre wanted urgently by private buyer. Cash waiting, will collect anywhere. 12, Tarlington Road, Coundon, Coventry. Ring Rugby 4509 during business hours. (61268

PRIVATE COLLECTOR wants SS100 or interesting pre-war Aston Martin, Bugatti or Bentley. Goer preferred but parts considered if complete. Nowell, 42 Vereker Rd., London W14 9JS. 01-385 7208. (62053

CLASSIC CAR enthusiast in search of Riley Imp, Brooklands or MPH or MG K, N or 18/80. Original running car preferred, but non-runner considered. View anywhere UK. Good price for right car. Nowell, 42 Vereker Rd., London W14 9JS. Tel: 01-385 7208. (62053

WANTED FOR 1939 Wolseley 18/80 6-cylinder saloon: water pump casing, Lucas "King of the Road" park lights, clock and speedo, working order; also paraffin side lights, brass front rim and top, alternate all black for model "T" 1915/6. John Hopper, 303 Ringinglow Rd., Sheffield. Tel: 0742 365239. (62082

COLLECTOR REQUIRES old model aircraft engines, regardless of condition, especially spark-ignition and early diesel. Also any parts and accessories. Law, 46 Beech Ave., Newark, Notts. (62060

LOTUS ELAN or Europa pre 1972. Cash available for superb example only. Write Clooper, 3 Moor Cottages, Mimram Walk, Old Welwyn, Herts. or telephone Welwyn (Herts) 4895. (61942

TWIN CARBURETTERS for Mercedes 190SL. Must be in good condition as I already have a clapped out pair. Newcombe, 31 Fitzalan Road, Littlehampton. (62034

CANNON OR SIMILAR trials car required. Must be competitive, condition unimportant. Suitable trailer also required. Contact Hann at Heatherhurst Lodge, Deepcut Bridge Road, Deepcut, Camberley, Surrey or phone anytime Deepcut 5456. (60164

ALVIS SPEED 20 (open) or Riley Imp of similar sports car wanted urgently by Danish enthusiast. Any condition, best cash price paid. Please write to E. Kristensen, Aalekistevej 234 II) 2720 Vanlose, Denmark. (60840

WANTED: SILVER CLOUD (not more than 60,000 miles), and Jaguar E (1973 or 1974). No dealers. To: Dr. Gerhard Hage 6729 Bellheim Schulstr 12 Germany. No telephone. (53528

ROLLS-ROYCE or Bentley, any model up to 1965 for cash or will exchange for any of my collection. Tel: Ponteland 22807. (60879

BENTLEY with interesting body, Rolls considered. Also spares. Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. 028581 453. (60876

SUNBEAM 23.8 SPARES. Particularly rear axle, torque tube, CWP or any chassis mechanical parts. Lipscombe, 11, Victoria Road, Boveney, Windsor 64413. (60878

ASTON MARTIN DB4GT or DB5 wanted. Must be in first-class condition throughout. Full details to Richard Forshaw, 73 Ringwood Road, Longham, Wimborne, Dorset. (61020

AUSTRALIAN holidaying UK late June requires Bristol 403-6 or AC Bristol suitable restoration, Canterbury 62798. (61023

ANY SPORTS CAR wanted. Modern or anything old and interesting any condition. 01-658 1005. (55887

ROLLS-ROYCE or Bentley wanted, up to 1965. Prefer pre-war car. Condition unimportant. Tel: 01-658 0554. (56064

MORRIS MINOR Convertible 1000. Must be low mileage, realistic price paid. New Milton 613848. (61743

RILEY ANY MODEL about 1930/1940 wanted. Suitable for rebuild/renovation. Ideally prefer untidy/neglected runner. Detailed description please of condition, price required. Buyer can arrange transport. Lewis, 6 Coverdale, Sutton Park, Hull. (60238

ROESCH TALBOT 105 or 95 Tourer wanted, any condition. Also 75 or 65 saloon. Harrison, 339 Kings Road, Ashton-under-Lyne. 061-330 3239. (61721

VITESSE OR 13/60, convertible, late model, unmarked, o/drive, preferred. Wirksworth 3392 (after 8th June). (61723

WANTED: ALVIS Silver Eagle Sports Tourer and spares for same. Phone Paignton 53866. (61737

AUSTIN PRINCESS Limousine by Vanden Plas and pre-1968 LHD Rolls. Fullest details to Wilson, "Northcroft", Dulwich Common, London SE21 7EW. Tel: 01-693 7379. (61756

AUSTIN SEVEN, Any form of Austin Seven purchased. Will pay more than anyone for your car in any condition. Either rough or "concours". All models required. However, prefer vintage. Ring Stourbridge (03843) 73174. Write: Smith, 72 Worcester St., Stourbridge West Midland. (61839

CHROME WIRE WHEELS, hardtop and engine in good condition. Plus other bits for TR3A. Brighton 552702. (61838

BENTLEY S1, Cloud I considered. Grove Cottage, Shelleys Lane, Knockholt, Sevenoaks, Knockholt 3030. (61885

E-TYPE JAGUAR wanted. Series I or II 4.2-litre. Will pay good cash price for low mileage, mint condition example. Fullest details please to: Morris, 33 Valeside, Hertford, Herts. Tel: Hertford 54369. All replies will be acknowledged. (61888

WANTED—continued

COVENTRY CLIMAX FPF engine urgently required, 2-litre or larger, or any parts. Wood, Rufford Lea, Savile Park, Halifax (0422/60163). (61153

BARNARD FORMULA VI racing car or petrol driven child's car—must be in good condition. Wolverhampton 762665. (62156

WANTED: 1959-61 XK150 or XK150S Jaguar Roadster. Concours condition. Tel: 902 8821 Ext. 113. (62179

ASTON MARTIN DBS-6, manual, prefer SU carbs, cash waiting for right car. Phone day 0632 811346; night 0632 462581 Newcastle-upon-Tyne. (62178

LOTUS 7 and Morgan wanted privately for cash. Anything considered. Telephone 0296 23473. (62141

AUSTIN SEVEN Nippy in complete restorable condition wanted. Details, price to George Watt, 68 Partrick Road, Westport, Connecticut 06880 USA. (58741

MG TC WANTED by private buyer. Suitable restoration. Part restored considered. Must be original and sound. Will be cherished not resold. Gloucester (0452) 812529. (62045

ASTON MARTIN Volante or DBS with 5-speed gearbox required. Details to R. Needham, 82 The Straits, Gornal, Dudley, Worcs. (62049

FERRARI 246 DINO 69-73. Low mileage, service history essential, cash waiting. Taylor, Cheltenham 34312 (0242). (62098

WANTED: BENTLEY R or S1. Private buyer. Details to F. N. Scott, 7 Thompson Gdns., Wallsend/Tyne 28-8-DJ. (62054

MISCELLANEOUS

MAGNIFICENT TEAM COACH. Large American motor caravan, 25 feet, new cost £17,000. Extra rugged steel and fibreglass body. Ladder to spacious viewing roof. Six roomy berths. Full warm air central heating. Dual air conditioning. Carpet throughout. Swivel seats, shower, two dining tables. New 6½-litre V8 automatic. Every accessory including large awning, 4 kilowatt generator, snow chains, dual holding tanks, etc. £7,500. Crowthorne (Berks) 4772. (62160

DUE TO LET DOWN on sale, offered again: 5 "E" type Minilite 7J wheels, knock-on type £110. Hubs and nuts available if required £30. Southport (0704) 79719. (62140

AC "GREYHOUND of the Road" mascots (replicas) £25 each. Carriage extra. Hillgrove Engineering, Swanmore, Southampton. (62139

VARIOUS MOTORING books. British GP programmes 1948-61. Handbooks—Profiles Vol. 1 Vintage & Thoroughbred Car, American programmes, Autosports 3 yrs. Telephone 01-289 3051 eves. (62138

CORTINA II. Laminated screen glassfibre boot lid. For sale: A2 camshaft, as new £8. Allesley 3721. (62165

MOTOR SPORTS, various issues to complete collection. Years 1936-37-38-39. Top price paid. 36 Warrington Crescent, London W9. 01-289 3051 eves. Mr. Lewis. (62138

A YESTERYEAR Motor Show & Mart is to be held on September 21st at New Bingley Hall, County Showground, Stafford. Entry forms and details for stalls available from H. Crutchley, 36 Queensville Ave., Stafford. Tel: 51014. (62177

ENTHUSIAST HAS for sale quantity of ash 3 inch and 2 inch thick up to 3 ft. wide and 10 ft. long. Available to car club members and enthusiast restorers only at a tremendous saving. Secure your project requirements now while stocks last. Telephone Willonhall (Staffs.) 66116. (62118

MG XPAG-XPEG Marshall supercharger, complete with all fittings. Laystall-Lucas cylinder head. 3 16 in. side-spoked wheels with tyres. 14, Mount Nebo, Taunton, Somerset. (62137

1 NRL DISTINCTIVE number plate for sale, on 1962 Mini. Offers around £1,000. Telephone Redruth 4657. (62163

ASTON MARTIN VB6J oil pumps, one good, £15. One fair, £10. Ripley, Derbyshire 45512. (62136

1932 MG J2 or MG-M radiator for sale, slight dent, otherwise perfect. £20. Phone: Newhaven 6117. (62135

MOTOR SPORT collection. Bound volumes by M/S 1940/1971. Loose copies complete to end of 1974. Also only a few copies needed to complete to 1936. Open to serious offers. Telephone 01-289 3061 eves. & weekends. (62136

INTERNATIONAL XK DAY 1975, August 31st at Sudeley Castle nr. Cheltenham, Glos. The biggest gathering of Jaguars in the world—everyone welcome. Organised by the XK Register of the Jaguar Driver's Club. Norfolk Hotel, Harrington Road, London SW7. From 10.30 a.m., attractions include concours and Jaguar autojumble. (62143

NATIONAL TRIUMPH DAY—June 29th. Weston Park, Shifnal, Salop. All Triumphs from 1923 to the TR4 inclusive eligible for concours and driving tests. Details/entry form: Colin Eastwood, 41, Hillside, Lichfield, Staffs. (62142

MG B/C CLUB. Excellent spares service, technical advice, newsletters. Join now for membership till August 1976. 197 Walkwood Road, Redditch, Worcs. (62052

"LA VIE AUTOMOBILE" Nos. 1155 and 1187. Also copies of "Omnia" 1910-1930, and French car manuals, catalogues, etc. 44 York Rd. Cheam, Surrey. (62029

AUSTIN SEVEN SPARES: 1936 two front axles £8. Two rear axles £10. Two engines £25. Three gearboxes £15. M. Dibble, 2, Bridge Buildings, West Exe North, Tiverton, Devon (61782

MISCELLANEOUS—continued

1936 BENTLEY, KU, complete chassis. Shortened, but completely dismantled. Needs finishing, or break for spares. All very good. Engine all new. Also unique radiator shell fitted with fixed stoneguard. 119 Hall Road, Scarisbrick, Nr. Ormskirk, Lancashire. (62164

"MOTOR SPORT" 1950 to 1972, 17 complete years. Must clear. Any reasonable offer. 01-858 2774. (62036

MAGAZINES, AUTOCAR 1901-1907 & 1911-1919 complete. 129 copies. The Motor Car Journal 1906-1910. Approx. 2,000 other car magazines. SAE list. Crookall, 46 Spinney Till Dr., Loughborough, Leics. LE11 3LD. (050-93-4642). (62015

INTERIOR TRIMMING, Specialist upholstery service for Rolls-Royce and Bentley etc. Complete interior restorations. Finance available. Colin Hustwayte. Tel: Crowthorne 5162. (62066

NEW PRE- & POST-WAR pistons, e.g., Minor 1000 +.060 £5 the set. Many cylinder liners. SAE please: 13, Rochford Avenue, Whitefield, Manchester. (62035

FIVE WOLFRACE WHEELS size 6 x 15, suit Volvo P1800, 120 models £65. Phone Bampton Castle 682 (Oxon). (62074

BOUND VOLUMES of pre-war "Motor Sport"/"Speed". Many other books, road tests, etc. Brockes, 35 Purnells Way, Knowle, Solihull, Warks. (62067

BUCKLER SPACE-framed Car and Special Register annual meeting near Cheddar Gorge, Sunday 22nd June. All enthusiasts welcome. Write for tickets to Vine House, Carnarvon Road, Redland, Bristol, BS6 7DS. (61372

PISTONS for early cars, motorcycles and commercial vehicles. Write Hepworth, Red Gables, Ben Rhydding Drive, Ilkley, Yorks. SAE. (61728

MODELS, MODELS, models: Pocher scale models, expertly constructed. Send SAE for price list. J. L. Hudson, 32 Ash Church Drive, Wollaton, Nottingham. (61722

HANDBOOKS UNEARTHED—Immaculate pre-war manuals (from Wolseley's). Super sixes—£6. 16/65 18/85—£6. Also "Pitman's" Jowett 1930/37—£4. Wolseley 1932/37—£3. Vauxhall 1933/60—£2. Wolseley 1936/56—£3. David Lloyd, 69 Pen-nant, Felinfoel, Llanelli, Dyfed. (61766

COLLECTION of old motor car catalogues, including Daimler, Fiat, Ford, Hillman, Lanchester, Rolls-Royce, Sheffield-Simplex, Singer, Standard, etc. In excellent condition. Offered in one make blocks. 161, Victoria Rd. East, Thornton, Nr. Blackpool. Phone Cleveleys 72978. (61777

FLY PRESS (No. 2) for sale. Ideal for workshop. Good condition. £23. Nottingham 871518. (61828

FOR SALE: Any spares for 3.8 E-type including new driver's door, set new wheels with XJ SP tyres, many brake parts and trim, service tools. Offers:: Roger Cotterell, 021-476 4916 daytime; 021-476 4148 evenings. (61853

GEAR RINGS, vacuum wiper motors, fan belts. Many models 1935-55. SAE: P. L. Utting, 35 Lynn Grove, Gorleston, Great Yarmouth, Norfolk NR31 8AW. (61840

A REGISTRATION No. to set your car apart from the rest. SAE 90 on Austin A40 Dorset, original condition. Best offer secures. Apply: R. M. Hall, Pinchbeck Bars 339. (61855

DORSET: WORKSHOP and forecourt rural situation with excellent modern split-level bungalow and garden with river frontage and fishing rights. Freehold £26,000. Telephone Battrick, Sturminster Marshall 347. (61848

COLLECTION OF MAPS for sale. Early motoring, cycling, OS and country maps. All areas. Please send SAE for list. 128 Highfield Drive, Carlton, Notts. (61828

MOTOR SPORT 1946-1974 bound volumes. Highest offer by June 30th. Also Motor Racing, Autocourse, Iota Flying, SAE list. Hughes, 18 Bowen Road, Rugby, CV22 5LF. (61889

MASCOTS: Jowett winged "J", Star, Icarus on Rock, Austin Swallow and several others. One pair of mint WO Bentley large fork mounted headlamps. Ghost early large fork mounted bell-shaped head and sidelamps. Frazer Nash fork CAV's, rim wind and angle mounted clocks, etc. SAE Box No. 4754. (61887

BMW 1800/2002 Minilite wheels. New, Unused. Complete with nuts, 5½ x 13. No modifications required, £85 set. 01-858 4638. (61892

DB TOWING BRACKETS, stabilisers and accessories make towing safer! Send for details: Dept 57, B. Dixon Bate Ltd., Chester. Tel: 24034. (22856

MG-A SPARES: Roadster and Coupe available. Simon Robinson, Burns Farm, Dacre, Harrogate, Yorkshire. Tel: Darley (042 372) 519 anytime. (61932

"MOTOR SPORT" 1930-1974, mint bound run. Also many earlier copies. To be sold in one lot. Realistic offers. Will consider exchange for interesting motor car. Box 4746. (61634

JAGUAR SPARES: Engine, g/boxes, seats, wheels, trim, bumpers, bonnets, doors etc. for Mk. II and "S" type. Overseas enquiries welcomed. Send requirements to Hayward House, High Street, Burringham (near Scunthorpe), South Humberside. (61644

MOTOR MASCOTS, badges, books, photos bought, sold, exchanged. Motor mascots Casa Nuestro, Sussex Road, New Romney, Kent (61648

LARGE GARAGE/Workshop, with two-bedroom bungalow; large attic suitable dormer conversion. Cardiff 15 miles, Swanset 25 miles. £2,250. Tel: Pencoed 860633 or Billericay 22611. (61267

MISCELLANEOUS—continued

"MOTOR SPORT" May '62-Dec. '74. Only three missing. 1, Grenville Gardens, Hythe, Hants. (61620

500 MOTORING BOOKS and handbooks for sale. List 10p. Hunt, 2, Selborne Grove, Bradford BD9 4NL, Yorkshire. (61645

WINDSOR SWAPMEET: New venue June 7th 11 a.m.—4.30 p.m. A buy, sell, exchange market for collectors of model cars, trains, planes. The Holiday Inn, Ditton Road, Langley, Slough, Bucks. Entry 35p, 4 ft. table bookable in advance £1. Shared and multiple bookings accepted. Write for details enclosing SAE: MSMC, 15 Bell Lane, Eton Wick, Windsor, Berks. SL4 6LQ. Telephone Windsor 63899. (60504

RENOVATIONS UNDERTAKEN, specialist painting and body repair work on Rolls, Bentley and all thoroughbred vehicles. 01-689 7700. (60578

WESSEX VEHICLE Preservation Club presents Motorcade '75 at Breamore House near Fordingbridge on Sunday July 13th. Also large Autojumble. Entry forms for cars and Autojumble stalls from B. Cowley, 18 Dacombe Close, Upton, Poole, Dorset. (60560

HUGE GARAGE with pit, water and electricity for sale together with elegant comfortable Edwardian house, 4 bedrooms, full central heating, walled garden, plus separate self-contained flat, super views coast, Brighton/Hove. Offers around £29,000. Full details/photos. 281 Dyke Road, Hove, Sussex, BN3 6PD or ring Brighton 555866. (23687

ASH FRAMES and components made to pattern or drawing. Also laminated hood sticks. Prior Unit Design, Woodbury, Exeter 0395 32237. (23728

THE TRANSPORT TRUST will be holding a display of veteran, vintage and other historic road vehicles at the Shuttleworth Collection, Old Warden Aerodrome, off the A1 near Biggleswade, Beds., on Sunday 15th June. Gates open 11 a.m.; drive-past 2.30 p.m. Entry: adult 50p child 25p. Parking free. This includes admission to the Collection of historic aeroplanes. (58987

SALE: MOTORING magazines including 16 years of "Motor Sport", mint. £17. Buyer collects. Apply: 82 Southey Green Road, Sheffield S5 8EX. (60870

MG-B SPARES: Mechanically perfect chassis, failed fully rebuilt rebored three-bearing engine with Taurus III head, only 400 miles. Recently rebuilt gearbox o/d, unused hood, new swivel pins, tyres, etc. Offers, complete or parts. East Stoke 217. (60817

AUSTIN 7 NIPPY carburetter, manifold, cylinder head, pair front wings, Speedy doors, scuttle panel, offers. Stourbridge 73174. (60872

FORD V8 ENGINE. Holman and Moody special parts. 427 c.c. 400 b.h.p. Suitable Sprint car or possibly Cobra or GT40. Three available with low hours. Details and offers to Box 4733. (60818

LINCOLNSHIRE. Near East Coast market town. Petrol filling station 2 electric pumps, workshop premises and house with 2 beds. About ½ acre in all. Price £9,000 as going concern. Apply Parish & Co., Old Bank Chambers, Horncastle, Lincs. (Tel: 2221). (60834

COVENTRY CLIMAX single and twin-cam engines rebuilt, serviced. Parts, complete engines bought and sold. Climax Engine Services, Harvington 500. (60875

HANDBOOKS FOR SALE including Rolls Ghost handbook 1923 £24. 25/30 handbook £15. Bentley 3½-litre handbook £12. Also Rolls Bentley catalogues. Send SAE for list: Lever, 24 Valley Road, Cheadle, Cheshire. (60821

THE LEA-FRANCIS Owners' Club will be holding their main event of the year on Sunday 8th June at Stanford Hall, Nr. Rugby commencing at 1 p.m. All enquiries to: The Competition Secretary, 113 Westfield Lane, St. Leonards-on-Sea, Sussex, TN37 7NF. (60844

PRE-1938 RILEY spares 12/4, some 9 h.p. and 15/6, full list, SAE to A. Bishop, 47 Easthill Road, Haughton Regis, Dunstable, Beds. Phone 69500. (60829

WITHAM HISTORIC Vehicle Club. Vintage car, commercial, motor cycle and classic car (pre-1960) rally. August 31st Essex Showground. Also a Fleamarket/Autojumble at this event. No entry fee. Free refreshments. Details from Bryan Trow, 2, Church Close, Wickham Bishops, Witham, Essex. This event is held solely for charity. (60819

SUNBEAM TIGER radiator, header tank, cylinder head, C/W valves, etc., tonneau, gasket set, photo copy workshop manual; also brand new Kenlowe fans to suit. Offers please 021-705 5724 after 6 o'clock. (60815

8 GP BUGATTIS can be snugly garaged with central heating below super Mews Flat in Hampstead. Just 2½ miles from West End. 1,000 square feet of motor space, plus workshop plus mezzanine storage floor of 140 square feet. Telephone and water suppply. First floor luxuriously decorated and comprises: 1 bedroom, living room, bathroom, WC. Expensively modernised fitted kitchen/breakfast room. Planning permission for 3 extra rooms on 2 roof patios. Whole property absolutely perfect order. Freehold £37,500. Box No. 4734. (61015

FIVE 15 x 4½J wire wheels, Hub adapts, spinners. Four stud-fitting. Any offers. Ring: Bidford-on-Avon 3519 (Warks.) (61066

BEETEK COMBINED 8-track AM/FM radio, receives stereo broadcasts, complete with speakers, brand new, never unpacked. Phone 01-992 7689 evenings. £32. (61154

MISCELLANEOUS—continued

MG SPARES: Dismantling MG-B and MG-A. Also several TD spares, Lotus Europa wheels, starter motor, speedometer. Northwood 25161. (61292

YEOVIL CAR CLUB'S 4th Cavalcade of Motoring, August 17th, Barwick Park, Yeovil. A major veteran/vintage, classic car event, also Autojumble, Automart, Trade Exhibition. Details from Keith McGee, 38 Kenmore Drive, Yeovil, Somerset. Tel: 4630. (61295

REWIRING & ELECTRICAL repairs to Vintage, Veteran and Classic cars by professional engineers. Traditional or modern materials used depending upon your requirements. Romak Engineering, Macclesfield, Cheshire. Tel: Macclesfield 27790. (61477

COLLECTORS! The new magazine especially for collectors is now on sale. Many sections include Antiques, Books, Militaria, Stamps, Vintage Cars & Spares, Stationary Engines, etc. SAE & 25p for first issue. The Amateur Collector, Lodge Wood Farm, Hawkeridge, Westbury, Wilts. (61442

DETACHED TRIPLE GARAGE with pit, including working area and garden store, plus modern Georgian style three-bedroom semi-detached house with excellent kitchen, plot approximately one sixth acre, £16,850. Freehold. Quick sale required. Box No. 4740. (61498

ANY VEHICLE anywhere, anytime. Transporting cars is our business. Personal service, full insurance. Hellingly (Sussex) 488. (48392

LOTUS ELITE specialists. Complete mechanical and bodywork overhauls and full re-trimming. All spares. Fibreglass Services, Chichester 86265. (54745

AC ENTHUSIASTS are invited to join the AC Owners' Club. Technical advice, comprehensive library, monthly meetings newsletter and magazine. Membership Secretary, 4 Portsmouth Road, Camberley, Surrey. (21431

NATIONWIDE CARTRANSPORT. Any vehicles, anytime. Personal, efficient service. Long or short term storage. Full insurance. Tel' 01-393 4715 (24 hr. Ansafone). (55983

JOWETT CAR CLUB: Magazine, advice meetings. For details write to the Secretary: A. A. R. Pluckrose, M.S. The Briars, Castledon Rd., Downham, Billericay, Essex. (57577

WELDING OF CAST IRON, aluminium, stainless, copper, brass, etc. Repairs to cylinder heads, blocks and castings of all types, plus full machining facilities for inserting valve seats to any vintage head. Ralph Allen Eng., Brundall, Norwich. Tel: (0603) 713769. (22660

COLLECTOR OFFERS £10 for each issue in Vol. 3 "Motor Sport". Can anyone help? Tel: No. Box 2203 or write Clark, "Dormers", Tutton Hill, Colerne, Chippenham, Wilts. (61532

VETERAN, VINTAGE CARS on postage stamps. Racing cars/drivers, motorcycles. Lists 10p. G. S. King, 154 Telfer Road, Coventry. (61541

ALFA GIULIA SPRINT 1963 RHD. Sell 2 complete or break. Most pants available. Rainham (Essex) 56147. (61548

DERBY BENTLEY FIVE 18 in. chromium-plated wheels in perfect condition. Offers Box No. 4743. (61537

TRAILERS: Hire trailers and tow-car for cars, boats, horses, etc. Range Rover and Trailer Self Service, Luton (0582) 26453. (59892

CAR HIRE: Tow cars, Range and Land Rover from: Range Rover & Trailer Self-Drive, Luton (0582) 26453. (59892

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer: M. J. Miles, The Paddock, Salisbury Road, Abbott's Ann, Andover. Tel: Abbot's Ann 312. (23457

EXCHANGES

EXCHANGE RELIABLE Morris Cowley 2-seater/dickey for similar vintage 4-seat tourer. Also wanted: good pre-war van. Telephone Great Yarmouth 2736. (61471

1965 BENTLEY S3, air conditioning, Sundym electric windows, radio, etc. offered in exchange for pre-1968 LHD Rolls, or sell. Tel: 01-693 7379. (61756

ASTON MARTIN Volante Regd. 7 AMV. Low mileage. Hard top. Superb elegant beast, £2,500. Could consider 2+2 4.2 E-type or Volvo Estate. St. Albans 66917. (61825

EXCHANGE: MG-C Roadster. G Reg. New alloy wheels, tyres. Value £700. Require interesting family saloon. 24 Downholme Road, Catterick Garrison. (61913

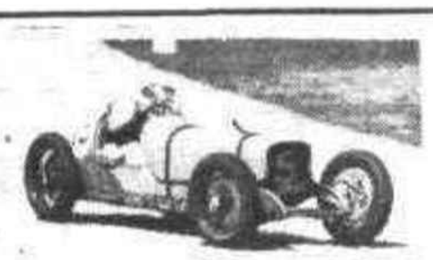
EXCHANGE: 1937 AUSTIN Seven, two owners, long MoT for mid thirties Standard. Phone Malmesbury (Wilts.) 3401. (61935

SITUATIONS VACANT

CHIEF MECHANIC (some admin. work) for John Britten's Morgan Garage at Barnet. Please phone Roger Davies 01-449 1144. (23729

CATERHAM CAR SALES, famous for the Lotus Seven, require at Caterham a stores assistant; a car salesman; mechanics/fitter for manufacturing and servicing. Also a junior salesman/cleaner at London. Apply: Mr. Wakefield, Caterham 46666. (61478

CHARLES MORTIMER



EUROPE'S LARGEST AND BEST SELECTION OF Books, Magazines, Marque Items and Motoring Miscellanea. 1895 to 1974.

URGENTLY REQUIRED—Motoring Libraries, large or small. Particularly if including Handbooks, Sales Literature, Marque and other items Pre- and Post-War. Autocar, Motor, Motor Sport, Automobile Year, G.P. Car (Pomeroy) and similar.

BUYING. Every County now visited monthly.
NEW 1974-5 lists out now
S.A.E.: Booklist 5p. Magazine miscellanea list 5p.

Corner House, Bulls Green, Ewhurst, Surrey
EWHURST 897 (Day), 687 (Evenings)

THE WAY TO PROTECT YOUR LICENCE IS WITH OUR RADARSPOTTER!! (Maximum fine now £100)



DON'T COLLECT AN ENDORSEMENT.
BE SAFE NOT SORRY. Details send S.A.E.
FOR PROTECTION BY RETURN **SEND £21.00 N O W** by Surface Mail (O/seas Air Mail £2 extra.)
Only our radarspotters are individually tested and guaranteed for specified sensitivity by a qualified "Boffin" and backed by a double guarantee.

Remit to: **AUDAX INTERNATIONAL MARKETING, (Box 10), 45 GREEN LANE, PURLEY, SURREY. Tel: 01-660 2896**

1971 'E'-Type V12 rdstr. Red.. **£1,695**
1959 FACEL-VEGA HK500.. **£1,450**
1955 300SL Gullwing. Blue.... **£7,500**
1954 MG TF 1250. Green.... **£1,500**
1953 A/HEALEY BN1 100/4. Blue **£195**
1952 MG TD II. Dark red.... **£1,250**
1935 RILEY Imp. Red (*illus.*) **£4,250**
1934 BSA 2-door coupe, 100 pts. **£1,450**



WM. QUINT — 061-928 2922

Clayton Motor Company

1972 Alfa Romeo 2000 GTV, dark blue, beige cloth interior, sunroof, radio, offered only at **£1,595.**
1972 Lancia Fulvia 1300, mid blue, parchment interior, one private owner from new. **£935.**
1972 Jaguar XJ6, 4.2 auto, finished in sable, tan interior, offered at **£1,995.**
1072 (L) Lancia 2000, beige, dark tan interior, luxury motoring at only **£1,395.**
1974 Capri 1600XL Mk. 2, Sebring red, vinyl roof, cloth interior, sports road wheels. **£1,599.**
1972 Audi 100S coupe finished in yellow, sun roof, radio, much sought after model at only **£1,595.**

19-23 HIGH STREET, RAYLEIGH, ESSEX
Tel.: 5257. Rayleigh Garage Tel.: 73817

Barry Simpson Engineering Ltd.

RESTORATION AND REPAIRS TO VINTAGE, CLASSIC AND HISTORIC RACING CARS BY QUALIFIED ENGINEERS AND SKILLED CRAFTSMEN.

• • •

At present our craftsmen are restoring the following customers cars:

1927 BENTLEY 6½
1927 ALFA ROMEO 1500 6C
1949 AC 2-LITRE COUPE
1955 JAGUAR XK 150
1952 ASTON MARTIN DB2
1929 BUGATTI TYPE 38
1952 M.G. TF

• • •

HIGH STANDARD ASH FRAMES BUILT TO ANY DESIGN.
COMPLETE REPLICA BODIES MADE TO INDIVIDUAL REQUIREMENTS.

CIDER WORKS, ABBOTSKERSWELL, NEWTON ABBOT DEVON, TQ12 5NP

TELEPHONE: NEWTON ABBOT 3815

GS LOTUS CENTRE

COME AND TEST DRIVE THE NEW LOTUS ELITE

Winners of the 1974 Chapman Sales Award
Come and see the largest selection of Lotus cars in the world

NEW CARS IN STOCK

Europa Specials in choice of colours

USED CARS IN STOCK

1975 Lotus Elite ex-demo in Yellow with champagne interior **£5,900**
1974 Lotus Elite 502 in Roman Purple with champagne interior **£5,300**
1973 Lotus Elan +2S 130/5 in Black/Gold, all extras **£2,800**
1973 Lotus Elan +2S 130/5 in White, all extras **£2,800**
1973 Lotus Elan +2S 130/5 in Lagoon/Silver, all extras **£2,700**
1973 Lotus Elan +2S 130/5 in Roman Purple, all extras **£2,600**
1973 Lotus Elan +2S 130/4 in Red, all extras **£2,700**
1972 Lotus Elan +2S 130/4 in Black/Gold, radio, alloy wheels **£2,400**
1971 Lotus Elan +2S 130/4 in White/Gold, black interior **£1,800**
1969 Lotus Elan +2S in Sand **£1,500**
1968 Lotus Elan +2 in Black/Gold **£1,-395**
1973 Lotus Europa Special J.P.S. immaculate, all extras **£2,400**
1971 Lotus Europa Special in Green, black interior **£1,950**

1972 Lotus Europa T.C. finished in Olympic Blue/Gold with black interior **£1,695**
1971 Lotus Europa T.C. finished in Regency/Gold, alloy wheels **£1,650**
1971 Lotus Europa S2 finished in Yellow/Green with alloy wheels **£1,350**
1970 Lotus Europa S2 finished in White/Red with alloy wheels **£1,350**
1971 Lotus Europa S2 finished in Yellow with alloy wheels, black interior **£1,350**
1970 Lotus Elan S4 finished in yellow with Drop Head, black interior **£ 1,250**
1969 Lotus Elan S4 Drop Head Coupe, finished in Blue/Gold **£1,1 50**
1969 Lotus Elan S4 fixed head coupe, finished in Red/Gold/White **£1,195**
1968 Lotus Elan S4 drop head coupe, finished in Lilac/Gold **£1,050**
1967 Lotus Elan S3 fixed head coupe, finished in Sand **£925**

STOP PRESS

Now available, full width Formula 1 type Nose Cones and Rear Spoilers for Lotus Sevens. Front and Rear Spoilers for Lotus Elans.

Write for illustrated leaflet

Come and see the largest selection of Lotus cars in the world
We only sell and service Lotus cars

WARRANTY
3 months 3,000 miles parts and labour written warranty on all used cars.

81 Two Mile Hill, Kingswood, Bristol. Tel: 679466

TIMING EQUIPMENT FOR THE SPORTING MOTORIST!

Ex-RAF 8-Day Time of Trip Clocks



As used by the world's leading rally and racing drivers, including winner of Le Mans. 13 jewelled lever movement. Dashboard mounting, 3¼in. dia. (2¾in. dial). Inset actual time of trip dial independent of main clock reading (synchronised to zero at start). Separate sweep second hands with control to give 1/5th sec. stop action, also synchronised to zero at start. Made for the R.A.F. by Smiths with imported Jaegar Le Coultre movement of highest possible specification. Timing of journey can be made to the accuracy of within 1/5th of second.
AT APPROX 1/3rd OF CURRENT PRICE.

LINDAIR PRICE: £25 plus 50p P. & P. (incl. VAT)

OMEGA Ex-Services Wristwatches



Really the Chance of a Lifetime. You can now own or give an OMEGA — the big name in the watch business. And not merely an OMEGA, but a really unique model specially made to stringent AIR MINISTRY specifications for Air Crew, where accurate timing is a matter of life or death. Incabloc shock-proof fully jewelled movement with Brequet hairspring, luminous hands and hour dots. Sweep second hand, etc. Complete with leather strap. 12 MONTHS' WRITTEN GUARANTEE.

only £25 **Including VAT & postage & packing.**



LEMANIA Aircrew Chronographs

Genuine EX-MINISTRY Chronograph in absolutely mint condition built to the standards demanded by Services where accuracy and durability can mean life or death. Rugged, reliable. Stainless steel case with screw back. Luminous hands and hour dots. 1/5 sec. sweep with start/stop return button. 15-jewelled Brequet over-coil hairspring. Inset dial recording continuous secs. and mins. Could not be purchased anywhere near this price from civilian sources. One of the finest watches ever made for the Services. 12 MONTHS' WRITTEN GUARANTEE.

PRICE £20 plus 35p P. & P. Including VAT.
MAIL YOUR ORDER TO DEPT. MS6.

LIND-AIR 227 TOTTENHAM CT. RD. LONDON W.1.
Tel: 01-637 1607

BARCLAY & ACCESS CARDS ACCEPTED BY POST

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO JENSEN-HEALEY MORGAN

WANTED FOR CASH
1973 onwards. Clean, low mileage MG-B roadsters, MG-B GT, Datsun 240Z/260Z, Lotus +2S, Morgan, Jensen Healey, Lotus Elite.

NEW LOTUS Elite 501. Red.
NEW LOTUS Elite 501. White.
NEW LOTUS Europa Special. White.
NEW ALFA ROMEO Spider. Red.
NEW ALFA ROMEO Alfetta. Dutch blue.
NEW ALFA ROMEO 2000 GTV SE. Piper yellow.
NEW ALFA ROMEO 2000 GTV SE. Dutch blue.
NEW ALFA ROMEO 2000 GTV SE. Maroon.
NEW ALFA ROMEO 2000 GTV. Maroon.
NEW ALFA ROMEO 2000 saloon. White.
NEW ALFA ROMEO 1.6 GT Junior.
NEW ALFASUD TI. Metallic silver.
NEW ALFASUD TI. Green.
NEW ALFASUD TI. White.
NEW ALFASUD TI. Red.
NEW ALFASUD SE. Light blue.
NEW ALFASUD SE. Red.
NEW ALFASUD SE. Green.
NEW SCIMITAR GTE. O/d. Cygnet grey/tan int., alloy wheels.
NEW SCIMITAR GTE. O/d. Capricorn blue/tan int., alloy wheels, radio/stereo.
NEW SCIMITAR GTE Auto. White/black int., alloy wheels, tinted glass.
1974(N) SCIMITAR GTE Auto. Alloy wheels, tinted glass **£3,195**
1974(N) LOTUS Europa Special. Yellow; one owner **£2,495**
1974(N) LOTUS Europa Special. Blue..... **£2,495**
1974 LOTUS +2S 130/5. Roman purple, full spec. **£2,945**
1974 LOTUS +2S 130/5. Olympic blue..... **£2,895**
1975 ALFASUD TI. Green..... **£1,695**
1973 MG-B GT Auto. Green mallard..... **£1,595**
1973 SCIMITAR GTE. O/d. Alloy wheels, radio/stereo. Highland purple..... **£2,295**
1973 LOTUS Europa JPS. Black, radio/stereo **£1,845**
1974 ALFASUD. White..... **£1,365**
1972 EUROPA Twin Cam. Regency/silver **£1,445**
1972 SCIMITAR GTE. O/d., h.r.w., rear wiper **£1,695**
1964 ALFA ROMEO 1.6 GT Junior. White, low mileage, one owner..... **£1,995**
1974 ALFA ROMEO 2000 GTV. Piper yellow, one owner **£2,295**
1974(N) DATSUN 260Z. Wolfrace wheels, radio. Orange **£2,395**
1974 MG-B V8. Damask red, radio..... **£2,145**
1974 MG-B GT. O/d. Citron yellow..... **£1,950**
1974 LOTUS Elite 502. Lagoon blue, one owner **£4,295**
1972 LOTUS +2 130. Red/silver..... **£1,975**
1973 DATSUN 240Z. Metallic blue, radio, low mileage **£1,795**
1974 LOTUS Elite 502. Lagoon blue, low mileage **£4,695**
1972 FERRARI Dino 246 GT. Red, two owners, electric windows **£2,995**

CLEAN LATE SPORTS CARS WANTED FOR CASH

250 PLYMOUTH GROVE MANCHESTER M13 0BG
Telephone 061-224 3325/6/7 Telex 668570
OPEN 9.30 a.m. - 6.30 p.m. CLOSED SUNDAY

TEST DRIVE IN ESSEX

OPEL B M W

OPEL
2X Cadet Coupe, Signal Blue **£1,866**
Ascona Luxus, Signal Red **£1,870**

B.M.W.
518 Garnet Metallic Red with tinted windows.
528 Automatic Metallic Blue with p.a.s. & tinted windows
1602L Metallic Grey with tinted windows

Immediate or early delivery of all models. Phone our sales manager for a demonstration of B.M.W. or OPEL cars.

*Part exchanges welcomed. Credit terms available.
*Service Dept. Staffed by Factory Trained Mechanics. Performance vehicles our speciality.
*Parts & Spares Dept. Wide range in stock

FAIRFIELD PERFORMANCE CARS 117-119 Leigh Road, Leigh-on-Sea. Tel. Southend 713144

Brooklands OF Byfleet

HIGH ROAD, BYFLEET, SURREY.
TEL: 45588 5 LINES
HOME OF THE PERFORMANCE CAR

1956 BENTLEY Continental fast-back S1 by H. J. Mulliner. Full documented history **£5,200**
1958 FACEL VEGA HK500 sports coupe, 45,000 miles, only.... **£2,000**
1958 MG-A 1500 sports roadster **£475**
1959 ASTON MARTIN Mk. 3 coupe. Seeing is believing.. **£2,200**
1961 BENTLEY Continental S2, 2-door by H. J. Mulliner. A superb car **£5,400**
1961 HEALEY 3000 Mk. 2 sports roadster. Many, many extras; magnificent; registration plate 700 DON **£1,200**
1961 ROVER 100 saloon, overdrive **£560**
1962 BENTLEY S2 saloon. A fine specimen **£2,250**
1968 MERCEDES 280SL sports, automatic, hard/soft-top.... **£2,650**
1968 MG-C GT. Choice of two, white or red..... **£795**
1969 JAGUAR 2.4 saloon, overdrive **£795**
1969 FORD Capri 1600 XLR GT £699
1970 JAGUAR 420G Automatic, 12,000 miles, only..... **£2,000**
1971 MERCEDES 300SEL 6.3 saloon, 20,000 miles, only one owner **£3,500**
1973 VOLVO 1800 ES sports coupe, automatic, one owner 21,000 miles only **£2,400**
1973 SAAB 96 sports saloon, one owner, 14,000 miles only..... **£1,095**
1974 VAUXHALL Super high-performance **Firenza** droop-nose coupe, 3,000 miles only.... **£2,425**

We have many interesting cars not advertised here. Ring for full details of above and others.

THE SPORTSCAR DIVISION OF
NOEL ROSCOE LTD.
Tel: Weekends and from 6-9 p.m. Weekdays: Byfleet 45580

SPORTSCAR GARAGES

DAIMLER



EMPRESS ALL-ALUMINIUM RAZOR EDGE, BY HOOPER, on the 3½ litre chassis. ANOTHER, on the 3-litre chassis, in preparation.



BARKER 4-STR., drophead coupé on the 2½ chassis. Aluminium coachwork and 3-position hood. Rechromed, recellulosed, new hood.



CENTURY 4-STR Power Hood Convertible. 3-position, fully disappearing hood. Certified mileage 52,000.

UNION WALK, SHOREDITCH
LONDON E2 8HP
(Union Walk: Off Waterson St. from the Kingsland Rd. by Shoreditch High Street. Tubes: Old St., Shoreditch.)
Tel.: 01-729 1221

ANTIQUE AUTOMOBILES LIMITED

Do NOT restore churches – ONLY cars. The following customers' cars are undergoing restoration in our works TODAY and we are confident that their delivery and cost targets will also be achieved:

1910 45hp chain drive MERCEDES
1928 BUCCIALI coupé
1926 RENAULT NN coupé
1929 HISPANO 45hp
1914 HISPANO 30hp saloon

1930 INVICTA 4½ low chassis coupé
1913 ROLLS ROYCE GHOST tourer
1951 FERRARI 4.5 G.P.
1951 CONNAUGHT
1930 VOISIN coupé
1938 LAGONDA LG6 coupé

WHY NOT CALL AND SEE US?



35-39 Main Street, Baston, Peterborough PE6 9NX **Telephone : Greatford 288/488**

The Investment Motoring Company & Associates

ROLLS-ROYCE

1954 BENTLEY R-Type. Sand over sable, cream hide. 108,000 miles. Superb. **£2,250**

1965 BENTLEY S3. Caribbean blue over shell grey, pale grey hide. Stereo. 75,000 miles; *concours.* **£3,500**

1964 BENTLEY S3. Shell grey over black, grey leather, Webasto roof; 71,000 miles. **£3,250**

THE EARL JERMYN



1960 BENTLEY S2 Continental 2-door coupe by H. J. Mulliner. Sea green, beige interior. Past *Concours* winner. **£4,500**

BENTLEY

1964 BENTLEY S3 Continental drophead coupe by Mulliner, Park Ward. Burgundy, beige trim. **£5,950**

1962 BENTLEY S2 Continental 4-door by James Young. Regal red with beige hide. Resprayed, re-chromed, re-upholstered. *Concours.* **£6,750**

1955 BENTLEY S1 Continental fastback by H. J. Mulliner. Bronze, red leather. **£4,250**

PETER GEIGER

667-669A Fulham Road London SW6. 01-736 3878

1958 Wolseley 15/50
Champagne

One owner since new. 28,000 miles, with service history. In original and immaculate condition. **£500.**

BRIGHTON 732790

Tony Mitchell Ltd.

1935 Frazer Nash TT Replica.
1929 Brooklands Riley.
1924 Delage DI.
1958 Jensen 541R, £350.
1953 Bristol 403, £500.
Several BMWs.

View by appointment only.

Manor Farm House, Rodmarton, Cirencester, Glos.
Tel.: Rodmarton 222

S.A.A.B.
GLASS FIBRE PANELS

Excellent quality at realistic prices, S.O.C. approved. Write or phone for details to:–

A. G. Thorpe (Developments)
15 Oakhurst Close, Belper, Derbyshire, DE5 1AL
Derby 831520



LISTER JAGUAR

With wide-angle 3.8 dry-sump 'D'-Type engine and gearbox. Unused since complete rebuild, finished a few weeks ago. Chassis restored by Listers of Cambridge, engine rebuilt by a Jaguar expert, and a brand new body built to original specification. Perfect car for a collector or for competition in Historic Sports Car events.

Phone after 7 p.m.
P. J. SARGENT
HANDCROSS (Sussex) 637

Coppa Florio
ALFA ROMEO

Engine, transmission repairs and overhauls

Corby 3412
Northamptonshire

TRY THEM . . . . .

Alfa Romeo

ALFASUD



A SELECTION OF ALFAS IN STOCK, SOME AT OLD PRICE SAVING UP TO £140.

***USED STOCK INCLUDES –**

MG-B GT MK III, 72 ..... £1,295	ALFA 1750 GTV, 70 ..... £995
MG-B GT MK II, 70, AUTO, W/W, SUNROOF, RADIO ETC. £980	ALFA 2000 SALOON, 73 .. £1,620
MG-B Roadster, 71 ..... £895	AC 428 FASTBACK, 70/71 £2,995
MG MIDGET, 74 ..... £1,145	JENSEN HEALEY, 73 h/t . £1,495
LOTUS 7, 70. Probably coming	JENSEN HEALEY, 73 ....£1,445
	TRIUMPH TR6, 72 ..... £1,195

And many others now in. Please 'phone for details.

MOTORWAY SPORTS CARS LTD.
on A2 BOUGHTON, NR. FAVERSHAM, KENT.
TELEPHONES – BOUGHTON 223/475/528.

. . UP THE MOTORWAY

TRAFFIC
ARE
OPEL
IN
SURREY



ENJOY TEST DRIVING AN OPEL

TRAFFIC

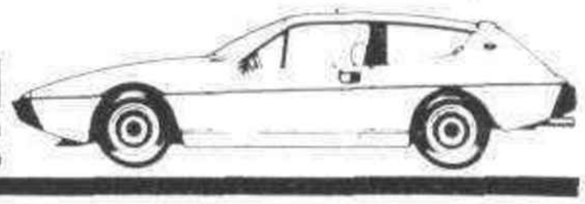
WALTON STREET, WALTON-ON-THE-HILL, Nr. EPSOM, SURREY
TEL: TADWORTH 3811/2

sports cars

CAMDEN MOTORS

IN OUR SHOWROOMS NOW

LOTUS ELITE





'M' Regd. CITROEN SM Grand Tourer. E.F.I. Maserati engine, 5-speed, air-cond., etc. Gold..... **£3,999**



1973 FIAT 128 SL 1300 coupe. Practical pretty and economical, one-owner car in red, h.r.w. **£1,199**



1973 JENSEN Interceptor Mk. III. Beautiful car in mustard. Outstanding value at..... **£3,799**



1972 MERCEDES 280 'E' Auto. Also power steering, radio/stereo, tinted glass, etc. Elegant in beige..... **£3,299**

1971 (K) ALFA ROMEO 1750 Spider Veloce, 5-speed, 25,000 rec. miles. Attractive in white..... **£1,199**

1972 BMW 1602 4-seat sports saloon in orange. Remarkable economy. Radio, h.r.w. **£1,299**

1973 CHRYSLER Charger 770 coupe V8, 318 cu. in. Auto., P.A.S., sun-roof, radio/stereo. Red **£1,299**

1974 FIAT 124 Sport Coupe 1800. One lady owner, under 6,000 miles; 5-speed, sun-roof, h.r.w. Blue..... **£2,099**

1972 FIAT 124 Sport Coupe 1600, 5-speed, radio, h.r.w. Spacious 2+2 in red **£1,349**

1971 FIAT 124 Sport Coupe 1600, 5-speed, sun-roof, h.r.w. Smart in blue **£1,049**

1972 FIAT 128 Rally. Nippy 1,300 c.c. saloon in arctic grey. Headrests and h.r.w. **£899**

1970 FORD Lotus Cortina. Family saloon with Lotus performance and road-holding. Radio..... **£579**

1973 JAGUAR 'E'-Type V12 Auto. 2+2, in Regency. P.A.S., radio, h.r.w.; one private owner..... **£2,449**

1973 JENSEN HEALEY in B.R.G. with black. Alloy wheels. Outstanding... **£1,449**

'N' Regd. JENSEN HEALEY Mk. 2 roadster. 5,000 miles only. Hard-top, radio/8-track. Tangerine **£2,349**

1974 LANCIA 2000 Farina coupe, 8,000 rec. miles, 5-speed gearbox, P.A.S., alloy wheels. Cream **£2,599**

1973 (M) LANCIA 2000 saloon. 5-speed gearbox, P.A.S., radio and h.r.w. Superb in white **£1,599**

1972 LOTUS Elan Sprint drophead. Red over white, black trim. Tonneau, radio..... **£1,399**

1974 LOTUS Elite 502. Air-cond., Sundym, stereo radio/tape, etc. Red... **£4,899**

1975 LOTUS Europa Special. Tinted glass, alloy wheels, 5-speed, etc. Substantial saving at..... **£2,799**

1974 LOTUS +2S 130/5. Black with gold coachline. Tinted glass, h.r.w., etc. **£2,799**

1973 LOTUS +2S 130/5. Magnificent example in yellow. Alloy wheels, Sundym glass, etc..... **£2,249**

1969 MERCEDES 280 SL, Auto. Hard and soft tops, P.A.S. and radio. Outstanding in gold..... **£2,799**

'N' Regd. M.G. Midget. Pristine in bracken. Hard-top, headrests, etc. **£1,249**

1974 M.G. Midget. One private-owner car in blue. Tonneau, headrests and spotlamps **£1,129**

1973 M.G. Midget. Outstanding car in bronze yellow. One lady owner. Highly recommended..... **£999**

1972 M.G.-B GT. Overdrive and h.r.w. Magnificent in white with navy seating **£1,249**

1973 M.G.-B GT. Bright in flame red. Extras include overdrive, headrests and radio..... **£1,479**

1974 M.G.-B GT. Bracken with tan trim. O/d., radio, h.r.w. Immaculate..... **£1,849**

1972 M.G.-B roadster with overdrive. Also fitted with radio and finished in blaze..... **£1,049**

1974 M.G.-B roadster in citrus yellow. Pristine car, with overdrive and tonneau cover **£1,599**

'N' Regd. RELIANT Scimitar GTE, Manual. Very small mileage. Radio, h.r.w., etc. Beaujolais red..... **£2,999**

1973 RELIANT Scimitar GTE, Auto. Alloy wheels, radio and h.r.w. Blue with tan **£2,249**

1974 RENAULT 17 TL, Automatic. Sleek styling with four seats inside. Radio, headrests, h.r.w. White..... **£1,899**

1974 (Series) SAAB '99' 2.0 LE, Auto. Fuel-injection engine, Hi-back seats. One private owner. Brown..... **£1,999**

1973 SIMCA Rallye 1 1300. Bright in orange. Neat but rapid little family sports saloon **£749**

1970 SUNBEAM Rapier H120. Overdrive, Holbay tuned engine, radio and h.r.w. Smart in silver..... **£749**

1974 TOYOTA Celica 1600 ST coupe. One-owner car in white. Tinted glass, radio, h.r.w. **£1,649**

1973 TRIUMPH Stag Auto. Hard and soft tops, P.A.S., tinted glass, radio, etc. Beautiful in white..... **£2,449**

1972 TRIUMPH Stag Auto. Hard and soft tops, P.A.S., radio, etc. Pimento **£1,999**

1972 TRIUMPH Stag convertible, Auto. P.A.S., windows and radio. Saffron **£1,899**

1973 (M) TRIUMPH Spitfire Mk. IV roadster with overdrive. Bright in red. Very popular model..... **£1,149**

1974 TRIUMPH Dolomite Sprint. "As new" example in carmine red. Sundym, alloy wheels, etc..... **£1,979**

1972 TRIUMPH Dolomite in French blue with brushed nylon upholstery. Tinted glass..... **£1,189**

1973 (Series) VW 1303 'S'. Yellow with black trim. One private owner. Radio **£949**



1973 (Nov.) M.G.-B V8 GT, 8,000 miles. O/d., Sundym, alloy wheels, radio, etc. Blue **£1,949**



1974 TRIUMPH Spitfire Mk. IV roadster in emerald. Tonneau cover. One private owner..... **£1,299**



1970 TVR Vixen 1600. Sun-roof, alloy wheels and radio. Nice example for the year **£1,049**



1970 TRIDENT Clipper V8. Superb example in yellow, sun-roof, chrome wires, radio..... **£2,349**

PART EXCHANGES WELCOME: HIGHEST POSSIBLE ALLOWANCES: "ON-THE-SPOT" H.P. AND INSURANCE

LAKE ST., LEIGHTON BUZZARD, BEDS. Tel: LEIGHTON BUZZARD 2041

OPEN DAILY 9-8 SUN 10-6

The Chequered Flag

London's Leading Sports Car Specialists

For the finest selection of hand-picked sports and GT cars **01-995 0022/3/4**

TRIUMPH GT6 Mk. IV, 1973. New white with black cloth trim, o/drive, radio, h.r.w. Another in red. **£1,295**

JENSEN Interceptor Mk. III, 1974 series (Dec. '73), low-mileage by sole owner, dark green with parchment trim. Air-conditioning, electric Sundym windows, radio/stereo-8, alloy wheels, etc., etc. £9,000 car for: **£4,985**

MG-B GT, 1974, low-mileage one-owner car in teal blue with tan trim, o/drive, radio, headrests, h.r.w., sun-roof and alloy wheels. **£1,985**

LANCIA 1.6 HF coupe, 1972. Beige Mirabello with black trim, sun-roof, radio, alloy wheels, etc. **£1,465**

TRIUMPH TR6, 1971, in red with black cockpit, o/d., radio, HR-SP tyres. Another in sapphire blue. **£1,045**

ASTON MARTIN DB6, 1970, Mk. II coupe. Green with tan leather, 5-speeds, tinted elect. windows, chrome wires, radio/stereo-8, etc. **£2,695**

FORD Capri 1600 GT, 1973. Maroon with tan roof and trim, tuned unit, radio, etc.; low mileage by sole owner. **£1,285**

JAGUAR V12 E-Type, 1972, manual roadster. Beautiful silver birch with blue trim, chrome wheels with HR-SPs, radio, factory hard/soft tops. **£2,285**

LANCIA 1.3 Zagato coupe, 1970 series. Mango orange with blue trim, radio, electric rear window. **£895**

MG Midget Mk. IV, 1973. Choice of two one-owner cars, blaze or bronze yellow, usual extras. **£1,065**

LANCIA 1.3 S.III coupe, 1974. Dark blue with tan trim, under 3,000 miles by one owner, radio/tape/electric aerial, headrests, etc. **£1,965**

TRIUMPH TR6, 1973. Pimento red with brown trim, o/d., radio. **£1,465**

FIAT 124 Sports. A one-owner 1972 1600 coupe in April yellow, black cloth trim and coachlines, 5-speed, radio, h.r.w. **£1,095**

LANCIA 1.6 HF coupe, 1973. White/black trim, 5-speeds, alloy wheels, headrests, h.r.w. Very fast, one owner. **£1,695**

MARCOS 2-litre GT, 1970. White with blue stripes, alloy wheels, radio, electric windows. **£1,285**

MG-B GT, 1972. Mallard green/tan trim, auto., sun-roof, radio/tape, D75 whitewalls, h.r.w., etc., low mileage. **£1,345**

OPEL 'New Commodore' GS coupe, 1973. Cardinal red with black vinyl roof and cloth trim radio/stereo tape, 2.5 sports unit, headrests, twin spots, sports wheels with ZX tyres. Costs £3,800. **£1,685**

MG-B roadster Mk. III, 1973. Bronze yellow with black trim, o/drive, radio, air horns, leather wheel, alloy wheels. **£1,285**

AUSTIN HEALEY 3000 Mk. II. Garnet red/grey trim, o/drive, wires, wood-rim, factory hard/soft tops. Collector's car. **£995**

MG Midget Mk. IV. Choice three unmarked low-mileage 1974 cars. Glacier white, citron yellow or damask red. From: **£1,165**

LANCIA Beta 1800. Beige Mirabello with green velour trim, Bluespot radio, fog and spot-lamps, h.r.w., ZX tyres, etc. 1974, low mileage by one owner. **£1,985**

PEUGEOT 504 convertible, 1973. Very rare RHD example (believed only ten extant). Silvery with black leather, electric windows, radio/stereo-8, fuel injection, etc. £1,000 under new cost. **£2,485**

MG-C GT. Primrose with black trim, o/drive, wires, radio, etc. **£695**

ASTON MARTIN DB6 Volante convertible. Platinum white with blue leather, 5-speed manual; power hood, windows, aerial and steering; chrome wires, radio, etc. **£2,985**

JAGUAR E-Type, 1970, 2 + 2 coupe. Midnight blue/grey trim, chrome wires, radio, etc. **£1,595**

ALPINE-RENAULT A310. Very attractive coupe, in white with grey cloth, tuned 1800 unit, 5-speeds, tinted electric windows, alloy wheels, etc. Cost over £6,000 in 1973, 12,000 only. **£3,565**

AUSTIN HEALEY 3000 Mk. III convertible. Good-looking *real* sports car, in B.R.G. with black leather, radio, etc. 1966. **£1,095**

LANCIA 2000 coupe, 1974 (N). Beautiful Farina coachwork, silver with blue cloth, p.a.s., radio, electric aerial, etc. **£2,595**

LOTUS "Plus Two S-130". White with black vinyl roof and trim, sun-roof, radio/tape, etc. 1971 (K). **£1,685**

MG-B GT. Choice two good 1972 cars, mallard green/tan or red/dark blue trim, usual extras. **£1,295**

RELIANT Scimitar GTE. Currently ten of these useful high-performance estates. From **£1,585** to **£2,865**

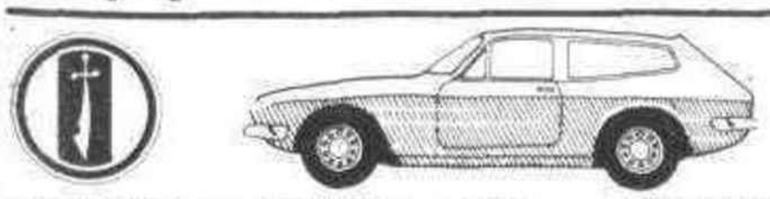
VAUXHALL "Magnum New Firenza", unmarked starfire silver/grey cloth, 5-speeds, a 5,000-mile 1974 car which cost over £3,000. **£1,995**

TRIUMPH TR6. Choice two spotless 1974 overdrive cars, mimosa yellow or new white, one with hard-top. From: **£1,795**

TRIUMPH Spitfire Mk. IV. Choice two exceptional 1972 one-owner cars, mallard green or white. From: **£895**

FERRARI Daytona. Arguably the most beautiful Classic Car in the world. This low-mileage example is magnificent in Dino red with black cockpit, has air-conditioning, alloy wheels, radio/stereo-8, electric windows, etc. Although 1970 the No. 1 registration and later headlamp conversion make it indistinguishable from a recent £12,000 car. **£4,485**

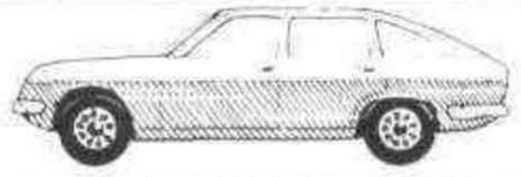
We pay more for well-maintained sports and GT cars. **01-995 0022/3/4**



RELIANT SCIMITAR GTE — DELIVERY FROM STOCK

This fine hand-built, high performance estate car is available in Manual, Overdrive or Automatic versions, from **£3,562,** with optional extras including stereo tape/radio, electric and tinted windows, chrome and alloy wheels. Please ring for a quotation on a GTE to your own specification, demonstrations or anything Scimitar.

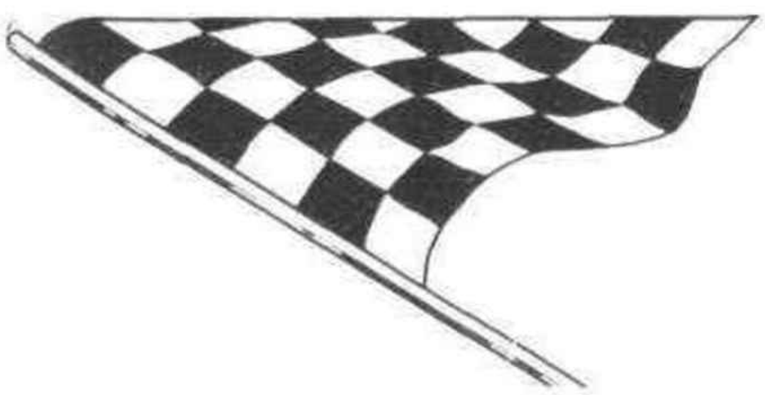
SCIMITAR & LANCIA Service & Stores : 01-995 0102/4.



LANCIAS FOR IMMEDIATE OR EARLIEST DELIVERY

LANCIA BETA 1400 saloon	Please ring for available colours	**£1,789**
LANCIA BETA 1600 saloon		**£2,061**
LANCIA BETA 1800 saloon		**£2,295**
LANCIA BETA 1600 coupe. Please ring to check on colours.		**£2,449**
LANCIA BETA ES. (Sun-roof, electric/tinted windows, alloy wheels).		**£2,498**
LANCIA RALLYE 1300 coupe. Brown/gold cloth, Blue Agnano/tan p.v.c.		
LANCIA BETA Spyder.		

For Sales or Information on any of these Superb New Motor Cars please contact the Sales Office on (01)-995 0022/3/4. **Demonstration Cars Available**



Chiswick High Road London W4

Reliant Scimitar & Lancia Main Agents

WIRE WHEELS FROM THE

LENHAM

COLLECTION









1938 Hotchkiss Amilcar Compound. This intriguing little car has all independent suspension, front wheel drive and a chassis of cast aluminium, and is in splendid condition throughout (RHD). Something very out of the ordinary, offered at..... **£995**
1966 Jaguar E-type 2+2. Pale yellow with black leather, fitted p.b. radio and h.r.w., recent brake overhaul and de-coke. Good value.... **£785**
1960 AC Aceca. Nice original car fitted with AC engine..... **£1,495**
1960 AC Ace, last series, 105 b.h.p. AC engine, and in crystal condition throughout. Mechanically superb. We have just completed respray in original black pearl, in fact the whole car is a delight..... **£2,000**
1970 E-Type roadster. Brilliant Carmen red with chrome wires and tinted screen. Cars like this seem already at premium..... **£1,495**
1969 MG-C roadster. Fitted overdrive and wire wheels. Old English white with black interior.... **£795**
1952 Bentley Mk. 6 Standard steel saloon. Excellent history of maintenance. A very nice car indeed **£1,395**
1954 Healey 100/4. Needs tidying but very sound..... **£335**
We usually have a good stock of Midgets and Spitfires, etc., all years. We have also recently enlarged our workshop area and are able to offer our extended facilities to customers old and new with regard to restoration work. No job is too large or too small and there is usually a sample of our work around so you can see the extent of our capabilities. (Cars in various stages of completion at this moment vary from 1927 Morris Oxford through Morgan +4 to 1923 Rolls 20.)
Please don't hesitate to contact us and have a chat about your needs.

LENHAM SPORTS CARS LTD
47, West Street,
Harrietsham, Nr. Maidstone, Kent
06 274 570

AUTO SERVICE GARAGE (Bournemouth) LTD.

1936 A.C. 2-seater. Successful V.S.C.C. Competition car. **£1,500**

1925 ROVER 16/50 4-seater tourer. Extremely rare. **£2,850**

1952 BENTLEY Mk. IV Mulliner lightweight saloon. 94,000 miles. Superb original condition. **£2,250**

1936 ALVIS Silver Eagle Vanden Plas Replica tourer, near *concours*. **£1,850**

1959 BENTLEY S.1 Continental sports saloon by H. J. Mulliner. 53,000 miles. Silver grey. Full service history. **£4,950**

1960 BENTLEY S.II saloon. 62,000 miles, full service history. **£2,250**

1955 DAIMLER Conquest Century drophead. Awaiting restoration. **£450**

1969 JENSEN Interceptor. Tangerine, black trim. Full service history. Usual refinements. **£1,995**

1964 BRISTOL 408 saloon. Full details on application. **£1,250**

Telephone: Bournemouth 763344

R. L. Stevenson Avenue, Bournemouth, BH4 8EF

1967 ALFA ROMEO GTC

Opportunity to finish restoring one of these beautiful and rare four-seater convertibles. Indicated mileage 38,000. Mechanically restored but needs body attention.

£1,100 o.n.o.

Harlow (0279) 29454

FOR SALE



Normal family economic problems necessitate the sale of Horatio, my trusted and much loved

Alvis Roadster

This vehicle must go to a good home.

Offers of around £1,250

Phone:
Haslemere 51832 (Surrey)



June is MORGAN time of the year so "Don't delay, buy your MORGAN today." (I think that's probably been said before, so apologies.) My man in the showroom has just thrust in front of me his stock list and this is what he has for you this month. MORGAN 4/4 1973 Motor Show colour scheme, yellow wings and blue body, looks very smart with bucket seats, wire wheels, rear bumper, one owner. MORGAN 4/4 1973 dazzling red, easy-clean wheels, two owners and distinctive number plates. MORGAN 4/4 1972 "pure" white – often described as another sort of white, but I don't think I can use that word on this program, one owner, reversing lights, easy-clean wheels. MORGAN 4/4 1969 Sunset red, polished instrument panel, wire wheels, leather trim. MORGAN 4/4 1968 Deep Brunswick Green, petrol/air mixture by courtesy of Nicky, low mileage. Being sold for a customer a MORGAN +4+ very rare fibre-glass bodied coupé, built in 1964, white, bucket seats, wire wheels, S.A.H. twin Webered engine, radio, 36,000 miles.
Non-MORGANS include a Triumph TR6 1973, maroon, over-drive, roll over bar. MGB GT, white, wire wheels, exceptionally sound for its nine years of age, and a beautiful Austin-Healey 3000 – 1967 black, over-drive, new springs, dampers etc.
I have decided to re-introduce to the public roads my Mk 1 3.4 Jaguar so my 1966 Mk 2 3.8 Jaguar is for sale. It's that colour again, yes, white, and has over-drive and an excellent tow bar.

MIKE



MIKE DUNCAN LTD
92 WINDMILL HILL
HALESOWEN
BIRMINGHAM
TEL 0384 67675
Midlands Morgan Agent

Chiltern Cars

11A WATER LANE, LEIGHTON BUZZARD, BEDS. TEL.: L.B. 2760



1958 (Jan). ROLLS-ROYCE SILVER CLOUD I. Mid-blue with matching upholstery and carpets. Subject of considerable expenditure recently. Full details on request of this example of a proved inflation-beating asset.

AA and RAC inspection invited.

BENTLEY R-TYPE AUTOMATIC 1954 (April). Velvet green over Tudor grey. A very genuine example.
BENTLEY CONTINENTAL FASTBACK by H. J Mulliner, 1956 (May). Midnight blue over silver grey. Alloy body. Magnificent example.
ASTON MARTIN 1968 (Jan). DB6 in Dubonnet red with tan interior. Tinted glass, chrome wire wheels, 5-speed gearbox. Exceptional condition.
MORRIS 1100 4-door saloon, 1972 (Aug). White/Navy, **16,000 miles,** guaranteed one owner, supplied and serviced by us.
VAUXHALL VIVA 1971. Dark blue, one owner, **12,500 miles.** Guaranteed.

SGT

SCIMITAR CENTRE

NEW SCIMITAR GTEs FOR DELIVERY SOON

GTE Overdrive. Alaska blue with black interior ..... **LIST**
GTE Manual. Celtic brown with tan interior, fitted with alloy wheels. ..... **LIST**
GTE Automatic. Alaska blue with black interior, fitted with tinted glass and leather seats. ..... **LIST**
GTE Overdrive. Cygnet grey with tan interior, fitted with laminated screen and tinted glass. ..... **LIST**

DEMONSTRATION VEHICLE AVAILABLE FOR EXTENDED TEST DRIVES

PREVIOUSLY OWNED SCIMITAR GTEs

1972 GTE Automatic. Mediterranean green with tan interior, 8 track stereo, alloy wheels, 23,000 miles recorded **£1,995**
1971 GTE Automatic. Mediterranean green with tan interior, radio, hrw, alloy wheels **£1,695**
1974 GTE Manual. Beaujolais red with black interior, 17,000 miles, one owner **£2,795**
1973 GTE Automatic. Nevada yellow with tan interior, tinted glass and electric windows, fog and spot lamps, serviced by us. . **£2,295**
1972 GTE Automatic. Mexico red with tan interior, fitted with alloy wheels, and leather seats, one owner, low mileage, serviced by us. **£2,045**
1973 GTE Manual. Nevada yellow with tan leather interior, fitted with tinted glass **£2,345**
1973 GTE Manual. Nevada yellow with tan interior, fitted with radio/stereo **£2,295**

CASH AVAILABLE FOR WELL CARED FOR SCIMITARS.
ALL CARS COVERED BY GUARANTEE AFTER RECEIVING A FULL SERVICE AND CHECK-OVER BY OUR GTE EXPERIENCED WORKSHOP.

STATION GARAGE – TAPLOW
STATION ROAD, TAPLOW, BUCKS
TEL. BURNHAM (06286) 5353

Cheshire Sports Cars Ltd



TR6



MG-B GT

1973 FIAT 130 Coupe DAS 42. Radio/tape..... Metallic blue **£3,995**
1971 PORSCHE 911 de Luxe..... Blue **£2,495**
1971 THUNDERBIRD 2-door coupe. P.A.S., auto.; one owner, 24,000 miles..... Maroon **£1,995**
1971 MARCOS Mantis 4-seater sports, one owner, 35,000 miles Lime green **£1,995**
1971 V12 'E'-Type convertible. Radio/tape, 29,000 miles.... Yellow **£1,795**
1973 GILBERN Invader Mk. 3, one owner, 28,000 miles..... Yellow **£1,695**
1973 GRANADA 3-litre GXL..... Red **£1,495**
1974 MG-B convertible. Radio/tape, overdrive; one owner... Lime **£1,695**
1973 TR6 coupe, one owner, overdrive, 28,000 miles..... Primrose **£1,395**
1973 GTX, one owner, 18,000 miles..... Yellow **£1,395**
1969 PIPER 1600 GT. Webers..... Mustard **£1,295**
1973 MG-B convertible, one owner, overdrive, 29,000 miles.. White **£1,395**
1971 MG-B GT. Wire wheels, overdrive, radio..... White **£1,095**
1971 MG-B convertible, one owner, 44,000 miles..... White **£895**
1971 ESCORT Twin Cam, 22,000 miles, two owners..... White **£995**
1970 Lotus 7 'S' Sport..... Red **£895**
1970 XJ6 2.8, manual overdrive..... **£1,195**
1969 VALIANT V8. P.A.S., auto..... Blue **£695**
1968 MARCOS 1600 GT. Wire wheels, sun-roof..... Primrose **£895**
1966 'E'-Type 4.2 convertible. Chrome wire wheels..... Red **£795**
1974 registered MATRA SIMCA sports GT. Left-hand drive.. Red **£795**
1973 AVENGER Tiger. Magnesium wheels, Webers; 23,000 miles Yellow **£1,295**
1970 LOTUS Europa..... Yellow **£1,095**
1965 SUNBEAM Tiger 4.2. Has to be seen..... Red **£895**
1972 MG Midget. 25,000 miles..... Resprayed gold **£695**
1969 TRIUMPH 3000, left-hand drive. Ex factory owned, forerunners to the stock..... Primrose **£995**
1967 ALPINE convertible..... Blue **£395**
1970 (November) MARCOS V4..... Red **£1,195**
1969 LOTUS 7 Mk. 3..... Aluminium **£795**
1968 FIAT 124 Coupe..... Pink **£695**
1973 CAPRI 3000 GT..... Blue **£1,195**
1972 CAPRI 3000E..... Blue **£995**
1973 'E'-Type JAGUAR V12 2+2. P.A.S., auto, and **1973 Dino FERRARI Spyder** arriving shortly.

Over/BMW, Mk. I LOTUS CORTINA, ex-works COOPER 'S' all at present being restored.

LARGE SELECTION OF RACING CARS AND SPARES

Brabham BT35 Formula 3 car, Ensign Formula 3. Choice of three Huron Atlantic car. Brabham BT30 Formula 2 car. Pallifa Atlantic car, Landar Sports Racing Car 1300S.

We can offer the following racing spares: Wet and Slick tyres, magnesium wheels, SCA/SVC/BDA/Twin Cam complete engines and spares.

STOCK CHANGING DAILY — PLEASE TELEPHONE —

IF YOU DON'T SEE WHAT YOU WANT



MARCOS



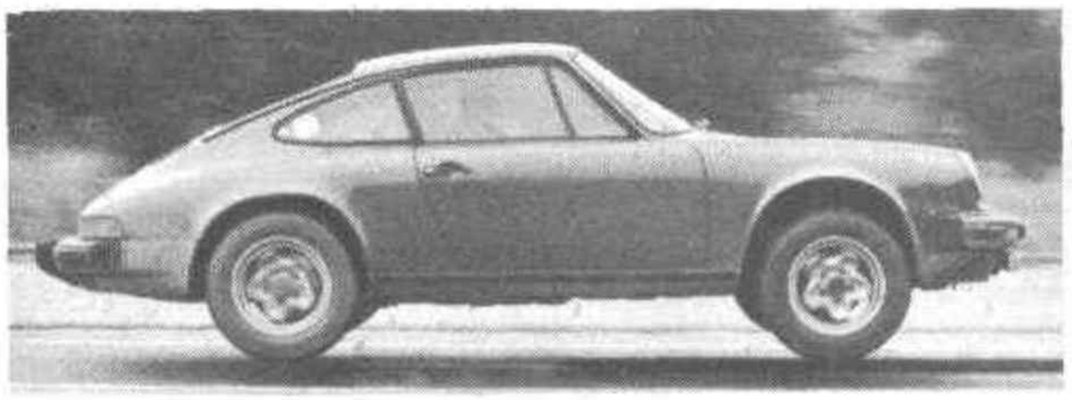
PIPER

OPENING HOURS:
MONDAY TO SATURDAY: 10.00 am till 5.00 pm.
SUNDAY: 12.00 noon till 5.00 pm.

Manchester Road (A34) Congleton Cheshire
Tel.: Congleton 5352 (Ansafone). M6 Junctions 17 or 18

SGT SPECIALIST CAR CENTRE

SGT SPECIALIST CAR CENTRE

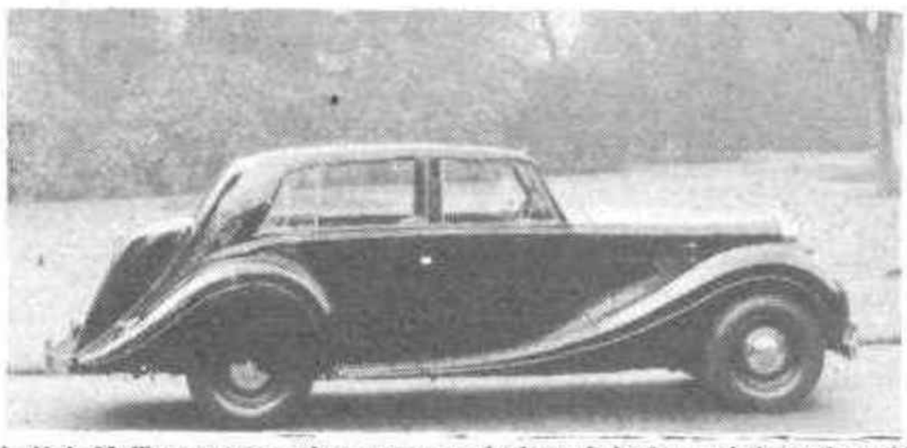


PORSCHE 911S — £1,995

First registered in April 1969 and finished in metallic silver with beige interior trimmings. Standard features include tinted glass, rear window winder, h.r.w., etc. One private owner. Chauffeur driven and maintained by the agents (Rob Walker Ltd.). A splendid example of this fine car and exceptional value, by today's standards, at **£1,995.**

STATION GARAGE — TAPLOW
STATION ROAD, TAPLOW, BUCKS
TEL. BURNHAM (06286) 5353

DON KENDALL LIMITED



This H.J. Mulliner sports saloon runs as nicely as it looks, and the rather old-fashioned brown leather interior contrasts in a dignified fashion with the sparkling black paintwork.

1935 Bentley 3½ Ltr, drop head doctor's coupe by Windover, absolutely superb.
1937 Bentley 4¼ Ltr, with Corsica two-door, four-seater tourer body.

SPORTS CARS

1972 MGB G.T. painted in Bronze Yellow, with cloth interior. Radio, overdrive, heated rear window, 34,000 miles and outstanding. £1,295.
1970 Reliant Scimitar G.T.E. Overdrive, radio, alloy wheels, heated rear window, painted in silver, without blemishes, black interior. £1,195.
1971 NGB Roadster, left-hand drive, U.S.A. spec with fridge, radio etc.
1969 Lotus +2S, a high-mileage car, mechanically re-built and painted black. £1,195.
1972 Marinas, choice of two 1.8 T.C., one saloon and one coupe, excellent value from £895.
1972 Ford Cortina saloon 1600 XL, midnight blue, radio. £795.

WANTED URGENTLY ALL MAKES OF SPORTS CARS, BENTLEY AND ROLLS-ROYCE

Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645

GILBERN Invader



INVADER Mk. III

1973 (L). Chrome yellow with tan trim, o/d., stereo, one owner, 12,000 miles

1973 (L). Yellow with tan trim, vinyl roof, o/d., stereo, 18,000 miles.



1800 GT

1966 (April). City grey with red trim o/d., sun-roof, twin spots, full history. This car has been the subject of a £700 total rebuild, including a respray in the original colour. This exceptional vehicle is now offered for sale and must surely appreciate as these cars are fast becoming collectors' pieces.

Also: Choice of two overdrive models from **£575.**



INVADER ESTATE

Only 68 of these prestige handbuilt estates were ever produced by Gilbern Cars Ltd.

1972 (Nov.) INVADER Estate, o/d., electric blue with black trim, radio, rear wiper/washer, electric windows, uprated engine, tinted screen, one owner, 23,000 miles. This car is the ultimate Gilbern for the collector, being the last estate ever manufactured, and must surely appreciate.



The Gilbern Invader Mk. I, Mk. II and Mk. III are powered by the Ford V6 engine which returns an incredible 27 m.p.g. when fitted to the Gilbern.

INVADER Mk. II. Electric blue with black trim, o/d., electric windows, Piper-tuned engine, low mileage—as tested in *Motor Sport* 1971. Without doubt the finest and fastest Mk. II available. Our managing director's own car.

1972 (Mar.) Mk. II. White with Burgundy trim, o/d., h.r.w., electric windows, one owner, 29,000 miles, immaculate.

1970 (Oct.) Mk. I. Black with black trim and s/roof, o/d., tinted screen,

1967 GENIE, in need of renovation, **£250.**

All our Gilberns are thoroughly prepared, many having been rebuilt, and carry a three months' guarantee. Good, low-mileage Gilberns always wanted for cash. Hire-purchase or part-exchange arranged.

Sales:
ACE MOTOR COMPANY
18-23 Radley Mews, Stratford Rd., London W.8. Tel: 937 5691

GILBERN SERVICE CENTRE: 52 Churchfield Rd., Acton, W.3. Tel: 992 8900. Complete servicing facilities, fibreglass coachwork, repairs and all parts.

GILBERNS WANTED URGENTLY

ALEXANDRA MOTORS
of Portsmouth

HAMPSHIRE'S LEADING SPORTS CAR CENTRE



1969 'H' JAGUAR E-Type 2+2 coupe auto., in superb sable finish with tan trim, 46,500 miles, fitted c.w.w., radio/cassette player, electric sunroof **£1,495**

1969 JAGUAR E-Type roadster, in carmen red, fitted c.w.w. radio, well maintained by previous owner **£1,295**

1972 M.G.-B roadster, harvest gold, one owner, reputed 34,125 miles, fitted o/d., exceptional condition **£1,125**

1972 M.G.-B roadster, bronze yellow, one owner, guaranteed 38,275 miles, fitted o/d., radio..... **£1,075**

1971 M.G.-B roadster, blaze, black trim, extras include o/d., Lucas spots, head restraints, radio, two owners. **£825**

1971 M.G.-B GT, flame red, two owners, mileage reading only 29,284, fitted o/d., h.r.w., w/mirrors, etc. Immaculate **£1,095**



1971 M.G.-B GT, midnight blue, black trim, two owners, low mileage, fitted Radiomobile, Cinturatos, previously sold by our good selves, with personal plate, three others to choose from all ranging from..... **£995**

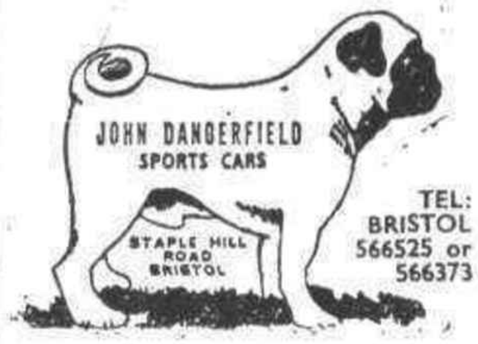
1973 'M' TRIUMPH GT6, in Mimosa, one owner, fitted o/d., h.r.w., Sundym glass, Selmar burglar alarm, 9,700 miles..... **£1,395**

1973 'L' TRIUMPH GT6, new, white, fitted overdrive, Radiomobile, h.r.w., covered only 15,374 miles. **£1,295**

WANTED URGENTLY
LOTUS ELANS
M.G.-Bs
SPITFIRES

Sports car buyers of the South Coast, undoubtedly best prices paid. Will call at your convenience.

140, Gladys Avenue,
North End,
Portsmouth
Portsmouth 67132



SCIMITAR AND MORGAN DISTRIBUTORS

NEW GTE, overdrive, Venetian blue/black, alloy wheels, Webasto..... **List**

NEW GTE, overdrive, Everest white/tan..... **List**

NEW GTE, overdrive, April yellow/tan, alloy wheels, L.F.S..... **List**

NEW GTE, overdrive, sienna brown/tan, 8-track stereo, elec. windows **List**

NEW TR6. Red. O/d ..... **Old Price**

NEW GTE Automatic. Cygnet grey. Tinted glass, tan leather ..... **List**

1974 GTE, overdrive, Mexican red, tan leather, Webasto, alloy wheels, 12,000 miles **£3,150**

1974 MIDGET. Choice of teal blue or tundra, 8,300 miles and 5,500 miles. Both Endrusted and fitted hard/soft-tops, headrests, etc. One owner. **£1,325 and £1,350 respectively**

1973 MG-B GT. Teal blue. O/d., radio, underseal, cassette stereo, wire wheels, mud flaps, headrests, tinted glass, inertia belts, spot and fog lights, tow hitch with electrics. One owner, 15,800 miles **£2,000**

1973 TR6, overdrive, white..... **£1,400**

1973 SPITFIRE, red, hard/soft-tops, one owner, 2,100 miles..... **£1,160**

1972 SPITFIRE. Saffron. Hard/soft-tops; 2 owners; 5 new radials... **£1,000**

1972 MG-B GT. White. One owner. o/d., etc. 32,000 miles **£1,550**

1972 GTE Automatic. Nevada yellow, sun-roof, stereo, leather..... **£2,150**

1972 GTE Automatic. Sun-roof, alloy wheels; 27,000 miles. Supplied and maintained by us. Stereo/radio. Caribbean green **£2,150**

1972 MG-B GT. Flame red, o/d., wires, radio, head rests, 25,000 miles... **£1,550**

1971 MG-B GT. Flame red. O/d., radio, etc. New SP68 tyres. 37,000 miles **£1,350**

1971 MG-B Mk. III, white, two owners, overdrive, new hood... **£1,075**

1964 SUNBEAM Alpine. Green, o/d., radio, hard/soft tops..... **£550**

1962 +4 MORGAN 2-seater, dark blue, recent major rebuild..... **£2,000**

1962 +4 MORGAN 2-seater, green, mech. rebuilt **£2,000**

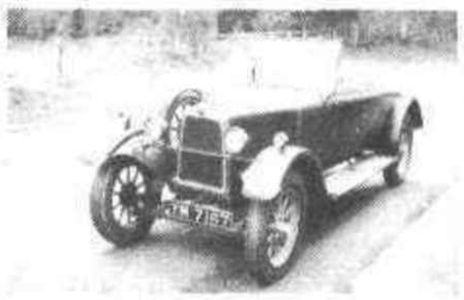
1961 DAIMLER Dart, metallic blue, hard/soft-top, recent mech. rebuild, alloy wheels..... **£1,500**

Mark I Sprite and Spitfire Works Tonneau £10 each.
27 EP on Honda. Offers.

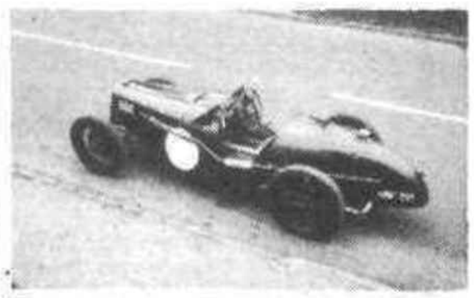
Hours 9 to 6, Monday to Saturday.
Direct Parts line: 567721.

OMNIBOB HARD-TOP STOCKIST

JAYE & WARRINGTON
have for sale







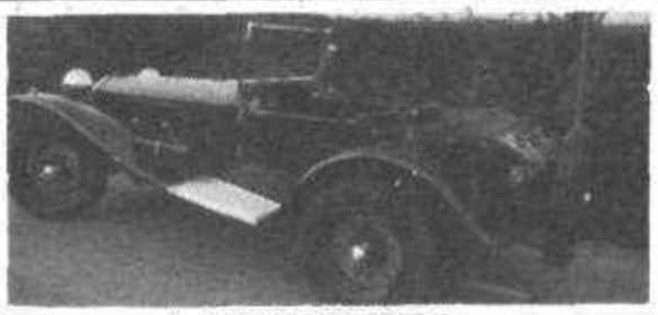


1926 TALBOT 10/23 two-seater and dickey.. **£1,250**
1929 AUSTIN Heavy 12/4 van **£900**
1933 TALBOT 105 V.D.P. tourer **£1,995**
1934 SINGER Le Mans two-seater sports **£500**
1935 RILEY Brooklands Treen **£2,250**
1936 SINGER Le Mans two-seater sports **£725**
1946 M.G. TC two-seater sports **£1,175**
1949 TRIUMPH roadster 2000 ..... **£550**
1949 TRIUMPH roadster 2000 ..... **£420**
1956 JAGUAR XK140 drop-head coupe **£1,475**
1968 MORRIS Mini-Moke £275

Barnwell Bakery,
Bedford Road,
Aspley Guise,
Bletchley, Bucks.
Tel.: Woburn Sands (0908) 582651
1 mile off M.1 at exit 13.

Please telephone to make appointment to view.

Cars of this type always bought. Part exchange.



LANCIA LAMBDA
Ex-Works Mille Miglia Car (Strazza), concours condition. 100 m.p.h. vintage road racer.



VAUXHALL 30/98
Ex John Moor car. OE 50, 2-seater boat tail. H. J. Mulliner body.



FERRARI 275 GTB
Long nose, torque tube model under 40,000 miles from new. Ex King F------. Magnificent.



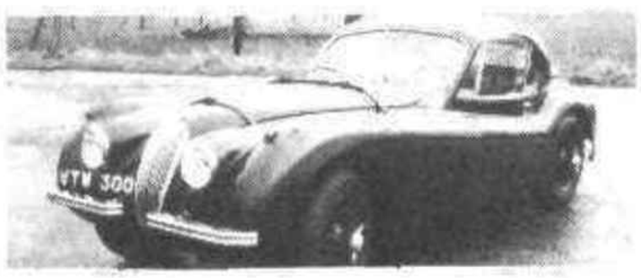
FERRARI LUSSO
Superb example with RHD.



FIAT V8
A very rare Zagato-bodied sports/racing GT. Absolutely original and immaculate.



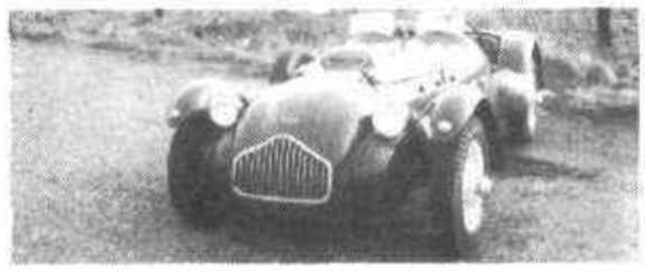
£4,995 1972(L) FERRARI 365 GTC4
25,000, metallic chocolate, plaid/beige leather trim. Full history.



JAGUAR XK120 FHC
BRG with matching wire wheels. Monza cap, twin exhausts, bonnet straps etc., beautiful.



LOTUS ELITE
White. Probably one of the best available after complete rebuild by professional restorer.



ALLARD J2X
Not the car pictured above, but one in need of restoration.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

BRIAN CLASSIC

N.B. — It is essential to telephone for an appointment to view the above.

BUCKLOW HILL 830423 (Cheshire)

01-235 4613
(OFFICE)

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

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

01-445 1869
(EVENINGS)



ROLLS-ROYCE, 1967, Silver Shadow. Finished in sandy beige with black Everflex roof, Sundym glass, full refrigeration, Webasto sunroof, etc., etc. Interior in natural tan hide. A realistically priced car with all the desirable extras.



ROLLS-ROYCE, 1963, Silver Cloud III. Just totally refurbished to high standard by Main Agents, 4 new wings and sills, rust treated and undersealed, all brightwork replated, finished in Regal red with plum hide interior, a superbly restored specimen throughout.



BENTLEY, 1967, T series 4-door sports saloon, an above average example nicely finished in Embassy black over shell grey with first class grey hide trim and carpet, mechanically excellent and representing modern prestige motoring at a very realistic figure.



ROLLS-ROYCE, 1933, 20-25 Classic D-backed touring coachbuilt limousine by Barker. Elegantly finished in black over Bahama yellow, original tan hide trim, side-mounted spare, mechanically good, just serviced and MoT tested.

ROLLS-ROYCE, 1959, Silver Cloud I. High compression series, virtually a one-owner example, just serviced and repainted in Mediterranean blue with beige hide trim, new Wilton carpet, woodwork all repolished, luxury and economical motoring.
ROLLS-ROYCE, 1957, Silver Cloud I. Shell grey over Burgundy with contrasting hide trim, moderate mileage. Extensively serviced and in all-round outstanding order.
BENTLEY, 1962, SII Standard 4-door sports saloon, in Tudor grey with plum hide trim and carpet. This 2-owner specimen has a guaranteed mileage of only 35,000 and is in the condition one would expect from such a vehicle.
BENTLEY, 1957, SI Continental convertible by Park Ward, a very sound model with power hood. Elegantly painted in Regency red with tan trim, mechanically good, just serviced and ready for the coming summer season.



DAIMLER, 1966, Majestic Major V8, automatic and power steering, three owners, moderate mileage, this car has been enthusiast maintained and is not to be confused with the average example. Finished in Moss green with natural tan hide trim.

01-723 2731 **Vintage Autos Ltd.** 01-723 2731

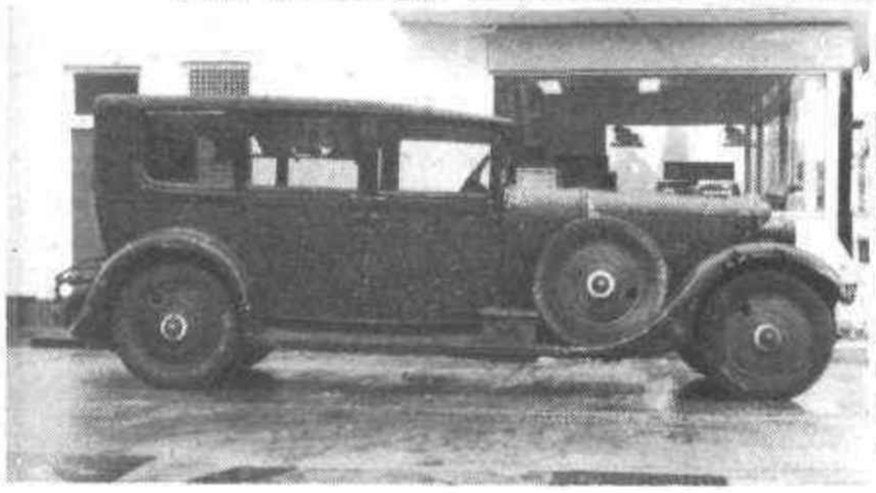
Managing Director : J. BOND, A.M.Inst.B.E.

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.

A UNIQUE OPPORTUNITY TO ANY MOTOR MUSEUM OR COLLECTOR OF HISTORIC CARS

(and the first time this famous car has been offered for sale on the open market)

Sir Winston Churchill's 1932 35/120 Daimler Barker Limousine Landaulette



Owned by him from new and used by Sir Winston during the last war. Just after the war it was purchased for exhibition use by a well-known millionaire collector of historic cars, owned by famous personalities, and is now being offered for sale on behalf of his son. In a glass case is **the original log book signed by Winston Churchill** and original photos of him in this car. It is completely original and unrestored condition, and can be sold "as is" or fully restored to its new original condition (I can quote prices for either). Owing to its vast size and limited space in my London garage, it is now being stored in Gloucestershire, where it can be inspected by appointment.

OTHER MAKES OF PRE-WAR CARS IN STOCK OR BEING RESTORED INCLUDE
ASTON MARTIN, BENTLEY, DELAGE, LAGO-TALBOT, HISPANO-SUIZA, SALMSON, ROLLS-ROYCE, ETC.
POST-WAR MAKES INCLUDE BENTLEY, ROLLS-ROYCE, JENSEN, ETC.

EXCLUSIVE TO VINTAGE AUTOS LTD.

THE NEW HANDBUILT MK. II 4½-LITRE SUPER SPORT SPEEDSTERS
One of the most exotic-looking cars being built today.

THE NEW HANDBUILT 4½-LITRE 2-SEATER SUPER SPRINTS
One of the fastest cars of its type, 0-50 in 4.8 sec.

These superb cars are based on the Mk. VI Bentley. They are designed and Custom-built by engineers who have been Bentley specialists for over 50 years.

I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPES I SELL, BUT NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening : Monday - Friday, 9 a.m. - 5.30 p.m. Saturdays and other times by appointment only.

Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

Peter Dodd and Associates Ltd.



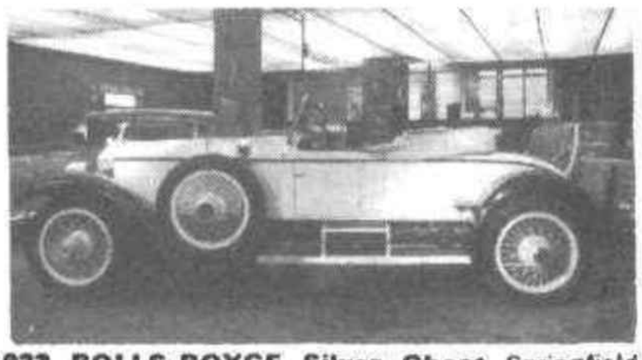
1965 ROLLS-ROYCE Silver Cloud III two-door saloon by H. J. Mulliner/Park Ward. Coachwork in white with black hide interior and black carpets. Red lambswool over rugs, stereo. Three owners, 77,000 miles.



1964 BENTLEY S3 Continental 4-door Flying Spur, by H. J. Mulliner/Park Ward. Probably the finest Flying Spur available having just been repainted in silver chalice, and rechromed throughout, black interior; 86,000 miles from new, with extensive mechanical history, truly immaculate in every respect.



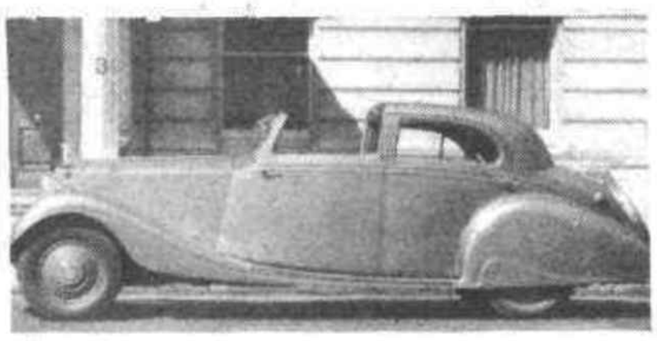
1965 ROLLS-ROYCE Silver Cloud convertible by H. J. Mulliner/Park Ward. Dawn blue with dark blue hood and interior; Previously sold by us and in superb condition.



1923 ROLLS-ROYCE Silver Ghost Springfield 'Piccadilly Roadster' by Brewster. Right-hand drive, four-wheel brakes. Coachwork in primrose with black wings. Equipped with dual side-mounted spare wheels, rumble seat, detachable trunk, tubular bumpers and drum headlamps. Believed mileage of 34,000 miles only.



1965 BENTLEY S3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with beige interior and hood. Stereo. 69,000 miles only.



1938 ROLLS-ROYCE Phantom III sedanca de ville by Gurney Nutting. Tudor grey with grey interior. 59,000 miles from new, two owners. Totally original. Illustrated on page 94 of 'Those Elegant Rolls-Royce'.

1934 ROLLS-ROYCE Phantom II touring limousine by James Young. Burgundy with black wings and gold coachlines, black leather to the front with beige 'West of England' cloth to the rear seating. and beige carpeting. Sideways-facing occasional seats and wind-up division. 76,000 miles from new,

35 - 37 FAIRFAX ROAD, SWISS COTTAGE, LONDON, N.W.6

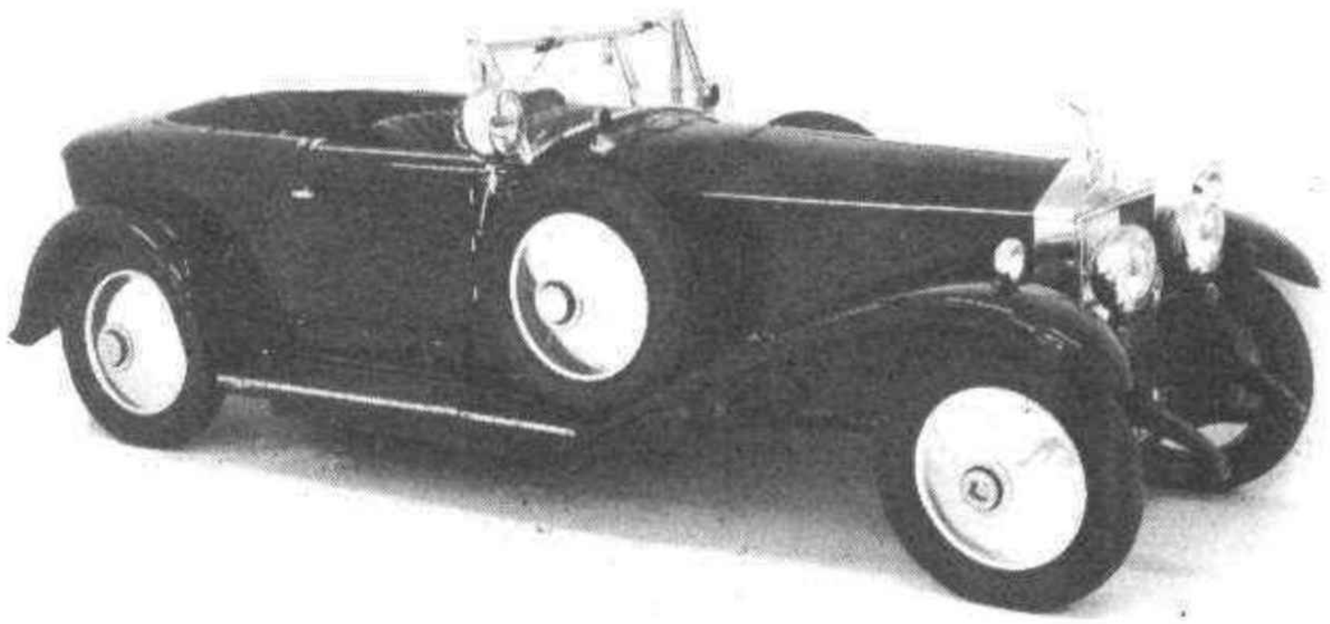
TELEX: 261354

TEL.: 01-328 5050
01-722 4792

OPEN FROM
9-30 TO 6-00 WEEKDAYS
SATURDAYS 9-30 TO 12-30
OR BY APPOINTMENT

COYS OF KENSINGTON

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR".



Exceptionally fine and rare 1926 Rolls-Royce Phantom I Torpedo Cabriolet by Park Ward. This very original car had only one owner until 1971. Note such desirable features as sloping V-screen, Grebel spot, side and headlamps, disappearing hood, polished aluminium V. shaped dashboard, rev counter, and boat-type scuttle ventilators, etc.

Painted dark blue with black wings, with blue leather and carpets interior trim. Priced at slightly over half the figure of the Camargue, we feel it has more impact, is more attractive and will prove a better investment. Part exchange welcomed. Attractive financial terms available.

POST-FREE: We have published a beautiful catalogue of past and present stock with 30 pages of illustrations, eight in colour. It is available post free £2.00 (or approximate equivalent in foreign currency). Your money refunded if you don't like it!

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444

ROLLS-ROYCE

Adams & Oliver Limited

BENTLEY

Established Specialist Service for Owners of Rolls-Royce & Bentley Cars 1925-1965

ROLLS ROYCE

1953	Silver Wraith, long wheel base, Park Ward saloon	**£3,650**
1951	Silver Wraith, Freestone and Webb touring saloon	**£3,250**
1937	Mulliner 25/30 touring saloon	**£3,500**
1935	20/25 chassis	**£985**
1933	Phantom II four-seater tourer	**£5,450**
1933	Phantom II Continental Park Ward	**£4,850**
1930	Phantom II running chassis, complete	**£1,950**
1928	Phantom I open four-seater Wilkinson	**£9,750**
1930	Phantom II close-coupled saloon, *concours* condition	**£6,500**
1923	Daimler "20" open tourer	**£2,850**

BENTLEY

1959	S2, fine condition	**£1,600**
1957	S1, high-ratio axle	**£1,600**
1954	"R"-Type Automatic	**£1,550**
1953	"R"-Type Mulliner "light weight"	**£2,485**
1953	"R"-Type, manual gears	**£1,750**
1950	Mark VI H. J. Mulliner	**£1,685**
1949	Mark VI chassis, running, complete	**£285**
1952	Mark VI Big Bore	**£895**
1960	Rover 100 O.N.O.	**£265**
1955	Rover 90, good original	**£195**

ADAMS & OLIVER LTD., RAMSEY ROAD, WARBOYS, HUNTINGDON, CAMBS., PE17 2RP.
TEL.: WARBOYS 488/9

VETERAN & VINTAGE EXHIBITION

Lancing College,
Lancing,
Sussex.

SATURDAY, 5th JULY, 1975
11.30 a.m. to 4.30 p.m.

Informal, friendly gathering to raise funds for completion of the famous Chapel. About eighty outstanding cars promised. Commentary by John Bolster. Family picnic parties welcome. Snacks and licensed bar. Tickets include tours of College and Chapel. Pay at gate or write **P. Witherington.**

Red ticket £2 (park in College). **Blue £2** (grass near exhibits). **Yellow £1.50** (field). **Green 35p** (foot).

MICHAEL LEIGH

WE INVITE ENQUIRIES REGARDING OUR EVER CHANGING SELECTION OF ROLLS-ROYCE & BENTLEY MOTOR CARS

3 BROADWAY, WOODBURY
EXETER
TEL: WOODBURY 32419

SPECIFIC COMMISSIONS UNDERTAKEN

At the time of going to press, we have pleasure in offering the following cars for your consideration.

1959 ROLLS-ROYCE Silver Cloud I. In sand over sable with beige interior. Much money was spent by the previous owner including major engine rebuild and much body work. We intend to finish the work to bring the car back to standard. Price **£3,250**

1964 BENTLEY 4-door standard saloon in fern green with beige interior. This car has just been re-painted and is outstanding. A very sound car in every respect, with superb engine. Price **£2,950**

1953 BENTLEY "R"-type with manual transmission. This car is fitted with a very pretty Freestone & Webb body. Rare style. Much very valuable history including a new engine in 1965. Excellent bodily and mechanically. Painted black over shell grey with brown interior. Price **£3,000**

We would always be pleased to buy good Rolls-Royce and Bentley cars of any age.

AUTOFARM
PORSCHE
CENTRE
for all 911/912's

SPARES, REPAIRS
CONVERSIONS, ACCESSORIES

Any body or mechanical work undertaken.

Glass-fibre spoilers, wings, bonnets, flares, etc. 911 exhaust heat exchangers. All service items, clutches, brakes s/a., lights, etc.

Engines, gearboxes, wheels, all mech., elect. and body parts from dismantled cars. All guaranteed.

Porsches bought and sold, damaged, immac. or converted.

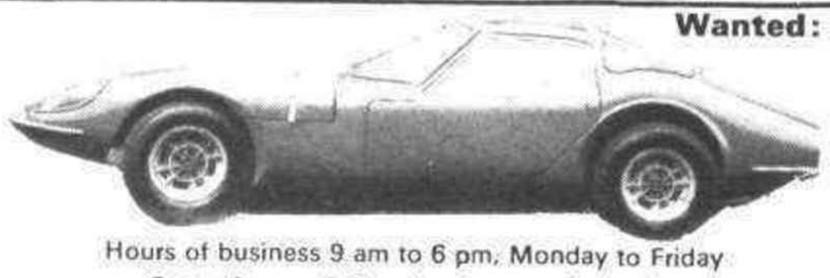
65 HIGH STREET, IVER, BUCKS, SL0 9PH
Tel.: IVER (0753) 65 2170

JEM MARSH *founder of Marcos*

WE HAVE THE LARGEST COLLECTION OF MARCOS IN THE WORLD. PLEASE TELEPHONE JEM MARSH BEFORE VISITING TO ENSURE THAT WE HAVE A VEHICLE TO SUIT YOUR REQUIREMENTS, & THAT HE IS PERSONALLY AVAILABLE TO DISCUSS MARCOS MATTERS.

MARCOS MANTIS (4-seater)
1970. White, h.r.w., alloy wheels, electric windows.

3-litre VOLVO MARCOS
1971. Red, radio, alloy wheels, sun-roof.
1970. Blue, alloy wheels, sun-roof.



Hours of business 9 am to 6 pm, Monday to Friday
Saturday and Sunday by appointment
Please note our spares, servicing, and restoration is Westbury 3997 STD (037382)

Wanted: Marcos for cash or part exchange.
We are only 30 mins. from junction 17 on the M4.

MARCOS 2-litre
1969. Aubergine, sun-roof, alloys.
MARCOS 1600
1968. Yellow, sun-roof, alloy wheels.
MARCOS 1500
1967. Bahama yellow, sun-roof, wire wheels.

Mini Marcos now available, send s.a.e. for exciting catalogue on Mk IV Model.

JEM MARSH BOREHAM ROAD GARAGE, BOREHAM ROAD, WARMINSTER, WILTS. PHONE WARMINSTER (STD 09852) 4777

ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE

ROLLS-ROYCE & BENTLEYS
AT
TRADE PRICES

WE ALWAYS CARRY A LARGE COMPREHENSIVE SELECTION OF ROLLS SILVER CLOUD I, II, & III - SILVER WRAITHS, SILVER DAWNS etc. SILVER SHADOW, T TYPE BENTLEYS AND ROLLS-ROYCE PHANTOM V & VI

Also S1, 2 and 3 Series BENTLEYS and some R Types and Mk VIs

OUR STOCK IS CONSTANTLY CHANGING AND ANY ENQUIRIES WILL BE TREATED PROMPTLY

ADRIAN HICKS OF HIGHGATE
Telephone: 01-883 4465 01-444 7464

ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE BENTLEY ROLLS-ROYCE

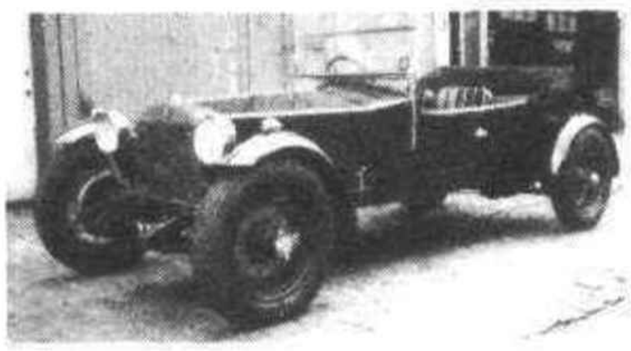
Experts in the field of producing Pattern Equipment and Small Batches Cylinder Blocks, Heads, Manifolds etc., in all metals. Prototypes and Specials for Vintage Cars our Speciality. Also Patterns and Castings in all metals for Small or Running Orders.

WRITE OR 'PHONE: Mr. P. V. GRAINGER,

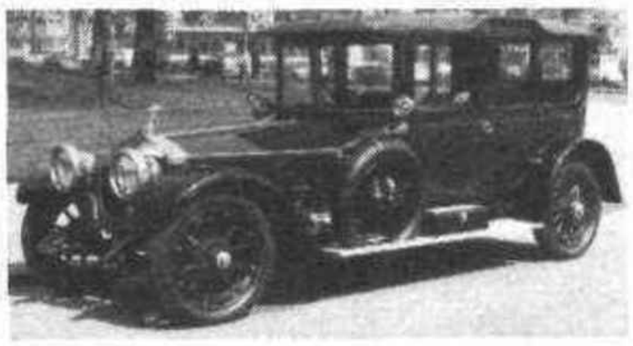
Grainger & Worrall Ltd.
HOLLOWAY STREET,
LOWER GORNAL,
DUDLEY, DY3 2EE
SEDGLEY 2083 & 70116

D. MARGULIES LTD

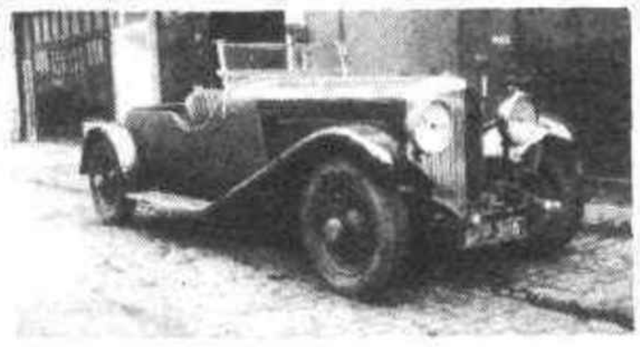
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



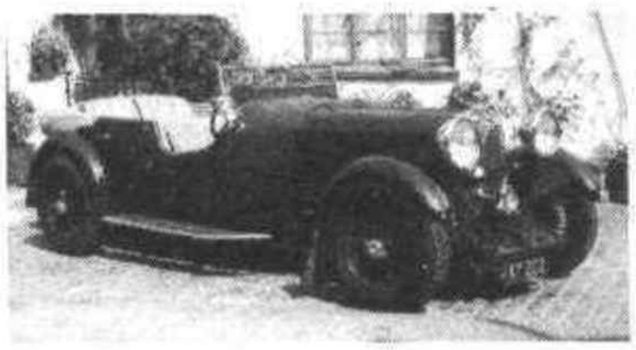
1928 ALFA ROMEO 1750 c.c. single cam tourer.



1913 ROLLS-ROYCE Silver Ghost Pullman by Mulliner, magnificent vehicle in mint condition.



1936 BENTLEY 3½-litre tourer, chassis rebuild by Bentley specialists.



1931 LAGONDA 2-litre low chassis supercharged, recently restored.



PORSCHE RSK Sports racing 2-seater, successful JCB competitor, many spare parts.



1955 LISTER Bristol 2-litre Sports racing car, recent engine rebuild and ready to race.

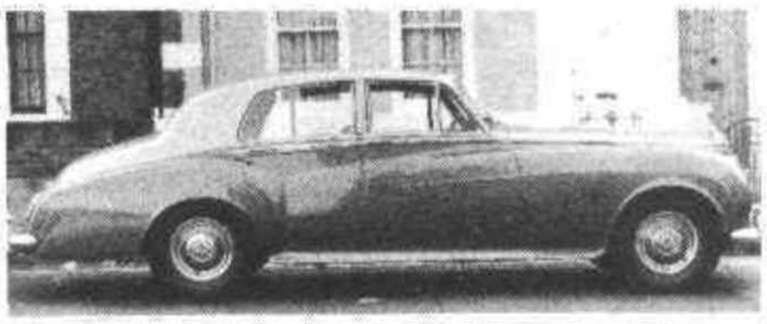
1927 ALVIS 12/50 TJ 4-seater tourer.
1936 AC 16/80 competition 2-seater.
1923/28 BENTLEY 3/4½-litre.
1929 BENTLEY 6½-litre saloon by Barker.
LAGONDA Rapier competition car, ex-Daniel Richmond, fully rebuilt.
1929 BENTLEY Phantom I Cabriolet de ville by Letourneur et Marchand.

1921 ROLLS-ROYCE 20 sedanca cabriolet by Barker.
1930 ROLLS-ROYCE 20/25 sedanca cabriolet by Windover.
1952 BENTLEY Mk. VI 4½-litre drophead coupé by Park Ward.
1931 MG Magna 2/4-seater.
1932 RILEY Gamecock sports 2/4-seater.

WANTED: ALL VINTAGE AND PVT CARS

CLARENDONS

ROLLS ROYCE **Offer the following from the Biggest Selection of Pre-War and Post-War Cars in London** BENTLEY



ROLLS-ROYCE 1957 SILVER CLOUD I.
Shell grey over Tudor grey with gold coachlines. An unmarked blue hide interior. A good service history. This very civilised vehicle has been the subject of much recent refurbishing. A very sound investment.



ROLLS-ROYCE 1951 SILVER WRAITH
Touring Limousine by H. J. Mulliner.
Re-cellulosed in Burgundy and extensively reconditioned mechanically. Complete with cocktail cabinet and many interesting accessories. Two owners from new.

THIS IS A SMALL SELECTION OF THE CARS WE HAVE IN STOCK. ★ ALSO AVAILABLE ★



ROLLS-ROYCE 1961 SILVER CLOUD II.
Sand over sable with a beige hide interior. Three owners from new with a recorded mileage of 82,000 miles. Complete with all tools, handbook etc., cocktail cabinet and many extras. A detachable division and smoker's companion. A very interesting example.

1956 Bentley S1 Continental fast back by Mulliner, midnight blue with blue hide interior.
1948 Bentley Mk. VI drop-head coupe by Hooper, silver grey coachwork.
1937 Bentley 4¼ by Park Ward, in excellent condition. Good history, recorded mileage 83,394.
1936 Rolls-Royce 20/25 Landaulette by Hooper, black and midnight blue.
1935 Rolls-Royce sedanca-de-ville by Barker, yellow and black coachwork. Very good all round.
1956 Bentley S1 slad-sided coachwork by Hooper, regal red and Burgundy, 98,867 miles.
1960 Rolls-Royce Silver Cloud III, low mileage.
1928 Rolls-Royce Phantom I tourer, l.h.d., spring-sealed chassis, Brewster coachwork.
1958 Bentley S1 with power.
1954 Rolls-Royce Silver Dawn black and red, very good all round.
Telex: 21792.



ROLLS-ROYCE 1954 SILVER DAWN SALOON
by James Young.
Finished in Burgundy with gold coachlines. Recently fitted new gearbox and exhaust system. New carpets and headlining. A good example of this rare aluminium-bodied design.

★ ALWAYS A GOOD SELECTION OF BENTLEYS SS, MK. VI, R-TYPE, S1, S2, S3 ★

THE CLARENDON CARRIAGE COMPANY LIMITED

HEATHMANS RD., PARSONS GREEN, FULHAM, S.W.6 (100 yds Parsons Green Tube) TELEPHONE: 01-736 2302/3/4

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH —



SCIMITAR GTE

SCIMITAR GTE. Overdrive, Capricorn blue/tan interior, alloy wheels, electric windows ..... **List Price**

SCIMITAR GTE. Automatic, ivory beige, radio, electric windows, tinted glass ..... **List Price**

SCIMITAR GTE. Manual, Beaujolais red/tan interior, alloy wheels, electric windows, tinted glass..... **List Price**

ALSO DEMONSTRATION CAR FOR YOUR INSPECTION AND TRIAL

1973 'M' LOTUS +2S 130/5. Metallic green/silver cabin. Certified 15,000 miles by one owner, alloy wheels, tinted glass, radio, h.r.w., oatmeal interior..... **£2,495**

1973 'M' VAUXHALL Viva 2300 'Ecosse' estate. Certified 17,000 miles, white with black interior. Stage III engine and suspension modifications..... **£1,295**

1974 'N' LOTUS Europa Special. Lagoon blue metallic/champagne interior. 11,000 miles by one owner, radio, tinted glass, 5-speed gearbox, alloy wheels. **£2,575**

1973 'M' JENSEN-HEALEY Sports Mk. II. One owner from new. Certified 19,000 miles, mustard yellow with hardtop and soft-top, radio/stereo 8 unit, original throughout **£1,875**

Alfa Romeo

IMMEDIATE DELIVERY

ALFASUD SE. Red, blue, white **£1,668**
ALFA 2000 Berlina. Plum cloth interior. **£2,699**
ALFA 2000 Spider. Blue..... **£3,043**
ALFA 1.6 GT. Indigo grey..... **£2,355**
ALFASUD TI. White, blue, red **£1,868**
ALFETTA saloon. Le Mans blue and red **£2,798**
ALFA 2000 GTV. Maroon/tan int. **£2,998**
ALFA 2000 GTV. Dutch blue..... **£2,998**

DEMONSTRATION MODELS FOR INSPECTION AND TRIAL

1973 'L' RELIANT Scimitar GTE. Overdrive, Highland purple/tan interior. One owner, 22,000 miles, alloy wheels. Stereo/radio **£2,395**

1972 'K' ASTON MARTIN DBS V8 automatic. 1,000 miles only since Aston re-build. New V8 4-carburettor engine, new tyres, exhaust etc. Works respray, air conditioning, tinted glass and metallic paint **£4,750**

1971 'K' RELIANT Scimitar GTE. Automatic, Nevada yellow/black interior, alloy wheels, radio, 39,000 miles from new **£1,595**

1972 'L' TRIUMPH 2000 saloon. Bronze yellow/cloth interior, overdrive, radio, h.r.w., outstanding condition..... **£1,225**

WANTED FOR CASH
LOTUS +2S, 1970-1974
LOTUS ELANS, 1970-1973
LOTUS EUROPAS, 1972-1974

1973 'L' RELIANT Scimitar GTE. Manual, Everest white/black interior. Certified 29,000 miles, alloy wheels, stereo 8/radio. Showroom condition. **£2,225**

1973 'L' PORSCHE 911S 'Targa'. All original gleaming black. Certified 21,000 miles, radio/stereo cassette unit. Recaro seats, tinted glass, specimen condition throughout **£4,750**

1974 'M' M.G.-B Sports. Glacier white/tan interior, one local owner. Certified 7,000 miles, radio, servo brakes... **£1,595**

1973 'L' LOTUS +2S 130/5. Metallic tawny/silver cabin. Certified 18,000 miles, alloy wheels, radio, champagne interior, h.r.w..... **£2,475**

1971 'J' LOTUS Sprint d.h.c. Lagoon blue metallic, radio, tinted glass, thorough overhaul just completed. Recommended. **£1,295**

1972 'L' M.G.-B GT. Bronze yellow/black interior. One owner, 28,000 miles, overdrive, radio, h.r.w..... **£1,345**

1972 'K' FIAT 124 Sport. 1600 c.c. Acacia green/tan cloth, one owner, 5-speed gearbox, 29,000 miles..... **£1,395**

1970 'H' ALFA ROMEO 1750 GTV. Yellow ochre, two owners, certified 46,000 miles, h.r.w., 5-speed gearbox. **£1,095**

1971 'J' LOTUS Europa S2. Bahama yellow/black interior. Genuine 34,000 miles, radio. Very good condition **£1,095**

1973 'L' LANCIA 2000 saloon. One owner from new, 22,000 miles, 5-speed gearbox, radio, h.r.w. Velvet cord upholstery. Outstanding condition... **£1,695**

1974 'M' FIAT 132 1800 'S'. White/blue cloth interior, one owner. Certified 11,000 miles, rust-protected, h.r.w. Beautifully maintained throughout **£1,495**

1974 'N' (Dec.) ALFETTA saloon. White. Certified 8,000 miles by one owner, radio, tinted glass, h.r.w. 5-speed gearbox **£2,295**

URGENTLY REQUIRED
Reliant Scimitars 1970-1974

70-PLUS USED CARS IN OUR CONSTANTLY CHANGING STOCK

Open Daily Until 6 p.m. Closed on Sundays

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

ALFRED STREET SHOWROOMS, BLACKPOOL
Tel. 28401/2

KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3



BENTLEY R-Type Continental, 1955 'D' Series. 79,000 miles from new, with full history. Automatic gearbox and 4.9-litre engine. Finished in smoke green with tan upholstery. This car is an excellent example of this fine post-war classic. Chassis No. BC-14-D.

P&A Wood

CORNICHE GARAGE
GREAT BARDFIELD, ESSEX
GREAT BARDFIELD 604



ROLLS-ROYCE Silver Shadow, 1968 4-door saloon. Finished in Tudor grey with black leather. Sundym windows, refrigeration and stereo. Meticulously maintained and exceptional for an early car.

WE SPECIALISE SOLELY IN ROLLS-ROYCE AND BENTLEY CARS

SPITFIRE Mk. 4, 1974. White, o/d., 2,000 mls. **£1,385**
SPITFIRE Mk. 4, 1973(M). Carmine, 19,000.. **£1,095**
SPITFIRE Mk 4, 1973. Pimento..... **£1,045**
SPITFIRE Mk 4, 1973. Sapphire blue..... **£995**
SPITFIRE Mk. 4, 1972(L). White, o/drive, hard-top, 17,000 miles..... **£945**
SPITFIRE Mk. 4, 1972. Saffron..... **£855**
SPITFIRE Mk. 4, 1971(K). Valencia, 28,000.. **£825**
SPITFIRE Mk 4, 1971. White..... **£765**
SPITFIRE Mk. 4, 1970(J). Red..... **£735**
SPITFIRE Mk. 3, 1970(J). White, o/d., h/s-tops **£625**

SPITFIRE Mk. 3, 1969(H). Blue, w/wheels, hard-top **£575**
SPITFIRE Mk. 3, 1969. White, Cosmic wheels **£495**
MG Midget, 1973. White, radio..... **£995**
MG Midget, 1971. Blaze, 28,000..... **£695**
MG Midget, 1970(J). Red, w/wheels..... **£625**
MG-B GT, 1971. Blaze, radio..... **£965**
MG-B GT, 1966. Green, w/wheels, o/drive.... **£495**
TRIUMPH Stag, 1971. Blue, h/s-tops, auto... **£1,495**

GOOD SPITFIRES ALWAYS WANTED

SPITFIRE SPECIALISTS

WALKER AND DEEKES
SPORTS CARS

SANDRIDGEBURY LANE, SANDRIDGE, Nr. ST. ALBANS St. Albans 61000/58709

TILLINGHAM STREET GARAGE

ALVIS Speed 25, 1939, rolling chassis; complete restoration to *concours* standards; complete in every detail, **£850. ALVIS Crested Eagle 25, 1936,** saloon, sound original condition, **£750.**

WANTED: Pre-War ALVIS in any condition.

021-772 2655 Ev'gs 021-444 2100
35, TILLINGHAM STREET, SPARKBROOK, BIRMINGHAM 12

1954 FORD ZODIAC Mk. I

This absolutely beautiful example has been acclaimed by all for its magnificent condition. A renowned centrepiece in our showroom, we are finally prepared to accept offers around £500.

Full details from **Terry Watkins:**

SERVICE GARAGE LTD.
Main Ford Dealers
BARNSLEY. Tel.: 0226 5741

TYRES

5.50–17 New covers	**£13.50** ea.
5.50–18 " "	**£13.50** ea.
5.50–18 India 6 Ply covers	**£16.80** ea.
8.20–15 Dip W.S.W. T/L	**£23.00** ea.
6.00–20 New 6 Ply covers	**£25.00** ea.
6.70 x 16 Dip 6 Ply T/L	**£17.50** ea.

Plus carriage, plus V.A.T.

HAMPSTEAD TYRES LTD.
31-35, Fortune Green Rd., London N.W.6. Tel: 01-435 8988/4992

MASERATI 4CL
Ex-Baird car.

Good running order. Also:

1929 1500 Alfa Super Sport
Completely rebuilt. Fabric-bodied (2-seater), in excellent condition.

Phone: Day 061-330 1067
Eve. 061-338 3102

THE VICEROY CARRIAGE CO.

OFFER FROM A SELECTION OF OVER FIFTY CARS

VICEROY COURT GARAGE, MACKENNAL STREET, ST. JOHN'S WOOD, LONDON NW8



1354 Rolls-Royce Silver Wraith by Freestone and Webb. A magnificent example of this very rare Empress line model, equipped with automatic transmission, electric division and jump seats. This car is finished in Embassy black with pale blue hide and matching carpets. A fine investment at **£4,250.**



1959 Bentley S1, last year of the Classic 6 cylinder engine. Full automatic with power-assisted steering. Outstanding coachwork in garnet with original pale grey hide trim and carpets. Also fitted with electric windows. **£2,275.**



1963 Rolls-Royce Silver Cloud III. An above-average example with automatic transmission and power-assisted steering. Maintained and serviced by ourselves regardless of cost. Nicely finished in Caribbean blue over shell grey with light grey hide trim and carpets. We are able to offer this car at the very competitive price of **£3,750.**



1961 Rolls-Royce Silver Cloud II long wheel base with electric division. This small limousine is elegantly finished in sage over velvet green, with matching green hide trim and carpets. Ideal for the family man or private hire. **£3,850.**



1954 Rolls-Royce Silver Dawn by James Young. Finished in dawn blue with red hide trim and carpets. This extremely rare hand-built car, one of only four ever made, has covered 84,000 miles and had two owners from new. A handsome car with a fine pedigree. **£5,250.**



1960 Bentley S2. A very fine example of this series, finished in shell and Tudor grey, having been recently recellulosed by ourselves. The interior is excellent with new headlining and carpets. Offered very fairly at **£1,975.**

ALSO A CHOICE OF:
Four Silver Cloud IIIs from £3,500.
Two Silver Cloud IIs from £2,750.
Four Silver Cloud Is from £2,450.

Three Silver Waiths from £2250
Five various pre-war Rolls-Royce.
Three Continentals.
Three S3s from £2,450.

Four S2s from £1,850.
Four SIs from £1,450.
Six R-Types from £1,495.
Three Mk. VIs from £895.

TELEPHONE: 01-722 8200 01-586 4471 (DAYTIME) 01-954 6824 (EVENINGS)

Roland Duce

VINTAGE & SPECIALIST CARS

58 BROOK STREET, WYMESWOLD, Nr. LOUGHBOROUGH, LEICS., ENGLAND
TELEPHONE: WYMESWOLD 880067 / 880909

ASTON MARTIN



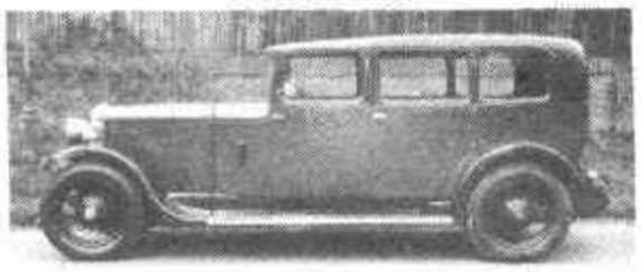
1962 DB4, mint **£1,425**
1966 DB6 auto **£1,675**
1967 DBS6 (*illustrated*) **£2,500**
1970 DB5 Mk. 2 Vantage, ZF 5-speed. Superb **£2,250**

AUSTIN 7



1925 Pram hood (*similar to above*) .. **£2,350**
1928 Fabric saloon **£1,125**

DAIMLER



1931 Sleeve-valve saloon 16/20 (*illus.*) **£2,650**
1936 Light 20 h.p. **£175**
1937 Straight 8 Hooper **£675**
1948 DE27, Windover body **£1,550**
1950 Barker Special Sports coupe, choice of three from **£1,195**
1952 DB18 Consort, *concours* **£975**
1954 Hooper Empress **£195**

M.G.



Choice of two unrestored **TAs** and three **TCs,** some running, from **£550**
1945 TC — 0260, 10th built, restored ground up **£2,950**
1947 TC, black, green interior, magnificent **£2,250**
1948 TC, blue, cream interior, magnificent **£2,250**
1954 TD, restored throughout **£1,875**

MORGAN



1933 MX4 beetleback, mint **£2,250**
1934 LTOWZ JAP, barrel-back **£1,375**
1934 s.v. JAP, barrel-back **£775**
1947 4/4 flat rad. coupe **£1,550**
1967 +4 4-seat, mint **£1,750**

ROLLS-ROYCE & BENTLEY



1936 Rolls-Royce P3, magnificent .. **£4,450**
1951 Mk. 6, Tudor/shell **£1,450**
1955 R-Type, automatic **£1,825**
1958 S1, two owners, low mileage **£1,975**
1959 S1, one owner, power windows, low mileage **£2,250**
1960 S2 LWB, with division **£2,950**
1963 S3, low mileage **£2,350**

WE ALSO HAVE:

1919 New Hudson, running, original **£375**
1925 Douglas EW, mint **£575**
1933 Alvis Speed 20 VDP tourer **£1,500**
1937 Alvis Speed 25 Charlesworth 4-seat tourer, running **£1,675**
1959 Lotus 7 ..... **£525**
1968 Lotus Cortina, excellent **£475**
1972 BMW 3.0 Si, blue **£2,650**

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

CABLES:
EFFDALE,
LONDON, SW6



1939 ROLLS-ROYCE Wraith 4-door sports limousine with razor-edged coachwork by James Young. Finished in Tudor grey with blue interior; many unusual fittings and in very fine conditio n



1962 BENTLEY S2 Continental 2-door all-alloy saloon by H. J. Mulliner. Silver with smoke blue hide. A fine example of a very rare model.



1958 ROLLS-ROYCE Silver Cloud I L.W.B saloon by James Young. Tudor grey with cream hide, powered windows and glass divider.



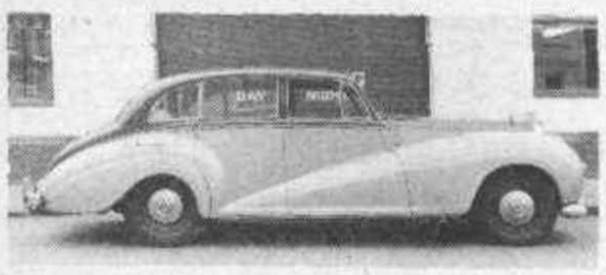
1936 ROLLS-ROYCE 20/25 sportsman's saloon by H. J. Mulliner. Black over burgundy with original maroon hide interior and fine veneer cappings. Most carefully maintained throughout its life and equipped with sliding sun-roof.



1958 BENTLEY Continental S.1 4-door saloon by James Young. Velvet green with cream hide. We having previously supplied this car, it is well known to our Service Engineers.



1936 ROLLS-ROYCE sedanca drophead coupe Fully re-finished by us in sage over smoke green with dark green hide interior. One of very few Rolls-Royce chassis bodied by Coachcraft Limited when new.



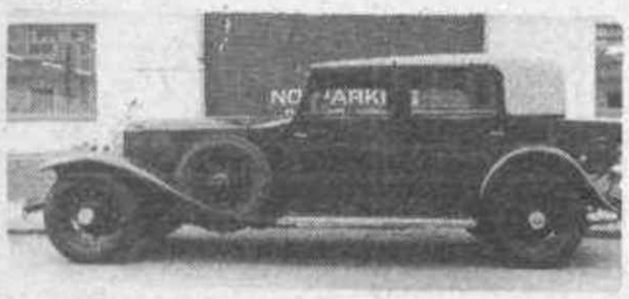
1952 BENTLEY Mk. VI 4½-litre special custom-built 4-door alloy saloon by James Young. Sable over sand with cream hide interior. This car is well known to our Service Dept. Equipped with fine veneers and excellent detail fittings.



1961 BENTLEY S.2 Continental 4-door "Flying Spur" saloon by H. J. Mulliner. With metal sliding sun-roof, finished in blue with very light tan hide; undergoing a comprehensive mechanical overhaul in our workshops. Especially recommended.



1958 BENTLEY Continental S-type by H. J. Mulliner. Automatic transmission and power-assisted steering. Mexico brown with deep red hde interior (matching leather headlining) and fine veneer cappings.



1931 ROLLS-ROYCE Phantom II. A British-built chassis, series AJS with **LEFT-HAND DRIVE,** with a handsome Brewster body. Now being restored in our own coachworks; equipped with glass partition, occasional seats, twin side-mounts and detachable rear trunk. Colours not decided at press-date.



THE LAST VINTAGE BENTLEY? A 4½-litre car with Vanden Plas body, built by Rolls-Royce Limited in 1936 out of their stock of new parts. Equipped with heavy crank engine, 6½-litre final drive and very light 4-litre steering. Gunmetal grey with mid-tan hide and in *concours* condition throughout.



SOMETHING DIFFERENT:
The ex-Nubar Gulbenkian Town Car.

Based on the genuine London Austin taxi, the hand-crafted all-alloy coachwork incorporates a metal retracting sedanca roof over the front seats, daylight roof in rear with fabric sun blind, comfortable folding occasional seats and finely integrated decorative panelwork not visible in this photograph.

Finished in black with simulated Bergere sides, trimmed throughout the rear in moss green broad-corded Dralon with all-wool Wilton mats. The front compartment is in soft black leather and there are heaters front and rear.

For additional information on this unique equipage and 47 Classic Rolls-Royce and Bentley cars, please call or telephone us.



ROLLS-ROYCE Silver Clouds:
1962. Shell over Tudor grey, very fine.
1957/8/9. Choice of three with power steering.



1958 S.1 2-door special saloon, one of only three by James Young. Sable with cream hide and exquisite veneered cappings. High-compression engine, P.A.S.

We urgently need pre-1966 Rolls-Royce and Bentley motor cars.

OPENING HOURS 9 a.m. - 6 p.m. SATURDAYS BY APPOINTMENT ONLY

WE NOW HAVE A 24-HR. TELEPHONE ANSWERING SERVICE FOR THE BENEFIT OF THOSE WHO CALL OUT OF BUSINESS HOURS. IF CALLING FROM OVERSEAS PLEASE AUTHORISE US TO TELEPHONE "COLLECT".

101 FARM LANE, FULHAM, LONDON SW6 1QH

Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



We always have a good selection of **"S" Type BENTLEYS.** All in good condition providing excellent prestige transport for a very small outlay, less than the price of a new Mini, these are good investments from **£1,275.**



1961 SILVER CLOUD II standard steel saloon. A fine example finished in disappearing green over golden sand, the condition of the body is excellent. Finely upholstered in beige real hide with matching Wilton carpet. The car is a joy to drive with automatic transmission and power-assisted steering. **£2,850.**

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone : 0538 384300
or 0538 384020

WORKSHOPS .
West Street,
Leek. Staffs.
Telephone : Leek 384020

If closed telephone:
Churnet Side 360300 (STD 0538)

Cables: 'Buntycars, Leek, Staffs.'

Rolls-Royce and Bentley repairs and trim work now undertaken in our workshops.

ROBBINS OF PUTNEY LTD.

The family business established 54 years.



ROLLS-ROYCE Silver Cloud, 4.8-litre, high-compression engine, power-assisted steering, automatic transmission, standard 4-door sports saloon, finished in shell grey over black, with grey leather. A very fine example of this classic model, just completely serviced. **£2,950**



BENTLEY S1, 4.8-litre saloon, finished in shell grey over black pearl, with red leather upholstery. Late 1958 registration. Guaranteed 70,000 miles since new. One of the finest S1 cars we have ever stocked, the late property of a titled gentleman. **£2,750**



ROLLS-ROYCE Phantom V, 1964 chassis, fitted with James Young touring limousine, finished in dark blue with blue-grey leather to chauffeur's compartment, grey West of England cloth to rear. Genuine 42,000 miles since new. An outstanding example of this classic car. **£14,500**



BENTLEY S.III 6.2-litre, 1965, standard 4-door sports saloon, finished in shell grey over tudor grey, with red leather upholstery. Recorded mileage only 56,000 miles. A beautifully kept car in outstanding condition. **£4,350**



BENTLEY "R"-Type, 4½-litre 6-cylinder engine, 1954 chassis, with manual gear-change, 4-door standard sports saloon, finished in two-tone green with dark tan leather upholstery. Just completely serviced including brake overhaul. **£2,350**



ROLLS-ROYCE Silver Dawn 4½-litre, late 1954 chassis, with automatic transmission, saloon, black over shell grey, with dark red leather. This car has been completely restored by a Rolls-Royce Crewe engineer, quite regardless of cost, which now totals nearly £7,000. Total mileage since restoration under 600 miles. One of the finest in existence. **£5,950**

OUR STOCK IS CONSTANTLY CHANGING — TELEPHONE YOUR REQUIREMENTS — WE MAY HAVE ALREADY IN STOCK JUST THE CAR TO MEET YOUR NEEDS.

WE CAN SUPPLY NEW ROVER - AUSTIN - TRIUMPH - WOLSELEY - M.G.

96-98 UPPER RICHMOND ROAD, PUTNEY, SW15 2SR

Telephone: 01-788 7881/5

Cedar Wood for men.

