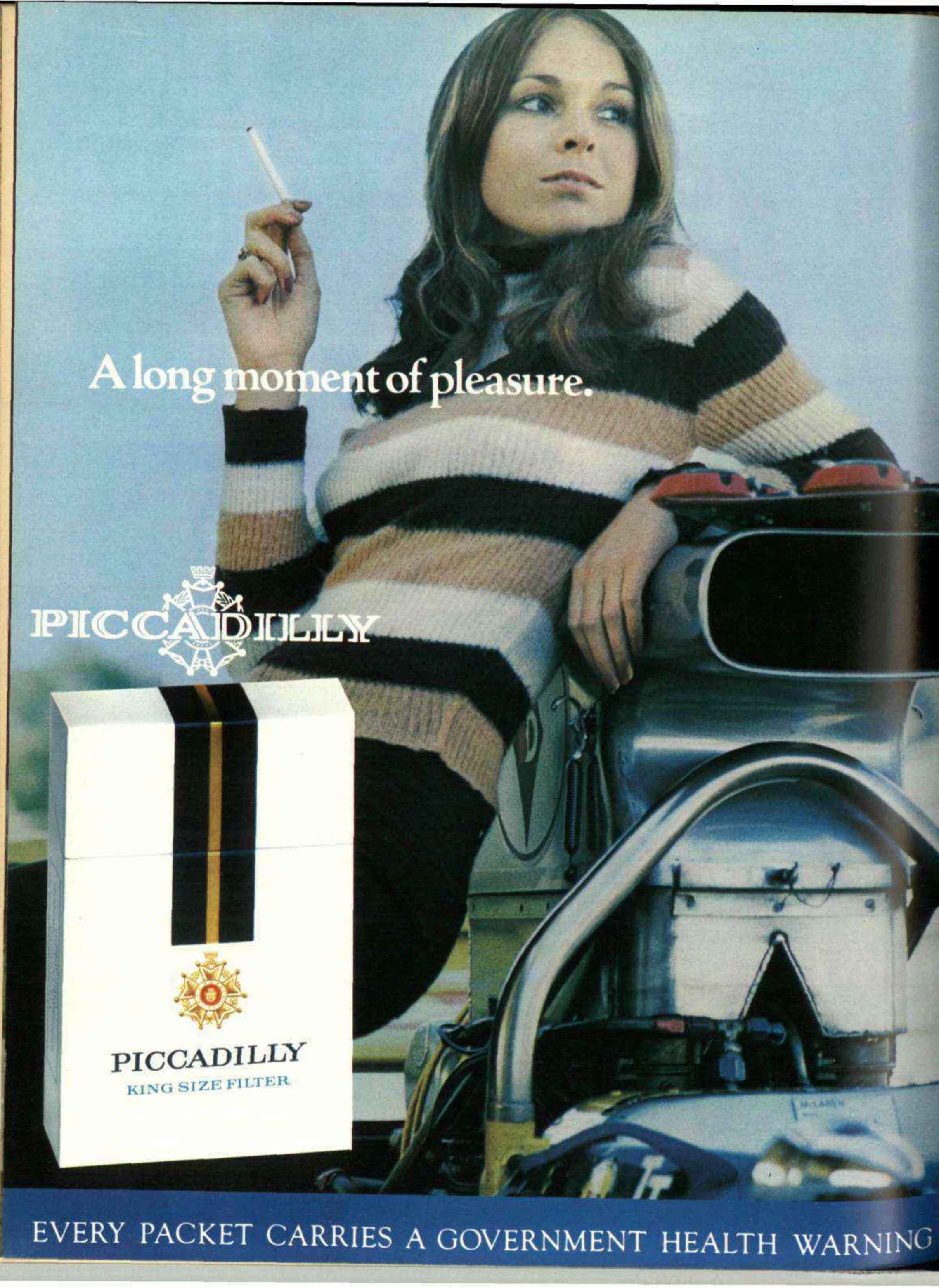
November 1974 Vol. L No. 11 20p

MOTOR SPORT

Founded in the year nineteen twenty-four





EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Caterham Car Sales





Llama Roadster £1,212 inc. taxes.



TVR 3500 M £2,979 inc. taxes.

LOTUS SEVEN—A selection of used models always available. Series II from **£495** Series III from **£695** Series IV from **£795.** Full after sales service available.

LOTUS

1973 Elan +2S 130/5. Pistachio, radio, h.r.w. **£2,295**
1972 Elan +2S 130, metallic blue, tinted screen, radio/stereo, I owner..... **£1,795**
1970 Elan +2S, white, radio..... **£1,350**
1972 Elan Sprint, red/white, radio.... **£1,495**
1969 Elan S4 drophead, orange..... **£895**
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New, early delivery, **3000M** in metallic blue, sun roof, radio, etc..... **£2,995**
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1972 2500M, blue, overdrive, sun roof, stereo etc **£1,495**
1971 Vixen 1600 S3, purple, sun roof, radio **£1,095**
1969 Vixen 1600 S2, Bahama yellow, sun roof, radio **£995**
1969 Vixen 1600 S1, metallic blue, wire wheels **£795**

OTHER CARS

1972 Reliant Scimitar GTE, auto., purple, radio, h.r.w..... **£1,985**
1970 Reliant Scimitar GTE, turquoise, auto., stereo **£1,295**
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Lotus Seven, Elan +2S, Europa, Marcos, TVR(M), Clan Scimitar, GTE.

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Caterham Coachworks

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Please send details of SEVEN/TVR/LLAMA. I do/do not require a demonstration.

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Enclose 4½p stamp.

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

John brown wheels

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Callers welcome at Coventry London Bristol and Sleaford

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All prices for units are excluding speakers unless stated.

CARTRIDGE STEREO PLAYERS

321 'FESTIVAL' Individual controls, Auto track change, Push-button selector, output 3 watts. Neg. earth. List Price £21.89
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J.B.W. PRICE £20.41

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341 'NEWPORT' 3 Slide controls, eject/fast forward buttons. Output 8 watts at 4 ohms. Neg. earth. List Price £36.60
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342 'NEW ORLEANS' Individual controls. Fast forward/eject buttons. Total output 14 watts. Neg. earth. List Price £46.20.
J.B.W. PRICE £29.70

CARTRIDGE/RADIO UNITS

324 'GLYNDEBOURNE' CARTRIDGE PLAYER/FM STEREO RADIO. Channel lights, stereo indicator lights, 7 watts per channel. Neg. earth. List Price £66.00
J.B.W. PRICE £42.15

338 IN DASH 8 TRACK with MW/FM STEREO RADIO. 4 track lights. Individual controls. 6 watts per channel. Neg. earth. List Price £82.50.
J.B.W. PRICE £51.95

336 IN DASH 8 TRACK with LW/MW. Individual controls, 4 track lights, 6 watts per channel, NEG. or POS. earth. List Price £77.00.
J.B.W. PRICE £48.50

CASSETTE/RADIO UNITS

343 SYMPHONY CASSETTE PLAYER/MW/FM STEREO RADIO. Stereo indicator light, individual controls, output 14 watts. Neg. earth. List Price £93.50.
J.B.W. PRICE £59.75

345 IN DASH CASSETTE PLAYER/MW/LW/RADIO. Similar to 344. Neg. earth. List Price £77.00.
J.B.W. PRICE £48.05

346 IN DASH CASSETTE PLAYER/MW/FM STEREO RADIO. Individual controls, fast forward button, eject, stereo radio beacon, tape light. Output max. 14 watts. Neg. earth. List Price £88.00.
J.B.W. PRICE £52.50

347 similar to 346 but with MW/LW radio. List Price £77.00.
J.B.W. PRICE £47.50

RADIO

331 PUSH BUTTON MW/LW RADIO Complete with speaker. Output 4 watts. NEG or POS. earth. List Price £33.00.
J.B.W. PRICE £20.90

ACCESSORIES

339 FM STEREO CONVERTER. Fits all 8 track players. List Price £29.70.
J.B.W. PRICE £18.67

348 CASSETTE ADAPTOR. Fits all 8 track players. List Price £22.00
J.B.W. PRICE £13.25

SPEAKERS (All prices per pair)

351 5" Stereo wedge speakers with 8 watts handling capacity. List Price £4.35.
J.B.W. PRICE £3.35

356 Convertible wedge or flush stereo speakers, 5 oz., 8 ohms. List Price £6.60.
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358 'MAGNUM' — the best wedge speakers in the range. 5" woofer and 2" tweeter. List Price £8.80.
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353 Door mounting stereo speakers. Black, round. List Price £6.05.
J.B.W. PRICE £4.50

355 Heavyweight door mounting speakers. The best door mounting speaker in our range. Fantastic performance. List Price £8.80.
J.B.W. PRICE £6.00

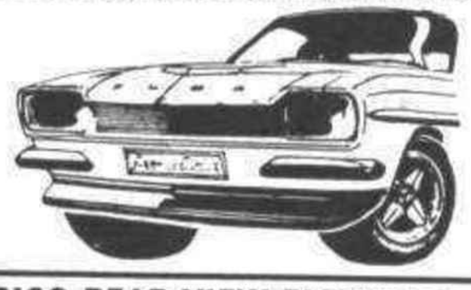
ALL HARRY MOSS GOODS CARRY 12 MONTHS UNCONDITIONAL GUARANTEE.

Postage, Packing and Insurance 55p per order.

Speakers on their own 35p per pair.

SPOILERS

These spoilers act just like wings. In fact they are aerodynamically designed and each model is individually shaped to fit a particular car. If yours is not listed please enquire. Carriage on all spoilers is 25p.



FRONT ABS
Mini £4.95
Escort, Cortina, Capri, Anglia, Marina, M.G.B., £6.70

TRANS-AM Super de Luxe
Front: Mini £10.45
B.M.W., V.W., Avenger, Imp, Escort, Capri, Cortina, £12.95
Rear: B.M.W., Capri, Cortina, Escort, £12.95

FIBREGLASS
(As fitted to the Broadspeed Turbo Capris), Escort, Capri, £8.50

ALLOY
The best available, widely used for competition use. Fiat 124, Escort, Capri, Cortina, Imp, Avenger, Datsun 140, 240K, Toyota Celica & Corrolla, Magnum, Spitfire, Mazda RX3, 818, RX2, HB Viva, M.G.B., £17.25

TRICO REAR-VIEW ELECTRIC WIPER SETS

Each kit is built around an electric motor with a wiper arm and blade combination to provide good rearward vision. Switch, cable and all parts supplied with template and full instructions.

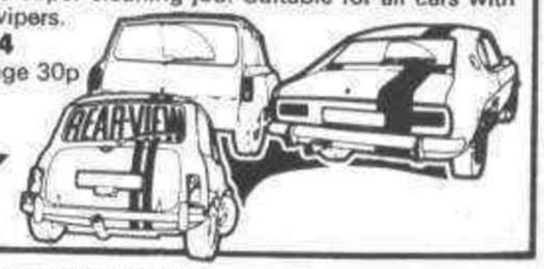
All BLMC Minis **£11.15** Carriage 30p

Ford Capri, Cortina Estate Mk I-II-III, Escort estate, Granada/Consul estate, Singer Vogue estate, Hillman Husky, Minx estate, Hunter estate, Avenger estate, Simca 1100 estate, Vauxhall Viva estate, Victor estate (FC & FD), BLMC 1100/1300 saloons and estates, Marina estate, Fiat 124 estate, 127 3-door, Mazda 1300 and 1800 estates, Peugeot 504 estate, 204/304 estate, Renault 5 and 6, Toyota Crown estate, Saab 95 V4 estate. **£12.40** Carriage 30p

TRICO REAR-WASH ELECTRIC SCREENWASHERS

With a Rear-Wash kit installed, the Rear-View wiper does a super cleaning job. Suitable for all cars with rear wipers.

£5.84
Carriage 30p





rear visors

Top quality, individually tailored for fitting the following cars:

V/W 66-72, V/W 72 onwards, all minis — **£11.61**
Avenger, BMW 1600/2002, Capri, Escort Cortina III, Lancia Fulvia, Marina Coupe, MGB, MGC, Opel Kadett Coupe, Opel Manta, Berlinetta, Passat, Volvo 142, 144, 164 — **£13.55**
Granada, Opel Commodore Coupe 72 onwards, Opel Rekord Coupe 72 onwards — **£17.42**
Carriage 25p

ESCORT DASH



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

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

ASTRALI JET-SET OVERHEAD CONSOLE

A luxury extra for any car in black leathergrain finish. Easily fitted it features automatically illuminating seat belt sign with audible warning, driver and passenger maplights, speaker housing, rear seat light and space for switch bank. (Rec. retail £13.25).
OUR PRICE £11.00
Carriage FREE



VINYL ROOF KITS

A really luxury extra for your car. Easy to fit to saloons, estate cars or vans without any special knowledge. Clearly illustrated fitting instructions. Complete kit including adhesive. Black only.
TYPE A £7.87 TYPE B £10.90
Carriage 25p



WHEEL ARCH EXTENSIONS

In sets of 4, easily fitted.
MINI — Aluminium £4.50
MINI — Fibreglass (Group 5) £6.50
ESCORT — Paddy Hopkirk standard type £9.95
ESCORT — Fibreglass, Works Pattern £9.50
Escort extensions will fit Viva, Avenger, Rootes range (not Imp), Anglia, with slight modifications.

SHOEI Integral Helmets

Type S12
BSI, ACU, Z90 and RAC Approved for competition use. Glass fibre construction, complete with visor. Colours: White, Orange, Metallic Blue, Candy Gold. Sizes: small, medium, large. (Rec. retail £30.80)
OUR PRICE ONLY £23.50
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NIKKI TWIN-CHOKE CARBS

These fantastic Japanese Nikki Twin-Choke Carbs offer the finest value for the enthusiast and give considerable improvement on both acceleration and top speed. Complete kits are available for: BMC 850, 1000, 1100, 1300 — All Anglias & Cortinas. Escort, Capri — Viva — Fiat 600, 850 — Renault R8, R10 — VW1200, 1300, 1500. Each kit comprises: carburettor, inlet manifold, linkage, fuel connection and chrome filter. Ready tuned, easy to fit.
(Rec. retail £31.68) **OUR PRICE £26.85**
Carriage 25p

MINI-FINS Brake drums

Standard **£9.00** Carriage 25p
Super Mini-Fins with built-in spacers and long studs supplied. RAC approved.
£13.50 Carriage 25p



100+ FULL HARNESS Seat Belt B.S.I. Approved Our Price £8.80
Carriage 25p

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Austin 1100, 1300, A 40 Farina, Mini and Maxi
Datsun 1300 and 1600
Ford Anglia 105E
Hillman Minx 1725, Series 6
M.G. 1100 and 1300
Morris 1100, 1300 and Mini
Riley Elf and Kestrel
Singer Gazelle, Series 1-6
Sunbeam Rapier, 1969
Triumph 1300, 2000 and 2.5 P.I.
Wolseley 1100, 1300 & Hornet
Hillman Imp
Renault R8, R10 and 1400
Rover 2000 and 3500
Saab 96
Singer Chamois
Vauxhall Viva HA
Ford Escort
Triumph Herald 948, 1200, 1250, 1360 and Vitesse

MODEL B

Audi 80, 100LS, GL and Coupe
Fiat 124 and 125
Ford Corsair, Cortina Mk I and Mk II, Anglia and Prefect 1000E
Hillman Hunter, Minx 1500, 1967-1969
Jaguar Mk II, S Type
Morris Minor 1000
Singer Gazelle 1500, 1967, 1969
Vauxhall Victor FB, Victor FC 101, Victor 1600, 2000
Viva HB, Viva HC
Volkswagen 1500, 1961-1964
Volvo 120G-1225, 144 and 145
Alvis A 55 Farina and A 60
BMW 2000
Ford Consul, Zephyr, Zodiac, Mk II, Zephyr, Zodiac, Mk III
Hillman Super Minx, Mk III and Mk IV
M.G. Magnette Farina
Morris Oxford Series 5 and 6
Riley 4/68 and 4/72
Wolseley 15/60 and 16/60
Hillman Minx, 1957-1965, Super Minx, Mk I and Mk II
Humber Sceptre, 1963-1968
Sunbeam Rapier, 1956-1965
Austin 1800 Mk I and Mk II
Morris 1800 Mk I and Mk II
Wolseley 18/85 Mk I and Mk II
Ford Zephyr V4, V6 and Zodiac V6
Ford Capri, Cortina Mk III, Consul and Granada
Hillman Avenger

CIBIÉ

Oscars	£7.80 each
Oscars (Dipping)	£9.50 each
Super Oscars	£9.30 each
H.180 Headlamp units	per pair £10.20
H.180 units + sidelights	per pair £10.90
Type 40 fog and spot	£6.00 each
Type 95 rectangular fog and spot	£6.69 each
Type 45 ultra slim fog and spot	£7.90 each
Type 35 ultra slim rectangular fog and spot	£7.20 each
Relays	£1.55 each

CARRIAGE FREE

BARRI-NUTS

The instant anti-theft device with over 500 different combinations of master head/key. Paddy Hopkirk Barri-nuts are available for all types of wheels.
£3.50 per set of 4, carriage free

CHROME NUTS

Available for all types of wheels.
£3.50 per set of 16, carriage free
When ordering nuts please state make, model and year of car and type of wheels.

SAFETY BREAKER

The revolutionary braking device. Stopping distance up to 36% shorter. Deviation up to 100% improvement. Only 15 minutes to install. 3 year guarantee.
£19.50
Competition licence holders (state licence number) only £17.58.

Shock Absorbers

Spax	Koni	Application (Prices each)
6-69	11-61	Mini range, Hunter range, Cortina I & II, Corsair, Escort, Capri, Avenger, V.W., 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.
7-88	12-91	Toledo, Dolomite 1500, 1300 (front and rear), Herald range (front), Jaguar XJ6 (front), B.M.W. 1602/2002, T.V.R., Cortina Mk III, Granada.
7-88	18-31	Reliant Scimitar G.T.E. and 'E' type (rear).
7-88	13-60	XJ6 (rear) and 'E' type (front).
9-95	13-60	Imp Competition (front).
8-50	11-83	Imp Competition (rear).
5-00	6-42	Rear Tele Conversion for Minor 1000, Anglia 105E, Spridgets.
5-00	7-24	Rear Tele Conversion for M.G.B. and M.G.A.
N.A.	9-94	Tele Conversion for front of Marina (Koni only).
6-69	10-53	Adjustables to suit above conversions.
7-88	17-17	Lotus 7, Elan and Europa (state year) rear.
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Post and Packing 40p a pair. Two pairs 50p. If your car is not listed please enquire for details.

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WE SPECIALISE IN WHEELS, SEATS AND STEERING WHEELS
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MIDLAND METALLIC Mk I

5 x 10	£8.41
5 x 12	£10.25
5½ x 13	£11.52
5½ x 14	£12.75

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



MIDLAND METALLIC Mk 3

6 x 13	£12.95
6 x 14	£14.50
6 x 15	£15.50

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



COSMIC Mk II

5 x 10	£8.80
6 x 10	£9.90
5 x 12	£11.82
5½ x 13	£13.81
6 x 13	£15.02
5½ x 14	£16.50
6 x 14	£17.60
5½ x 15	£16.80
6 x 15	£16.80

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



COSMIC Mk III

5 x 10	£8.80
5 x 12	£11.82
5½ x 13	£13.81
6 x 13	£15.02

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



100+ OCTAVO

5½ x 13	£10.57
6 x 13	£11.15
6 x 14	£12.37
7 x 14	£14.00

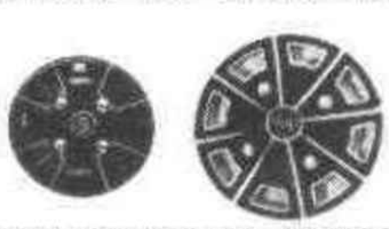
4 chrome nuts 60p.
4 locking nuts £3.00.
Carriage 25p per wheel.



REVOLUTION Road (Silver)

5 x 10	£8.95
6 x 10	£9.75
5½ x 13	£11.25
6 x 13	£12.20
6 x 14	£14.50

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



SAVAGE WHEEL TRIMS
In sets of 4 Carriage 30p per set.
10" Type £6.25 12" Type £7.65
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K.N. MERCURY

6 x 10	£8.06
6 x 13	£10.50

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



K.N. GEMINI

5 x 10	£7.81
5 x 12	£8.95
5½ x 13	£9.95
5½ x 14	£11.59
6 x 14	£12.04
5½ x 15	£12.70
6 x 15	£13.20

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



SUPERLITE

5 x 10	£9.75
5 x 12	£10.80
5½ x 13	£13.50

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



MAMBA

5 x 10 nat.	£8.20
5 x 10 d/l	£8.80
6 x 10 nat.	£8.50
6 x 10 d/l	£9.10
5½ x 13 d/l	£11.82

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



WOLFRACE

5½ x 13	£18.68
6 x 13	£19.33
7 x 13	£20.67
8 x 13	£22.14
6 x 14	£20.25
8½ x 14	£20.83
7 x 14	£23.15
6 x 15	£24.88
8½ x 15	£26.43
7 x 15	£27.00
8½ x 15	£28.89
10 x 15	£43.75

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

Competition (Black)

6 x 10	£11.50
5½ x 13	£16.80
6 x 13	£18.30
6½ x 13	£20.30
7 x 13	£22.40
7½ x 13	£24.40
8 x 13	£26.60
8½ x 13	£28.80
9 x 13	£31.30
10 x 13	£35.90

Revolution Comp. Wheels Only — 15% OFF above prices to competition licence holders (state licence number).
Price includes chrome nuts.
Carriage 25p per wheel.

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At John brown wheels we believe we can offer the best selection of alloy road wheels IN THE WORLD to fit most British, European, Japanese, and American cars.
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D.I.Y. Wheel Balancer
The quick and easy way to balance your own wheels. Suitable for almost all 4 studded wheels this precision instrument should last you for many years.
Our Price only £3.95
Balance weights
for above (state stick-on or clip-on)
£1.00 per set

ALL SEAT PRICES INCLUDE CARRIAGE, PACKING AND INSURANCE



CORBEAU

GTA	£12.95	GT8 H/B	£26.95
GTA H/B	£15.45	GT4 Colour—	
GT4	£17.45	tan/blue/	
GT5	£19.25	orange/red/	
GT6	£25.75	white	£18.45
GT7	£30.25	Sub-frame and	
GT8	£21.55	runners	£2.30

new HUNTMASTER range

Dino	£14.20
High Rider	£17.00
Targa fixed	£18.65
Targa Recliner	£22.85
Maverick	£18.65
Lambswool surcharge	£3.00
Headrests—	
Nylon or Lambswool	£3.50
Sub-frame and runners	£2.30



BILLOVER
all seats nylon trimmed

ALPINE	£13.20
MOTORWAY II	£13.75
S.L.R. Competition	£20.85
CARRERA	£17.50
CARRERA Recliner	£23.60
EASY RIDER H/B	£16.25
SEBRING Recliner	£25.50
HEADREST	£2.95
Sub-frame and runners	£2.30

Colours — Dark Blue, Tan and Red available at £1.00 extra.



Simon Green **MOTO-LITA**
all seats nylon trimmed

ML1 Touring	£25.85
ML2 Touring H/B	£28.00
ML3 Recliner	£36.65
ML4 Recliner H/B	£38.80
ML5 Competition	£31.25
ML6 Competition H/B	£33.40
Sub-frame and runners	£3.30



MOTOLITA Mk IV
12 13 14 15 (flat or dished). One-piece heavy gauge alloy frame. Three spoke design in polished alloy or Competition Black with black leather rim. Complete with boss and all fittings. State make, model and year of car when ordering.
£18.40 — carriage free



MOTO-LITA Mk V
14 15. Believed to be the most elegant steering wheel in the world! Beautifully engraved three spoke design in polished alloy with black leather rim. Complete with boss and all fittings. State make, model and year of car when ordering.
£20.00 — carriage free



MOTO-LITA Mk VI
14 dished. Distinctive four spoke design. Black leather rim with polished alloy or Competition Black spokes. Complete with boss and all fittings. State make, model and year of car when ordering.
£22.15 — carriage free



Colour options are available to Special Order on all MOTO-LITA steering wheels.

STOP PRESS



The NEW COSMIC Mk 4

New for the 1974 Motor Show is the attractive and practical Cosmic Mk 4. Initially to be available in 5 x 10, 5 x 12, 5½ x 13, and 6 x 14 sizes to fit most cars. The face has 8 triangular vents and is machined to give a highly reflective finish. Prices on application.



100 PHASE 4
13 14. Latest design. Super thick air-tex leather between spokes. Black anodised finish. Complete with boss and all fittings. State make, year and model of car when ordering.
Our Price £9.30
(Rec. retail £13.75)
Carriage 30p

SUPER DE-LUXE
10 11 12 13 14. British Made top quality leather with thick grip. Complete with boss and all fittings. State make, year and model of car when ordering.
Our Price £7.30
(Rec. retail £11.50)
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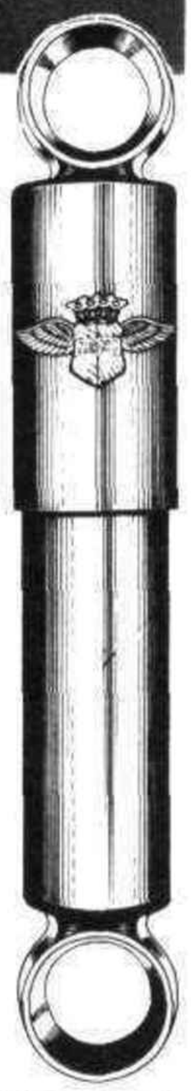
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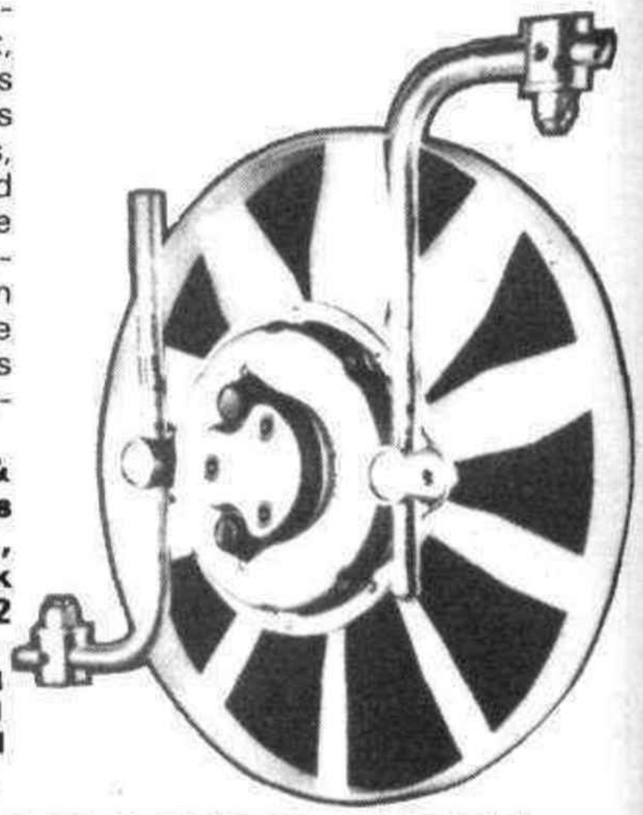
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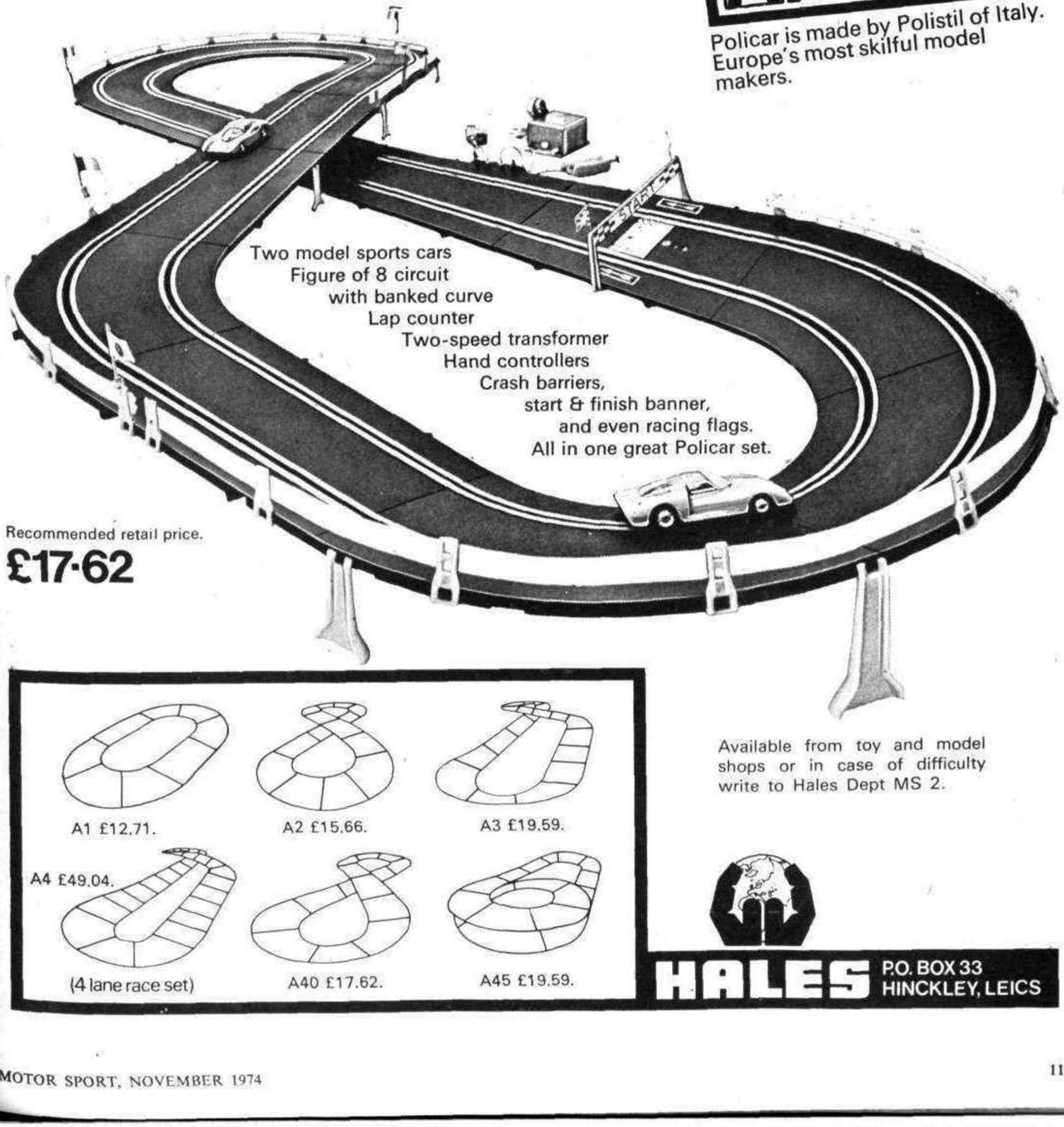
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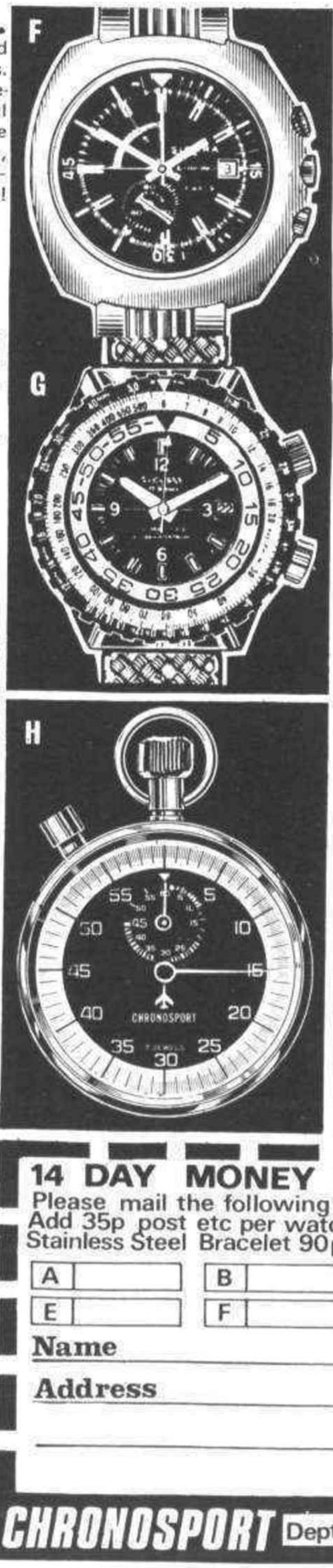
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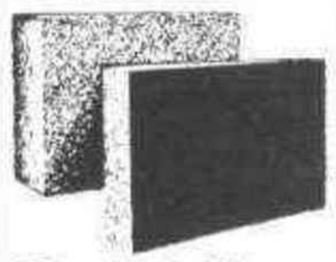
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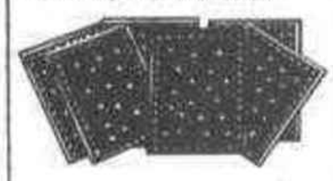
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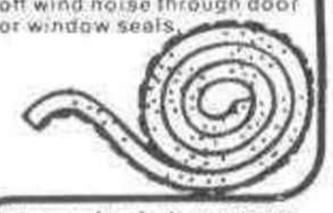


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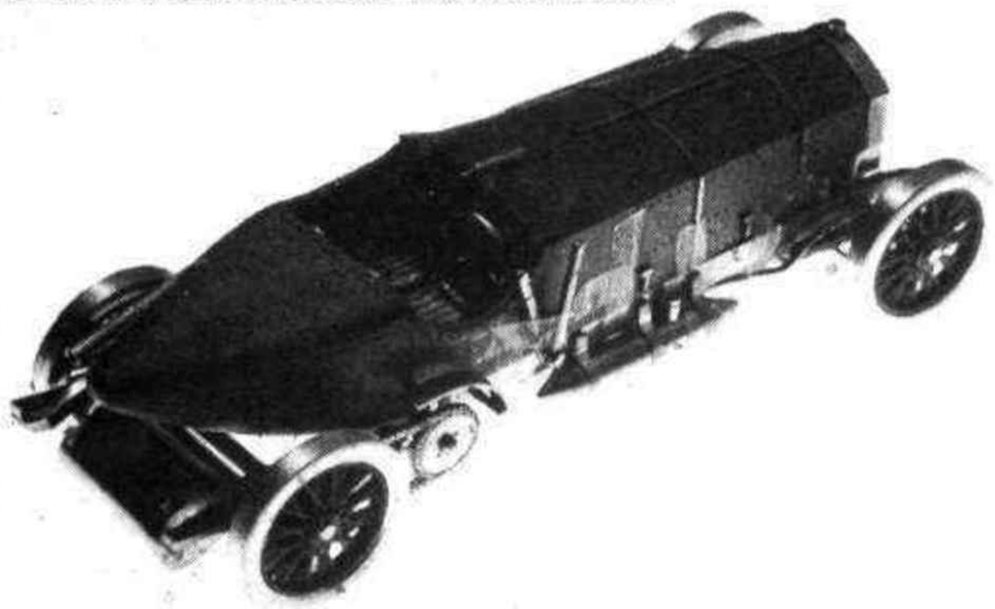
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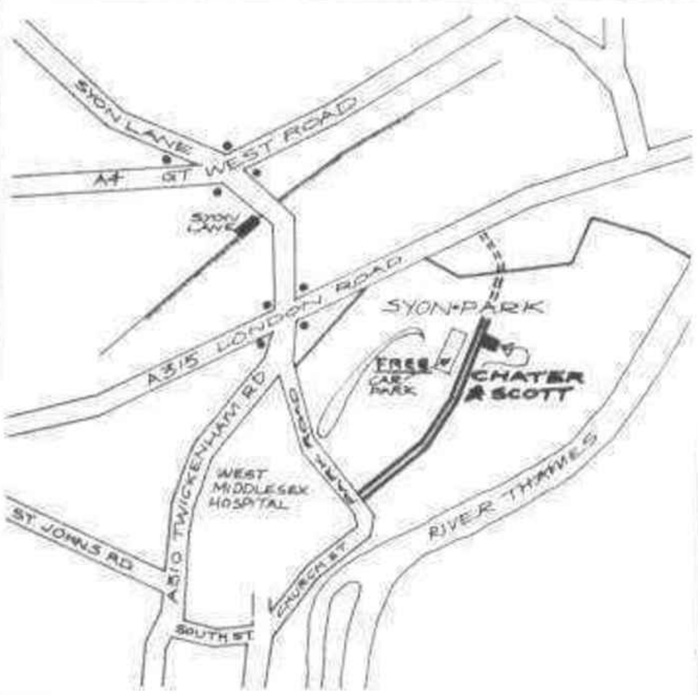
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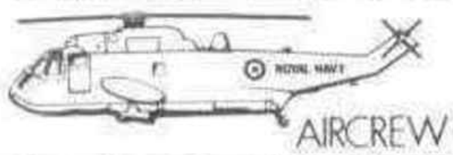
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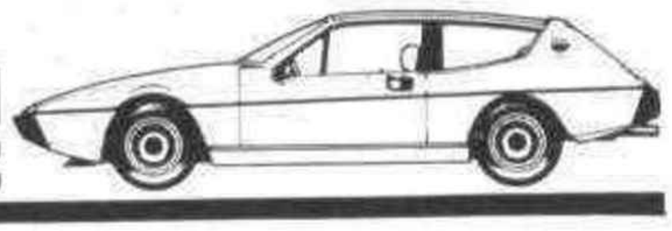
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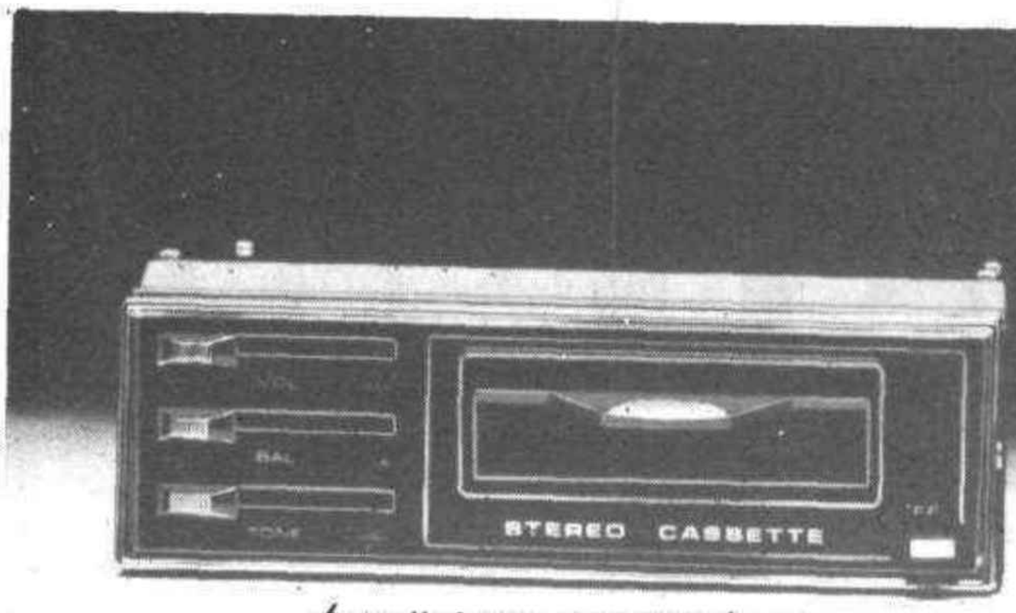
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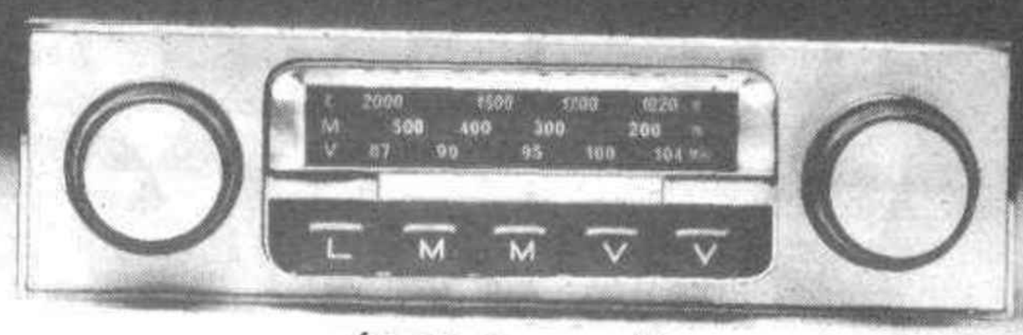
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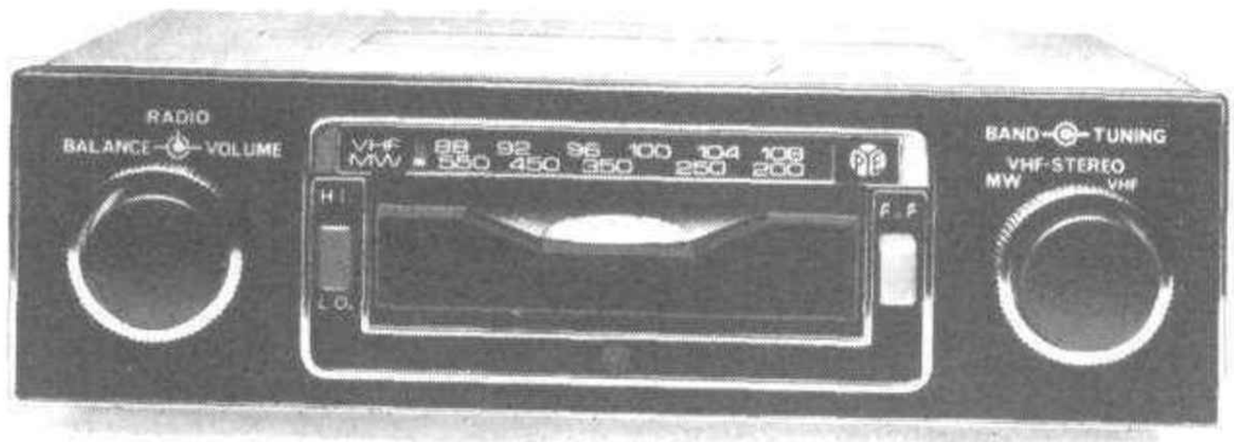


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FRONT COVER PICTURE: EMERSON FITTIPALDI won the 1974 Drivers World Championship, clinching the title with a win in the Canadian Grand Prix and fourth place in the United States Grand Prix. Altogether he won three World Championship qualifying rounds in his McLaren M23 and McLaren Racing thus won the Constructors Championship for the first time ever.

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MATTERS OF MOMENT

■ THE MOTORING OUTLOOK

With another Election over, and the Socialists in by that slender majority, our newspapers and TV screens may return to normal, allowing us to look more calmly at the motoring scene. Although Harold Wilson said that things are less black than previously painted while he was busy culling the votes, he now joins with the Opposition in telling us that Britain is facing the worst economic crisis since the war!

So, with the expected further increase in the cost of petrol, with money which it is so much easier to print than to mint rapidly losing its value, together with the unhappy prospects of rising unemployment and galloping inflation, the outlook is grim both for those who manufacture cars and those who enjoy owning them. Nevertheless, what we must fight for in this age of ever more expensive cars, less finance to spend on road improvements and ever-increasing motoring legislation, is the threat to our motoring freedom. The outlook is serious enough, without the factors of compulsory safety-belts, lowered speed-limits, elevated fines for non-criminal motoring offences, and Big Brother regarding we over-taxed mobile members of the community through radar screens and from helicopters.

There are many more important things to do in tidying up this stricken country than to hound innocent drivers who exceed antiquated speed restrictions by a few m.p.h., and we suggest that there are items such as rear-window heating (so well done by Triplex), substitute means of working defunct screen-wipers (do you recall how Simca once tackled this problem?), improved anti-dazzle devices and the like, which are as important as, if not more important than accepting the probability of accidents by strapping oneself to one's motor car.

It is always difficult to convince the timid of such things. But it seems significant that in France it is still permissible for young riders to go about on autocycles without tax and insurance and *sans* crash helmets—*and we defy anyone to say that human life is less sacred in France than in Britain.* It is also significant that Germany is free from speed-limits on her Motorway network.

The right to take reasonable risks is something the timid fail to appreciate and it is almost impossible to put this over to them. It is really a question of refusing to become the all-alike, standardised fossils that a Communist/Socialist regime strives to make us. Those who race cars and motorcycles, fly private aeroplanes, climb mountains, enjoy the ski-slopes, go places in boats, and who do not regard ordinary motor cars as lethal possessions will understand! Whether it is a case of resisting compulsion in the operation of ordinary cars or looking sideways at the way in which modern motor-racing embraces Armco barriers, "space-suit" driving attire, slow-down *chicanes*, bans former circuits as unsafe and is stopped if rain falls, the philosophy of the Savage (you and me) in Aldous Huxley's "Brave New World" surely applies. You will remember that when confronted by his Fordship the Controller of Human Life, who stood for doing things comfortably, the Savage queried whether there wasn't something to be said for living dangerously. He went on to remark that he didn't want the comfort of conformity but preferred God, poetry, real danger, freedom, goodness and sin. To which he was told by his Fordship, as the representative of standardised safety and security, that he was claiming the right to be unhappy. And the Savage retorts, all right then, he *was* claiming the right to be unhappy, not to mention the right to all the ills and anxieties of mankind. "I claim them all", he concluded.

The moral of which is that if we remove all the interest and adventure from motoring, or from life in general, we may be supremely safe but we will have sacrificed all enjoyment. This must be borne in mind by all those of us who drive for pleasure and own cars for enjoyment, as distinct from those who motor only because they have to and derive no more pleasure from a car than they do from a cake of soap or a dog kennel. Moreover, it might well be remembered that although Huxley devoted his novel, written in 1931, to the test-tube World of AF (after-Ford) 632, he said in 1946 that far from "Utopia" being as he had predicted 600 years ahead, it now seemed quite possible for the horror to be upon us within a single century. It is in such things as compulsion of unrealistic speed-limits, dubious safety measures, age-limits for driving, the banning of private cars from city centres, etc., that the tip of an unpleasant motoring iceberg exists. . . .

Fortunately the outlook is not all that bad. The World fuel shortage has receded. There is a full motor-racing fixture-list and more or less unrestricted road motoring for those who can still

Continued on next page

Motor Sport Fixture List For November

★ **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
Nov. 2nd	Basingstoke & Dist. CC	RAF Greenham Common	Nr. Newbury	Sprint Meeting (*R*)	12.30
Nov. 2nd/3rd	Northumbrian MC	Dale Garage	Hexham	Guy Fawkes Rally (*R*)	00.01
Nov. 2nd/3rd	British Drag R & HRC	Santa Pod Raceway	Wellingborough	Drag Race Meeting (*R*)	13.00
Nov. 2nd/3rd	Kirkby Lonsdale MC	Burton Service Area	Map ref. (89/520759)	Bullough Trophy Rally (*R*)	23.00
Nov. 2nd/3rd	Bury AC	Twrcelyn Service Station	Amlwch, Anglesey	Mother of Wales Rally (*C*)	—
Nov. 2nd/3rd	Eastbourne & Dist. MC	Langney Service Centre	Eastbourne	Rally (*R*)	22.01
Nov. 3rd	62 Car Club	Parish's Seamer Road	Scarborough	Rally (*R*)	09.00
Nov. 3rd	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
Nov. 3rd	**RAC/VCC**	**Hyde Park**	**London**	**London-Brighton Run (INT)**	**08.00**
Nov. 9/10th	Civil Service MA (West Middx)	Consuma Cash & Carry	Wantage	Starlight Rally (*R*)	22.00
Nov. 9/10th	Birmingham Univ. MC	Halefield Motors	Telford	November Rally (*CI*)	23.00
Nov. 10th	Burnham-on-Sea/Exeter/Taunton MC	Taunton Technical College	Wellington Rd., Taunton	South West Stages Rally (*R*)	08.30
Nov. 10th	TEAC/MSAC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30
Nov. 10th	Shenstone & Dist. CC	Bulls Head Car Park	Map ref. 120/112046	Rally (*C*)	—
Nov. 15/20th	**Royal Automobile Club**	**York Race Course**	**York**	**RAC Rally (INT)**	**09.00**
Nov. 23rd	North Ulster CC	Lansdowne Crescent	Portrush	Rally (*R*)	10.00
Nov. 23rd/24th	Bexley LCC	Top Rank Motorport	Farthing Corner, Bexley	Witsend Rally (*R*)	22.31
Nov. 30th/Dec. 1st	Chester MC	Memorial Hall Car Park	Wrexham	Bartley Rally (*R*)	22.30

MATTERS OF MOMENT

Continued from previous page

afford it. Britain continues to make excellent cars, from Mini to Silver Shadow, with no neglect of potent sports models. From the Continent, too, come cars of great technical merit and individuality, from sophisticated Citroëns to covetable BMWs and Ferraris, etc. The success of that best of all economy town-cars, the Fiat 126, has apparently prompted Citroën to re-introduce the 2cv., diametrically opposed as it is to the little Fiat in size, engine location and cylinder disposition. If anarchy and Communism do not eventually undermine this tough little Island, those of us who get fun from the motor car, even in AD 1974, need not be too despondent.

In one of his lesser-known books T. H. White wrote: "When London Bridge has tumbled down, and the sewers of the hive have ceased to pollute the waters, there will be salmon opposite the Imperial Chemicals building, but no Imperial Chemicals building opposite the salmon." Yes! But before that happens, if we are vigilant and fight for our harmless rights as private motorists who actually like our cars and are not afraid of them, there should be quite a lot of good motoring still to do.

We know our readers appreciate the great effort that has been made to keep price increases to a minimum—your thousands of letters have said so!

However, further rises in production costs (paper used for MOTOR SPORT has increased 110% in twelve months) have made it imperative to raise the price to 25 pence per copy. The new price will commence with the publication of the December issue on the 29th November, 1974.

D.S.J. Corrects Himself

D.S.J. points out that he made an error in his Letter to the Editor (page 1229) referring to his experience with Stirling Moss on the Mille Miglia in the Maserati 450S. Their starting time was 5.37 a.m., not 5.34 a.m., an important point to historians studying photographs of the event, for the starting time provided the competition number, 537. Thus it was 5.43 a.m. when the brake pedal broke so dramatically six minutes from the start, not 5.40 a.m.

ROLAND KING-FARLOW

ROLAND KING-FARLOW, who died in August after a long illness, was the doyen of British timekeepers. Trained in this activity at Brooklands by the famous A. V. Ebblewhite, K-F became Chief Timekeeper at Crystal Palace when that circuit was opened. After the War he gave up timekeeping for a while, returning to it later as Assistant Chief Timekeeper for the BARC. When the BARC moved to Thruxton, K-F was appointed the Club's Chief Timekeeper. He was also a member of the RAC Timekeeping Sub-Committee and Appointments Panel.

An eminent motoring historian, Roland King-Farlow had accumulated possibly the finest collection of Brooklands material and was an active member of the Brooklands Society. He had competed at Brooklands in such cars as Riley Nines and married Miss Victoria Worsley, the well-known Brooklands competitor, to whom the staff of MOTOR SPORT extend their deepest sympathy.

C.R.

GEOFF COLES

WE were shocked to hear of the untimely death of Geoffrey Coles, killed when his familiar blue MG J4 crashed at Russells Corner, in a race at Snetterton.

Geoff Coles' racing career began with an MG J2 at Brooklands and Donington in the early 1930s. In the years after the War he became a well-known figure at Goodwood, other fledgling circuits and hill climbs in a variety of cars including a very rapid special which he constructed around an MG J4 engine, and an XK120. But in the last decade Geoff had become synonymous with MG J4s, of which he had two pristine examples of the nine built. His first example, the red car, chassis number J4004, with which Dennis Mansell finished second behind Freddie Dixon's Riley in the 1933 Mannin Beg Race, was acquired in a decrepit state in 1962 and restored painstakingly by Geoff into a condition which is generally acknowledged to be probably the finest of any restored historic MG. But he gained much admiration for ensuring that this MG did not become a static *concours* exhibit: between 1964 and 1972 it won no fewer than 150 awards in racing, hill climbing, and sprints as well as *concours*.

In 1966 Geoff acquired J4006, the blue car, as a pile of bits and meticulously reconstructed it, returning it to properly competitive motoring at the beginning of last year after earlier troublesome forays. By means of running a higher supercharger boost pressure and other modifications this car was by far the fastest of the two and with it Geoff Coles, at the age of 65, was lying second in the MOTOR SPORT Brooklands Memorial Trophy at the time of his death.

Always a spirited driver and an engineering perfectionist, Geoff Coles will be sadly missed on the motoring scene, particularly in the VSCC and MGCC, in which organisations he had been such a stalwart member and an inspiration to others—C.R.

Support Donington Park

MOTOR SPORT readers might help secure the future of Donington Park motor-racing circuit by turning up in force at a public enquiry into Tom Wheatcroft's planning application, to be held on November 27th. Details of the time and place can be obtained from Leicestershire County Planning Department, County Hall, Glenfield, Leicester, LE3 8RH (Leicester 871313). Anybody who wishes to be more specific in their support and "appear or make representations", should inform Mr. D. L. Sabey, the County Planning Officer.

Dolomite Insurance

BRITISH LEYLAND inform us that contrary to their original information, which W.B. has quoted in his road test of the Dolomite Sprint on page 1197, it is the ordinary Dolomite, not the Dolomite Sprint, which has had its insurance rating reduced from Group 5 to Group 4. The Sprint remains in Group 6.

* * *

An association of ideas with the suspension adjustment arrangement of the CX, which he was writing about at the same time, caused C.R. to muddle his description of the GS 1220 Club suspension. The *lowest*, not the *middle*, position is the normal setting, the middle position is for bad ruts and potholes and the third position, high, is for "negotiating floods, deep snow, steep ramps with sharp changes of angle, and prior to using the jack when changing a wheel" (when presumably low or intermediate has to be used to lift the wheels off the deck).

The United States Grand Prix

Reutemann the Winner, but Fittipaldi the Champion

Watkins Glen, New York, October 6th

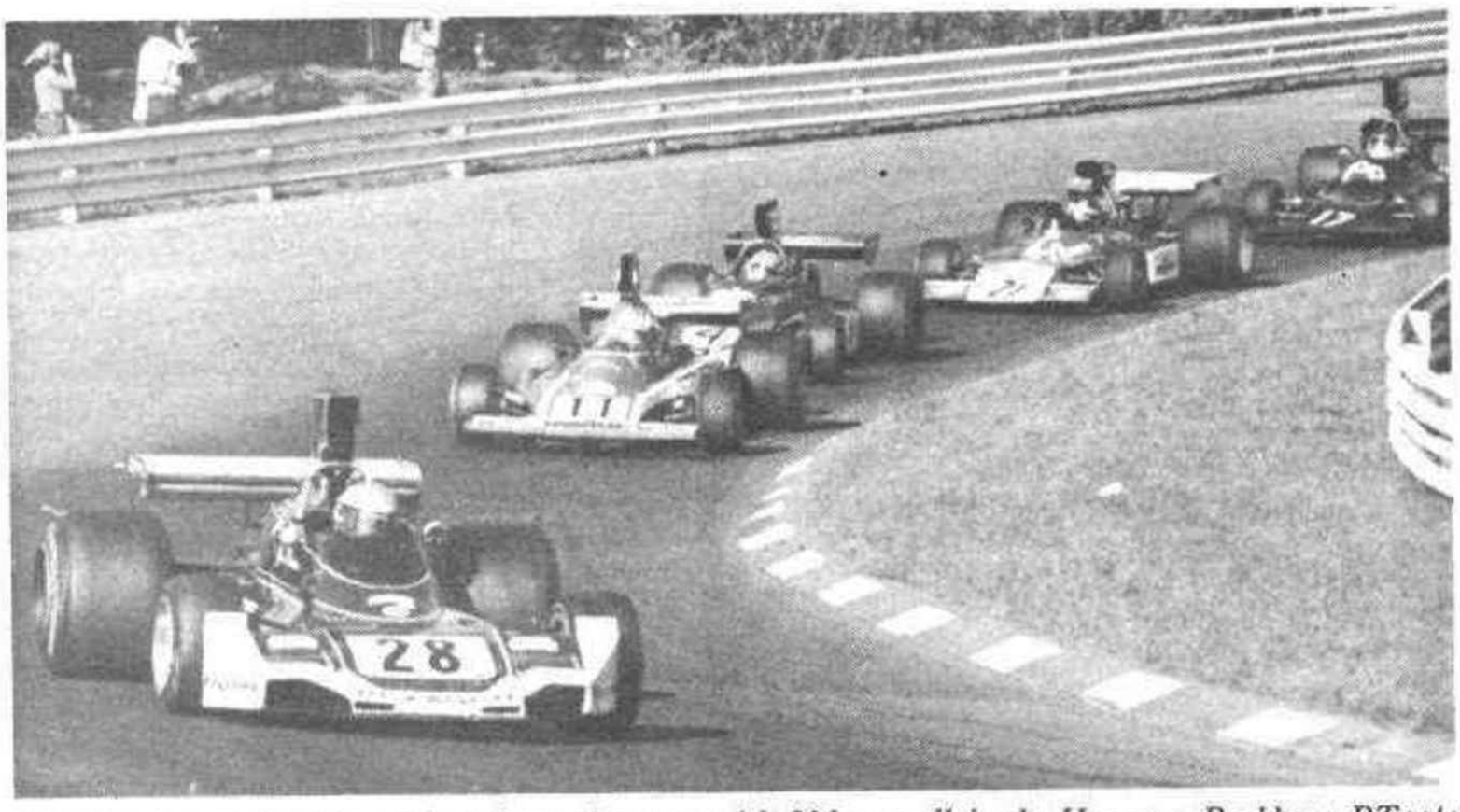
WATKINS GLEN, the 3.7-mile road circuit in the north of New York state, has been the scene of the World Championship's final round ever since 1971, the Mexican Grand Prix having been dropped from the calendar that year. This year there was added interest attached to the United States Grand Prix, for this was the event which would decide both the drivers' World Championship as well as the constructors' title and most of the cars which had been present at the Canadian Grand Prix stayed in North America for the second race.

Such was the intensity of competition at Watkins Glen, this intensity fostered by the added attraction of a first prize totalling 50,000 dollars, that many teams took the opportunity to test at the circuit during the two-week break between races. However, an unexpected bout of cold weather a couple of days before the start of official practice made it seem as though the race might have to be cancelled, but fortunately sunny skies and higher temperatures returned before the serious business got under way.

Last year Ronnie Peterson led the United States Grand Prix from start to finish, so his Lotus 72/R8 looked as though it would be a suitable mount for a second year running, particularly after his impressive showing at Mosport Park. Ickx handled 72/R5 as usual, while a third entry was made for the former Brabham and Surtees Formula One driver Tim Schenken who has had a bleak season this year driving the Ron Tauranac designed Trojan-Cosworth T103. Schenken was assigned to the Lotus 76/JPS 9 on condition that he would have to give the car up to Peterson should the Swede damage his 72 or suffer some last moment mechanical failure.

Elf Team Tyrrell had been busy preparing 007/2 for Scheckter to drive, this car having been flown out from the team's Ripley headquarters to replace 007/3 which sustained very serious damage in the Mosport Park accident. The fresh car was fitted with slightly larger fuel tanks, for the Watkins Glen race, at just over 199 miles, is one of the longest Grands Prix of the season and with Scheckter retaining an outside chance of winning the World Championship, Tyrrell wasn't going to take any chances. This longer range tankage had originally been built into Depailler's new car 007/4, but the spare chassis (007/1) retained its original fuel capacity.

Four McLaren M23s came to Watkins Glen, all having appeared at Mosport Park. These were M23/8 for Fittipaldi, M23/6 for Hulme, M23/4 for Mass and M23/5 as a spare chassis which in fact didn't get used by either driver all weekend. This event was going to be Hulme's last, for the craggy New Zealander had decided to retire from motor racing after the United States Grand Prix although he was not destined to make his decision public until the following Monday.



John Watson ended his consistently good season with fifth overall in the Hexagon Brabham BT44/4. Here the amiable Ulsterman leads Regazzoni, Depailler, Laffite and Jarier.

Bernie Ecclestone's Brabham team had BT44/1 on hand for Reutemann and BT44/2 for Pace, while John Watson's BT44/4 was successfully repaired following the damage it sustained to the underside of its monocoque when it slid off the circuit at Mosport Park. All three 1974 Brabhams were completely unchanged and they were backed up by Ashley in Watson's old BT42/2 who was trying for the last time this year to get to grips with Formula One.

A totally new monocoque had been required for Vittorio Brambilla's March 741, but the rebuild was successfully completed after a great deal of hard graft on the part of his team's mechanics who have a lot of time for the plucky Italian as he is not in any way averse to rolling his sleeves up and giving them a hand. Stuck drove the second car as usual although he had a rather hectic schedule in the intervening ten days since Mosport, rushing back with Depailler to drive against each other at an F2 event at Hockenheim. Similarly, in the BRM and Shadow team Beltoise, Jarier and Pryce had all been home to Europe for another race but rushed back in time to practise BRM P201/03, Shadow DN3/2A and DN3/3A respectively. Chris Amon was down to have his second drive as a member of the Bourne organisation and although he had been singularly unimpressed with his car's performance in the Canadian Grand Prix, he was at least happy to know that an engine mounting was found to have broken so the apparent handling deficiency was not just in his mind.

In the Surtees team, Koinigg continued to drive TS16/03-3, but Derek Bell's place in the second car was taken by Jose Dolhem, the French driver who tried unsuccessfully to qualify at both Dijon-Prenois and Monza. Merzario and Laffite were representing the Williams team as usual, Wilds drove Morris Nunn's Ensign and Rolf Stommelen rounded off the season as "temporary" team-mate to Graham Hill in the Embassy Lola T370. Having finished second in the Hesketh March 731 last year, James Hunt was hoping for great things from the Hesketh 308/2 complete in the same side radiator trim which took him to fourth place at Mosport and the team bought along 308/3 as a reserve car once again.

Undoubtedly the most popular entries in the race as far as the American crowd was concerned, Mario Andretti and Mark Donohue were taking part in their home Grand Prix in the Parnelli VPJ1 and the Penske PC1 for the very first time. Both cars had taken part in the pre-practice test sessions at Watkins Glen and each team felt confident that it could improve on its Mosport Park result. Finally, the one team with a chance of beating Fittipaldi and McLaren Racing to the World Championship, Ferrari, had run into a host of problems whilst testing the previous week. Regazzoni had crashed 312B3/016 very heavily and completely written the car off against the guard rail but the Swiss was fortunate to escape from the wreckage with an uncomfortably bruised leg.

The damaged Ferrari was flown home to Italy and the Maranello works had to put in many extra hours getting 011 ready to be dispatched to the United States as a replacement, this unfortunate incident interrupting the development work which was being carried out on the revised 312T model which features a transverse gearbox cast into the back of the engine block amongst other refinements and was to have been tested in Italy the week after Watkins Glen.

Official practice took place on the Friday and Saturday prior to the race, it being apparent from the word go that everyone was working as hard as they possibly could to secure a decent grid position. The "heroes" were looking as heroic as ever, the "triers" were trying probably harder than ever before this year and the "also rans" were even looking quick for a change as they all strove to get a place on the last Grand Prix grid of this season. Unfortunately BRM were in trouble almost before the session was under way with Beltoise crashing his P201 on an uphill right-hand corner on the new section of the circuit after trying too hard too early on cold tyres and a filthy dirty track surface. The little Frenchman escaped from the twisted BRM with a slightly chipped bone in his ankle, but neither the mechanics nor Tim Parnelli looked particularly pleased with Beltoise because he ought to have known better than to go so fast so quickly on very cold tyres.

Whilst all this drama was being enacted in the BRM pit, Carlos Reutemann was busy

underlining the fact that his Brabham BT44 is one of the best Grand Prix cars currently racing by lapping in 1 min. 39.26 sec. which topped the practice lists until Andretti went 0.01 sec. faster in the afternoon. The Italian-born American made his Formula One debut at Watkins Glen back in 1968 at the wheel of a Lotus 49 and he put it on pole position, a fact which raised a few eyebrows at the time. Since then he has concentrated on American USAC events and only had intermittent races in Europe with Formula One Marches and Ferraris. However, it has always been one of his ambitions to go back into Formula One with an American team and, albeit with a car designed by an Englishman, that is just what he has done and the whole demeanour surrounding the Parnelli team at Watkins Glen was very similar to that surrounding Ferrari at Monza, or that which used to surround the Matra-Simca team at the French Grand Prix. It was a contagious feeling of confidence and by the end of the first day, everyone in the team from Parnelli Jones and sponsor Vel Miletich right down to the most junior mechanic was grinning fit to bust.

It seemed that the first practice hurdle to clear was the 1 min. 40 sec. barrier, this being successfully managed by Andretti, Reutemann, Scheckter, Pace, John Watson and the two Ferraris. But even though the Italian cars were near the front all was far from well as both drivers were complaining that their cars understeered acutely and Lauda's was ruining its rear shock-absorbers at a very fast rate. Out on the circuit the red cars' familiar stability had vanished and both their drivers wrestled hard with the Ferraris as they weaved disconcertingly under braking and their rear ends vibrated violently under harsh acceleration.

Lauda's best ended up as 1 min. 39.32 sec. while Regazzoni just slipped in a 1 min. 39.73 sec. lap when the engine of his car blew a hole in its crankcase, so that was that. Nevertheless, Ferrari could perhaps draw some small consolation from the fact that Team Lotus were having one of their most shambolic weekends since they dropped the Lotus 76 project. Peterson looked depressed, Ickx merely resigned to the fact that neither of them could cure the two Lotus 72s of their massive understeer problem and although Ickx just broke into the 1 min. 40 sec. barrier, the usually cheerful Swede was very glum after failing to break 1 min. 41 sec. This air of gloom quickly spread through the team for one of the really good things about having a driver like Peterson in the team is that he tries hard all the time, so you don't have to bother about wondering "Is he having an off-day?". Everyone could see that Peterson was trying as hard as he knew to get the car going well, so there was only one conclusion to be drawn and that was that the fault lay with the car. This was underlined on the second day when Ickx lapped appreciably quicker than his team mate, and the grim sight of the two Lotus 72s lining up on the starting grid in 16th and 19th position out of 25 cars was very depressing for Colin Chapman. Just to complete their anguish, Schenken failed to qualify the spare 76.

Emerson Fittipaldi encountered braking problems with M23/8 which necessitated his mechanics stripping down the front brakes on the spare McLaren and transferring the discs to the Brazilian's regular car. Once that was carried out, Fittipaldi recorded a 1 min. 39.85 sec. lap which stood him in good stead at the front of the grid. Hulme wore a relaxed, unconcerned look on his face while Mass, in contrast, didn't understand why he couldn't get the Yardley car going faster than he did. Penske's team were learning all about Formula One the hard way as they spent most of Friday's session attempting to come to terms with a mysterious misfire on Donohue's car. After trying every remedy they could think of, they were all a little bit perplexed and embarrassed to find that the battery had a loose earth lead. Despite this trivial fault, at least the Penske team is following the Parnelli team up the grid and passing a lot of seasoned regulars as they do so.

After a rather pointless demonstration race by three UOP Shadow Can-Am cars, won by George Follmer, Saturday's session got under way with Reutemann establishing fastest time in his Brabham. The way in which this swarthy Argentinian has come to the fore and developed his driving ability this year is quite outstanding. Last year he was never quite as determined in the Brabham BT42, but this year, with Gordon Murray's BT44, he has developed into an impressive driver. He recorded an excellent 1 min. 38.97 sec. lap to take pole position for the 59 lap race and never looked as though he was having to work hard to do so. Alongside him on the front row of the grid sat James Hunt in the Hesketh after a fine 1 min. 38.99 sec. which was aided by the excellent tyres produced by Firestone's Akron, Ohio factory for their last major international event. This was the first time Hunt had managed to put the Hesketh onto the front row of a Grand Prix grid and provided a degree of consolation for the English team who expected to do so well this year and ended up having a rather disappointing season.

Andretti was all set to retain his place at the front of the grid on Saturday afternoon, but he spun at the same corner which had claimed both Beltoise and Regazzoni. The Parnelli revolved a couple of times and the American was unfortunately unable to prevent his car hitting the guard rail with a front wheel, slightly bending the suspension and steering. Practice was halted as the damaged car was towed back to the pits and, although the entire Parnelli team fell on the car and worked like slaves to repair it in order to continue practising, Andretti only made it back out onto the circuit with just over five minutes left to go. This meant that he was unable to improve on his Friday time, so he faced the start from the second row of the grid alongside Pace's Brabham which had recorded 1 min. 39.28 sec.

On the inside of the third row, Niki Lauda was flanked by Scheckter in Tyrrell 007/2 although his time had been established in 007/1 after an engine had failed in his newer car while John Watson's speed in the brown Hexagon car was repaid with a grid time quicker than Emerson Fittipaldi, the Brazilian not being unduly worried by this because he was ahead of Regazzoni on the grid and realised full well that he was in the strongest position as far as the outcome of the World Championship was concerned. Two rows behind Fittipaldi there was a great "A for effort" award earned by Chris Amon who had been driving the BRM "on its doorhandles" so to speak to record 1 min. 40.7 sec. although it was very difficult to decide whether this was more meritorious than Laffite's 1 min. 40.59 sec. which put the Frenchman's Williams-Cosworth ahead of the BRM one place.

On the seventh row of the grid were Depailler, feeling crestfallen on 1 min. 40.7 sec. and Donohue, feeling encouraged, on 1 min. 40.8 sec. Behind this "centre point" of the grid things were much as usual with one or two major upsets. Neither of the Lotus 72s should have been down in the positions they were, but things failed to improve for them on Saturday, Pryce and Mass were rather disappointing while both the Lolas were slow, perhaps understandably in this case for Stommelen's last visit to Watkins Glen ended with minor burns after a serious accident in an Alfa Romeo T33/12 and Hill's car blew up two DFVs during the course of practice. It was nice to see that Mike Wild's persistence in the Ensign had paid off and he managed to gain a place on the grid ahead of Koinigg, Hill and Brambilla, the last-named having a slight brush with a barrier in the final session and slightly damaging the March's mono-

STARTING GRID

↑

24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 38.995 sec.	7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 38.978 sec.
8 C. Pace (*Brabham-Cosworth V8*) BT44/2 1 min. 39.284 sec.	55 M. Andretti (*Parnelli-Cosworth V8*) VPJ4/01 1 min. 39.209 sec.
3 *J. Scheckter (*Tyrrell-Cosworth V8*) 007/2 1 min. 39.478 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/014 1 min. 39.327 sec.
5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/8 1 min. 39.538 sec.	28 J. Watson (*Brabham-Cosworth V8*) BT44/4 1 min. 39.527 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 40.317 sec.	11 G. Regazzoni (*Ferrari—flat-12*) 312B3-011 1 min. 39.600 sec.
15 C. Amon (*BRM—V12*) P201/04 1 min. 40.700 sec.	21 J. Laffite (*Williams-Cosworth V8*) IR/02 1 min. 40.597 sec.
66 M. Donohue (*Penske-Cosworth V8*) PC1/01 1 min. 40.834 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 40.700 sec.
2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 40.876 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 40.854 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN3/3A 1 min. 41.188 sec.	6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 41.027 sec.
33 J. Mass (*McLaren-Cosworth V8*) M23/4 1 min. 41.300 sec.	1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 41.195 sec.
22 M. Wilds (*Ensign-Cosworth V8*) MN01 1 min. 41.500 sec.	27 R. Stommelen (*Lola-Cosworth V8*) T370/HU1 1 min. 41.370 sec.
26 G. Hill (*Lola-Cosworth V8*) T370/HU2	19 H. Koinigg (*Surtees-Cosworth V8*) TS16/03
	10 V. Brambilla (*March-Cosworth V8*) 741/2-4 1 min. 42.031 sec.

* Time recorded with Tyrrell 007/1.

Not Qualified :

18. J. Dolhem (Surtees TS16/04)	1 min. 42.914 sec.
31. T. Schenken (Lotus JPS/9)	1 min. 43.243 sec.
9. H-J. Stuck (March 741/1-2)	1 min. 43.606 sec.
42. I. Ashley (Brabham BT42/2)	1 min. 43.801 sec.
14. J-P. Beltoise (BRM P201/03)	no time

NB.—Cars 18 and 31 joined race after flag fall, when car 55 failed to leave the starting grid. 18 officially and 31 unofficially.

coque. Dolhem ended up as first reserve, just as he had been at Monza, while Schenken, Stuck, Ashley and Beltoise were the others who failed to get a place at the start.

Sunday's untimed "warming up" session brought last-moment problems for several teams; Hunt's Hesketh stopped on the circuit with fuel pressure problems, Laffite's Williams broke a wheel stud and Andretti's car ran into a bout of misfiring which was traced to the electrical system. However, some feverish work by the mechanics got everyone ready in time, even though Andretti had to squeeze in three warming up laps before his Parnelli would run properly. All 25 cars lined up in front of the lavender-suited starter, Tex Hopkins, with both Schenken and Dolhem waiting optimistically at the back should anything go wrong. And Dolhem was to be rewarded for, as the grid moved forward to take the flag, Andretti couldn't start the Parnelli and the whole grid surged away leaving the fuming American stationary, Reutemann just beating Hunt to the first corner with Pace and Lauda tucked tightly in behind. Dolhem was waved into the race as a replacement and Schenken joined in as well after "misinterpreting" the official signals. He completed six laps before he was blackflagged and disqualified.

Meanwhile, as Reutemann led Hunt round the first lap, mechanics pushed Andretti's car to the end of the pits where Dick Scammell bled the apparent vapour lock in the car's fuel system and then sent his driver out into the race. Unfortunately there was no alternative but to black-flag the unfortunate Andretti and disqualify the car for receiving assistance outside the pits after it had completed four trouble-free laps.

Reutemann and Hunt crossed the line comfortably together at the end of the first lap leading Pace, Lauda, Scheckter and Fittipaldi with a gap already opening to Regazzoni, Watson, Depailler, Laffite, Jarier and Merzario. It didn't take long for the leading duo to pull away from their pursuers, Hunt hanging on in fine style but not really looking as though he was about to pass the Brabham, while Pace similarly began to move away from the next bunch. Lauda was trying hard to keep in front of Scheckter and Fittipaldi, the Brazilian apparently perfectly content to keep the Tyrrell just in front of his McLaren for he knew that Scheckter had to win to take the Championship and then only if the McLaren driver fell to fifth or below. Regazzoni on the other hand was holding up his pursuers in typical fashion, pulling away from them on the straights and holding them up in the corners with the result that there was a nine-car bunch behind him with five laps of the race completed although Merzario wasn't messing about with any nonsense from the Swiss and elbowed past on the second lap to chase off after Watson. Jarier dropped back from the front of this group chasing Regazzoni as his Shadow's tyres started to lose their grip and Koinigg's Surtees went missing on the tenth lap on the far side of the circuit. It was only much later that the majority of people in the pit area received news that the young Austrian had been killed when his car left the track at the same corner as the two practice accidents occurred, ploughing headlong through two catch fences before striking the guard rail at right angles. As has so often happened in the past, the guard rails split and allowed the car to pass between them so there was no chance of survival for its driver. A sheet was laid over the Surtees' wreckage and the race continued with the shattered car lying under the guard rail with Koinigg still inside it.

With the first three remaining in the same order and Lauda still keeping the Tyrrell and McLaren behind him, interest was focused on the speed with which Merzario caught Watson and the tenacity with which both Mass and Peterson disposed of Regazzoni's understeering Ferrari. By lap 15 the Swiss virtually conceded any hope of winning the Championship when he rolled into the pits to complain about his car's impossible handling. The only solution was felt to replace the front tyres, so the Ferrari was sent back into the race with some fresh rubber at the front only to return later with the same complaint.

While the order at the front of this high-speed procession remained very much as one might expect bearing in mind the grid positions, the one "nigger in the woodpile" turned out to be Merzario. By lap 22 he was right on Watson's tail and challenging the Ulsterman as hard as he knew only to let enthusiasm get the better of his judgement and elbow Watson into a spin three laps later as they jostled for position going into the tight right-hand corner after the pits. Watson "handbrake turned" his Brabham with a dexterity that raised cheers from the crowd, but by the time he was pointing in the right direction, Merzario had vanished into the distance in pursuit of Fittipaldi.

Regazzoni felt his Ferrari handling just as badly within a few laps and, after a second stop to change the front suspension adjustments, charged back into the race and all but knocked Jochen Mass straight out of the contest as the Yardley McLaren lapped his Ferrari on lap 28. At the tail of the field Dolhem's Surtees TS16 was withdrawn after the accident to Koinigg and Donohue's race, which had been hampered ever since the opening stages by spongy brakes, ended with a broken rear suspension link on the Penske at the point where it attaches to the bottom of the upright.

In bleak contrast to last year's race, Team Lotus were having an absolutely soul-destroying race. Peterson was fighting his way through the mid-field runners and struggled up to ninth place, his Lotus 72 understeering like mad all the way round the circuit and even the Swede's brand of determination did not seem enough to overcome the problems on this occasion. In the pits Colin Chapman wore a grim expression on his face for not only had Schenken been hauled off the track, but Ickx had brushed a crash barrier on his seventh lap and driven slowly in to retire with deranged suspension on his 72. But there was plenty more misfortune in store, for the sole surviving 72 suddenly started to sound desperately rough and on the 32nd lap Peterson drove into the pits where it was found that an exhaust pipe had come away from one bank of the DFV right up by the cylinder head. After a brief checkover he was sent on his way but eventually stopped for good when a fuel line became detached.

Whilst all this drama was unfolding for their rival teams, both works Brabhams continued to lap steadily and progressively, Pace taking great chunks out of Hunt's second place advantage as the race progressed to the lap 45 mark and the Hesketh began to experience fuel-pick-up problems. Encouraged by the obvious plight of his immediate rival, Pace speeded up and established a new Formula One record of 1 min. 40.6 sec. on lap 54 prior to snatching second place one lap later. From that point on it was all over and the two smart white Brabham BT44s sped confidently on to a convincing 1-2 result at the end of 59 laps' racing, Reutemann leading Pace over the line by slightly less than 11 seconds.

Hunt dropped away substantially over the final two laps, but he just managed to keep the Hesketh spluttering round for long enough to beat Fittipaldi by five seconds, the Brazilian not taking any chances whatsoever and cruising gently round those final laps to clinch his second World Championship and the very first for McLaren Racing. By sitting on Scheckter's tail all the way, he knew that the Tyrrell driver had no chance of taking the title, but when the blue car drifted to a standstill with fuel-pick-up problems on lap 45, the contest was all over. It was only left for Watson and

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 41.990	1. 41.353	1. 41.919	1. 41.195
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 41.716	1. 40.876	1. 43.439	1. 41.439
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	1. 39.755	1. 40.232	1. 39.920	1. 39.553
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 42.151	1. 41.087	1. 41.993	1. 40.700
5	E. Fittipaldi	McLaren M23/8-Cosworth V8	1. 40.526	1. 39.856	1. 39.538	1. 39.565
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 43.930	1. 42.600	1. 41.822	1. 41.027
7	C. Reutemann	Brabham BT44/1-Cosworth V8	**1. 39.268**	1. 39.293	1. 39.639	**1. 38.978**
8	C. Pace	Brabham BT44/2-Cosworth V8	1. 39.880	1. 39.284	1. 40.538	1. 39.871
9	H-J. Stuck	March 741/1-2-Cosworth V8	1. 45.131	1. 44.495	1. 43.606	1. 44.021
10	V. Brambilla	March 741/2-4-Cosworth V8	1. 42.810	1. 42.927	1. 42.870	1. 42.031
11	G. Regazzoni	Ferrari 312B3/011—flat-12	1. 40.131	1. 39.733	1. 40.326	1. 39.600
12	N. Lauda	Ferrari 312B3/014—flat-12	1. 40.706	1. 39.327	1. 47.494	—
14	J-P. Beltoise	BRM P201/03—V12	no time	—	—	—
15	C. Amon	BRM P201/04—V12	1. 41.845	1. 41.724	1. 41.058	1. 40.700
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 45.588	1. 41.353	1. 42.015	1. 41.188
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 40.317	1. 40.550	1. 40.918	1. 40.998
18	J. Dolhem	Surtees TS16/04-Cosworth V8	1. 45.484	1. 44.375	1. 43.246	1. 42.914
19	H. Koinigg	Surtees TS16/03-Cosworth V8	1. 43.189	1. 41.763	1. 42.433	1. 42.425
20	A. Merzario	Williams IR/04-Cosworth V8	1. 41.538	1. 40.854	1. 40.977	1. 41.754
21	J. Laffite	Williams IR/02-Cosworth V8	1. 42.905	1. 42.045	1. 40.597	1. 41.300
22	M. Wilds	Ensign MN01-Cosworth V8	1. 44.002	1. 42.043	1. 42.013	1. 41.500
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 40.561	1. 39.910	1. 39.992	1. 38.995
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 46.914	—	1. 41.901	—
27	R. Stommelen	Lola T370/HU1-Cosworth V8	1. 43.026	1. 43.310	1. 41.370	1. 41.897
28	J. Watson	Brabham BT44/4-Cosworth V8	1. 39.731	1. 40.171	**1. 39.527**	1. 39.977
31	T. Schenken	Lotus JPS/9-Cosworth V8	1. 44.510	1. 43.429	1. 43.243	1. 44.029
33	J. Mass	McLaren M23/4-Cosworth V8	1. 42.497	1. 41.866	1. 41.897	1. 41.300
42	I. Ashley	Brabham BT42/2-Cosworth V8	1. 47.261	1. 44.249	1. 43.801	1. 43.823
51	M. Andretti	Parnelli VPJ4/01-Cosworth V8	1. 40.218	**1. 39.209**	1. 39.919	1. 44.231
66	M. Donohue	Penske PC1/01-Cosworth V8	1. 44.878	1. 43.967	1. 41.323	1. 40.834
3T	J. Scheckter	Tyrrell 007/1-Cosworth V8	—	1. 39.478	1. 51.136	—
12T	N. Lauda	Ferrari 312B3/010—flat-12		—	1. 39.989	1. 40.800

Reflections in the Finger Lakes

FROM THE point of view of the Watkins Glen organisers it was a good thing that the World Championship struggle went all the way to the final round although it is unhappy to report that a large faction of the spectators at the American circuit seemed more content to wreak havoc with other people's property than actually watch a motor race. The 3.7-mile ciruit is picturesque and quite demanding to drive really competitively, but few of the races over recent years have been desperately exciting for one reason or another. In 1972 Jackie Stewart led from start to finish, in 1973 Peterson led from start to finish and the race suffered from the absence of the Tyrrell team while this year it was Reutemann's turn to dominate the proceedings. Somehow, it is difficult to pinpoint just what was wrong, for though the organisers are supremely obliging and courteous, there is a shortage of real atmosphere or charisma about the place.

Perhaps the reason is that there is no great sense of road racing tradition in North America even though the races round the streets in Watkins Glen village back in 1948 were responsible for sparking off the interest which resulted in the permanent circuit being built.

Most European countries have some deep-rooted enthusiasm for a certain brand of driver or name of car; Italy has its Ferraris and has enjoyed a great number of brilliant drivers, Britain has Lotus, BRM and a whole host of other teams, France has its long-distance epic at Le Mans and the wailing Matra V12s while Germany has the Nurburgring and BMW. The situation in America seems slightly different. The passionate response which the Europeans afford their heroes is reserved in the United States for Indianapolis and the brash, extrovert but clearly extremely exciting NASCAR "stock-ers" which race nose to tail round banked ovals at speeds around the 200 m.p.h. mark. That seems to be the real racing heritage in North America and one senses that 3-litre Formula 1 road racing is regarded with just a little bit of benevolent tolerance. They don't quite regard it as "kinky car" racing as they did the old 1½-litre Formula One, but they don't exactly get wildly responsive about the whole affair. Even the injection of Mario Andretti and Mark Donohue into the Formula One scene failed to arouse the rapturous response that one experiences when European stars do well in front of their home crowds. Perhaps it is that the enthusiasts realise that the cars were designed by Englishmen and the Penske was actually built in Britain. Anyway, I'd like to think that some of the spectators at the Glen are sufficiently enthusiastic to know a little about their "home heroes", although the way in which the "lunatic fringe" spent most of the weekend burning out cars and even a Greyhound coach while they were blind drunk leads me to believe there were a far higher proportion of "hangers on" to "real enthusiasts" in the crowd than at most Grand Prix races this year.

Turning to the two American teams once more, it's a pleasure to record the progress they both made in their second race. Andretti had moved the Parnelli up to almost the very front of the grid while Donohue had moved to the centre of the grid (where Andretti had been in Canada) from the back. Now, Andretti cannot move much further forward, so the next step will be to see how Donohue copes in bridging the crucial gap from being a competent mid-field runner to a runner capable of staying in the front half-dozen or whether he manages to do it. Another very valid point made by one of Andretti's rivals was the fact that he was racing in front of his home crowd and this might have brought out that little extra "plus" which marks the distinction between a good and an outstanding performance. Looking back over this season in retrospect, this might well be the case, for Reutemann at Buenos Aires, Fittipaldi at Interlagos, Mass at the Nurburgring and Lauda at Osterreichring and Monza (where his Ferrari was on home ground!) all put in quite outstanding performances. That is not to say they failed to do so elsewhere, although Mass's performances were conspicuously below his home showing elsewhere and he shed a little bit of light onto the row with Surtees, perhaps just a little bit more than he ought to have done!

Nonetheless, praise and encouragement for the Parnelli and Penske effort is deserved after their first two races. They have got off to a promising start and now all they've got to do is to handle Buenos Aires, Kyalami, Interlagos, Montjuich Park, Zolder, Monaco, Clermont-Ferrand, Silverstone, Nurburgring, Osterreichring and Monza just as well next year to establish themselves as competitive teams. As we have said before, there's a lot more to being competitive than shining brightly in a couple of races, but at least you are travelling in the right direction if you improve like the two American teams have done over the last couple of events in 1974.

Finally, it is worth considering the merits of the 1974 World Championship. We have often felt that the FIA system is lacking in many ways and there have been years where the choice of World Champion is obvious, disregarding any points system which may be in force. In 1969 there was no denying that Stewart was a worthy World Champion and the same goes for 1971, while Rindt in 1970 and Fittipaldi in 1972 both deserved their titles without doubt for they had simply won more World Championship Grand Prix races than any of their rivals. But in 1974 we have a different situation with Fittipaldi, Reutemann and Peterson taking three wins apiece, Regazzoni starting the final round on equal points with the eventual World Champion and only losing out by virtue of that unusually dismal final event. Of course there is a school of thought which considers that consistency is the meritorious factor by which Championships should be won, but we have equally often thought that there should be years that the Championship title should not have been awarded at all. This year perhaps, with Stewart's retirement, a void has appeared at the very pinnacle of the sport and none of the current drivers has yet moved ahead to fill the breach. Perhaps we have a situation similar to that when Stirling Moss was forced out of racing in 1962 and it seemed as though Dan Gurney, Graham Hill, Jim Clark and John Surtees were all drivers of equal stature and ability. Time showed that Clark moved ahead of his contemporaries and became the next mark by which others judged their own performances, so perhaps one of Fittipaldi, Peterson, Lauda or Scheckter will pull away from the other three in the years to come and succeed Stewart as the "top dog". That's not to say Stewart was invincible, far from it, but he was consistently competitive, so much so that he was a yardstick by which to judge the achievements of his rivals.

Nevertheless, the record books show that Fittipaldi is World Champion for the second time after what might be described as an uninspired season, or more politely as a "strategic" season. This is in no way meant to detract from the Brazilian's achievement, but it must be said that he drove with all the old flair of his 1972 Championship Year in shown throughout the second half of the season, but somehow there was a feeling of anti-climax over the way in which the Championship contest had fizzled out. Fittipaldi had driven a conscientious and "strategic" race into fourth place, but it was hardly the stuff of which legends are made, while the failure of Ferrari to maintain their competitive edge proved a rather disappointing footnote to the last race of the year.—A.H.

US GP continued from previous page

Depailler to finish in strong fifth and sixth places, Merzario having stopped his Williams when an electrical fault which discharged the car's fire extinguisher into his face and then caused the engine to cut out, while Mass had driven very hard from near the back of the grid to take seventh place. It was an excellent result for the works Brabhams, Reutemann having maintained the tremendous form he has

Results :

THE UNITED STATES GRAND PRIX—Formula One—59 laps—Watkins Glen
5.435 kilometres per lap—320.6 kilometres—Warm and Dry

1st :	C. Reutemann (Brabham BT44/1)	1 hr. 40 min. 21.439 sec.—191.705 k.p.h.
2nd :	C. Pace (Brabham BT44/2)	1 hr. 40 min. 32.174 sec.
3rd :	J. Hunt (Hesketh 308/2)	1 hr. 41 min. 31.823 sec.
4th :	E. Fittipaldi (McLaren M23/8)	1 hr. 41 min. 39.192 sec.
5th :	J. Watson (Brabham BT44/4)	1 hr. 41 min. 47.243 sec.
6th :	P. Depailler (Tyrrell 007/4)	1 hr. 41 min. 48.945 sec.
7th :	J. Mass (McLaren M23/4)	1 hr. 41 min. 51.451 sec.
8th :	G. Hill (Lola T370/HU2)	1 lap behind
9th :	C. Amon (BRM P201/04)	2 laps behind
10th :	J-P. Jarier (Shadow DN3/2A)	2 laps behind
11th :	G. Regazzoni (Ferrari 312B3/011)	4 laps behind
12th :	R. Stommelen (Lola T370/HU1)	5 laps behind

Running at finish but not classified : M. Wilds (Ensign MN01), 50 laps.
T. Pryce (Shadow DN3/3A), 47 laps.

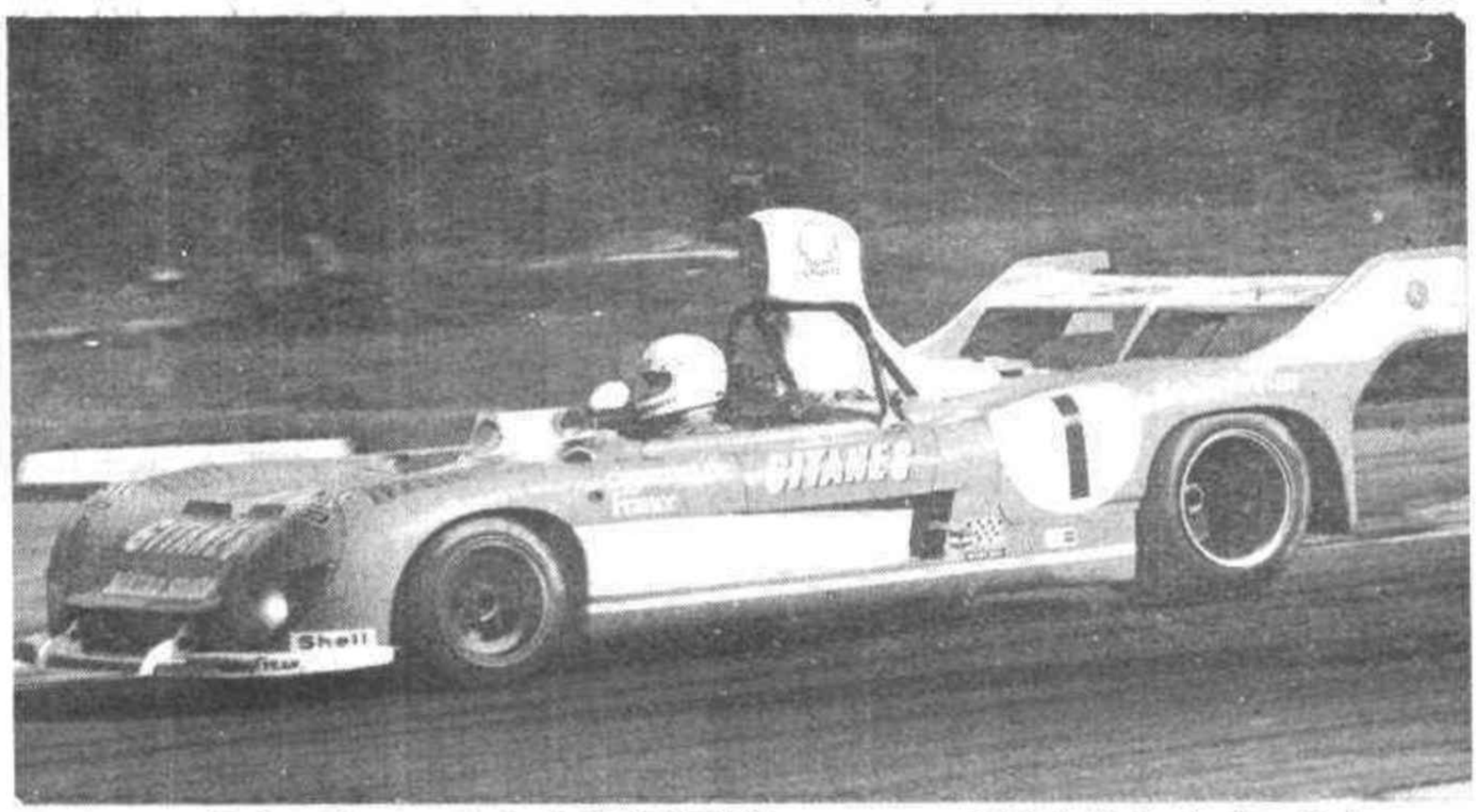
Fastest Lap : C. Pace (Brabham BT44/2), 1 min. 40.608 sec., on lap 54—194.473 k.p.h.

Retirements : M. Andretti (Parnelli VPJ4/01) 4 laps, disqualified; D. Hulme (McLaren M23/6) 4 laps, engine failure; T. Schenken (Lotus JPS/9) 6 laps, disqualified; J. Ickx (Lotus 72/R5) 7 laps, accident; H. Koinigg (Surtees TS16/03) 9 laps, accident; V. Brambilla (March 741/2-4) 21 laps, fuel metering unit failure; J. Dolhem (Surtees TS16/04) 25 laps, withdrawn; M. Donohue (Penske PC1/01) 27 laps, broken rear suspension bracket; J. Laffite (Williams IR/02) 31 laps, engine failure; N. Lauda (Ferrari 312B3/014) 38 laps, engine failing and handling; A. Merzario (Williams IR/04) 43 laps, electrical fault; J. Scheckter (Tyrrell 007/2) 44 laps, fuel system failure; R. Peterson (Lotus 72/R8) 52 laps, disconnected fuel line.

25 *starters* — 14 *finishers.*

British Airways 1000 kilometres

A personal Matra battle



Matra swept the board yet again in the BA 1000 kilometres race. This is Jarier in the winning car.

Brands Hatch, September 29th

ANY THOUGHTS of the 1,000-kilometre race affecting the outcome of the Manufacturers' Sports Car Championship were long gone, for the Matra team swept the board this season, albeit from pretty mediocre opposition, and as an individual event it was a foregone conclusion with only accidents or mechanical troubles standing in the way of a Matra 1-2. Their drivers Beltoise/Jarier and Pescarolo/Larrousse made no mistakes and the scene was enlivened in the closing stages by Jarier disobeying team orders and having a free-for-all dice to the finish with Pescarolo. Any opposition that the Gulf GR7 cars may have provided fizzled out when the Schuppan/Wisell car went out with gearbox trouble and the Bell/Hobbs car was not in the same league as the Matras, being delayed by brake problems and an overheating gearbox.

One thing that a lack of top class fast runners allows, is a modicum of success for the smaller cars, and Brands Hatch saw an excellent run by the works Chevron B26 powered by Brian Hart's own version of the 2-litre BDA Ford engine, driven by Redman/Gethin. These two kept the remaining 3-litre Gulf GR7, powered by a Cosworth DFV, on its toes throughout, finishing a strong fourth only 38.2 sec. behind the oil company's special, but they were both eleven laps behind the winning Matras. The lone works-prepared Martini Racing turbo-charged Porsche of Müller/van Lennep ran its usual lonely race and John Fitzpatrick headed the team of drivers in the Gelo Racing Porsche 911 RSR to win the GT category.

An interesting probe was the March 74S-Cosworth DFV driven by Evans/Lloyd, many people in Bicester thinking that sports-car racing is a wide open field waiting to be conquered. For the rest the entry comprised small private teams whose cars were either well prepared and well driven, were falling apart or driven at club-racing speeds. —D.S.J.

Results :
BRITISH AIRWAYS 1,000 Kilometres—Groups 5 and 4—Brands Hatch—235 laps—Dry Weather
Round 9, World Championship for Makes

1st :	J-P. Jarier/J-P. Beltoise (Matra-Simca 670C—3-litre V12)	Group 5	Entrant: Equipe Gitanes Matra-France	235 laps—173.021 k.p.h.
2nd:	H. Pescarolo/G. Larrousse (Matra-Simca 670C—3-litre V12)	Group 5	Entrant: Equipe Gitanes Matra-France	235 laps
3rd:	D. Bell/D. Hobbs (Gulf-Cosworth DFV—3-litre V8)	Group 5	Entrant: Gulf Research Racing, England	224 laps
4th :	P. Gethin/B. Redman (Chevron B26—Hart/Ford 2-litre)	Group 5	Entrant: Pedro Domecq/Chevron Cars, England	224 laps
5th :	H. Müller/G. van Lennep (Porsche Carrera—3-litre t/ch. 6-cyl.)	Group 5	Entrant: Martini Racing, Germany	219 laps
6th :	J. Barth/C. Haldi (Porsche 908/3—3-litre flat-8-cyl.)	Group 5	Entrant: Joest Racing, Germany	213 laps
7th :	A. de Cadenet/C. Melville (Chevron B26-Ford FVC 1.9-litre)	Group 5	Entrant: Pedro Domecq/Chevron Cars, England	209 laps
8th :	R. Evans/R. Lloyd (March 74S-Cosworth DFV 3-litre V8)	Group 5	Entrant: Kim Argyle Racing, England	209 laps
9th :	J. Hine/I. Grob (Chevron B23-Ford BDA 2-litre)	Group 5	Entrant: KVG Racing, England	208 laps
10th :	K. Holland/T. Birchenhough/B. Joscelyne (Lola T294-Ford FVC 1.8-litre)	Group 5	Entrant: Dorset Racing Associates, England	206 laps
11th :	J. Fitzpatrick/C. Schickentanz/T. Hezemans (Porsche 911 Carrera—3-litre)	Group 4	Entrant: Gelo Racing Team, Germany	200 laps
12th :	I. Harrower/I. Bracey (Chevron B21-Ford FVC 1.9-litre)	Group 5	Entrant: James Bell Racing, England	198 laps

Fastest Laps : J-P. Jarier (*Matra-Simca* 670C)—1 min. 22.6 sec.—185.880 k.p.h. (*new record Group* 5)—115.5 m.p.h.
B. Redman (*Chevron B26*)—1 min. 26.7 sec.—177.076 k.p.h. (*class record*)—110.03 m.p.h.
J. Fitzpatrick (*Porsche Carrera*)—1 min. 37.0 sec.—158.279 k.p.h. (*class record*)—98.35 m.p.h.

Racing through Birmingham

THE chances of motor races being held in Birmingham City Centre seem to be one step nearer according to a cutting from the *Birmingham Post* sent to us by Martin Hone, the former racing driver and proprietor of the City's Opposite Lock Club, who heads the consortium behind the promotion of motor racing in the City.

A two to one majority of City councillors has decided to seek Parliamentary powers to run motor racing through the Birmingham streets. The old City Council had rejected the approach to Parliament earlier this year, but 65 members of the new council outvoted 29 members who were against the move.

Councillor Clive Wilkinson, the leader of the Council, has said that members of the Council must sit on any consortium organised to run the project and that the City should gain some income from events. Unless there are objections from district councils, the motor racing proposal will form part of a Parliamentary Bill which the West Midlands County Council, the highway authority concerned, is drawing up to consolidate all local Acts in the West Midlands county. This must be presented to Parliament by 1976. "Practical difficulties" have been foreseen by the Chief Constable of the West Midlands, the Chief Fire Officer and the County Surveyor, but fortunately these do not seem to have deterred the enthusiastic Council members and Britain looks encouragingly close to having its own round-the-houses (or round-the-shops!) racing.—C.R.

REFLECTIONS—cont. from opposite page

Brazil, Belgium and Canada, while there were contrasting times when he seemed to be taking his time. Perhaps we view this state of affairs with a degree of frustration because we realise that Fittipaldi *can* do it but he rather tended to suggest that he *would* do it only when the time was strategically right from the point of view of winning the Championship. Whereas many people see winning races as a means to an end, that end being the World Championship, Fittipaldi shrewdly summed up his rivals and realised that he could become Champion simply by being extraordinarily consistent. That's what he did and, deservedly, he is now World Champion driver for the second time although it would be a brave man who actually declared him to be a consistently better driver than Lauda, Scheckter or Peterson.

Watkins Glen provided another gruesome reminder that guard rails are not always the answer to restraining wayward racing cars, for poor Helmuth Koinigg succumbed to fatal injuries when his Surtees TS16 charged straight on at the same corner which had claimed Regazzoni's Ferrari and Beltoise's BRM. Although two catch fences were erected between the track and the guard rail the wayward F1 car demolished those before burying itself beween the two rails. Before the race took place there was some discussion as to the effectiveness of the guard rails at Watkins Glen although it always proves desperately difficult to find out exactly *who* is responsible for their siting. The GPDA states that the CSI has misinterpreted their recommendations while the CSI's safety sub-Committee always emphasises that they act largely on the advice of the GPDA. Once again we can only emphasise what has become too tragically obvious over the years; muddled thinking on the subject of circuit safety often causes more damage than it sets out to prevent.—A.H.

Rover Refinements

The Editor Drives the 2200TC and Re-appraises the 3500S

A ROVER 2000TC proved to be an admirable Editorial car until it was pensioned off in favour of a BMW 2500, and subsequently a BMW 520i. It is still giving excellent service, having now covered an astronomical mileage, some of it with a caravan up behind, I am told. So it was nice to be in a Rover again, in this 70th anniversary year of this very British make, this time in the form of the 2200TC.

This is not much changed from the comfort and convenience I enjoyed over so many miles in the older model. The single o.h.c. engine, with its bucket tappets, flat head, and combustion spaces in the piston crowns, gives 115 b.h.p., although at the same time as its size was increased from 1,978 to 2,205 c.c. the c.r. was dropped from 10 to 1 to 9 to 1. There is ample acceleration now, yet the power unit remains very smooth. The same nice gear change, less notchy than before, is there, reverse guarded by that lift-up toggle. The minor controls, always so well arranged, are much the same, with small changes. Nicely-formed knobs on the facia control wipers, lighting, and the map and interior illumination. Two stalks do the rest; perhaps the wiper switch should be transferred there. When signalling a turn, the horn can be sounded inadvertently. The instruments are now behind a single transparent panel. There is a manual choke, and those useful knee-level wells and the fuel reserve tap remain. The comfortable seats, upholstered in soft brushed nylon, retain friction locks for the adjustable squabs and the steering column adjusts.

I thought the feel of this 2200TC more taut, its road-holding with the horizontal coil front springs and de Dion and Watt's linkage rear-end superlative. There is strong understeer which renders the steering heavy in spite of the big-diameter steering wheel and although this is a quiet car the Dunlop SP Sport tyres made some hum. The transmission exhibited lost motion as the rather heavy clutch engaged but the high gearing is notable, the engine turning at only about 3,500 r.p.m. at 70 m.p.h. The luggage boot is ridiculously small, so that lid-mounting of the spare wheel is provided for, but the lid is very easy to open and it shuts gently, a Rover hall-mark. Fuel consumption is heavy, at 21.3 m.p.g. of 97-octane petrol. All in all, however, this is a very notable car, comfortable, fast, with a top speed of 107 m.p.h., having improved pick-up (0-60 m.p.h. in 11½ sec.), yet being decently dignified. The all-disc servo brakes are light to apply, 15 gallons of fuel can be carried, and here for £2,681.64, VAT included, is a compact four-seater luxury saloon from those great Solihull engineers who cope equally well with four-wheel-drive, mid-engined coupés, and the turbine-car. My old Rover hardly ever asked for fresh Castrol and the 2200TC had consumed no oil in 600 miles, naturally.

The next Rover I tried was the 3500S. If this light-alloy V8-engined compact was American or Continental we would go crackers over it. For here is a beautifully-appointed



The Rover 3500S on Denovo tyres. "If this light alloy, V8-engined compact was American or Continental we would go crackers over it."

103.37 in.-wheelbase car capable of 0-60 m.p.h. in just over nine sec., with this pick-up going on up the speed range and a top pace of around 120 m.p.h. from its 3,528 c.c. engine, which sells for £3,203.94 with Dunlop Denovo tyres that call for no spare wheel and thus give a little more room in the boot! Power steering has to be used with these wide-base burst-proof tyres. I was trying the Rover V8 again (incidentally "V8" used to be a Ford protected trade-mark!) because the first test car got a curious weave-on and made its occupants sick. Rover did nothing to allay my criticism at the time but now I was able to convince myself that this characteristic was hardly noticeable on the re-submitted Denovo-shod 3500S. Indeed, I took two 70-year-old ladies for a fast 200-mile run, putting them in the back seats after dinner, and they chatted happily all the time! So I can rate this another great Rover, for those who want the smoothness of eight cylinders and the much enhanced performance. Fuel thirst was 23.6 m.p.g., taking into account a small quantity of petrol lost when the fuel pump fell off and caused a traffic obstruction in Welshpool, a calamity expeditiously rectified by Messrs. Vincent Grenhous. Probably for the same reason a pint of oil was needed to restore the level of the sump after 350 miles.—W.B.

Cars in Books

I AM indebted to two readers for this month's contribution. Mr. Wallace Mason of Cumberland, R.I., who has recently been touring in England and Wales and who visited the National Motor Museum before returning to America, refers to a book in which the famous Mrs. Emily Post describes a motor tour across the breadth of America. This is "By Motor to the Golden Gate" published around 1916 by D. Appleton & Co. The tour was undertaken by Mrs. Post, her son, and another member of the Post family, in an imported car—the son says that if they did it again they would use an American car. The book, our correspondent says, runs to 281 pages and contains 27 hand-drawn maps but never once refers to the car by make. Only 200 miles from home a bearing ran and as there was no agent in the town for this "unusual and special car" the garage to which it had been towed proposed to make a new bearing. Eventually a proper one was sent from the New York agent by train and the journey was delayed only one-and-a-half days. The usual adventures are recounted, of burst tyres, getting bogged down, etc., and in Iowa some Germans refused to show the travellers the way to Cedar Rapids, taking them to be British because they had put an RAC badge on the car when on tour in Britain in 1914. However, they eventually made San Francisco. From four pictures of the car it is seen to be a big touring car with three outside exhaust pipes protruding through the n/s of the bonnet, disc wheels, and detachable rims. It could well be a Mercedes, perhaps with a Gordon Watney body.

The other reader, Mr. Peter Wright of Freelands, refers to a book by a ballooning aeronaut, the Rev. John M. Bacon, called "By Land and Sky" and published by Isbister and Co. Ltd. in 1903. Wishing to go from Oxford to Blenheim Park to carry out sound-wave experiments, the balloonist accepts a lift in a friend's car, which made record time on the journey, although hats, guns and so on refused to stay put and in Oxford the police had to clear a way for the motorists through a herd of Barnam's circus elephants. Again, unfortunately, the make of this early car isn't disclosed.—W.B.

CORRECTION

AFTER insisting that the 1974 British Grand Prix be called the John Player Grand Prix, the RAC, or to be more precise certain nameless, and presumably faceless, individuals made a right nonsense in the pit lane on the last lap and prevented Lauda's Ferrari from completing the last lap. This dropped Lauda from 5th to 9th position in the results but now, after much legal chat at Tribunals, the FIA have overridden the RAC and put Lauda back into 5th place.

Therefore the results listed in the September 1974 MOTOR SPORT, page 967 are incorrect and Lauda takes 5th place from Reutemann, who becomes 6th and everyone moves down one to 10th place, which is unchanged.

Next year the British Grand Prix should be at Silverstone, and last year we had that monumental accident at the end of the first lap. I wonder what the RAC have in store for us in 1975?—D.S.J.

Now a two-year antifreeze that's never out of season

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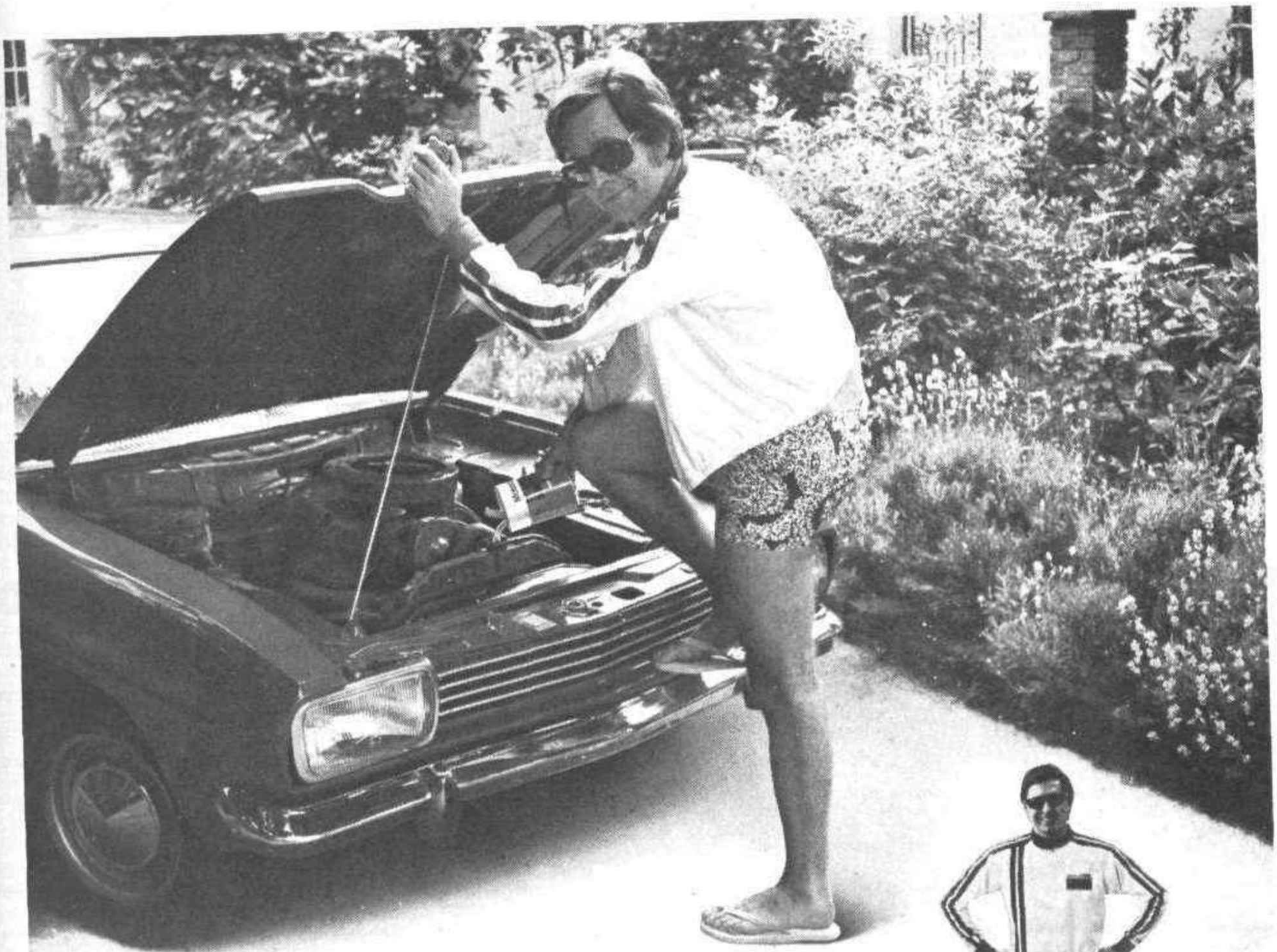
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Best care for most cars – everywhere.

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The Tourist Trophy

A proper motor-race

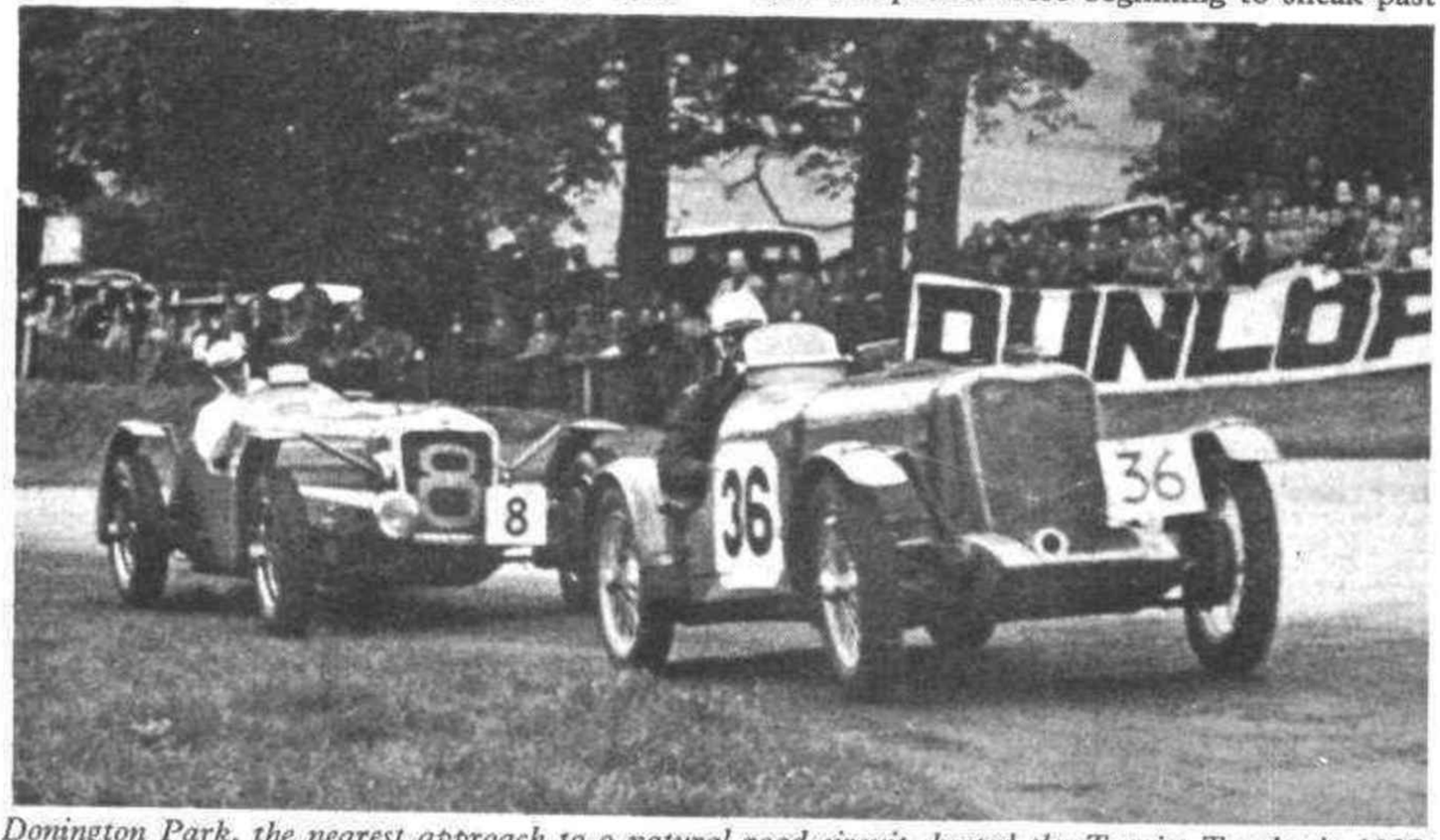
ONE THING about a long race is that it gives you time to take stock of the scene and the 3¼ hours of this year's RAC Tourist Trophy at Silverstone, held in sunny weather, provided a very pleasant day in which it was possible to circulate right round the track, watching from all the excellent vantage points and get back to the pit area before the race was half-run, by which time a pattern had started to emerge. Watching at Stowe corner or Club corner I could not help being intrigued by the variety of cars that were passing, if it was not a Chevrolet Camaro it was a Ford Escort or a Vauxhall, all cars that bore a resemblance to those in the car parks, and even a Volkswagen Passat was going round. The multi-coloured advertisements plastered all over the cars detracted a bit from reality, for people do not drive on the public roads decorated like that, and the phoney aspect of advertising was all too apparent, for watching the cars go by you did not really try and read the advertising that covered them.

While watching all this I cast my mind back on the chequered history of the RAC Tourist Trophy race and looked at the ups and downs it has suffered over the years. Although it goes back to 1905 it was not until 1928 that it took some tangible form, when it was held on the Ards circuit outside Belfast, for catalogue model sports cars. My first personal contact with it was in 1933 when I had my ear glued to a primitive wireless set and heard the glorious sound of Nuvolari's supercharged K3 MG Magnette winning at 78.65 m.p.h. after nearly six hours of racing round the superb road circuit in Northern Ireland. In 1936 the last TT was run on the Ards circuit, for a Riley crashed disastrously into the crowds and the RAC had to look elsewhere for a venue. Bentley, Lagonda, Riley, MG, Singer, Delahaye, Bugatti, Aston Martin, BMW and many other makes were taking part in the TT at the time and they nearly all bore close resemblance to cars you saw on the roads, in fact, one of the 1934 Lagonda TT cars is still in regular use on the road, proving to be a delightful road-going sports car, as I know from personal experience.



When the Tourist Trophy was a real road race. Richard Seaman's Aston Martin leads A. F. P. Fane's Frazer-Nash BMW at Dundonald on the Ards Circuit, Belfast, in 1936. *Freddie Dixon (Riley) won the race.*

With racing on the public roads not allowed in England the RAC took their Tourist Trophy race to Donington Park, the nearest approach to a natural road circuit, and it was held there in 1937 and 1938, the war putting paid to the 1939 race. Catalogue sports cars were still the order of the day, though some one-off specials were beginning to sneak past the scrutineers, just as they were at Le Mans, where sports car racing standards were being established. The French had been routed from Grand Prix racing and were concentrating on sports car racing, with Bugatti, Darracq, Delahaye and Delage, and they had little trouble in winning the two TT races at Donington Park, not unlike the situation today with Matra-Simca winning all the sports car races while everyone else is involved in Grand Prix racing.



Donington Park, the nearest approach to a natural road circuit, hosted the Tourist Trophy in 1937 *and* 1938. *The Singer and the Delage are pictured at the Hairpin in the* 1938 *event.*

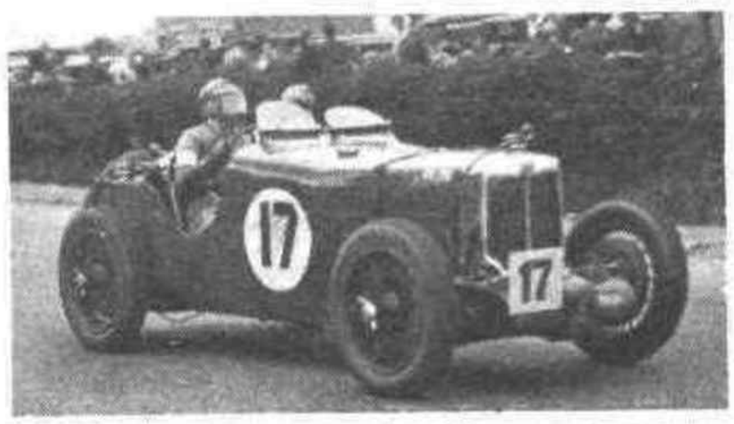
After the war the Tourist Trophy returned to Northern Ireland, to the magnificent Dundrod circuit to the west of Belfast. It was a more spectacular road circuit than the Ards, but not as fascinating for it did not traverse villages and built-up areas, being well out in the country, but it was a challenging circuit to drive round. Catalogue sports cars or competition versions thereof were still the order of the day and Jaguar and Aston Martin had their day, but in line with what was happening in Europe the scene changed to very thinly-disguised Grand Prix cars in the shape of Mercedes-Benz 300 SLR, Lancia D20, Maserati 300S and so on, the production-based D-type Jaguars and DB3S Aston Martins being hard put to keep pace. Another unfortunate series of accidents put paid to the TT at Dundrod in 1955 and after a two-year break it was revived as an airfield race round the Goodwood perimeter track course, but it was never quite the same, being just another race on the Sussex circuit. Grand Touring cars were the wear, sports coupés from Ferrari

being almost unbeatable, and still being recognisable as road-going cars; indeed, one of the winning 250GT Ferraris is still in use on the road. In common with the rest of sports car racing the thinly-disguised Grand Prix car began to creep back and in 1965 the RAC removed the race from the roundy-round of airfield racing and took it to Oulton Park, the nearest approach to a natural road circuit that we had. By this time the Special Builders had almost taken over all forms of racing and the TT degenerated into "just another British club race" with Brabham and Lola cars winning. There was no way you were ever going to see any Brabham or Lola production cars in use on the road or in the car parks, so the Tourist Trophy had lost all its identity, which was a pity because the Oulton Park circuit was first class, not in the same category as the Ards or Dundrod, but very much like Donington Park had been. After five years of degeneration the RAC had a re-think and tried to get back to the right sort of cars, but they chose the wrong circuit, taking the race to the Silverstone airfield circuit. The winning Chevrolet, Ford and BMW of the next three years came from manufacturers who produced somewhat similar road-going cars, but the International rules were allowing them to get rather far removed from catalogue models, so this year the TT reverted almost back to square one with Group One, or standard saloons, but in the interests of development and progress a degree of latitude was allowed to a sort of Group 1½ stage, but fundamentally the cars were the same as you can buy, and even if you cannot actually buy a Triumph Dolomite Sprint like the Broadspeed cars, you *can* buy a Triumph Dolomite Sprint.

This year's race ran for over three hours, necessitating refuelling stops, driver changes for some cars, tyre changes, and a reasonable degree of reliability. Even in three hours, gearboxes, rear axles and brake systems were found wanting, but any team that finished the Tourist Trophy race felt they had done a proper motor-race and done something worthwhile. There was a lot of support, directly and indirectly from the manufacturers and the industry, so it looks as though the RAC have got the Tourist Trophy back on the right lines, even if it is not back on the ideal circuit. D.S.J.



Roy Salvadori (above) *is pictured on his way to third place with an Aston Martin Zagato in the* 1961 *TT, held at Goodwood, where the event had been revived as an airfield race in* 1958. *Below, left, Nuvolari winning the* 1933 *TT at Ards with an MG Magnette K3, which D.S.J. heard roar to victory on a primitive radio. This year the Tourist Trophy was back on the right lines, for touring cars. Tony Dron took this Broadspeed Dolomite Sprint to third place* (below, right).





The 1974 RAC Tourist Trophy

Silverstone, September 22nd

IN AN attempt to bring some semblance of reality to the Tourist Trophy race, this year's event was for production saloon cars with limited modifications, to what might be termed Group 1½. The very full and varied entry indicated that this was a move in the right direction and no single make dominated the scene, which was refreshing to the onlookers. Naturally the Chevrolet Camaros were the fastest cars, but they were also the thirstiest and hard on their brakes, so that less powerful cars were well in with a chance in the 107-lap race round the full Silverstone circuit. Lasting well over 3 hrs., a degree of reliability as well as speed was called for and tactics played their part as well. Winner Stuart Graham ran a well-judged race, gambling on a single refuelling stop and driving the whole distance himself. Richard Lloyd shared the driving of his Camaro with Jac Nelleman and set the pace until trouble with the brakes delayed him at the pits, and the third fast Camaro driven by Woodman and Buncombe made two refuelling stops as well as an unscheduled one to look for a vibration which let Tony Dron up into second place in a Broadspeed Triumph Dolomite Sprint. A Wankel-engined Mazda RX3, driven by Barrie Williams was very fast and led the smaller cars for a long time, until a tyre change was needed, which dropped it back behind the Dolomite; likewise the fast Opel Commodore of Peter Hanson was well in the running until gearbox trouble intervened. The smooth, well driven, run of the Triumph Dolomite lost second place in the closing laps when Woodman's Camaro caught it on sheer speed after its delay.

Access Credit sponsored the meeting, which included races for Formula Ford, Formula Super Vee and JCB Historic cars, and they put up a manufacturers Team Trophy with a prize of £500, equal to the overall first prize for the TT. A fine entry of eight three-car teams were nominated, individual rivals getting together to make up a team, such as the Simoniz Team Chevrolet, which won the team prize with Graham, Woodman and Lloyd in their Camaros. The overall entry was made up with cars from Chevrolet, Ford, BMW, Opel, Mazda, Vauxhall, Triumph, Alfa-Romeo, Chrysler-Hillman, Toyota and Volkswagen, many with direct factory support, others with indirect support and some with Dealer-support. The overall scene was one of inter-marque racing and team racing, all of which was very much in keeping with the original concepts of the Tourist Trophy and the 10,000 crowd who lined the circuit on the sunny but cold day, had plenty to watch.—D.S.J.

Results :

RAC TOURIST TROPHY—107 laps—Silverstone—503.97 kilometres—Group 1

1st :	S. Graham (Chevrolet Camaro 5.7-litre)	107 laps—3 hr. 14 min. 18.2 sec.—155.6 k.p.h.
2nd :	V. Woodman/J. Buncombe (Chevrolet Camaro 5.7-litre)	105 laps—3 hr. 15 min. 50.8 sec.
3rd :	T. Dron (Triumph Dolomite 2-litre)	105 laps—3 hr. 16 min. 05.8 sec.
4th :	B. Williams (Mazda RX3)	104 laps—3 hr. 14 min. 32.2 sec.
5th :	P. Hanson (Opel Commodore GSE)	104 laps—3 hr. 15 min. 05.4 sec.
6th :	T. Walkinshaw (Ford Capri 3000GT)	104 laps—3 hr. 15 min. 12.6 sec.
7th :	J. Fletcher/R. Jenvey (Chevrolet Camaro 5.7-litre)	102 laps—3 hr. 14 min. 44.2 sec.
8th :	J. Handley (Triumph Dolomite)	102 laps—3 hr. 15 min. 28.0 sec.
9th :	R. Lloyd/J. Nelleman (Chevrolet Camaro 5.7-litre)	102 laps—3 hr. 15 min. 28.8 sec.
10th :	K. Lepp/R. Barrios (Alfa Romeo 2000 GTV)	101 laps—3 hr. 15 min. 28.2 sec.

Fastest Laps : **Class A** — S. Graham (Chevrolet Camaro) 1 min. 44.0 sec.
Class B — P. Hanson (Opel Commodore) 1 min. 48.2 sec.
Class C — B. Williams (Mazda RX3) 1 min. 48.2 sec.
Class D — S. Clark (Alfa Romeo Junior) 1 min. 54.2 sec.

RALLY REVIEW

The Sanremo Rally



A predominance of tarmac stages gave Munari's Lancia Stratos an easy win. [Photo Hugh Bishop]

IF YOU DRIVE eastwards through the mountains from the Alpine stamping ground of the Monte-Carlo Rally, keeping as near parallel to the northern Mediterranean coastline as possible, when you cross the border into Italy you will be in the equally mountainous area used annually by the Sanremo Rally, Italy's premier event of the year and qualifier in the World Rally Championship. The terrain is the same and the tortuous climbs and descents have just as many twists and hairpins as the French roads you will have just left. The big difference is that most of the French roads have tarmac surfaces whereas the Italian ones, apart from main routes, are largely unmetalled, varying from impacted dirt to loose gravel or even chunks of sharp rock the size of billiard balls.

At least, that's how it used to be. In the past year Italian road improvers must have been working at a fast rate for when competitors began their recces for this year's Sanremo Rally they discovered that the greater proportion of the route was on tarmac, the first time this had ever happened to this event. It once had a reputation for taxing the resources of tyremen to the extreme, for one mountain pass climbed on loose, sharp rocks which were puncture-provoking to say the least, and then descended (on the shady side of the mountain) on ice and snow. Studded tyres fitted for the descent invariably had their little spikes of hard metal distorted, blunted or even knocked out altogether by the rough, hard surface of the ascent, and it was no easy problem to determine what to do for the best.

This year's Sanremo Rally, which finished at the Riviera dei Fiori town of that name on October 5th, presented problems of a like nature, except that the surfaces were further along the scale. There was no snow and there was no ice, but the dirt and gravel were often mixed up with stretches of tarmac. Racing tyres, the best for the tarmac, would be highly vulnerable on the dirt and stones, whereas chunky tyres would hardly produce the best times on the asphalt. Some people chose compromise tyres for the whole lot whilst others decided to chop and change from racers to other tyres whenever necessary.

This year the Fiat works team is contesting every round of the World Championship with its 124 Abarth, now with 16-valve cylinder head homologated. Naturally they put a big effort into the Sanremo Rally, entering three cars with the 16-valve engine and four with the normal unit. Lancia has not been taking any interest in the Championship, but could not ignore the premier event of the home country. They entered two of the wedge-shaped Stratos models and two Beta coupés, one with 16-valve engine and one without. The Stratos is an ideal car for tarmac special stages but is somewhat out of place on the rough to say the least. It was a highly advantageous coincidence for Lancia that the first appearance of the Stratos in a World Championship qualifier was in an event which switched from predominantly rough to predominantly tarmac for the first time. Of the 39 special stages, only four were entirely on dirt and gravel. Sixteen were entirely on tarmac, whereas the nineteen others were mainly on tarmac with short stretches of rough here and there.

Apart from Fiat and Lancia, the only other factory directly represented was Alfa Romeo, no non-Italian manufacturer taking an interest in this splendid rally which once drew teams from all over Europe, including Scandinavia. Autodelta has switched interests completely and the team has been engaged for some time in the development of a 16-valve version of the 2-litre Alfetta for rallying. One such car was put into the Sanremo Rally (plus a standard Alfasud as a test exercise) but its engine gave trouble and it did not finish. Autodelta plans to increase its rallying activities with a view to taking part in major events outside Italy next year.

Lancia began the rally with the idea that if they did well (that is, if they won) they would put cars into the remaining rounds of the Championship. Without a substantial points score in Sanremo they would hardly figure at all in the series, but a win would elevate them to second place, within striking distance of Fiat, Championship leaders, in the four rounds which remained. As it happened, Lancia did win, and the result was a trip across the Atlantic for the US and Canadian qualifiers of the series. Fiat also visited these two qualifiers, and Alpine-Renault the United States one, but both took place too late in October to be featured in this issue.

The Fiat/Lancia contest nearly burnt itself out in the very early stages of the Sanremo Rally. In the first place the 16-valve Beta coupé driven by Lampinen and Davenport did not even start, its crew turning up late after a misunderstanding over the actual starting time. It was to have been 20.00 but was changed a long time before the start to 19.00 and published accordingly. Unfortunately this particular crew were working on the old time and arrived at the packed start area near Sanremo's harbour to find that they were not allowed to start after their proper time. It was a bitter disappointment not to have the Group 4 Beta Coupé, of which Lampinen spoke highly, in the rally, but it at least meant that the team had one less car to get ready quickly for shipment across the Atlantic. The same misfortune befell Scotsman Jimmy Rae who, with Henry Liddon as co-driver, had taken the Escort which he is using this year (with support from Frews of Perth) under the Kleber-Wheelbase Rally Scholarship.

The very first special stage saw the retirement of no less than four works Fiats, one when it demolished a low bridge parapet and see-sawed over the edge, another when a rock shattered a rear suspension and, incredibly enough, two others when they collided with each other on a hairpin after one spun in front of the other. One Stratos also went out when a backwards collision with a wall destroyed a rear suspension unit and removed the large, hinged bodywork section.

In contention were then the Stratos of Sandro Munari and the Fiat Abarths of Markku Alén from Finland and Italian drivers Sergio Barbasio and Giulio Bisulli. Barbasio later went out when a connecting rod emerged from the side of his cylinder block and Alén on the last night of the event when a rear wishbone cracked cleanly in two on a special stage just when it seemed that he was certain to take second place, a position then inherited by Bisulli.

All the way through the event Munari kept the lead except for a brief period when a penalty for booking in early at a time control dropped him a couple of places. He soon made up the deficit and more or less dominated the event from start to finish, indicating that on tarmac rallies of the future the Stratos could well be a force to be reckoned with. In North America, Lancia will use the Beta, not the Stratos, in both events. They have not yet decided whether to contest the RAC Rally, but the appearance of the Stratos on the all-tarmac Tour of Corsica, last Championship qualifier of the year in early December, is quite certain.—G.P.

GENERAL CLASSIFICATION

1st	S. Munari/M. Mannucci (Lancia Stratos) (4)	9 hr. 12 min. 42 sec.
2nd	G. Bisulli/F. Rossetti (Fiat 124 Abarth) (4)	9 hr. 20 min. 30 sec.
3rd	A. Fagnola/E. Novarese (Opel Ascona) (1)	9 hr. 56 min. 09 sec.
4th	S. Mehta/M. Holmes (Lancia Beta coupe) (3)	9 hr. 58 min. 38 sec.
5th	"Iccudrac"/de Fendenti (Porsche Carrera) (3)	10 hr. 05 min. 59 sec.
6th	M. Morielli/R. Zamunaro (Lancia Fulvia HF) (4)	10 hr. 13 min. 12 sec.
7th	Magnani/R. Dalpozzo (Lancia Fulvia HF) (3)	10 hr. 15 min. 10 sec.
8th	Errani/Laverne (Opel Ascona) (2)	10 hr. 17 min. 14 sec.
9th	P. Isnardi/S. Scimone (Opel Ascona) (1)	10 hr. 24 min. 24 sec.
10th	A. Bramino/D'Angelo (Opel Ascona) (2)	10 hr. 27 min. 15 sec.

106 *starters* — 54 *finishers, of which* 33 *completed the second leg.*

Every picture tells a story.



Emerson Fittipaldi, winner of this year's World Championship, like many successful Grand Prix drivers fits Champion Sparking Plugs.

CHAMPION

№1

The Optimistic Ones

In the face of looming austerity at least some manufacturers announced new cars in the months before Earls Court

SINCE NEW CAR announcements are no longer saved up as eve-of-Motor Show surprises a stand-by-stand description of Earls Court has become meaningless. Instead there follows a description of most of the new cars, all of which we have yet to drive, which have been announced in the last couple of months. The new Fiat 131 Mirafiori, the replacement for the 124, which we drove recently in Italy, will be described in more detail next month.

In fact there was probably more of interest at Earls Court this year than for some time, but we are not really excited by static exhibitions. Press Day was less chaotic than usual, no strikes had delayed construction of the stands (though that doesn't mean to say they were all completed—MOTOR SPORT's certainly wasn't) and there seemed to be a dearth of scantily- or un-clad girls. BMW's usual Bavarian band had been transformed into a pop-group this year, Will Sparrow's Group 1 Rally Magnum looked delicately perched on top of the Vauxhall stand, Ford relied on the aesthetics of a Roman theatre to display their wares, and Jaguars hid theirs within a completely enclosed room which did nothing to help the general look of the Show.

Lagonda—Revival of a Famous Name

Aston Martin have revived the name of Lagonda for a four-door limousine version of their V8 sports car, announced at Earls Court. The Aston Martin Lagonda shares the same mechanical specification as the V8: the 5.3-litre, four-overhead-camshaft, all-alloy V8 engine fitted with four twin-choke Weber carburetters, for which Aston refuse to quote power figures, but continue to claim that it is probably the most powerful production engine in the World; de Dion rear suspension located by parallel trailing arms and Watts linkage; independent front suspension incorporating unequal length wishbones and an anti-roll bar; and a choice of five-speed ZF manual gearbox or three-speed Chrysler Torqueflite automatic gearbox.

The wheelbase has been increased by 12 in., the overall length by 10¼ in. and the height by 1 in., while the weight has risen from 3,800 lb. to 4,400 lb. As a personal opinion we feel the stretching of the car has enhanced its appearance. As with the V8, the body is constructed of aluminium panels on a rigid steel superstructure, mounted upon a platform chassis.

Standard appointments include air-conditioning, a Philips stereo radio/cassette player, Connolly hide upholstery and Wilton carpeting. This Lagonda's price is £14,040.

This is not the first time an Aston Martin V8 has been stretched into a four-door. In 1970 the company produced a one-off DBS V8 four-door for Sir David Brown and endowed it with a Lagonda badge. The last previous Lagonda was the DB4-engined Rapide, introduced in 1961.



Aston Martin's new Lagonda 4-seater V8 made a successful debut for the financially-embarrassed Newport Pagnell firm by winning the coveted first prize in the unlimited cost class of the coachwork competition at Earls Court.

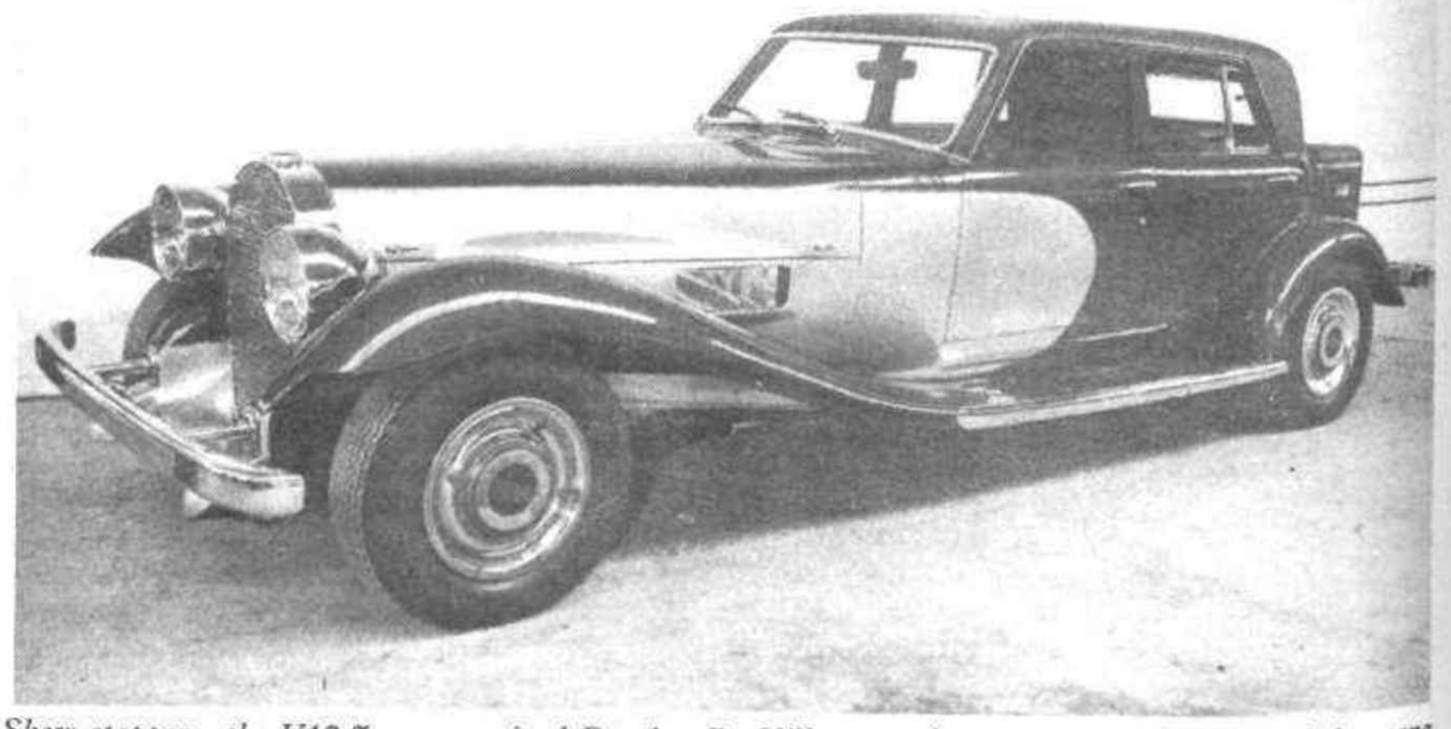
A Latter-day Royale

If you're a very, very wealthy extrovert who likes to be chauffeured in unadulterated comfort and opulence, yet cannot find a suitable alternative to the Rolls-Royces which all your friends own, then Bob Jankel can provide the answer. One of the most eye-catching—and most expensive—stars at the London Motor Show was the Panther De Ville, produced by Jankel's Panther West Winds company at Byfleet. Jankel's inspiration for this magnificent monster was the Bugatti Royale, but in spite of the horseshoe-shaped radiator grille the De Ville is not intended to be a replica of the Molsheim product. Underneath its 6 ft. long bonnet is a V12 Jaguar engine and attached to the massive steel chassis is Jaguar XJ suspension. The De Ville will survive a 30-m.p.h. head-on crash with minimal damage thanks to the impact-absorbing, hydraulic struts supporting the front bumper, the interior is trimmed almost entirely in leather, optional equipment includes an electric sliding roof, television, radio/cassette player, telephone and cocktail cabinet. The price—wait for it—£17,650.

A Production Turbo Porsche

If there was an air of gloom and despondency over the Motor Show, the impression was relieved on the Porsche stand by the World's fastest accelerating production car, the new 3-litre Porsche Turbo. Thank goodness for the optimism of Porsche and Panther, who still believe in motorists having *fun*, if they can afford it. Acceleration times for the Turbo are 0-60 m.p.h. in under 5 sec. and 0-100 m.p.h. in 11.2 sec., with a maximum speed of 155 m.p.h. Yet the Turbo is offered as a luxury road-going car, not a stripped "racer", with tremendous mid-range torque for tractability, low compression to provide longevity and permit the use of two-star fuel. This turbocharged car has been developed from the Martini-Porsche Carrera RSR, produces 260 b.h.p. from its lightly stressed 2,992-c.c. flat-six engine (a current 2,140-c.c. racing Porsche engine produces 500 b.h.p.), and maximum torque of 253 lb. ft. at 4,000 to 5,000 r.p.m. Minimum torque between 2,250 r.p.m. and 6,000 r.p.m. is 188 lb. ft., the same figure produced as a maximum at 5,100 r.p.m. by the 2.7-litre Carrera. The flexibility is such that the 911 series 5-speed gearbox has been replaced by a 4-speed Porsche gearbox, in the highest ratio of which the Turbo will accelerate from 25 m.p.h. to 100 m.p.h. in 26 sec.

The Turbo joins the 911 and 911S in using the Bosch K-Jetronic fuel injection system, making this the first turbocharged car with a continuous flow fuel system. The bodywork shares the same flared arches and front and rear spoilers as the 3-litre Carrera, along with



Show-stopper—the V12 Jaguar-engined Panther De Ville created more interest than any of the more conventional classics. At nearly £18,000 it should have done !





Two exciting variations on the turbocharger theme, the 125 *m.p.h. DOT Turbo Manta* (left) *and the* 155 *m.p.h.,* 0-100 *m.p.h. in* 11.2 *seconds Porsche Turbo* (right).

that rare model's 7-in. front and 8-in. rear wheels and internally ventilated, axially drilled disc brakes and increased front and rear track. The torsion bars and anti-roll bars have been modified and a Bosch contactless distributor is fitted to the engine.

Luxury features of this estimated £14,000 car include automatic interior heating sensors and regulators, leather trim, special carpeting, electronic speedometer, stereo cassette/radio with electric aerial, headlamp washers, tinted glass, electric windows, heated front laminated screen and so on. We have little doubt that the Porsche Turbo should be the most covetable road car in the World.

General improvements to the Porsche range include a hot-air blower to permit constant air supply to the cockpit, irrespective of engine speed, hopefully correcting one of our few criticisms of the 911 we tested earlier this year, individual heater controls for driver and passenger, an improved and lighter clutch-operating system, improved silencing and sound deadening, higher output alternator, stainless door sills, new wheel arch protection surrounds, modified gear ratios for the 911S, a new front spoiler for the Carrera and the fitting of a rear screen wiper (previously standard only on the 911S) to the 911 and Carrera. All Porsche models sold in the UK now have a 12-month/20,000-mile warranty.

Opel's Turbo Manta

Turbocharging was a theme of Opel's Show stand too, in the shape of one of the 100-off, black DOT Turbo Mantas, developed by Broadspeed and Tony Fall Automotive for the Dealer Opel Team and sold through DOT Sports Parts Dealers only. A maximum speed of 125 m.p.h. and acceleration in the region of 0-60 m.p.h. in 7.6 sec., 0-100 m.p.h. in 21.6 sec. and 70 to 90 m.p.h. in top gear in 6.7 sec. are claimed for this most attractive little car. Ralph Broad has fitted the Turbo Manta with a similar Holset turbocharger system to the one we have tried in the past on his Turbo Bullitt Capri. He has incorporated also his patented valve for disposing of the throttle lag problem most turbocharger systems suffer from. His engine work, which includes the fitting of special lower-compression pistons, a heavy-duty clutch, heavy-duty valve springs, a special head gasket and the enclosing of the Solex carburetter in a cast aluminium plenum chamber, has produced 156 b.h.p. net at 5,500 r.p.m. from the 1,897-c.c. four-cylinder unit, an increase of 75% on the standard engine. Torque has gone up by 52% to 174 lb. ft. at 4,000 r.p.m. The standard suspension and brakes are considered adequate to cope with the conversion, for which an automatic gearbox is offered as an option in place of the normal 4-speed gearbox. A limited-slip differential is optional too. Modifications include a front spoiler and 6J alloy wheels, while the all-black paintwork with vinyl roof and burgundy corded cloth trim is unique to the Turbo Manta. Standard equipment includes tinted front and rear screens, sun-roof, headlamp wash and wiper units, front-seat head restraints and inertia reel seat belts. The total price of the car is £3,429.

As mentioned previously in MOTOR SPORT, General Motors have begun to import the fuel-injected, 160 b.h.p., 120-m.p.h. Opel Commodore GS/E. The interior appears to be even more luxurious than the 2.8 GS we tested several months ago, and additional performance modifications include the fitting of a front-end spoiler, four-wheel, power-assisted disc brakes and progressive coil springs. A metal sun-roof and ZF's excellent power steering are standard equipment. Although it is offered in the UK with automatic transmission only (a surprising decision), the GS/E rates as one of the cars this writer would like to own, not too far down his list, which is now headed by the Porsche Turbo! Somewhat cheaper than the Porsche, it is nevertheless expensive at £4,394 for the coupé and £4,288 for the saloon.

They've Got to Be Joking!

"Surely, this must be some sort of prototype ESV car—they wouldn't dare to put that on the market", we thought when British Leyland's Press release about the 1975 MG range arrived in this office. It isn't and they have dared: the latest MGs have become hideous caricatures of their former, familiar and popular selves. Whatever British Leyland's intentions were about maintaining the MG-B and Midget breed, they might as well forget them, because the nasty-looking, energy-absorbing bumpers developed to meet American impact requirements and thrust unnecessarily upon the European MG market too, will surely kill off the models prematurely.

We will say no more about appearance—the photographs speak for themselves. Suffice to say that associated Heath Robinson modifications include raising the ride height to meet bumper height requirements, by 1 in. in the case of the Midget, 1½ in. for the four-cylinder MG-B and ½ in. for the MG-B V8, which had already a 1 in. higher ride height than the ordinary MG-B, albeit partially accounted for by the larger diameter wheels. The increased ride height must have worked perverse wonders on already dating roadholding and handling.

To rub salt into the wounds of reeling MG aficionados, British Leyland proceed to tell us that the trusty A-series engine has been relieved from its Midget-propelling duties in favour of—wait for it—a 1,500-c.c. version of the Spitfire engine! The MG, Triumph and Spitfire one-make clubs will be thrown into a dilemma. The 65 b.h.p. DIN at 5,500 r.p.m. output of the twin-carburetter Triumph engine is about the same as that of its 1,275-c.c. A-series predecessor, though there is an improvement in torque. There is also an increase in weight, most of which falls on the front wheels. That lovely little gearbox which accompanied the A-series engine has been replaced by the all-synchromesh Marina gearbox, although the rear axle is unchanged.

A Four-door Maserati

The name "Quattroporte" returns to the Maserati model range (but not to Earls Court) after an absence of several years. The Quattroporte II's neat Bertone body shrouds very Citroën influenced machinery, including the 2,965-c.c. version of the SM's engine, on triple Weber carburetters rather than fuel injection, front-wheel-drive, hydropneumatic suspension and hydraulic servo controls for the brakes and steering. A 5-speed gearbox is fitted and the luxurious specification includes air-conditioning, radio/cassette system, electric windows and single point door locking. Maximum speed is reputed to be 125 m.p.h., somewhat slower than the SM, and a right-hand-drive version will be available in the UK late in 1975.



Beauty (*in the shape of the Maserati Quattroporte II*) . . .



. . . *and the Beast* (*in the shape of the ruined MG-B*).



Fast luxury, the Opel Commodore GS/E.

Four-in-line Consul

Ford's cheapest version of the Consul is now powered by the 2-litre, straight-four, overhead camshaft Pinto engine. The official reason for this final removal of the 2-litre V4 from the saloon car range is that in its Consul application it would not meet the forthcoming more stringent European Emission regulations. Transit vans, in which these regulations can be met, will continue to be powered by the V4. Further Ford news is the introduction of an estate-car version of the 2000E, but apart from this and the recently introduced Granada Ghia coupé, there was nothing else new on Ford's Roman temple Motor Show stand.

Twin-Cam Celica

For some time our Rallies Editor has been expounding to us his enthusiastic views on the twin-cam versions of the Toyota Celica GT in which he has been fortunate enough to co-drive alongside Ove Andersson in several International rallies. Now a production version of this car has been added to Toyota's range in the UK, to complement the existing 1,600-c.c. push-rod-engined Celica. The 1.6-litre, twin-overhead camshaft engine, driving the rear wheels of this two-door, pillarless coupé, develops 124 b.h.p. (SAE). A 5-speed gearbox and limited-slip differential are standard in the total price of £3,345.

The Colt Arrives . . .

Mitsubishi Colt cars have been introduced to the UK for the first time by a Cirencester-based company headed by David Blackburn, former Chairman of BMW Concessionaires. His Colt Car Company will be importing a range which starts at about £1,400 for the Standard Lancer and is led by the 2000 Galant coupé at about £2,200. New to this country may be, but the Mitsubishi company is almost as large as General Motors and proved the Colt's ruggedness by winning this year's Safari Rally with a 1600 Lancer. Apparently Chrysler, who have contra-marketing agreements with Mitsubishi in certain World markets, aren't too happy about them setting up in opposition on home territory.

. . . and the Force 7 departs

That mystery car of which a photograph appeared in the September issue of MOTOR SPORT and which in the October issue we divulged to be Leyland Australia's P76-based Force 7, is no more. According to the *Daily Telegraph*, this 4.4-litre V8-engined coupé will be one of the sad victims of Leyland's closure of one of its two major Australian plants. Of the 50 Force 7s manufactured, 47 will be put through a car crusher and three kept as museum pieces. We wonder what will happen to the example our photograph captured at Silverstone and which has been spotted outside Lord Stoke's South Coast weekend flat.

* * *

The Show marked a second appearance too for the AC 3000, this time in running form and with numerous improvements resulting from comments made at last year's Show, including the addition of electric windows, wider wheels and a stainless steel silencer. Production of this interesting sports car, powered by a mid-mounted Ford V6 engine driving through a 5-speed, AC-designed and built, Hewland-geared, transverse gearbox, is expected to start in the middle of next year.

* * *

A new mid-engined, Mexico-powered sports car, the Strada, was exhibited at Earls Court by Strada Cars from Saxmundham, Norfolk. This two-seater coupé is expensive at £3,450.

* * *

Chrysler have announced estate-car versions of the Avenger GL and the Humber Sceptre. Detail changes to other cars in the range include new grilles and tail panels for the Hunter range and slightly more power and tinted glass for the Sunbeam fastbacks. On the Pininfarina stand at Earls Court, Peugeot showed a 504 coupé fitted with the new Volvo/Renault/Peugeot, etc., European V6 engine.

* * *

The Jaguar XJ coupé made its second Earls Court appearance, though it probably won't be marketed before the end of next year.

C.R.



Not for sale in the UK, the new Chevrolet Monza.

HIGH SPEED

LAST year Mario Andretti put in a lap of the Texas Speedway at 214.158 m.p.h. driving the USAC Parnelli Viceroy Special powered by an exhaust-turbo charged 2.8-litre Offenhauser-Drake engine. This car was exhibited at the Castrol 75th Anniversary Extravaganza and is now on display in the Donington Park racing car collection. This year this record for a closed circuit has been improved upon by A. J. Foyt driving his USAC Coyote with turbo-charged 4-cam Ford engine. He put in a lap of the Talladega Speedway at 217.315 m.p.h.

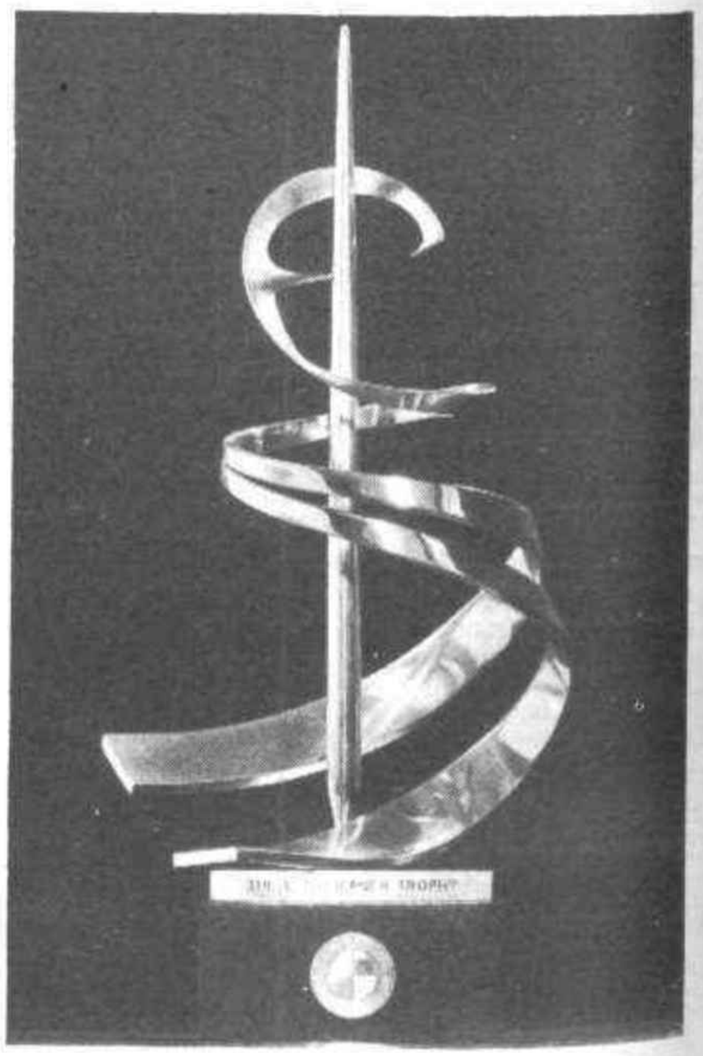
No one will argue that the USAC racing cars are the fastest in the world, although suggestions that a Can-Am Porsche 917/30 is faster have yet to be proved. The fastest laps at Brooklands, Montlhéry and Monza, on the banked circuits, were 143 m.p.h., 147 m.p.h. and 177 m.p.h., respectively. Nice to know someone is progressing forwards.—D.S.J.

Carburetter Maintenance Books

THE Zenith Carburetter Company Ltd., whose wares include Zenith, Stromberg and Solex carburetters, have published a number of booklets invaluable to the professional or do-it-yourself mechanic or performance enthusiast working on cars using their products. Both the *Zenith* and *Stromberg Service, Function and Testing* books provide an explanation of the basic principles of carburation and describe engine fuel requirements for various phases of engine operation such as cold starting, idling acceleration and cruising, before launching into the specifics of the individual carburetters. There are sectioned and cutaway diagrams, sets of exploded views and carburetter application lists and the Stromberg book also includes a full chart of metering needle types and dimensions.

Similar comprehensive maintenance and overhaul handbooks are being prepared for British and Continental Solex ranges. Already available for tuning enthusiasts is *Tuning Solex Carburetters for Performance*, by R. C. Pack and Charles Wheeler. As a tuning manual, this book is a straight-forward step-by-step guide, starting at a basic level and progressing through to practical information on how to arrive at efficient carburation settings for non-standard engines. The various types of Solex downdraught and horizontal twin-choke carburetters are included.

The first two books are published by Interauto in collaboration with Zenith and cost £1.15p each and the tuning manual, published by Speedsport (part of Interauto) and prepared with the assistance of one of Zenith's senior engineers, retails for £1.30p. All are available direct from the Zenith Carburetter Company Ltd., Honeypot Lane, Stanmore, Middlesex.—C.R.



William Boddy, Editor of MOTOR SPORT, *has been awarded the C. T. Hoepner Trophy donated by BMW Concessionaires GB Limited in memory of the late Carl Hoepner, International Press Manager of BMW Munich. The Trophy is awarded annually to the British motoring journalist who, in the opinion of an independent panel of judges, has done most through his or her published work to further Anglo-Saxon understanding for motoring and the motor industry.*

Looking back with Mike Oliver

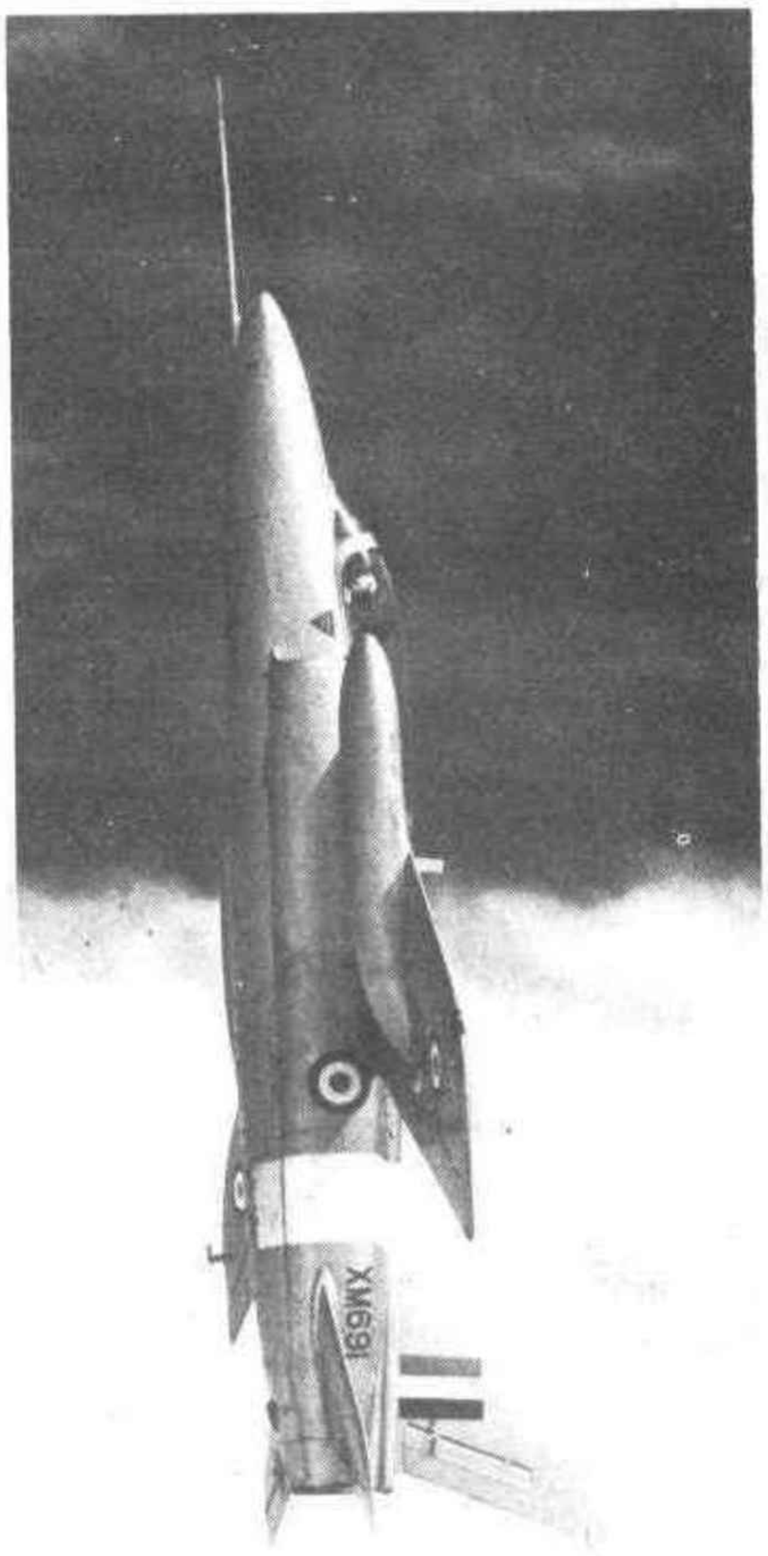
THE EXPLOITS and achievements of Connaught Engineering in the early and mid-1950s are well chronicled and rightly so, for this ambitious privately financed effort at putting Britain on the Formula One map paved the way for others to succeed where Connaught only had partial success. Unlike BRM, support for which was canvassed from both industrial sources and public subscription during its dark days before it came under the protective wing of the Owen Organisation, Connaught Engineering stemmed directly from the desire of Kenneth McAlpine, son of the building magnate, to go motor racing. His joining with Rodney Clarke to form the Connaught organisation ended with their firm becoming a racing car constructor on a quite large scale to whom British and European privateers came for cars. One key man in the story of the *marque* is Mike Oliver, a former RAF officer whose enthusiasm for motor racing brought him into contact with Clarke and McAlpine, and ended with his being responsible for much of their engine development right through to the middle of 1957 when the team was finally disbanded.

Once his tenure at Connaught was over, Mike returned to the aircraft industry, graduating to the role of chief test pilot of Follands and now is responsible for customer liaison within Hawker Siddeley. But he retains his passion for cars and motoring and we recently spent a congenial evening at his home on the Surrey/Hampshire border talking with him about his days with Connaught, interlaced with some of his more amusing anecdotes concerning his flying experiences.

Shortly after the war Rodney Clarke set up a garage business on the Portsmouth Road at Send near Guildford, the speciality of which was the preparation and sale of Bugattis. Clarke himself had competed during 1947 with the ex-Brian Lewis Type 59 Bugatti, and it was during this period that he struck up the acquaintance of McAlpine, who was driving a Maserati at the time, but was anxious to expand his involvement in the sport. He approached Clarke with the idea of building a car for him. Clarke agreed, and came up with a design for a two-seater sports car using a 1,767-c.c. Lea-Francis motor which developed around 98 b.h.p. at 5,500 r.p.m. with the incorporation of special camshafts, connecting rods and a dry-sump oiling system. Some twenty-four Connaught L3s, as the model was titled, were eventually built and their modest success in national meetings against Healey, Frazer Nash and the like encouraged Clarke and McAlpine to take the next step, which was the construction of a single-seater for use in the then-current 2-litre Formula Two.

Mike Oliver had become associated with Connaught Engineering before McAlpine provided the initiative for car construction. He had been a keen post-war competitor in hill-climbs, sprints and a number of circuit events at the wheel of a Bugatti T35B which he had purchased from Rodney Clarke, but MOTOR SPORT's Continental Correspondent recalls first meeting him at the end of the war when he was the proud owner of a Zagato Alfa Romeo 1,750 c.c., although D.S.J. declines to tell us just whose petrol coupons were used for his first "blast" up the road in the passenger seat of Oliver's delightful possession!

The main purpose behind Connaught Engineering at this time was the commercial sale of racing cars to privateers. The firm's first single-seater was the tubular chassis A-type which retained the Lea-Francis motor driving through an ENV-Wilson preselector gearbox, and a total of nine such cars passed out of the Send workshops. Apart from the works car which McAlpine handled, several went out into the hands of good-natured amateur drivers such as Dennis Poore, Ken Downing and Eric Thompson, whom Oliver recalls as "really pleasant and obliging people to work with. If they made an error and over-revved the engine, they'd come in very apologetically and explain their mistake. It was a pleasure to work with people like this and one felt that the mechanics would repaint the car overnight had one of the drivers come into the pits and said he didn't like the shade of green the car was painted!"



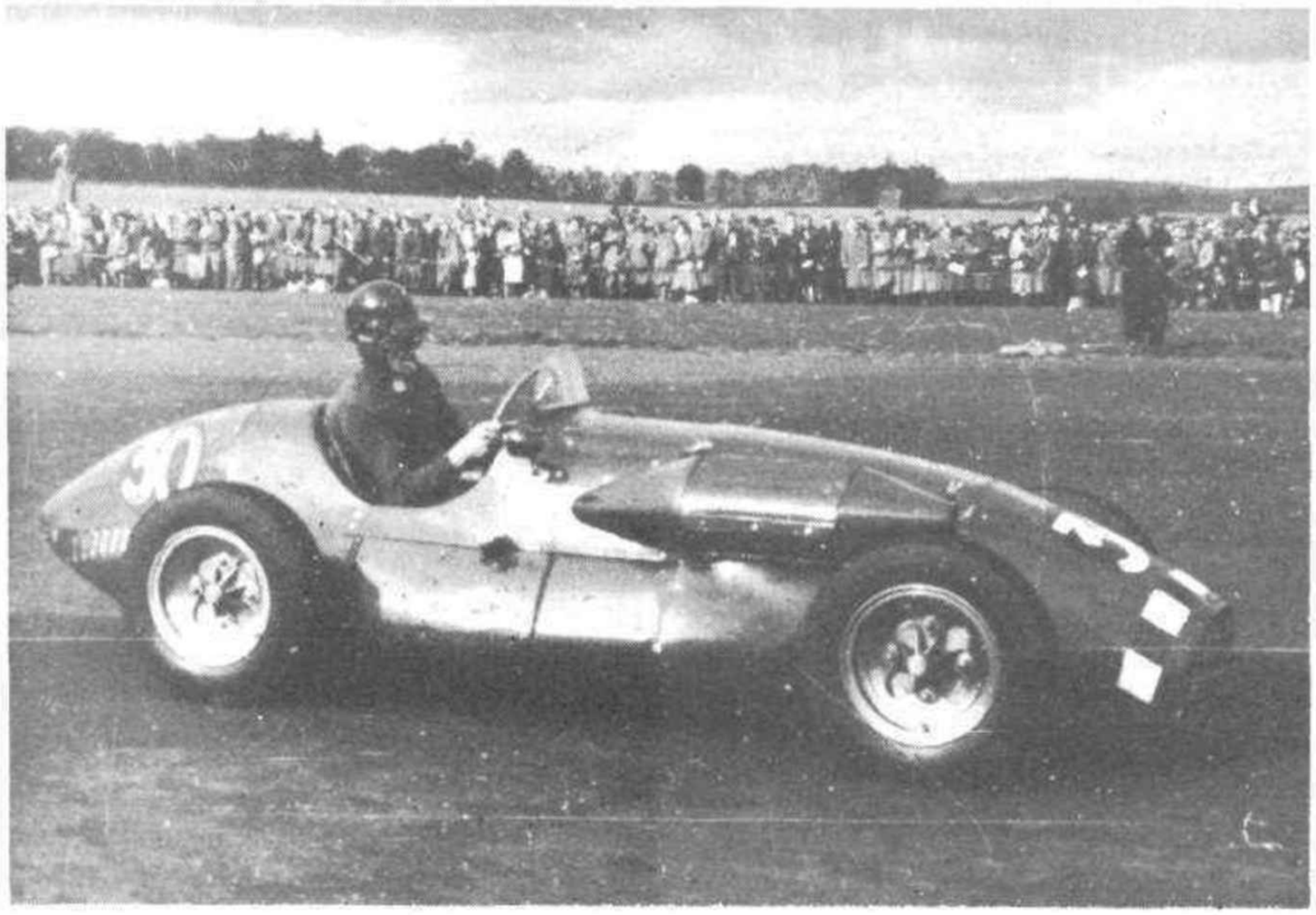
Mike Oliver the pilot, flying the first prototype two-seater Gnat. "This photograph was taken over Selsey Bill by flying a large loop in formation with the photographic aircraft, holding the vertical part of the climb for as long as possible so that there was just enough speed to pull over the top of the loop. The photographer was Russell Adams who produced many superb air-to-air photographs."



Mike Oliver the racing driver, competing in the 1956 International Trophy Race at Silverstone with one of the Syracuse 2½-litre B-series Connaughts. Later in the race Oliver had an enormous accident when the car spun and flipped end over end.

But while Mike Oliver's responsibilities took him to most of the races, much of his time was spent in the Connaught test house, particularly when the team took the ambitious step of preparing a car to conform with the 2½-litre Formula One rules which came into being at the start of 1954. The B-series Connaught had been designed with the projected 2½-litre Coventry Climax "Godiva" V8 motor in mind, but eventually they were obliged to rely on the four-cylinder Alta unit which had been developed by Geoffrey Taylor and had origins stretching back to before the war, though it still offered up to 250 b.h.p. at a rev. limit of 7,000.

"We always tested every motor on the brake", Oliver told us, "and one of the problems we encountered quite frequently was the quite remarkable scatter we used to get from engine to engine, the power often used to vary



Oliver on his way to third overall at Charterhall in 1952, *completing a* 1,2,3 *for Connaught behind Dennis Poore and Kenneth McAlpine. A tremendous dice with Stirling Moss in the G-type ERA-Bristol ended when Oliver passed him on the very last lap.*

between say 250 and 265 b.h.p. But it was never something you could pin-point easily, inevitably proving to be a lot of small details rather than one single fundamental shortcoming. This problem sticks in my mind because I can remember Peter Berthon getting in touch with me many years later, after Connaught had finished racing, to ask my advice when they'd got a similar problem with the 2½-litre BRM. Again it was a number of small maladjustments rather than one major difficulty."

In those busy days of 1954 and 1955 the Connaught test house was constantly in use, the Froude water brake and its accompanying electric dynamometer in action at all times of the day "and sometimes well into the night, although we generally only did this if it was really *urgent*" as engines were checked and rebuilt during a hectic European programme. Inevitably the occasional mistake was made, such as when the soft "warming up" plugs were inadvertently left in one of the 2½-litre motors when it was run up to maximum revs, and the resultant explosion pasted bits of crankcase and connecting rods all over the inside of the test house after a piston holed "and neat methanol fuel went straight down to mingle with the hot oil in the crankcase. I just noticed that the engine was getting a little bit rough as we ran up the rev. range and had my hand on the huge STOP button, but the crankcase exploded a second before I could cut it off!"

Chattering on the subject of the rev. limiters in current use on Formula One Cosworth motors, Mike Oliver remarked that he had always been a great believer in them when he worked at Connaught. In fact he devised such a system using Scintilla magnetos taken from a Coventry Climax fire pump engine "which always over-revved themselves once the flow of water had been stopped". However, he ran into immediate resistance from drivers to this step, partly because they felt that the team should have built an engine which would withstand being over-revved and partly because they didn't like to feel that they were not trusted.

"But the truth of the matter is that to raise the rev. limit would have necessitated the use of 'milder' cams with a consequent loss of power. As the existing rev. limit already took the engine well beyond the peak of its power curve this would have been a ridiculous thing to do. In any case, one of the main reasons for fitting a rev. limiter was to safeguard our precious engines against the consequences of a missed gear-change or similar incident."

Emphasising the crowded European racing programme, Oliver recounted how long the drag to Sicily took for that famous Syracuse Grand Prix in 1955 at which a young and unassuming dental student called Tony Brooks stole victory from the clutches of a strong Maserati contingent. It should be remembered that there were few motorways outside Germany; the Autostrada del Sole, which traverses the length of Italy, had yet to be built and there were no 85-m.p.h. racing-car transporters in those days. The Connaught cars were carried round the Continent in a trio of ex-Greenline AEC single-decker buses, "and on one occasion, in the mountains on the way down to Sicily, we were only averaging 11 m.p.h.! Nobody is disputing that the trip wasn't worth it, even though one might have to be at Aintree the following Thursday for practising. British races were held on a Saturday in those days, so it was a question of driving right round the clock until you got to your destination".

It should be mentioned perhaps that while Mike Oliver was busy working on the Connaught project, he maintained his aviation connections by being a member of the Auxiliary Air Force "flying Meteors and the like" until it was disbanded by the Government in 1957. And it was this same year that Connaught's withdrawal from racing was to prompt him to rejoin the flying business on a full-time basis. But Connaught's hey-day kept him more than occupied. "It was just a little bit frustrating in some ways that it was often difficult to persuade people that the Connaught could really be competitive."

Oliver recalls this frustration in 1956 when Stirling Moss tried a Connaught, a BRM and a Vanwall at Silverstone because he felt that Moss appreciated their dilemma. He could see the appeal and varying merits of all the cars, but although the Connaught handled impeccably—and there were many drivers around who would happily verify this fact—he didn't feel inclined to pin his faith in the old four-cylinder Alta engine. "Things might have been different if we had managed to build a fully competitive engine", continued Oliver, "for Stuart Tresilian had a 2½-litre unit designed which he offered to us, but we unfortunately hadn't got the facilities at Send to build up such an engine. That was rather a shame, because Tresilian then went off to build a similar engine for BRM, using a lot of the ideas that he'd put into his first design. That turned out to be an excellent unit, but it was installed into a car which didn't handle as well as our Connaught". In fact Oliver well remembers talking to Roy Salvadori later at Monaco, when Salvadori was driving a BRM, and Roy made no secret of the fact that he didn't like the chassis one little bit "but the engine just will not break, no matter how hard I drive it!"

About 40 people were employed by Connaught Engineering when it was producing and maintaining a lot of F1 and F2 cars, and the little factory was packed to capacity. "I well remember Johnny Claes' mechanic, Lucien Bianchi Senior, father of the driver who died at Le Mans in 1969, warming up Claes' yellow F2 Connaught in the compound outside the factory. I thought he was going to run up and down in the factory yard but to everyone's amazement he drove straight out of the gates and disappeared up the A3 towards Cobham. We just stood and listened in amazement because the engine could be heard for miles. A short while afterwards he came back and drove into the yard. And we never heard anything about it from the police, even though it must have been the most distinctive thing on the road for miles around!"

There were other amusing episodes concerning Connaught mechanics. One such employee owned an elderly Salmson and, when he was noticed to be five or ten minutes late on his return from lunch, he explained: "I'm afraid a big end failed." Everyone looked at him and Oliver asked "where did you leave the car?" "Oh", said the mechanic, "it's outside. I cut up a bit of the bonnet and made a new big-end shell out of it!" Apparently he made a habit of cutting bits of his car up to repair various other components which either wore out or fell off!

Another amusing episode came when Moss was driving for them at Dundrod and he complained that the gearbox wasn't feeling quite right and it ought to be changed before the race. "There was plenty of time, so the mechanics worked hard and did the job in time. But when Stirling started up the car there was this terrible noise which nobody could understand. What had happened was that the chief mechanic had told one of the lads to load the truck with 'that gearbox in the corner'. Unfortunately there was a gearbox in the

other corner and the mechanic misunderstood the instruction and loaded up a box which had been blown apart at the previous meeting!"

Despite all these various pressures, Mike Oliver occasionally found time to get some racing mileage behind the wheel, and at Charterhall in 1952, W.B. reported: "Wharton led away in his Cooper-Bristol but after a lap Poore had the low, compact Connaught in first place. Wharton held on determinedly and led again on laps seven and eight, after which Poore re-passed him. Alan Brown had been running third in the Cooper-Bristol, some way behind the duellists. Alas, Wharton retired on lap 10, and Moss now came up into second place in the G-type ERA-Bristol. This held from lap 10 until McAlpine's Connaught passed Stirling on lap 16. Mike Oliver now ran fourth with the third Connaught, so E.R.A. was the meat in the Connaught sandwich. Brown meanwhile fell back and the Cooper coasted in on lap 33 with its inside badly mixed up after the timing chains had come adrift.

"The remainder of the race was enormously exciting because Oliver clearly decided that a 1, 2, 3 victory for Connaught would be a Good Thing. He pressed Stirling harder and harder, sliding snakily on his corners in the effort, and after another car had made it inexpedient to go by the ERA at his first attempt, he took his chance out of Paddock Bend on the very last lap, and that 1, 2, 3 finish belonged to Connaught. Fine show, Mike! Poore averaged 80.89, McAlpine 80.09 and Oliver 79.93 m.p.h., 34.6 and 6.6 sec., respectively, separating the three green cars."

An outing in one of the Syracuse B-types at the 1956 Silverstone International Trophy meeting ended in a big accident approaching Woodcote Corner: "I was driving a car which had been crashed in its previous race at Aintree and it had been a great hurry trying to get the car ready for the Silverstone race. In all honesty I'm not totally sure whether we should have been racing it because it had been put together again in a pretty hasty fashion and hadn't been tested. I was having a lot of trouble with the brakes, because the front brakes progressively faded and I was eventually left with only braking on the back wheels.

"That's pretty dangerous; you have to be absolutely straight when you touch the pedal in these circumstances, and I'm afraid I was a little bit out of line when I hit the brakes, the back locked up and I was out of control. First the car spun and then it went end over end, so I count myself pretty lucky only to have been left with a broken shoulder as the car was very badly damaged."

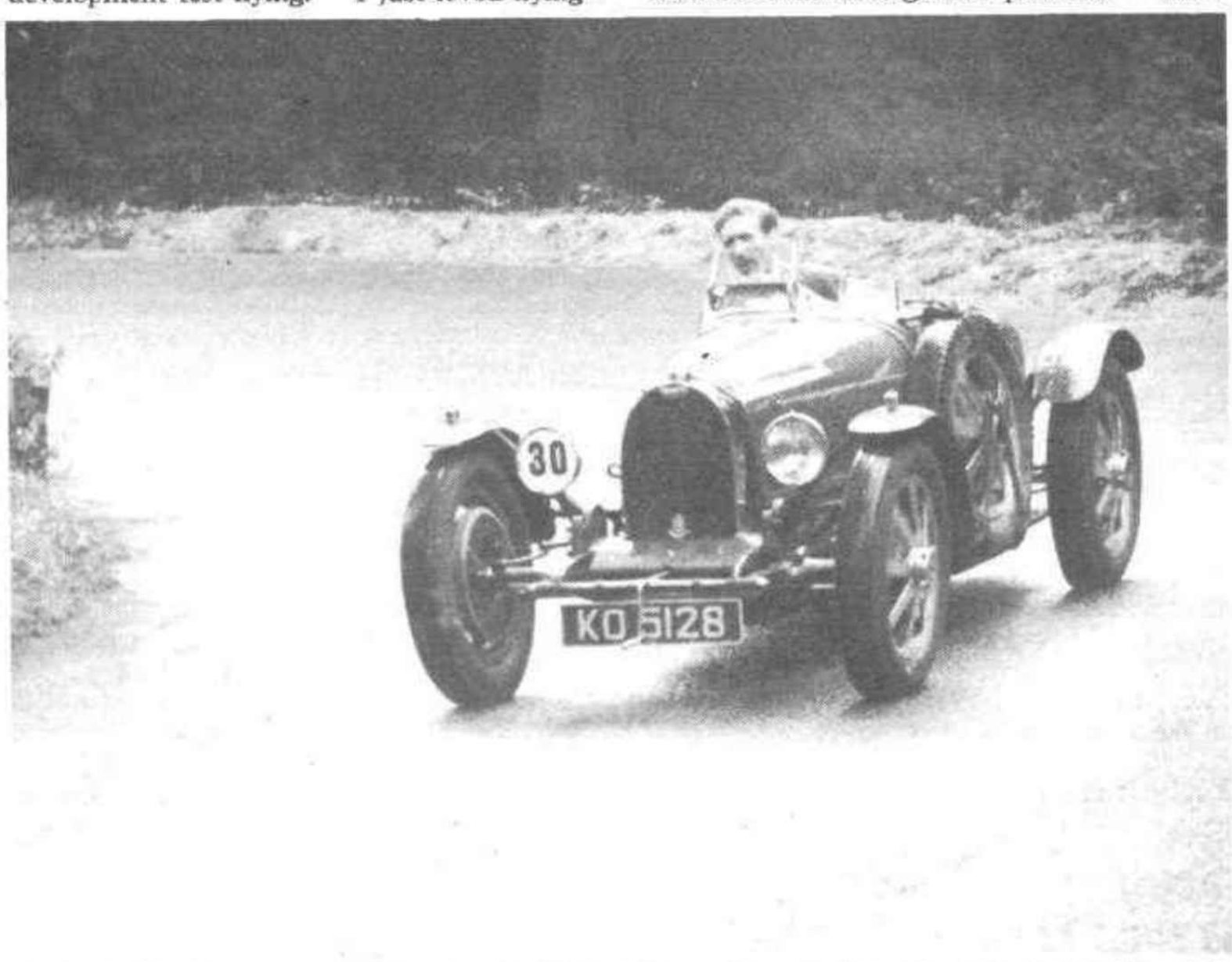
By the start of the 1957 season the writing was virtually on the wall for Connaught "although we were lucky enough to have a couple of very good drivers in Archie Scott-Brown and Stuart Lewis-Evans at the time. But we could only use Scott-Brown in British races as Continental organisers didn't want to know about him at the time because of his deformed arm. It was at about this time that I began to think that the prize money system in Formula One should be revised to provide for a 'lap leader' system. I can well remember one occasion when Scott-Brown swapped the lead with Moss at Goodwood just about every other lap only to blow up a couple of laps from the finish. We didn't get a penny, but the fellow who virtually coasted round to finish second after we retired picked up a healthy sum".

In fact Oliver recalls that one of the greatest problems in the final months was having to persuade drivers to "take it easy" and not over-rev the engine because "we have to race again next weekend and we're getting a little short on power units". Ultimately it was Kenneth McAlpine's waning interest and the cancellation of a large number of European races in the early part of 1957 which was responsible for the withdrawal of Connaught from racing shortly after the 1957 Monaco Grand Prix.

While McAlpine and Clarke developed other business interests, Mike Oliver took a month's holiday before being approached to deliver some Percival Provosts for the Sudanese Air Force, then very much a fledgling organisation. "I can always remember arriving at Nice with the first plane for the Sudan and its registration number, in Arabic markings of course, was quite simply 'One'! The customs man just wouldn't believe me that an aircraft could have as simple a number as 'One' and I just wish I'd been able to stay long enough to see the look on his face when two, three and four arrived!"

Oliver stayed in the Sudan for a month or so, teaching the novice pilots how to fly, returning to England shortly before there was a monumental accident to several pilots who were endeavouring, rather unsuccessfully, to fly in formation. On his return to England he got in touch with his old friend Mike Lithgoe (who was later to become chief test pilot for Vickers Supermarine and unfortunately die when the prototype BAC 1-11 crashed on Salisbury Plain), who in turn put him in touch with Folland. He joined that firm in the autumn of 1957 and eventually became chief test pilot in 1964, flying particularly Gnats, on which he did much of the development test flying. "I just loved flying the Gnat fighter because it really was a Group 4 GT aeroplane. It was very small; you didn't get into it—you put it on, and its excellent manoeuvrability combined with terrific acceleration and rate of climb made it very much a fun aeroplane. An American test pilot who flew it was asked what he thought of it: 'No fighter jockey should be without one' was the reply. The Gnat trainer (as used by the Red Arrows) was good fun too but it is much more of a touring version, being larger and heavier and having a de-tuned engine for longer life." Oliver gave up active flying in 1967 to concentrate on the customer liaison side of the business. "For example, if we sell Hunters to the Indian Air Force and they get into trouble with them, then we are the department who they contact to get their queries sorted out."

Despite his overwhelming enthusiasm for flying, Mike Oliver retains a very astute interest in cars and motoring, having owned a series of exotic high-performance machines. In his Connaught days he graduated to a Jaguar XK140 which he describes as "a fine machine, and much better than the XK150 I had afterwards which dumped the contents of its sump all over my feet and the carpets while I was returning from having it checked over at Coventry!" A short break with a Fiat estate car "provided by the firm" was followed by an E-type Jaguar, a 2.4-litre Porsche 911S and now, his current car, a 2.7-litre Porsche Carrera RST. "It's the most effective and economical car from the point of view of pints per b.h.p. per hour", he reflected. "We cruised at 130 m.p.h. last year in France and it ended up averaging 20 m.p.g. Yes, I'd like a Ferrari Daytona, but it is rather large and I would need to have my legs shortened to be comfortable on long journeys. I lost an inch off my left leg in a water-skiing accident three years ago, so if I have a few more like that there will no longer be a problem."—A.H.



In 1947 W. B.'s caption to this Guy Griffith's photograph read: "R. M. Oliver's 2.3 Type 35B Bugatti making one of its magnificent ascents of Prescott. It must be one of the most pleasing road cars in the country, and it won the 1½-3-litre supercharged sports car class in 51.66 sec."

Book Reviews

"Bristol Cars And Engines" by L. J. K. Setright. 159 pp. 8¾ in. × 6 in. (*Motor Racing Publications Ltd., 56, Fitzjames Avenue, Croydon, Surrey. £4.50*).

Far from the subject matter for one-make histories exhausting itself, we have been receiving a constant output of new books under this important heading. The latest is the long-awaited Bristol book, by Leonard Setright. Although the Bristol was a post-war, small-output production, selling indeed at the present time at the rate of not more than about three cars a week, Setright has managed to set down so much fascinating material about this exclusive car that a full-length book has resulted, which is a complete account of the activities, aims and disasters of the Filton Company to date and which makes absorbing reading for all enthusiasts.

No-one was better fitted to tackle Bristol history than Setright, because he has long been an enthusiastic owner of a 405, is Chairman of the Bristol OC, and Editor of that Club's magazine and he clearly believes that the Bristol is the World's best car, superseding in quality and exclusiveness even the noted motor-cars from Crewe. It is true that quite a lot of the book's contents seem to have appeared previously, in American motor journals, in now-defunct British luxury motor magazines, and in the pages of the excellent Bristol OC magazine. But the general reader will not have had the opportunity of enjoying all this Setright Bristol-persuasion and to them the book, which in any case is the whole truth, should be extremely welcome.

Many one-make books devote themselves primarily to history, dispatching the various models of their selected subject one by one, without much analysis. Setright, on the other hand, includes a wealth of technical detail. Moreover, convinced as he is of Bristol superiority, nevertheless he does not shrink from spelling out the Bristol engineers' mistakes and the Company's short-comings. For instance, he explains in detail why the handling of the Bristol 401 was not a patch on that of the first of the line, the Bristol 400. And no-one will accuse Setright of prejudice after reading what he has to say about the 405—"The door handles and locks were now mass-produced items instead of being hand-made in the factory, the bumper bars were very crude and ordinary things, the heater-control was regulation Cricklewood tinware, and the dashboard finish was not in the least impressive. Worse still was the nagging thought of all the wood that could not be seen, as well as the framework which became visible on the inside of the boot lid when this was opened (again by cheap mass-produced handles and a futile lock) to discover a 17 ft.³ luggage boot of unusual shape extending right into the spaces behind the rear wheel arches." He is even ruder about the Beuttler-bodied 406E. . . .

The book takes the reader model by model through the Bristol range, from 1946 to the present—400, 401, 402, 403, 404, 405, the Arnolt-Bristol, 406, 406S, 406 Zagato, 407, 408, 409, 410 and 411, with technical descriptions, handling comments and the place of each in the Bristol scheme of things carefully sifted. Beyond that, which is intensely interesting in itself, the industrious author devotes a chapter to the racing Bristols, the Type 450, and another to Bristol racing engines which powered so many successful single-seaters, notably Mike Hawthorn's Cooper. The wealth of data in these chapters alone is worth the price of admission. It is customary to include prototypes and experimental cars in such histories, and here we have revelations about the *twin-cam* 160 engine intended for the still-born Bristol 220. There is, naturally, some preliminary BMW history, because the Bristol 400 was a refined 326/328 BMW, which makes one wonder whether this writer has thought of clarifying the history of the Bavarian make and sorting out the present rather complex range of BMWs?

There are some nicely controversial items in Setright's long Bristol story. It could be debated whether the "hemi" cylinder head was pioneered by the 1921 GP Fiat, for instance, and Armstrong Siddeley fans may not take kindly to his remark that the Star Sapphire had "a terrible engine" that made this car "quite awful"! Riley RM followers will not take kindly to his, alas true, account of how easily Anthony Crook exceeded 100 miles in the hour at Montlhèry in his Bristol 401 when the Riley people were having endless difficulties accomplishing the same task, admittedly with a far less-costly car. Conversely, while Setright is warm in his praise of the side-mounted spare wheel adopted for the 404, to improve weight distribution, he might have said that Lagonda used such a location on their 4½-litre model before the war. But I wonder how many of you knew of one most unusual use to which BRM racing engines were put in a military vehicle, before reading this book, or had to be reminded that the unusual nose of the 404 and 405 was based on the air-intake to the Bristol engine as found in the wing of the Brabazon air-liner?

"Bristol" is a very worthwhile addition to motoring knowledge. It is bound to resemble an instruction book, which of course it is, with photoset text and well-selected if rather "flat" illustrations. An index would have enhanced it but there are adequate appendices.—W.B.

* * *

"Silverstone—The Story of Britain's Fastest Circuit" by Peter Carrick. 174 pp. 8¾ in. × 5½ in. (*Pelham Books Ltd., 52 Bedford Square, London, WC1B 3EF. £3.90*).

There have been previous books about race venues—Brooklands, Montlhèry and Donington, so an account of the popular Silverstone circuit where so much British motor racing has taken place and which was our salvation after the war after Brooklands and Donington had been destroyed by officialdom, is equally welcome. The style is popular without omitting technicalities and all the highlights of Silverstone are included, motorcycle and saloon-car racing as well as the top events. The Royal attendance, the close finishes, the accidents, and the comedy are well-portrayed but more important is the information this book contains about the origins of the now-famous airfield circuit and the finances relating to it. The part played in the evolution of the course by Tom Blackburn and the *Daily Express* is well covered but the author might have been more generous to the VSCC in saying it was responsible for that first post-war speed trial at Elstree.

To pack everything about Silverstone into one book would be virtually impossible but as a popular survey Carrick's book is deserving of attention, especially as the photographs used do it full justice.—W.B.

* * *

G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset have re-issued Annand and Roe's erudite book "Gas Flow in the Internal Combustion Engine". The new edition costs £5.50. Those who for some reason best known to themselves wish to find out more about the queer-looking hot-rods evolved in America and elsewhere for drag-racing, stock-car racing and beach-storming will find such devices described and copiously illustrated in a new Hamlyn book, "Wild Cars", by Mike Hill, which sells here for £1.50.

* * *

The golden age of American motor racing has been written up by Griffith Borgeson but Albert R. Bochroch has now extended the whole American racing scene to a big illustrated history called "American Automobile Racing". PSL of Bar Hill, Cambridge, are handling the book here, at the price of £6.95.

* * *

A well-illustrated little book about the "Development of the London Bus, 1929-1933" has been written by Gavin Martin, MA, MIMechE, and is available from Transport Surveys and Research, 1, Old Rectory Garden, Alcester, Warwickshire, for 90p, post free in the British Isles. It is a well-researched work, compiled after consultation with the LPTB Rolling Stock Office and other sources, by one who obviously loves 'buses and understands their engineering significance. Martin offers only the development story of the LGOC vehicles in this book, not dealing with the independents and omitting almost all references to minor types, odd bodies, etc. Nevertheless, his account is enthralling. From it we learn of the great technical variety of these London 'buses, which are excellently recorded pictorially. They had o.h.c. engines, sleeve-valves (not very successful), five- and even eight-cylinder engines, open-fronted cabs after the Carriage Office had sanctioned windscreens, fluid flywheels, pre-selector Wilson gearboxes which AEC made under licence, worm drive, twin dynamos, triple servo brakes, and so on. All this Gavin Martin sorts out for us. There is also the fun of espying period vehicles in the backgrounds of some of the book's pictures—the Beardmore and Austin taxis, a Guy van, someone's box-like saloon Austin 7, and a fine late-type Austin, probably a Twenty, complete with Motometer on its radiator filler cap.

The author writes of the single- and double-decker 'buses of his boyhood. He does this so well that one hopes for more of the same sort, perhaps about those 'buses of the earlier open-top LGOC fleet, on which passengers rode on the upper-deck under open umbrellas on wet days, and, no doubt wished they had been able to get into a single-deck "pirate".—W.B.

THE TRIUMPH DOLOMITE SPRINT

An Excellent British Car

IT MAY BE remembered that having requested another spell of driving in a Triumph Dolomite Sprint, to enable me to recap. on this excellent and popular high-performance compact saloon from Coventry, a strike made this impossible. But at last the workers allowed the Management and Publicity Department to gain access to their own cars, and the test was on.

I have a great liking for this sixteen-valve four-cylinder single-cam Triumph. But on this occasion I was disturbed to find, after I had gone but a few miles from the office and was in the thick of the home-going traffic by Euston Station, that the fuel gauge, which had indicated plenty of petrol when I set out, now showed an empty tank. Obviously a fuse had "blown" in the electrical system. This had not only zero-ed the fuel-level recorder but had also put out of action the trafficators—which explained certain dirty looks I had received when changing lanes in the press of the London tangle—and had rendered the horn inoperative. I tried to overlook the fact that this virtually brand-new Triumph was now illegal, for I could manage well enough. But later, when torrential rain began to fall as I gained the Oxford ring-road, I was distressed to discover that the wipers were likewise out of action.

Replacing the defective fuse was quite simple, if a trifle fumbly, but it immediately blew again, although I had decided the defect lay in the overdrive flick-switch on the knob of the gear lever, and had ceased to use it. I had a miserable run home but the next day the Llandrindod Wells Triumph agent, the long-established Automobile Palace, soon fixed the "short", although at a charge, mainly for labour, which I would not have cared to face had I been the car's owner.

Thereafter this excellent car afforded me fast journeying, much satisfaction, and truly commendable economy of running for nearly 2,000 trouble-free miles, accomplished in just over a fortnight. A full road-test report on the Sprint appeared in MOTOR SPORT when it was a new model of great interest to Triumph enthusiasts and those seeking an economical, medium-sized, well-appointed saloon with an astonishing performance for a 1,998 c.c. car. So there is no need to repeat the findings of my report, which appeared in October 1973. But I would like now to emphasise that a top speed of 112 m.p.h. and a 0-60 m.p.h. acceleration time of 8½ sec. is truly outstanding from a car of this size and costing but £2,160 with what constitutes luxury equipment, and to add a few current observations. Clearly, the performance, delivered so effortlessly, was ideal for disposing of the A35s and towed caravans which abound on Welsh roads in the summer. The Sprint's controls, including the flick-switch for the overdrive, are splendidly arranged, and the driving stance can be set up as required by



reason of the adjustable steering rake, the driver's seat being comfortable but rather hard for long-duration occupation. Whereas most modern cars seem to be geared to do around 4,000 r.p.m. at the legal British Motorway cruising speed, the Sprint, when o/d top gear is selected, reduces this to a modest 3,500 r.p.m. Not only is this a restful and reassuring way of doing your 70 m.p.h. but it results in a most commendable conservation of the expensive fuel. You may not believe it, but by very frequent employment of o/d I returned 31.8 m.p.g. on one long run and certainly the fast Sprint driver should get an average of approximately 26 m.p.g. and by more restrained driving average 30 m.p.g. Moreover, high geared as this Triumph Dolomite is in o/d, which operates in third as well as top gear, the multi-valve engine, with its unusual valve gear, is unusually docile, so it pulls away well in these high gears and feels, indeed, that it could be geared even higher without disadvantage. To achieve this from such a fast and accelerative car is highly creditable and it means that one need not regard the Sprint, in spite of its type-name, as a fierce rally-sort-of-car; it can be driven as the mood dictates, fast or less quickly, and it responds to either kind of treatment. The overdrive is well worth the extra £105.01 that it costs.

For cold-starts choking was needed, when the control proved insensitive. The tight turning circle, a Triumph speciality since Herald days, makes the Dolomite an appropriate town-car and the rack-and-pinion mechanism, controlled by a small, anti-sweat-bound wheel, functions well. All the many warning lights are contained in one dial, there is a wood-simulated facia and lidded cubby-hole, and the interior of the Sprint is that of a gentleman's carriage. Ride and handling are well tuned to very rapid handling and altogether this is a car of which Britain and Coventry can be justifiably proud. The price is right, the economy equally so, and for those requiring a 2-litre sports saloon which the wife will find docile to a degree, there is no need to look further than the 16-valve Dolomite Sprint. According to British Leyland, insurance companies have been so impressed by the safety record of the Triumph Dolomite Sprint that they have reduced its insurance rating from Group 5 to Group 4. The one I drove, after a bad start, captivated me for that couple of thousand miles and needed no oil or water in that mileage.—W.B.

MINIATURES NEWS

RESUMING this feature, which was excluded last month due to pressure on space, Dinky Toys have recently introduced some good but non-motoring miniatures, such as a big Striker Anti-Tank Vehicle (Ref. No. 691), a good model of the Leopard tank with missile-firing gun (No. 692) and a motor patrol boat (No. 675). But more recently Meccano Dinky have introduced a miniature (No. 2253) of a Lancashire Constabulary Police-car to 1/25th scale, this being the first die-cast model of this size to be mass-produced. It is a Ford with the V6 engine reproduced under the bonnet and the model is nearly seven inches in length. It is very detailed, with openable doors, boot-lid and bonnet, movable gear lever, tilting front seat backs, instruments, centre arm-rests, full glazing and even simulated carpeting. The Police-car extras and simulated transmission and exhaust system are included. The recommended UK price it £3.55. Another new Dinky miniature is No. 412, a Bedford AA van to 1/48th scale, 90 mm. long, which sells for 60p.

Grand Prix Models of Radlett continue their Classic Car kits, including one of the twin-cam racing Austin, the type with that big fuel filter beside the driver's headrest, which has a one-piece steering wheel and column for easy assembly and is a splendid little model, admirably capturing the details of these very successful pre-war racing Austins. The kit retails at £3.30, as does the 1953 Porsche Le Mans coupe kit. Finally, the SS100 Gakken kit has been assembled and goes together very easily, with an excellent finish that requires a minimum of additional painting.—W.B.

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PIRELLI
Cinturato MS35

The Canadian Grand Prix

Fittipaldi a worthy first

Mosport Park, Toronto, September 22nd

IN THE TWO weeks between the final European Grand Prix at Monza and the penultimate round of the World Championship series, at Toronto's scenic Mosport Park circuit, an international Court of Appeal set up by the Federation International de l'Automobile in Paris took an unprecedented and highly controversial decision. They reversed the decision of the Royal Automobile Club who had rejected Ferrari's appeal that Niki Lauda should be reinstated into fifth place in the British Grand Prix, the position he certainly lost when the RAC's "organisation" failed to allow him back on the circuit after his tyre change late in the race at Brands Hatch. The FIA consequently re-wrote the order from fifth to tenth places, pushing Carlos Reutemann back to sixth place, depriving the hitherto sixth place Hulme of his single point and giving Lauda two extra points to add to his total. The rights and wrongs of such a decision do not concern this report, but one hopes this unsavoury episode is now closed for good as it raises serious questions about the validity of any World Championship scoring system and throws the history books into chaos.

However, most of the talk in Mosport Park's paddock did not concern the Ferrari appeal, for two brand new American Formula One teams had arrived on the scene for their very first race. Perhaps one should emphasise that the teams were only "new" to Formula One, for both contained plenty of proven ingredients from other racing categories and both turned out their new cars in such an immaculate condition that they rather out-shone some of the "old hands". Technically the most interesting was the Maurice Phillippe designed Parnelli VPJ4 which marks this designer's return to the Grand Prix scene after three fruitful years spent designing USAC machines for former Indianapolis winner Parnelli Jones. Sponsored by Viceroy cigarettes, the USAC Parnellis have enjoyed a great deal of success in the hands of Mario Andretti, Joe Leonard and Al Unser, but now the team decided on an audacious move into Formula One with a Cosworth-powered "British standard kit car". Mario Andretti was the driver, this being his first race in Formula One since 1972.

Phillippe's latest design, unsurprisingly, bears a striking resemblance to the Lotus 72, using as it does the same design of torsion bar suspension, inboard disc brakes front and rear and side water radiators angled in the same way as the later Lotus 76. There are additional refinements such as aircraft-type snap-on joints with one-way valves for the clutch and brake fluid lines which by-passes the need to bleed these systems every time an engine is removed from the chassis and the whole car attracted attention from just about every other designer in the paddock. Even Colin Chapman took a long look at the Parnelli, doubtless wondering if it was what his team should have been designing earlier in the year.

The second new Formula One car was Roger Penske's PC1 which, although equally smart in its turn-out, featured a more conservative approach with coil sprung suspension and outboard disc brakes at the front although it does employ side radiators, now apparently standard wear for most Grand Prix machines. The basic design work was the responsibility of Geoff Ferris, formerly a Brabham designer, and the car had been tested exhaustively on Penske's special test track before it ever lapped a proper racing circuit. Initial testing was carried out by former Can-Am Champion Mark Donohue who announced his retirement from racing at the end of 1973, but he decided to return to active participation after Penske's Formula One car was finished and was on hand to drive it in its very first race.

Facing these two new challengers and their optimistic teams was the usual band of confident, hopeful and apprehensive regulars, some of whom had won races this year, some of whom had come close and some of whom were no nearer winning than they were back at Buenos Aires in January. Team Lotus' success at the Italian Grand Prix had convinced them that a couple of "narrow track" 72s were the answer for North America, so JPS/9 was brought along as a spare car alongside 72/8 for Peterson and 72/5 for Ickx. Neither driver had a chance of the World Championship, but Peterson at least was determined to try his very hardest to win at Mosport as he does everywhere he steps into a racing car.

In a stronger position was the McLaren team, for not only did they lead the Constructors' Championship prior to the race, but Emerson Fittipaldi was well in with a chance in the drivers' contest. The Brazilian drove his usual M23/8 with Hulme in M23/6 and German driver Jochen Mass replacing David Hobbs in the Yardley McLaren following a split with Team Surtees. A statement was issued laying down the terms of his departure from Surtees which quite clearly indicated that their split was not in any way amicable.

Numerically, Brabhams were strongest contenders in the Canadian Grand Prix. Not only did they have the works BT44/1 for Reutemann and BT44/2 for Pace, but the Goldie-Hexagon BT44/4 had been completely rebuilt after its Monza accident for Watson to drive and the ex-works BT42/3 had been loaned to local Formula B driver Eppie Wietzes to drive in his second Grand Prix. He drove at Mosport Park seven years ago in a spare works Lotus 49. Finally, Ian Ashley's consortium of sponsors got hold of the ex-Watson Brabham BT42/2 to replace the Token which he had driven last at Osterreichring.

The two works March 741s were on hand as usual for Stuck and Brambilla, while Ferrari brought along a trio of 312B3s for Lauda (015) and Regazzoni (016) while relying on 014 as the "muletta". In the Tyrrell team things were changed round with Scheckter using 007/3 and Depailler being entrusted with a brand new 007/4, the two Elf backed men having Scheckter's Grand Prix winning 007/1 as spare. At Team Surtees, Derek Bell stayed on to drive TS16/0402 but Austrian Formula Ford and saloon car driver Helmuth Koinigg had been recruited to drive the second car in place of Mass. The Embassy Lola team for Stommelen and Hill was unchanged as was the UOP Shadow organisation while Merzario and Laffite continued to drive for Frank Williams.

BRM's recent spell in the doldrums resulted in the suspension of Pescarolo and Migault from driving and the inclusion of Chris Amon in the team alongside Jean-Pierre Beltoise. Amon was given the newest car, B201/04 to drive, while Beltoise handled 03 and there was no sight of anything new in the engine department from Bourne. Rounding off the entry was Hesketh's Dijon-damaged 308/2 now rebuilt with side water radiators, flattened nose and full width front wing for

PRACTICE TIMES

No	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 15.900	1. 15.303	1. 19.737	1. 14.340
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 21.000	—	1. 15.661	—
3	J. Scheckter	Tyrrell 007/3-Cosworth V8	1. 14.600	1. 14.101	1. 13.602	1. 13.302
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 17.800	1. 15.306	1. 14.749	1. 13.643
5	E. Fittipaldi	McLaren M23/8-Cosworth V8	1. 14.500	1. 14.233	1. 13.615	**1 13.188**
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 17.800	1. 15.070	1. 14.754	1. 15.310
7	C. Reutemann	Brabham BT44/1-Cosworth V8	1. 14.200	1. 13.737	1. 15.137	1. 13.482
8	C. Pace	Brabham BT44/2-Cosworth V8	**1. 14.100**	1. 14.195	1. 14.100	1. 14.133
9	H-J. Stuck	March 741/1-2-Cosworth V8	1. 17.700	1. 16.203	1. 15.709	1. 16.954
10	V. Brambilla	March 741/2-3-Cosworth V8	1. 17.300	1. 17.216	—	—
11	G. Regazzoni	Ferrari 312B3/016—flat-12	1. 14.200	1. 13.801	1. 13.553	1. 14.708
12	N. Lauda	Ferrari 312B3/015—flat-12	1. 14.300	**1 13.624**	**1 13.230**	1. 13.490
14	J-P. Beltoise	BRM P201/03 V12	1. 15.300	1. 15.515	1. 15.396	1. 15.021
15	C. Amon	BRM P201/04 V12	1. 16.900	1. 17.131	1. 15.815	1. 16.395
16	T. Pryce	Shadow DN3/3A-Cosworth V8	1. 15.900	1. 15.444	1. 14.631	1. 15.215
17	J-P. Jarier	Shadow DN3/2A-Cosworth V8	1. 15.900	1. 16.424	1. 14.027	1. 13.538
18	D. Bell	Surtees TS16/04-Cosworth V8	1. 16.600	1. 16.918	1. 18.618	—
19	H. Koinigg	Surtees TS16/03-Cosworth V8	1. 16.700	1. 16.271	1. 15.786	1. 15.668
20	A. Merzario	Williams IR/04-Cosworth V8	1. 16.400	1. 16.358	1. 15.390	1. 15.337
21	J. Laffite	Williams IR/02-Cosworth V8	1. 16.300	1. 16.151	1. 15.218	1. 19.469
22	M. Wilds	Ensign MN01-Cosworth V8	1. 17.200	1. 18.217	1. 30.181	1. 16.822
23	—	—	—	—	—	—
24	J. Hunt	Hesketh 308/2-Cosworth V8	1. 15.000	1. 14.030	1. 14.101	1. 13.736
25	—	—	—	—	—	—
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 16.700	1. 16.430	1. 16.397	1. 15.538
27	R. Stommelen	Lola T370/HU1-Cosworth V8	1. 15.600	1. 14.706	1. 15.513	1. 14.449
28	J. Watson	Brabham BT44/4-Cosworth V8	1. 15.300	1. 14.757	1. 14.931	1. 14.793
33	J. Mass	McLaren M23/4-Cosworth V8	1. 17.000	1. 14.848	1. 14.486	1. 14.504
42	I. Ashley	Brabham BT42/2-Cosworth V8	1. 18.200	—	1. 17.305	1. 17.688
50	E. Wietzes	Brabham BT42/3-Cosworth V8	1. 17.900	1. 17.982	1. 16.311	1. 16.740
55	M. Andretti	Parnelli VPJ4/01-Cosworth V8	1. 15.600	1. 15.799	1. 16.225	1. 14.923
66	M. Donohue	Penske PC1/01-Cosworth V8	1. 16.300	1. 15.731	1. 17.071	—
2T	J. Ickx	Lotus JPS/9-Cosworth V8	—	1. 27.137	—	1. 22.502
11T	G. Regazzoni	Ferrari 312B3/014—flat-12	—	—	1. 15.205	1. 13.582
12T	N. Lauda	Ferrari 312B3/014—flat-12	—	—	1. 14.575	—
24T	J. Hunt	Hesketh 308/3-Cosworth V8	1. 14.600	—	—	—

James Hunt, these modifications having been incorporated simply for evaluation purposes to see if they were an improvement on the original arrangement and to provide pointers for the team's 1975 chassis. Lastly Mike Wilds was on hand to drive Morris Nunn's Ensign MN02.

Mosport Park's bumpy 2.4-mile lap had been partially resurfaced since the 1973 race in response to appeals from the drivers, but the circuit is still pretty demanding and there are several vantage points at which one could watch Formula One drivers really working hard for their money as their cars danced about over the ripples on the surface.

When practice opened on Friday morning, the first quick times were recorded by the works Brabhams, emphasising their performance over bumpy circuits. Pace headed the charts by the end of the first hour and a half, lapping his BT44 confidently in 1 min. 14.1 sec. with Reutemann right on his tail one tenth of a second slower. Regazzoni gathered it all together to equal Reutemann's time, but the Swiss looked as though his Ferrari was on the brink of disaster most of the way round the circuit as he strove to do so. Lauda, Scheckter and Hunt were all lapping in the 1 min. 14 sec. bracket, but anyone who didn't get into that area on the first day wasn't really in with a chance.

While the Ferraris scrapped with the fastest Cosworth powered competitors at the front of the field, there were plenty of other teams in trouble. Peterson was trying as hard as he knew in his Lotus 72, but could only manage 1 min. 15.3 sec. which was equalled by Beltoise, so clearly there was room for improvement there, but Jacky Ickx was having a thoroughly miserable time. First he ran his Lotus 72 gently off the circuit, inflicting damage to its suspension and steering and then he had to sit and wait for his mechanics to repair a brake which had seized on in the Lotus 76, leaving him only a few minutes at the end of the session to get in any serious laps. The Shadow mechanics were pondering over a seriously damaged engine in Jarier's car and Amon was busy telling everyone that there was, in fact, very much wrong with the BRM and it was virtually undrivable.

However, Andretti in the new Parnelli looked distinctly promising. Despite his new car showing a marked reluctance to warm up its tyres properly in the cool conditions the former Ferrari driver lapped in 1 min. 15.6 sec. during the first session and opined that there was still plenty more left to come. By the end of Saturday's session, Andretti was down to 1 min. 14.9 sec. although Donohue, who had only been one tenth of a second slower than Andretti on Friday, encountered problems on Saturday which ensured that he was unable to improve.

After just three laps, Donohue brought the car into the pits complaining that it wouldn't maintain its fuel pressure and had started to "burble" at several points all round the circuit. Penske's mechanics worked furiously for about twenty minutes to coax the car back into healthy life before pushing it back to the garage and examining their charge in more detail. They eventually diagnosed a broken belt to the mechanical fuel pump, changed the belt and were extremely disappointed when the car still failed to run smoothly. In consequence they were obliged to spend the rest of Saturday fitting a fresh fuel pump which meant that Donohue could only get out for the final few minutes of the session.

Having foiled all the apparent problems sent to hinder them on Friday, Team Lotus were faring scarcely any better on Saturday. Peterson spent the first session looking very glum, sitting on the pit wall watching his rivals fighting for grid positions as the Lotus mechanics sweated blood changing an engine oil seal in the garage and Ickx's 72 stood for much of the time in the pit lane as Chapman, Peter Warr and two mechanics endeavoured to trace the source of its fuel pressure shortage. Peterson eventually got out and worked his way down to 1 min. 14.34 sec., good enough for a sixth row start, but the best Ickx could manage after all his tribulations was over one full second slower. Team Lotus fortunes have varied alarmingly all through the season, and this was definitely one of their worse moments, but it is a measure of the standards that this organisation generally maintains that they think of this season as something of a failure. Peterson has won three Grands Prix, but the Lotus idea of a successful season is to win most of the races and take the Constructors' title.

By the end of Friday's session all the "experts" were predicting a Ferrari walkover, for Lauda had lapped in 1 min. 13.62 sec. and Regazzoni had recorded 1 min. 13.80 sec. and they were heading the grid at that time. But, although Ferrari himself had instructed his team to "allow" Regazzoni to win the race, he clearly had not taken into consideration the determination of Fittipaldi, Reutemann and Scheckter.

The final official practice session on Saturday afternoon provided a fine opportunity to see some really first-class exhibitions of bravery by some leading Formula One drivers. There have been times during the season when one has been tempted to accuse certain drivers of failing to give their best consistently, preferring a steady and "tactical" race in third or fourth position and hoping that their faster rivals in front will fail. But on this occasion, with the World Championship so delicately hanging in the balance, this was not a time for "tactics" or "soft-pedalling" and everybody was out there on the circuit scratching away as hard as they possibly could.

Regazzoni took the opportunity to take out the spare Ferrari, the Swiss chasing his Austrian team-mate round in tight formation and both drivers using more of the stone kerbing on the edge of the track than usual. Jody Scheckter was using the stone kerbing "and a bit more" in his Tyrrell, working his way down to a fine 1 min. 13.30 sec. which at one time looked good enough for pole position. But then Lauda came back with a spectacular 1 min. 13.23 sec. and Fittipaldi countered this with a stupendous 1 min. 13.18 sec. in the closing few minutes before a slight rain shower doused the circuit and that was the destiny of pole position put beyond doubt. Regazzoni looked a little bit depressed by the end of the afternoon, for the chargers were giving him a lot of trouble and he found that his 1 min.13.55 sec. was bettered by Reutemann and Jarier, so he was pushed back down to the outside of the third row. Just as the rain started to fall, Regazzoni skidded the spare Ferrari straight into the catch fences on the outside of the first corner, knocking the nose cone off the car and slightly damaging the suspension in the process.

Depailler tried hard not to be left behind by Scheckter, but he was panting a bit to work his way down to 1 min. 13.63 sec., while Hunt, who found the revised Hesketh preferable to the original car over the Mosport bumps, was the only other competitor to break the 1 min. 15 sec. barrier. Amongst the others, Peterson and Watson looked a little further back than they ought to have been, the Swede for reasons stated, while Watson wasn't one hundred per cent happy with his repaired car and was suffering from a bout of sinus trouble. Hulme looked as though he was trying harder than of late, Andretti deserved an "A for effort" considering his two years' absence from the Grand Prix scene and his team's inexperience in Formula One while Beltoise was still working as hard as ever to no avail in his BRM.

STARTING GRID

12 N. Lauda (*Ferrari—flat 12*) 312B3/015 1 min. 13.230 sec.	5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/8 1 min. 13.188 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 13.482 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/3 1 min. 13.302 sec.
11 G. Regazzoni (*Ferrari—flat-12*) 312B3/016 1 min. 13.553 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN3/2A 1 min. 13.538 sec.
24 J. Hunt (*Hesketh-Cosworth V8*) 308/2 1 min. 13.736 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 13.634 sec.
1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 14.340 sec.	8 C. Pace (*Brabham-Cosworth V8*) BT44/2 1 min. 14.100 sec.
33 J. Mass (*McLaren-Cosworth V8*) M23/4 1 min. 14.486 sec.	27 R. Stommelen (*Lola-Cosworth V8*) T370/HU1 1 min. 14.449 sec.
6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 14.754 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN3/3A 1 min. 14.631 sec.
55 M. Andretti (*Parnelli-Cosworth V8*) VPJ4/01 1 min. 14.293 sec.	28 J. Watson (*Brabham-Cosworth V8*) BT44/4 1 min. 14.757 sec.
21 J. Laffite (*Williams-Cosworth V8*) IR/02 1 min. 15.218 sec.	14 J-P. Beltoise (*BRM V12*) P201/03 1 min. 15.021 sec.
26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 15.538 sec.	20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 15.337 sec.
19 H. Koinigg (*Surtees-Cosworth V8*) TS16/03 1 min. 15.688 sec.	2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 15.661 sec.
66 M. Donohue (*Penske-Cosworth V8*) PC1/01 1 min. 15.731 sec.	9 H-J. Stuck (*March-Cosworth V8*) 741/1-2 1 min. 15.709 sec.
50 E. Wietzes (*Brabham-Cosworth V8*) BT42/3 1 min. 16.311 sec.	15 C. Amon (*BRM V12*) P201/04 1 min. 15.815 sec.

Not Qualified :

18 D. Bell (Surtees TS16/04-Cosworth V8) ..... 1 min. 16.600 sec.
22 M. Wilds (Ensign MN01-Cosworth V8) ..... 1 min. 16.822 sec.
10 V. Brambilla (March 741/2-3 Cosworth V8) ..... 1 min. 17.216 sec.
42 I. Ashley (Brabham BT42/2-Cosworth V8) ..... 1 min. 17.305 sec.

Derek Bell failed to qualify once again, this time after an injector had fallen into his Surtees' engine on Saturday morning, but Koinigg acquitted himself quite promisingly and Ickx simply looked as though he was ready to give up. Brambilla crashed his March beyond immediate repair and Stuck looked uninspired while Amon at least had the consolation to know he wasn't quite last on the grid after the organisers agreed to allow Wietzes' Brabham to start the race.

Sunday morning unfortunately showed up one or two organisational problems. Although the Mosport organisers are willing and obliging, the circuit's crowd control is very poor and the schedule of supporting events was not run off very promptly although it must be admitted that a multiple accident in the saloon car race hardly helped matters. However, the Grand Prix didn't get under way until well over an hour after its appointed starting time, leaving most people wondering whether the bitterly cold wind would be bringing along snow rather than the rain predicted by local weather forecasters.

When the Canadian flag dropped, both Ferraris made their customary fast starts, Fittipaldi managing to slip in between them both as they streamed round the first right-hand corner with Scheckter harrying Regazzoni hard in fourth place. By the end of the first lap Lauda, Fittipaldi, Regazzoni and Scheckter had already opened up a slight gap back to Hunt's Hesketh who in turn was at the front of a tight bunch containing Jarier, Reutemann, Pace, Depailler and Peterson. Then followed the "triers" in the form of Stommelen, Andretti, Mass, Pryce, Watson, Hulme, Beltoise, Laffite, Merzario, Ickx and Koinigg while Donohue found himself boxed in by the tail-enders and Amon was running a solid last, driving the BRM in a spectacular fashion which seemed to have no effect whatsoever on his position in the race.

By lap three Scheckter could see that the two leaders were beginning to get away from Regazzoni, so he charged past the third placed Ferrari and started to try and haul in the leaders. Hunt was sliding the Hesketh all over the circuit as he strove to stay in front of Jarier, while further back, Andretti forced his path ahead of Stommelen and left Mass to lead the queue round behind the German's Lola. By lap nine Stuck had made his first pit stop, retiring three laps later with fluctuating fuel pressure on his works March. Right at the back Amon's BRM was beginning to be troubled with sticking throttle slides while Peterson was biding his time at the back of the second bunch.

The first real incident of the race came when Mass tried to push inside Andretti at one tight right-hand corner only to have the American move over on him in determined style, causing the Yardley McLaren to slide broadside. This contretemps forced Watson to spin his Brabham into the guard rail, the Ulsterman resuming the race only to stop immediately at his pit to check the front of the car for any trouble. He continued the race but later made a second stop during which it was found that a rear wheel rim had been distorted in the collision with the guard rail, so his mechanics changed it and sent him on his way. Mass stopped a few laps later to complain about acute oversteer on right-hand corners, returning many laps later to have the McLaren's rear dampers tightened up and a fresh left rear tyre fitted.

Meanwhile Niki Lauda just drove round and round at the front of the field, while Fittipaldi drove as hard as he could to keep the Ferrari in sight and Scheckter did his best to keep pace with the pair of them. Pryce pushed his way past Stommelen by the simple expedient of bashing the nose of his Shadow against the tail of the Lola, both cars staying on the road, and the Welshman quickly pulled away from this bunch. Pace worked his way into the leading group only to stop his Brabham BT44 at the pits with a rear tyre having "gone off" while Reutemann had been in on lap 25 to change both front wheels for a similar reason.

Holding down third place, Scheckter looked certain to collect enough points to keep him clearly in contention for the World Championship. But by the time the race had run to 45 laps, the South African was beginning to feel something wrong with the feel of his brakes. They were not exactly fading, in fact Scheckter could only describe them as feeling "funny". By lap 48 he was just turning over in his mind whether he should stop and tell Ken Tyrrell or not when he suddenly found that there were no brakes on the front wheels as he tried to slow for the hairpin, so Tyrrell 007/3 charged the guard rail at unabated speed and seriously damaged its monocoque. On closer examination it seems that the feeling Scheckter experienced was the straps securing the shaft to the inboard front disc breaking up, but since their early season failures Derek Gardner has designed in a "fail safe" mechanism which doesn't allow the shaft to come away completely when the straps break. Unfortunately it seems that Scheckter failed to heed the warning imparted to him when the brakes "started to feel funny" and drove on until the fail safe mechanism also failed.

The Tyrrell team leader's retirement from the race left Regazzoni in an undisputed third place, but not for long. An increasing amount of interest was focussed on Ronnie Peterson's Lotus 72 which was now hounding Hunt unmercifully for fourth place despite the left nose fin dragging on the ground, a legacy of slight contact with Mass' McLaren which was a bit tardy in moving out of the way when the black and gold Lotus loomed up in his rear view mirrors. By lap 60 Peterson had disposed of Hunt and was chasing Regazzoni's Ferrari as hard as he could so it didn't take long before the Swede was right on the Ferrari's tail. It was a tremendous display by Peterson again proving just how serious a racing driver he is, whether it be when dominating a Grand Prix from the front or climbing up through the field as he did at Mosport Park. He pressured Regazzoni relentlessly and the Swiss was becoming progressively more and more ragged as Peterson clung hard to the tail of his Ferrari.

However, if Regazzoni felt rather embarrassed, his plight was nothing to that experienced by Niki Lauda on his 69th lap. Shortly before Lauda arrived at the right-hand Turn Three, John Watson lost control of his Brabham as he swung into the corner. A lower ball joint on the front suspension fractured, that in turn severed a brake pipe and all that was left for its luckless driver was to scrabble his way onto the apex of the corner in an effort to scrub off enough speed to negotiate the corner. Watson successfully managed this and coasted to a halt a little further round the track unfortunately having showered the circuit with dust, mud and grit as he completed his spectacular manoeuvre.

The next car to appear at the corner, where no warning flags were waving, was Lauda's Ferrari. He hit the mess on the track and skidded straight ahead into the protective barrier on the outside of the corner smashing in the front of his car, handing the lead to Fittipaldi on a plate. A few seconds after Lauda's unfortunate incident, Fittipaldi successfully negotiated the same corner and took over a comfortable lead which he successfully maintained until the finish, the Brazilian being too far ahead of Regazzoni for the Swiss to mount any realistic challenge and, in any case, he had his hands more than full in the closing stages of the race as Peterson came at him with a rush. Despite almost losing control on the corner before the pits, Regazzoni managed to get Donohue in the lapped Penske between him and the tenacious Peterson on the last lap which allowed him to scrape home in second place by just over one second. As the Ferrari mechanics were busy commiserating with Lauda, the entire McLaren team was grinning a communal grin of self-satisfaction as Fittipaldi finished a very worthy first after avoiding the snares and pitfalls which caught out his young Austrian rival. Fourth was Hunt ahead of Depailler, while Hulme refused to be ruffled by Andretti's presence right on his tail and beat the Parnelli by a matter of feet to round off the top half-dozen.—A.H.

Results :

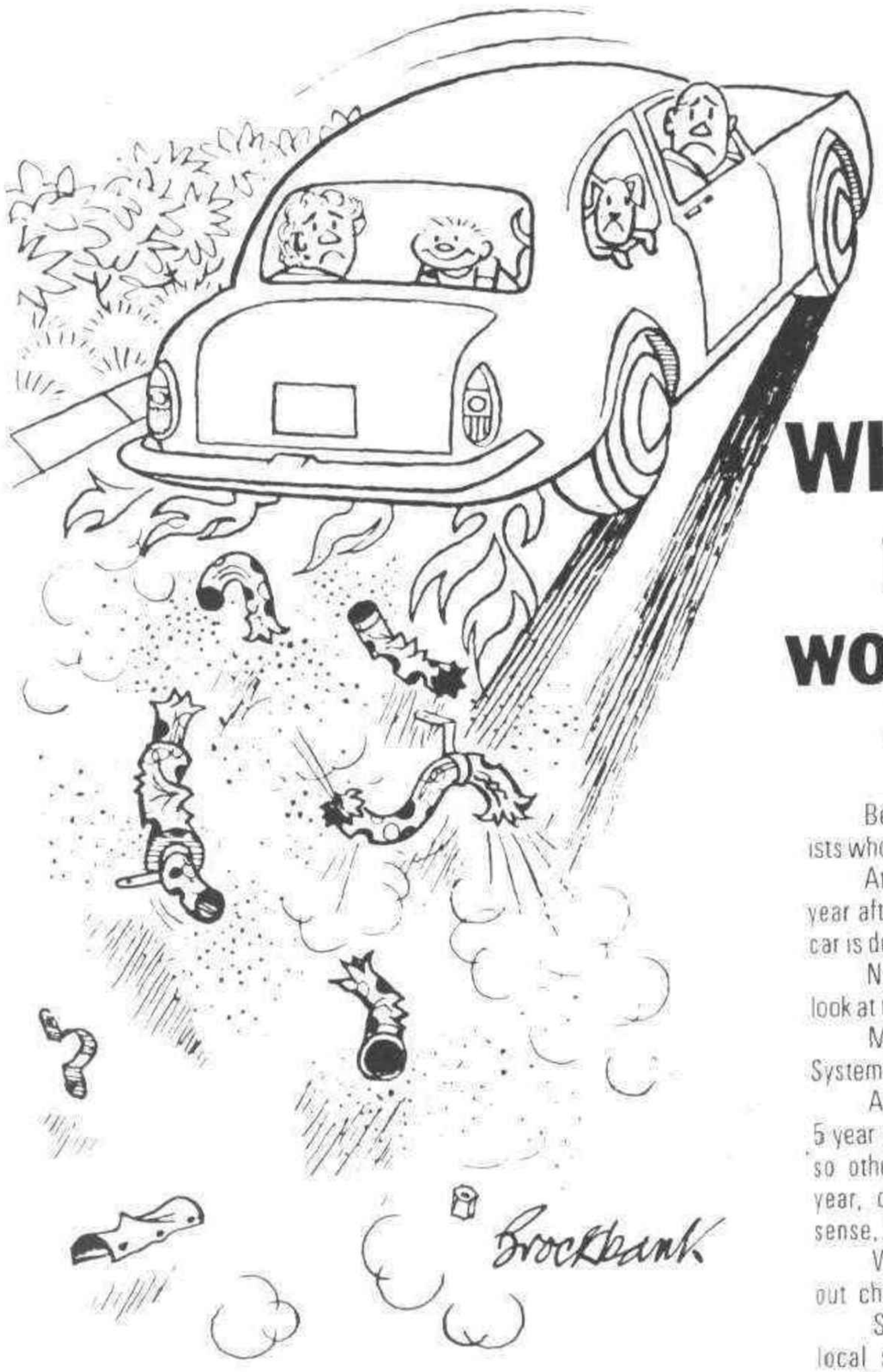
CANADIAN GRAND PRIX—Formula One—80 laps—Mosport Park
3.956 kilometres per lap—316.480 kilometres—Cold and Dry

1st :	E. Fittipaldi (McLaren M23/8)	1 hr. 40 min. 26.136 sec.—189.130 k.p.h.
2nd:	G. Regazzoni (Ferrari 312B3/016)	1 hr. 40 min. 39.170 sec.
3rd:	R. Peterson (Lotus 72/R8)	1 hr. 40 min. 40.630 sec.
4th :	J. Hunt (Hesketh 308/2)	1 hr. 40 min. 41.805 sec.
5th :	P. Depailler (Tyrrell 007/4)	1 hr. 41 min. 21.458 sec.
6th :	D. Hulme (McLaren M23/6)	1 lap behind
7th :	M. Andretti (Parnelli VPJ4/01)	1 lap behind
8th :	C. Pace (Brabham BT44/2)	1 lap behind
9th :	C. Reutemann (Brabham BT44/1)	1 lap behind
10th :	H. Koinigg (Surtees TS16/03)	2 laps behind
11th :	R. Stommelen (Lola T370/HU1)	2 laps behind
12th :	M. Donohue (Penske PC1/01)	2 laps behind
13th :	J. Ickx (Lotus 72/R5)	2 laps behind
14th :	G. Hill (Lola T370/HU2)	3 laps behind
15th :	J. Laffite (Williams IR/02)	6 laps behind—Not running at finish
16th :	J. Mass (McLaren M23/4)	8 laps behind
17th :	C. Amon (BRM P201/04)	10 laps behind—Not classified
18th :	J-P. Beltoise (BRM P201/03)	20 laps behind—Not classified

Fastest Lap : N. Lauda (Ferrari 312B3/015) on lap 60, in 1 min. 13.659 sec.—193.412 k.p.h.

Retirements : H-J. Stuck (March 741/1-2) loss of fuel pressure, 12 laps; E. Wietzes (Brabham BT42/3) engine failure, 33 laps; A. Merzario (Williams IR/04) handling problems, 40 laps; J-P. Jarier (Shadow DN3/2A) broken driveshaft, 47 laps; J. Scheckter (Tyrrell 007/3) brake drive failure, 48 laps; J. Watson (Brabham BT/44/4) broken suspension, 61 laps; T. Pryce (Shadow DN3/3A) engine failure, 65 laps; N. Lauda (Ferrari 312B3/015) accident, 68 laps.

26 *starters*—18 *finishers*



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Reflections in the Canadian Cold

IN MANY ways the Canadian Grand Prix was the most interesting race of the 1974 Formula One season. Not necessarily due to any particular intensity of racing, although Ronnie Peterson's never-say-die approach to the event and Fittipaldi's tenacious pursuit of Lauda were notable, but it was the race which first seemed to mark the end of Ferrari's Championship aspirations as well as Niki Lauda's. Once again the feeling of communal sympathy was present in the Ferrari garage, not elation and buoyant delight as had been seen when "Good old Regga" won the German Grand Prix, but a mournful, sober atmosphere of mutual remorse. There was no feeling of animosity towards Lauda, for the Italian team has been too harmonious this year for any personal spite to be vented between their members, simply a grey cloud of disappointment which the Austrian shared to the full after his unfortunate error.

Perhaps Niki Lauda came on too quickly in 1974, although it is more to his credit that he found a drive with a competitive team than a criticism after his two bleak years with March and BRM. In 1972 he wrestled as a pale number two to Peterson in the works "rent-a-drive" Formula One seat, while his tenure at BRM, though promising, was hardly productive when it came to totting up his actual results. This year he has tried consistently hard, driven well to win the Spanish and Dutch Grand Prix, but also shown a smattering of inexperience in one or two difficult situations. He ignored his pits' plea for him to come in and change his failing rear tyre at Brands Hatch, "goofed" rather badly on the second corner at Nurburgring, suffered engine failures at Osterreichring and Monza, and then slid helplessly straight on at a simple corner at Mosport Park. It must be admitted that there were a lot of stones and dirt on the road at the time, but Fittipaldi negotiated the same corner a few seconds later and did not leave the track. It's the difference between being "good" and "very good", or at least between being a "novice" and an "old hand", although it's no reflection on the youthful enthusiasm displayed by the Austrian and his willingness to work as hard as he knows how for the Ferrari team who gave him his big chance. Perhaps next year a more mature Lauda will emerge and, if the Ferrari retains its current level of competitiveness, then the result will be a very formidable combination indeed.

One pleasing aspect of the Mosport race was that everyone was trying to the best of his ability. Although Lauda was driving hard out in front when he went off, the Ferraris had for once been beaten to pole position in practice by Emerson Fittipaldi in his McLaren, the Brazilian showing a great deal of the spirit which everyone knows he can display when he wants, or needs, to do so. With the World Championship nearing the end of its 15-race season, Fittipaldi flung all caution aside and gave everything he had got to record fastest time in practice. In the race he was running second, but he never gave up and was continually using every inch of the road in his pursuit of Lauda. We have often explained the distinction between winning and finishing first, but while it must be said that Fittipaldi finished first at Mosport Park, he was a "worthy first" because he was hanging on for dear life behind the Ferrari and Lauda could never afford to relax for one moment around the 2.4 miles of bumps and ripples for, had he done so, the red, white and black McLaren M23 would have been right on his tail, pressing to get past. At Brands Hatch, where Lauda was also leading until the closing stages of the race, he never looked in the least bit troubled by Scheckter's presence and although the Tyrrell driver drove as fast as he could the Ferrari looked as though it had a little bit in reserve.

Into third place at the Canadian Grand Prix, one nose fin of his Lotus 72 scuffing on the ground, was the irrepressible Ronnie Peterson, who helped lift Team Lotus spirits after a rather depressing time in official practice. The displaced nose fin was done against the rear wheel of Mass' McLaren when Peterson was lapping the German, the blond Swede clearly in such a "tearing hurry" that he was not going to wait for anyone to take a fraction longer than he thought they ought to in getting out of his way. His attitude is completely different to that of Ickx, the Belgian apparently content to trail along at the back after starting from a lowly grid position. But Peterson's view was that the sixth row was bad enough and he immediately started driving flat out from the drop of the Canadian national flag. He is without doubt the biggest single asset Team Lotus has at the moment.

Talking of Lotus, their current fortunes bring to mind the new Maurice Phillippe-designed Formula One car, the Parnelli, which was making its *debut* at Mosport Park. Phillippe was the man who successfully translated Chapman's thoughts about the Lotus 72 into the winner it eventually turned out to be and the new Parnelli reflected a lot of ideas learnt by Phillippe during his spell working with the Lotus 72. His latest car has almost identical torsion-bar suspension, inboard disc brakes at the front and side radiators. One wag was heard to remark "that's what Ralph Bellamy was trying to do with the Lotus 76", and while Colin Chapman may not have been in full agreement, one noticed him scrutinising closely the Parnelli on several occasions.

The standard of preparation of the car was really very nice and although "all that glitters is not gold", its first race finished with seventh place, which is a good deal better than the *debut* of the Lotus 76. That was at Kyalami and both 76s ended up in the wire mesh fences at the end of the main straight on the opening lap, so it was hardly possible for the Parnelli to have a *worse debut* than the new Lotus. However, a sense of proportion is restored when one recalls Peterson's third place in Canada, which underlines what we have just said about him being Team Lotus' number one asset as well as their number one driver. In the back of their minds all Team Lotus' rivals must be wondering just what they are going to do when Chapman sits down and designs his next "successful successor" to the Lotus 72, for Peterson has signed with Lotus for 1975 and 1976 as well, which proves that he is a wise man behind that baby-faced exterior.

The other American team to make its Formula One *debut* at Mosport Park was the Roger Penske organisation with its "British standard kit car" designed by former Brabham designer Geoff Ferris. Penske himself was a successful sports-car driver in America before taking over the role of team owner and entrant, and he has built himself up a reputation which is second to none in North America amongst both USAC oval and road racing spheres. His regular driver Mark Donohue won the Indianapolis 500 in 1972 in a McLaren M16-Offenhauser, he won the Trans-Am saloon title twice and he won the 1973 Can-Am Championship in Porsche's turbocharged works 917/30. However, Penske fully realises that he is taking on a whole new world with this Formula One project, a world where tenths and even hundredths of seconds separate grid placings rather than halves or quarters of a second. Compared with the Parnelli, the Penske's *debut* was not quite so encouraging, for Donohue qualified well back on the grid and eventually finished 12th, two laps behind Fittipaldi. One is tempted to wonder whether Penske was rather disappointed, but if he was he certainly didn't let anyone know. His only comment was a straight-faced "we had to start somewhere" as he went back to work with his team to ensure that they make some forward progress at Watkins Glen. It will be a measure of their ability if they start to creep slowly forward on the grid, but that in itself will be an achievement for there are many European teams who are experienced (or ought to have enough experience) in Grand Prix racing and have barely moved from the back of the grid all season long. When you've moved up the grid a little way, that's only a beginning because there's the race in front of you then and finishing, let alone winning, seems to have provided an equal number of people with undue problems this year as Hesketh, BRM, Surtees and Williams have found out with varying degrees of success. Just as Penske and Parnelli Jones have got into the habit of winning in North America, so McLaren, Ferrari, Lotus, Tyrrell and Brabham have got into the habit of winning in European-style Formula One and it will be a difficult habit for anyone to break them of.—A.H.



Andretti gave the Parnelli a better debut . . .



. . . than Donohue gave the Penske.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC Welsh Rally and Trial

(October 5th/6th)

THIS TRADITIONAL autumn event, dating back to 1939, attracted 98 entries in spite of the prevailing hard times, 33 doing the beauty show and driving-tests respectively at Presteigne and Knighton, the remainder, divided into two classes, long and short-wheelbase cars, the distance event and Sunday mud trial. For the latter there was an imposing turn-out of 30/98 Vauxhalls, E and OE, and five flat-twin Jowetts, one of them the Sports replica, these being just outnumbered by Austin 7s, not counting non-starters. Roger Collings had entered his 1903 Sixty Mercedes but, perhaps wisely, did not appear.

Almost all the runners were old favourites but John Swainson, who had organised the first Welsh event for the VSCC, came in a 1923 Riley Redwing two-seater with the authentic unpainted aluminium mudguards, red scuttle petrol tank and firewall, and inclined plugs. It had spent most of its life in the care of a Cheltenham headmaster. Condon's smart Empire-model AC was on beaded-edge tyres as usual, Hill had that three-seater Triumph Super Seven, Malyan the white 22/90 Alfa Romeo that used to tow a caravan, and Golding a very neat 2-litre Lagonda tourer equipped with the luxury of a heater. Another smart and very well-kept fabric-bodied car was McNab's V-type Lea-Francis Weymann coupe. Morgan had the ex-Stanford 30/98 Vauxhall with the late-type proper hydraulic front brakes, so altogether, with the trial entries, there were eight of these cars present and there would have been nine had Jeddere-Fisher not had half-shaft difficulties with his. But Mrs. Fisher was going as well as ever in the only Edwardian, the 1913 Lancia Theta.

Collins' Star was well covered up, only its steering wheel protruding from its tonneau cover and there seemed to have been little trouble *en route*, apart from Harper's 1924 Morris-Oxford coupe having blown an exhaust manifold gasket, which also happened to Diffey's 9/20 Humber, the front axle of which was alleged to be coming adrift. This did not prevent either car from competing in the driving tests in a factory yard in Knighton.

Here Grant's Chapuis-Dornier-engined Vernon-Derby must have been very quick and accurate as although it was not exactly in *Concours d'Elegance* condition, it took the top prize in Saturday's event. During these manoeuvres Macmillan's Rolls-Royce was seen to flex its tyres at the swerves, J. C. Batte to go faster than C. Batte, DE Delage against DISS, and the Vernon-Derby, as we thought, to go decently quickly.

Fine weather changed to heavy rain for most of the duration of the Sunday trial. On Pentre, a mud hill climbing up between banks under overhanging trees, which the short-chassis cars had to tackle in the afternoon, Winder's little Humber Chummy had no trouble, but Holbrook's M-type MG wouldn't leave the start. Buttle's Jowett 7/17 got up neatly, the sports Jowett made a good start and blipped up, but Clifton's Jowett squeaked to a failure. The Cup-model Austin stopped near the top, but the Amilcar-Riley, tyres well down, Winder's Ulster Austin, Parker's creditably rebuilt fabric Austin 7 saloon and Hamilton-Gould's Austin all made it, the last-named in spite of a radiator holed by the fan. Packer's nicely original Chummy Austin failed, Thomas' Beck Special Riley refused to look at it, but Hill, in his Alvis with three passengers, Giles in the "coupe de ville" Frazer Nash with odd front track, Mays' Anzani Nash, Spence's noisy Lea-Francis Hyper Special, Moffat, naturally, the GN, which had had its silencers replaced at the lunch stop, and the rest of the "Chain Gang" except for Tarring and Lock, treated the hill with disdain. Not Calvert's Invicta, however, which, in spite of outside exhausts and a pointed tail, got well and truly stuck. Brash's M-type MG stopped early and Lilley's two-seater Jowett about half way up. Skinner's Austin also failed.

At the last observed section, put in in lieu of The Smatcher, only Moffatt's Type 13 Bugatti was clean and even that combination did not get all the way up beyond the last marker although it repeated its splendid ascent on a demonstration run. McEwen made a good attempt in his Riley 9 tourer, the bouncing passengers' heads making periodic indentations in the hood.—W.B.

Results :

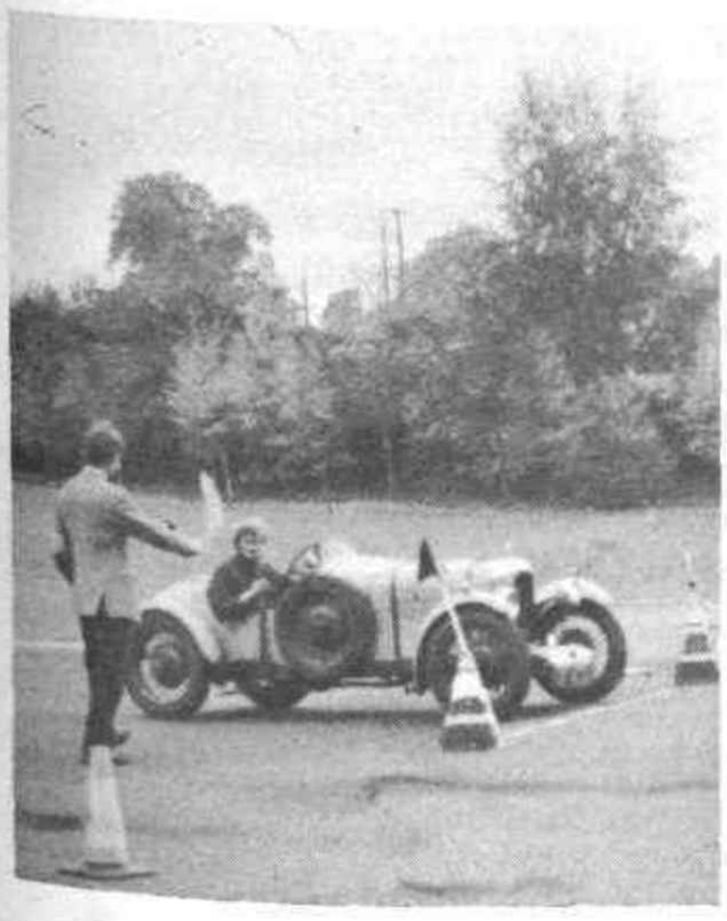
Presteigne Trophy : W. S. May (Frazer Nash).

Rally Award : I. Grant (Vernon-Derby).

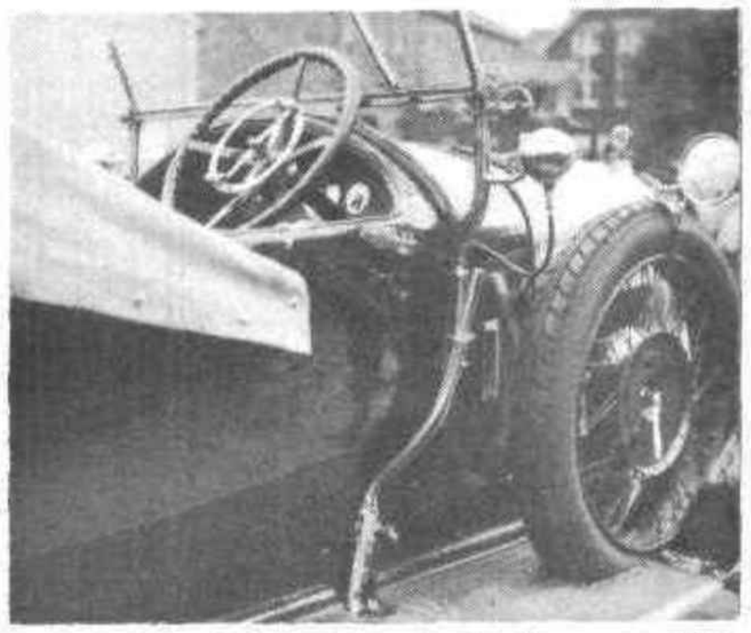
First Class Awards : P. Diffey (Humber), R. Harle (Lea-Francis), D. T. Harris (Frazer Nash), R. G. Winder (Austin Seven), J. A. Knight (OM) and J. A. McEwen (Riley Nine).

Second Class Awards : D. R. Marsh (Bentley), J. R. Hill (Triumph Super Seven), K. M. Hill (Alvis Silver Eagle), N. Arnold Forster (Frazer Nash), M. T. Joseland (Frazer Nash), A. G. Templeton (Vauxhall), J. Burnell (Alvis) and J. E. Meeks (Austin Twenty).

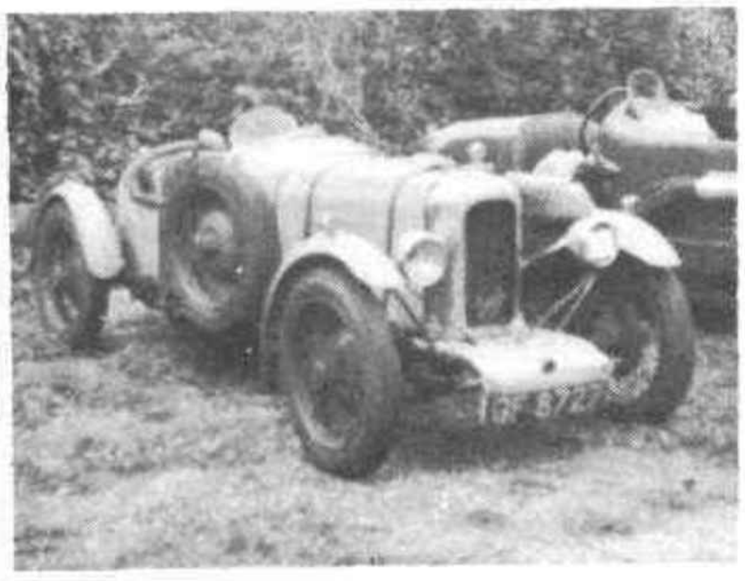
Third Class Awards : A. W. K. Condon (AC), C. A. Mann (Alfa Romeo), J. Malyan (Alfa Romeo), H. F. Moffatt (Bugatti), R. C. Batho (Amilcar-Riley), R. J. Nice (Frazer Nash), N. J. W. Stayel (Frazer Nash), J. Barwell (Vauxhall) and M. Hirst (Alvis).



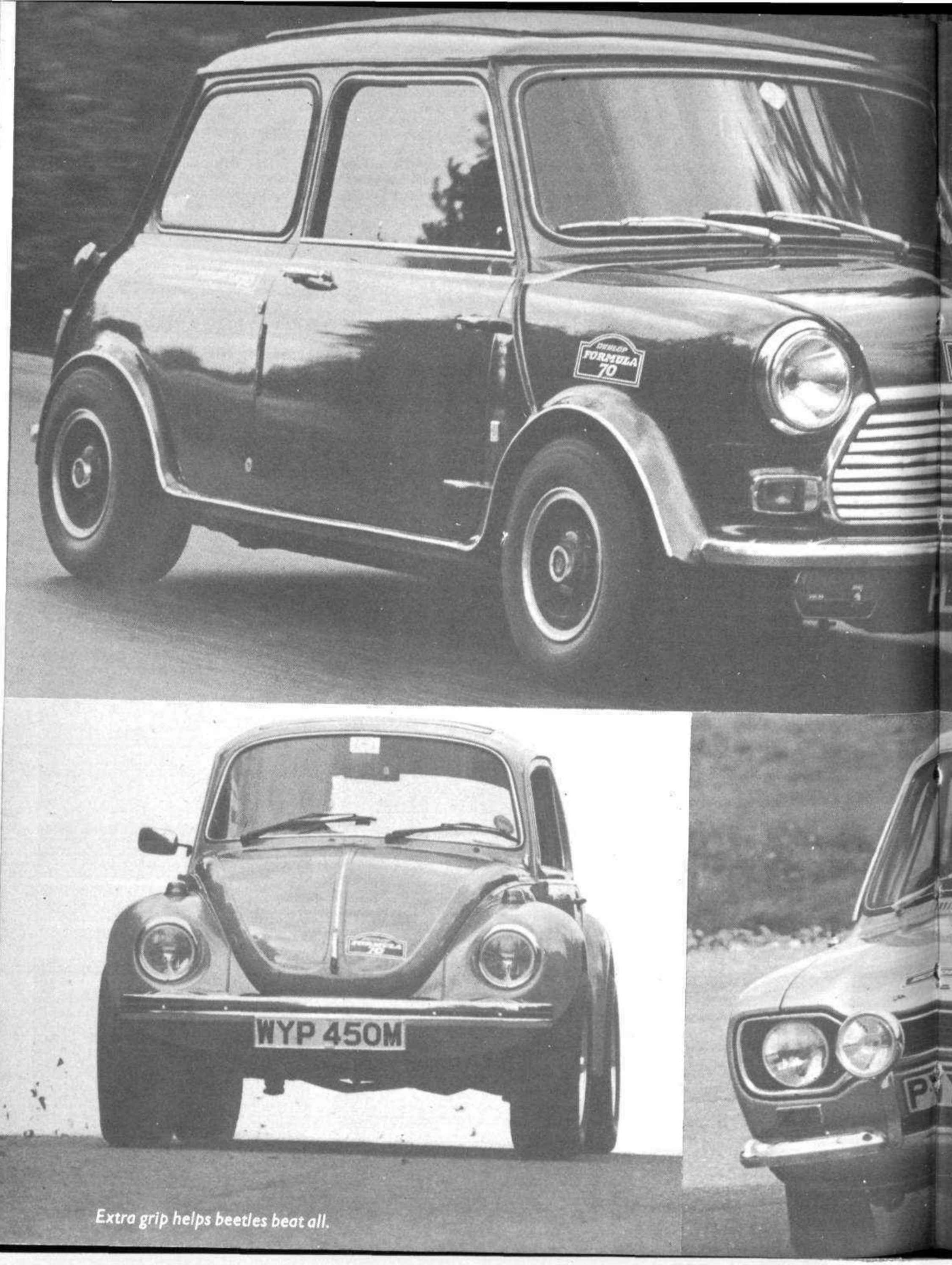




I. Grant's 1929 *Vernon Derby scored on behalf of the small French sports cars in the first part of the Welsh Rally* (below left) *and is seen doing well in the driving tests* (far left). *J. Warburton's* 1923 20/70 *Crossley is seen above, together with its controls. All types of vintage cars contested the Presteigne Rally, and G. T. Probert's* 1928 *Austin* 12/4 *tourer helped provide variety* (below right).







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'The Graunchy Grippers

"Shropshire Star" VCC Rally

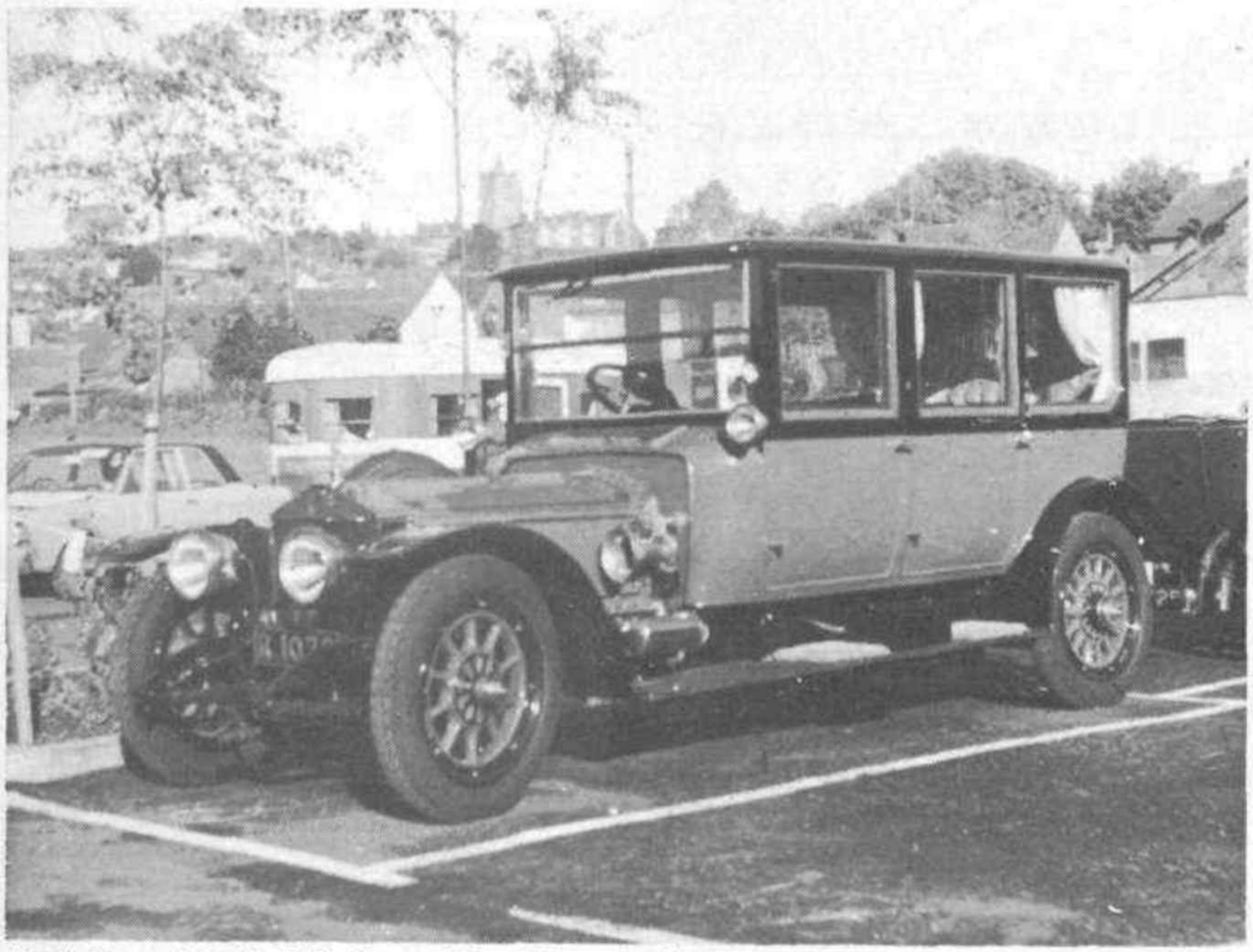
(September 28/29th)

COLD, wet weather marked this two-day event for pre-1914 cars. After making their own way to Bridgnorth for the distance contest, competitors had a two-day rally route, mainly over easy roads that took them round the Wrekin in Shropshire. At the start we noted that Pittaway's 1903 Phoenix Trimo had front brakes, and pedals for light human assistance up the hills. The oldest car was Wilkins' 1901 Decauville, with a four-trumpet horn to give warning of its approach. Ridley had brought his 7¼-litre poppet-valve chain-drive Daimler, a very sporting car quite devoid of weather protection, from Ipswich. As it has 920 × 120 back tyres and 875 × 105s on its front wheels the tonneau was well stocked with spare Dunlops. Hawley's 1911 Rolls-Royce had a curtained back parlour, Warland Dual rims and a gallon can of Brasso was on board to aid the smartening up process.

The Turner Mfg. Co. of Wolverhampton brought their 1904 Turner-Miesse steam-car on a trailer accompanied by much historical data; unfortunately it retired after the lunch break as pressure to the burners could not be maintained. Some cars showed evidence either of having journeyed a long way already or not having been cleaned recently, such as Major Pitt's 1912 Rolls-Royce tourer from Kent, which had an André steering-damper and an outcrop of badge disease, and Campbell-Lambert's 1913 Napier Doctor's coupé, the front-wheel flap of which suggested that it, too, needed a damper on its steering gear. Estler's 1913 Darracq, with Dietz Majestic headlamps, even had a dented radiator. Griffin's 1911 Napier two-seater was on 5.50-6.00 × 20 Dunlops and, like the aforesaid Daimler, lit its way at night with Rushmore Searchlights.

Rain was soon falling as the 46 runners set off for the historic town of Ironbridge. Observing them at the downhill hairpin corner half-a-mile from the station, before they crossed the river (but not by the famous iron bridge) it was good to see that none of these back-braked vehicles had any nasty moments. A 1907 Renault Landaulette arrived first, having safely negotiated some pipe-laying obstructions further up the hill. Mrs. Windsor's 1905 Rover emitted a fine single-cylinder beat as it accelerated away, the Phoenix, two up, cut the corner, the road being clear, Landless' smart l.h.d. Clement-Bayard came up fast and cornered neatly, Bourne on the 1910 Cadillac and Lawson on the 1905 Star dropped into a lower gear, Griffin's Napier was cheekily passed before the hairpin by a Spridget, Smith's big 1914 Cadillac was very slow but Fowler's Belsize swept round, its exhaust smoking, like that of Harding's 1913 Sunbeam tourer. Most of the cars had hoods but among those exposed to the now relentless rain were the three occupants of Clarke's Panhard and those on Painter's 1902 Clement.

At Ironbridge the Morris-Oxford and the big Leon-Bollée of Eastmead seemed to have missed the route. We noticed that Kingford-Bannell's 1915 Willys-Overland has a gated central gear-change and Elkins' 1915 Studebaker a gated r.h. change, ball gates coming later on American cars. After being cranked over, Ridley's Daimler started on the switch and set off at its 40 m.p.h. cruising pace but the Decauville had to be helped up the slight gradient out of the car park. Morgan's huge 1909 Thornycroft was on a mixture of Goodyear and Dunlop tyres and its Rushmore lamps are fed from a generator made by the Rushmore Dynamo Works. The Leon-Bollée had its Dunlop herringbones on as Ted Woolley says they should be fitted and Chambers' Delaunay-Belleville had its two spare tyres neatly enclosed in a lace-up bag. Long's "Prince Henry" Vauxhall was out again, looking very smart.



M. J. Hawley's 1911 Rolls-Royce Silver Ghost provided protection for its occupants during the wet VCC Round-the-Wrekin Rally, seen at the start at Bridgnorth.

The afternoon run was an easy one to Shrewsbury and on the Sunday they ran from there to Telford, for a *Concours d'Elegance*.

W.B.

V-E-V- Odds & Ends.—To set the record straight, let us correct, unprompted, the results of the big racing-car class at the last VSCC Prescott hill-climb. These should have read: 1st A. Cottam (Connaught), 43.24s.; 2nd P. Van-Rossam (Cooper-Bristol), 45.77s,; S. Phillips (328 BMW), 45.87s. We hear that the Lea-Francis show at Coventry Museum was very well staged and that the Lea-Francis OC's 21st Anniversary took the form of gathering at the old Much Park Street site in Coventry, driving tests, a *Concours d'Elegance* and a tour of the one-time Lea-Francis test route, an occasion attended by some 20 entrants, ranging from a 1914 motorcycle to a 1960 Leaf-Lynx. The Autumn Journal of the Morris Register contains another of Harry Edward's pains-taking histories, this one devoted to Hoyal bodywork, while the current magazine "Sphinx" of the Armstrong-Siddeley OC reports on a successful Woburn rally with the Daimler/Lanchester OC, describes how to fit flashing trafficators to a Sapphire, and contains a fine period picture of a K-type London open-deck omnibus nosing out into a busy suburban road. An interesting arrival at the aforesaid Woburn rally was the ex-Armstrong Siddeley Motors works fire-engine, a Commer with a side-valve six-cylinder engine similar to that of a Humber Super Snipe, the vehicle bearing its original insignia. According to the Mercedes-Benz Club's Gazette, David Scott-Moncrieff has found a 1930 38/250 Mercedes-Benz chassis in a barn which cost less than £200 to acquire—which sounds incredible but one does not know how long ago—and which he is restoring for use in VSCC races and hill-climbs. The 1926/29 Arab advertised in MOTOR SPORT last September has been purchased by A. B. Demaus, the Humber enthusiast and historian, who would appreciate information on this rare make.

At the time of the Castrol Extravaganza we referred to the excellent history of motoring and motor racing, largely pictorial, that had been produced as part of the celebrations. Copies of this book "Wheels, Wings and Water" is available while the supply lasts by sending 30p to Castrol Ltd., High Road, Cowley, Near Uxbridge, Middlesex and mentioning MOTOR SPORT. The postponed Castrol-Datsun International Veteran and Vintage Rally is now to be held in March next year, starting from Durban and finishing at Cape Town. Details from: J. C. Thompson, PO Box 1175, Pietermaritzburg 3200, Natal, S. Africa. The Brighton Run, which takes place on November 3rd, has become a popular fun-show as well as the enthusiasts' adventure of former times, judging by the first RAC hand-out we saw about it, which proclaims that the entrants include a lifeboat hero, a World Champion racing driver (J. Stewart), an American millionaire, a "disc-jockey", a TV celebrity and does not omit to mention that Griffin's 1904 DC Dion Bouton "is a film star in its own right"!

The remains of a Lagonda are said to be rotting in a yard in South London and a Gloucestershire scrapyard to contain a derelict Sunbeam Tourer. A large number of pre-War cars from 1922 Mathis to Ruby Austin may soon come on the market.

Vintage Postbag

"Which Fiat Was This?"

Sir,

Your mention (August, 1974) of the Openshaw Fiat puzzles me frankly, and I very much wonder if it was a "real" racing car (Fiat themselves looked upon the S61 as a sports model).

I don't think that it can have been a *Vintage* machine as Fiat themselves say categorically that the last works team cars to be sold into private ownership were the S57 Grand Prix types of 1914, by this time bored out to 4,859 c.c. as a result of the company's abortive plans to run at Indianapolis in 1917. They did not all, incidentally, have the modified tails in 1919, and the car campaigned that year by Antonio Ascari was still a 4½-litre. I think, but would not like to prove, that the cars were sold by the factory some time in 1921; certainly no works driver is on record as having handled one during the 1922 season.

However, I agree with you that somebody would surely have noticed or remembered the presence of an S57 of any type in England in the 1920s, so let's try another theory, in the shape of the odd o.h.c. cars made for the 1910 Prince Henry Trials. These were not racers, and they don't appear in any publication (even mine), quite simply because up to now nobody has sorted them out. These were shaft-driven, and had four-cylinder monobloc o.h.c. engines of 95 x 155 mm. The engine designation was S53A and this unit was also fitted to some special editions of the Tipo 3TER sports-tourer. This combination of engine and chassis was almost certainly used in the 1912 and 1913 Targa Florios, by the way.

One more tantalising clue. In 1911 Capt. Theo Masui, then the German concessionaire in London, took delivery of a car which looks very like a Prince Henry model, which he fitted with a sporting torpedo body of his own design. *The Autocar*, however, quotes cylinder dimensions of 95 x 170 mm. for this one and, further, Openshaw specifically said that he bought his in Italy. So it can't be the ex-Masui machine!

It would be interesting to know if the Openshaw car had shaft or chain drive, in which connection it is worth remembering that the S61 was made with both—to the customer's choice.

One thing is certain: that up to 1911, if not slightly later, Fiat were prepared to build special racing variations to customer's order. That these didn't always appear in catalogues is probably due to the fact that the American stock-car racing craze was over by 1910, and hence no form of homologation, however localised, was necessary.

Midhurst MICHAEL SEDGWICK

Which Was the First British Car?

Sir,

Regarding the discussion about Britain's First Car in your columns, I feel that Mr. Anthony Bird should not be allowed the last word. Whilst not attempting to sort out the respective claims made on behalf of Butler, Knight, Bremer and Lanchester, I shall readily agree that the Wolseley was probably only Britain's Fifth Car, or, if the possibly dubious efforts of Butler, Knight and Bremer are overlooked, at least second to the Lanchester, and today only by the quirks of fate Britain's Oldest Surviving Marque (!).

Therefore I do not disagree with Mr. Bird's conclusion, but with his arguments. Mr. Bird would be interested to re-examine St. John Nixon's book "Wolseley—A Saga of the Motor Industry", p.28, where the *second* Wolseley tri-car is fairly conclusively dated to December, 1896, thus making nothing of Mr. Bird's arguing that the *first* Wolseley tri-car "made its bow between May and September, 1897". Possibly Mr. Bird wishes to imply that the "first" tri-car was really the second, and vice versa? I hope not.

Mr. Bird then claims that the Léon Bollée "was first shown to the public in December 1896" which is remarkable in view of the fact that this vehicle was shown at H. J. Lawson's exhibition at the Imperial Institute in May of that year (Mr. Bird's own "The Motor Car 1765-1914", and other sources). I believe most historians agree that the Léon Bollée was shown in December, 1895, and that the conclusion reached by Mrs. Lambert and Mr. Wyatt in their biography of Lord Austin—that the first Wolseley was tested in the summer of 1896—is therefore reasonable.

I feel this matter must be settled in favour of the Lanchester—I cannot question Mr. Bird's argument that the first Lanchester trials took place in February or March 1896—but that it must be conceded that the Wolseley followed within six months, and that the second Wolseley was in existence before the year was out.

I cannot but feel, however, that Mr. Bird's discussion of the relative merits of the early experimental Lanchester and Wolseley cars is somewhat irrelevant—where both these cars differ from their contemporaries such as Butler, Knight and Bremer is in the undeniable fact that they served as preludes to production models by the same designers, marketed by the same companies under the same names; production models that appeared within reasonable time of the experimental vehicles.

In conclusion, I must regard Mr. Bird's letter as a *contradictio in adjecto* when one considers his excellent treatise on the early, horizontal-engined Wolseleys (Profile no. 43). While of course Mr. Bird is well known as a staunch advocate of Lanchester merits, I might add that I am a member of the Wolseley Register.

ANDERS DITLEV CLAUSAGER

Aarhus, Denmark

V-E-V Miscellany.—The invasion of Bugattis to Lyon is covered elsewhere in this issue but naturally it attracted in its wake (wake is right, for not many could keep up with the better Bugattis and Delage II on the open road!) other ancient cars. When we arrived at the Novahotel on the Friday afternoon a large and palatial Bugatti saloon stood without and on the way to the Driving-Tests we saw a 1930s Citroën and a TA14 Alvis. At the Malatre Museum about the first vehicle we encountered as we looked for somewhere to park in the landscaped grounds was a Hotchkiss chassis. At the Limonest hill-climb on the Saturday a medium-sized Edwardian Renault tourer arrived early in the Paddock and later a pre-war Citroën tourer and a yellow 7.5 Citroën two-seater parked near the start on what was being used as the return road by sports and racing entrants alike, although it was in use by those of the public who had been turned off the Limonest-Poleymieux hill itself. And the last car we saw before we went to bed on the Saturday was a nice upstanding 15.9 Hotchkiss saloon in the hotel forecourt, as if to remind one that France made other vintage cars besides Bugattis! Incidentally, the rally totalled 380 paid-up supporters.

The *Surrey Advertiser* published a piece recently about "Babs" in which it says the great car is still buried at Pendine! Robin Richmond is hoping to stage an assembly of genuine cyclecars next year, with the support of the Light Car Section of the VSCC. It seems that Bill Boddy's restored 1922 Talbot-Darracq is indeed the first production 8 h.p. model and the only one of its kind surviving, according to research done by the STD Register.

Rolls-Royce Armoured Cars

Sir,

2 Field Squadron, RAF Regiment, formerly No. 2 armoured car company RAF, possessed a 1 ft. 5-6 inch silver model of a Silver Ghost armoured car. The silver was dented and stained and it was in rather bad condition. It was renovated and for safe keeping was presented to the RAF Regiment depot at Catterick, Yorkshire, where it has remained since 1969. It represented a vehicle used by the Squadron in the 1920s. It was, I think, the version with the completely enclosed turret which mounted a single Vickers machine gun. It had very large lockers over the back wheels and a spare wheel mounted just forward and on the left of the driver's compartment. It was all silver and was one of the most impressive models I have ever seen. 2 Field Squadron's badge is a winged wheel which I think must be something to do with the fact they were an RAF armoured unit. I think that the other five RAF armoured car units became RAF Regiment Squadrons, although I could not be sure. There are supposed to be several of these gracious vehicles abandoned in deserts somewhere in the Middle East. Can anyone throw any light on that?

Wittering SIMON O'DWYER-RUSSELL (Aged 13)

The British Salmson

Sir,

I was interested in Mr. Bird's letter (Vintage Postbag, August) re: thermo-syphonic Jowetts and your comment re the 12/50 Alvis. I have had examples of both and presently own yet another very efficiently thermo-syphon-sans-fan-cooled car, to wit a British Salmson S4C, which I have used quite a lot over the past couple of years. The radiator core had obviously had *all* the "treatments" in its time—latterly, mostly solder and/or chewing gum. Finally, one very hot day last summer, having had to fill up five times in 25 miles (even then it never



Publicity for a Jowett in Bournemouth—see letter from Mr. Bowles.

actually "blew its top"!), I thought it time for some major surgery . . . . We replaced the core with an early-type David Brown Tractor core (Pax, VSCC!), at a fraction of the cost of a specialist rebuild. It fitted perfectly and is slightly deeper (fore and aft) than the original. Now, I doubt if "Sammy" would overheat in *any* circumstances, so long as there was a drop of water in his system.

Incidentally, I don't remember seeing any mention of these fine cars in your excellent magazine for many, many years; perhaps I have missed the odd paragraph. Mine is the single-carburetter 12/55, with 4-seater o.h.c. body by Ranalagh. It will cruise all day between 50 and 60 m.p.h. and gives about 25 m.p.g. on 2-star petrol. It inspires great interest and curiosity in the general public (hardly anyone has seen one before) and great affection in myself. It is backed by extraordinarily good spares and technical advice facilities (*via* the BSOC) and I consider it a prime example of your . . . "good quality economy cars with a charm and purpose of their own" . . . .

Betley R. H. CANTER

The Jowetts "Wait and See"

Sir,

Having recently read the reference to Gray and Sawyer crossing Africa, I feel it may be of interest to Jowett enthusiasts and W. B. to see the enclosed photograph. At the time this was taken I was a young man making my way in the Motor Trade with the then Bournemouth Distributors, Messrs. Premavasi, Mauleverer & Co. I had the job of collecting Jowetts from Bradford. We were loaned the car "WAIT" and the writer was the "native" mechanic in the photo—the chap who in real life did the repairs to the universal-joint over a desert fire. We travelled Poole and Bournemouth and the outlying areas giving away advertising material of the expedition.

Bournemouth CHARLES W. BOWLES
Chairman, Auto Service Garage

The Isotta-Fraschini

Sir,

I must take issue with David Scott-Moncrieff on the subject of his derogatory remarks regarding the Isotta-Fraschini. I owned a Tipo-Spinto from 1947 to 1957 which I used quite extensively in VSCC events, and certainly did not find the steering, brakes and clutch unacceptably heavy, in fact I have driven 30/98 Vauxhalls which were heavier in all three departments! The brake pedal was assisted by a Clayton Dewandre vacuum servo and was really quite light with very powerful braking—unlike some vintage cars! The steering column consisted of five concentric tubes, the outer one of which steered the car, the next was the stator tube and the other three operated choke, hand throttle, and advance and retard. There was also a rod down the centre to operate the horn. When I acquired my car there was some binding between these tubes which did make the steering stiff, and was cured by proper assembly.

I was timed at a VSCC Prescott meeting at 55.43 sec. in this car, which would not be possible in a car of this size with heavy steering, especially as I am 5 ft. 6 in. and under 10 stone in weight.

I still have happy memories of a "dice" with a modified Hispano Suiza at VSCC Silverstone in 1955. I can still see the Hispano front wheels flapping from lock to lock as I followed it into the corners. It was fractionally faster than the Isotta on the straight but I could easily out-corner it. The dice ended when the Hispano driver "lost" it at Woodcote in a big way, allowing me to slip by on the inside.

No doubt the Hispano/Isotta controversy will continue *ad infinitum*, but one Isotta will always be the "best" for me.

Willesbourne STAN WAINE

"Cordon Rouge"

Sir,

By implication at least, you incorrectly state that "Cordon Rouge" had a plain bearing engine which gives me the opportunity to reply to your gentle chiding in the September issue. A summary of the relevant facts about the 16-valve cars will explain about these bearings.

Until Spring 1923 the steering box was separate from the crankcase; thereafter it was integral with it.

After the race at Brescia which gave the 16-valve cars their name the works produced amongst the sixteen hundred odd separate steering box, standard, plain-bearing cars about 40 cars with two ball-bearing mains, as well as other sporting attachments (the front main remained plain throughout). There were some of each of the three chassis lengths, and "Cordon Rouge" was one of these. Only three are known to survive.

From Spring 1923 onwards all cars had ball-bearing mains, regardless of whether they were fitted with other sports attachments such as twin magnetos. "Cordon Bleu" was such a car.

So although "Cordon Rouge" was an early car it was one of the few with ball-bearing mains. It also seems commonly believed that the sports versions were all short chassis Type 13s, whereas both early and late type cars had the sports versions made in all three chassis lengths, *i.e.*, Types 13, 22 and 23.

Regarding my car, which was never intended to be a replica anyway, despite the commentators, if any of your readers are able to help me with its history, such as who installed the late engine and when, I shall be most grateful—1921 chassis No. 1210, 1925 engine No. 2385.

Harvington MIKE RAAHAUGE

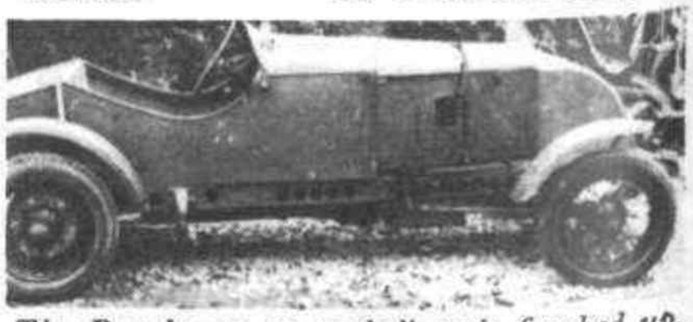
[How nice that Mr. Raahauge took our "gentle chiding" so sportingly! We note that his Bugatti isn't intended to be a "Cordon Rouge" replica and he seems to have been conned over this by certain sections of the motor press, the hill-climb commentators and by Mumm's who would have done better to have kept mum. Which is not to say that their overall interest in and support for vintage racing isn't much appreciated—especially by the winners!—ED.]

That Beardmore

Sir,

In reply to Mr. Neve's letter, the ex-Cyril Paul Beardmore was owned for a short time by my grandfather, George Hepworth. He bought the car from Cyril Paul around 1926 and raced it at Southport and in speed events in the Yorkshire area. The car was very fast in acceleration but was always troubled by the Morse timing chain, which jumped a cog at peak revs. I believe this problem was overcome by fitting a roller chain. The car was sold around 1928.

Bradford G. P. C. HEPWORTH



The Beardmore as we believe it finished up.

A Military Arrol-Johnston

Sir,

The photograph of an early Arrol-Johnston, said to be the first car in the Sudan, accompanying R. H. Stracey's letter in the September number, stirs a memory, and the clue is provided by the solid disc wheels in place of the wooden-spoked ones usually worn.

In 1905 or 1906 *The Autocar* published a photograph of a disc-wheeled Arrol-Johnston of the early type (by then superseded by a conventional model) towing a light field-gun and manned by two smartly-uniformed soldiers. The caption said something to the effect that half a dozen (I think) of these old-type Arrol-Johnstons had been bought by the Army for use in the Sudan where their high build, sturdy construction and special wheels would enable them to cope with rough tracks. I cannot remember whether the car shown, like the one in Mr. Stracey's photograph, was without mud-guards; but it looks as though the one in his picture may be a survivor of this small fleet or Army motor cars.

Veteran car enthusiasts will recall that the engine of the Arrol-Johnston was of the opposed-piston variety with two horizontal cylinders each with two pistons, working outwards from a common combustion chamber, giving motion by short connecting rods to rocking levers from which longer rods rotated the crankshaft which lay below the cylinders. Similar engines were used in the firm's winning and near-winning TT cars of 1905/06, and the layout was revived in the 'fifties for a most successful high speed diesel lorry engine.

Other intriguing features of the Arrol-Johnston "dog-cart" were a fold-away steering wheel, like that of the Edwardian Lanchesters, a pull-cord starter worked from the driver's seat and an arrangement which allowed the creature to fill its cooling system with the engine running by sucking through a length of hose from a water trough or wayside stream. This useful contrivance seems singularly appropriate to the car's rather elephantine nature, and its exceptionally sturdy construction is possibly not fortuitous as the "Arrol" part of the name refers to Sir William Arrol, the designer of the Forth Bridge.

Potbridge — ANTHONY BIRD

* * *

Sir,

I was interested to read in "Vintage Postbag" in the Sept. issue of MOTOR SPORT the letter from Mr. R. H. Stracey regarding the Arrol-Johnston Dogcart car in the Sudan, it certainly looks authentic enough from the photograph, except for the disc wheels, probably fitted for extra strength in desert use.

It is stated that the car was the first in the Sudan, and it is highly probable that it was taken out there by Sir Francis Wingate, Governor-General and Sirdar of the Sudan 1899-1916. Sir Francis was a Scot, and in the early years of the century realised the possibilities of motor transport in the desert. In 1905 it was reported that he was experimenting with motor cars to this end, on Belhaven Sands near his home in Dunbar, East Lothian. In 1907 the Sirdar of the Sudan had a very large and special 38/45 h.p. Arrol-Johnston touring car specially built for use in the Sudan. This car was also fitted with disc wheels, and on the inside of the rear wheels were fitted spades to enable the car to extricate itself from soft sand in the desert, where—according to a contemporary report—it was designed to supersede the camel.

The Arrol-Johnston Dogcart was one of the most reliable motor vehicles of its day, many ended their active days in the service of hotels in the Scottish Highlands where their ever-lasting, go-anywhere, qualities were much apreciated.

Leith — JAMES N. SAVAGE

* * *

"Rover Recollections"

Sir,

The item headed "Rover Recollections" brought back memories of a 1929 2-litre Sportsman's coupe that I acquired in 1934 for £25. Indicative of the then hard times is the fact that this Rover car was brought some 20/30 miles to London to be shown to me and that as a result of my comments the steering was improved and a new battery and service starter fitted before it was handed over to me. This car had a big close-coupled drop-head fabric coupe body with a large trunk at the rear. Fitted in this trunk were two suitcases, sliding on runners, one above the other with plentiful space below. This space was useful as the car proved to be a dreadful oil burner and I always carried a drum of "garage" oil which at that time cost ten shillings for 5 gallons. Incidentally, one of these suitcases is still in use—not bad after 45 years.

It was not long before the steering began to give trouble again and above a certain speed a dreaded steering wobble set in, so violent that the entire front of the car thrashed from side to side. If one was brave enough to press on, the wobble disappeared as the speed rose, but one was then inhibited from slowing down as the wobble barrier had to be passed through on the way down. It is strange in retrospect that no one seemed to be unduly perturbed in those days about such malfunctions and that garages talked of fitting steering dampers as a cure, including one pendulum type. A popular panacea at that time for steering troubles was to fit wooden wedges between spring and axle. If they didn't work one way you tried them the other way.

Guildford — H. A. NIMMO

ANOTHER PUZZLE

MOTOR SPORT has solved several motoring mysteries at one time or another and here is one which the readers may care to ponder over. The other day I was idly looking through a back number of *Homes and Gardens* (well, one must escape from cars for a few moments) and I came across an article by Hector Bolitho about a house he used to occupy within Salisbury Close. He refers to his neighbours, one of whom was the Chancellor, Canon Smethurst, "who had been a racing motorist before he took holy orders." The article appeared in 1970, and as the gentleman concerned had risen to the position of Canon, it was presumably in pre-war times that he drove his racing cars. So please, before I bother the author or the Canon himself, what do we know about this reference to motor racing?



Yet another conundrum—can anyone tell us what these cars are and when and for what purpose they were thus assembled ?

International Grand Prix
Bugatti, Lyon
(September 12th-15th)

(*See* colour pictures in centre spread)

TO COMMEMORATE the debut of the Type 35 Bugatti which appeared for the first time in the French GP at Lyon in 1924, an International gathering of Bugatti Clubs was held in the town in September. It promised to be a notable occasion and as I had to be in Cannes on business the day before it started it seemed prudent to look in on the return journey.

Driving southbound along the *Autoroute du Sud* on the Thursday morning we had overtaken a couple of sedately-driven Bugattis in convoy and later we passed a number of trailers either carrying blue-painted cars or covered in blue tarpaulins. The Lyon pilgrimage, it seemed, had begun! We had ourselves paid a considerable sum of money to the BOC for what was first thought to cover hotel expenses for the four days, was later said to cover food only but, in fact, was an entry fee. Indeed, arriving at the stipulated hotel in Lyon we were told that the rally-h.q. had been changed to the Novahotel on the other side of the town. We hastened there, only to discover that no-one had heard of us. So we just booked in, had lunch, and set off for the driving-tests at Belleville-sur-Saône.

In that town, the carefree atmosphere we had expected of this Bugatti rally immediately became apparent when we encountered VSCC President Nigel Arnold-Forster driving Delage II on the public road in stripped racing trim. Admittedly the big car, its outside exhaust thundering defiance, was being escorted by a modern Mercedes-Benz saloon carrying a warning flag, rather as if they were pretending that the Delage was no racing car but just a steam-roller on its way to a road-repairing assignment in the dark ages. Later, however, Nigel dispensed with his escort as he hurried back to Lyon to repaint the o/s of the bonnet which had been blistered by a carburetter fire *en route* to the tests.

This was what we had come to see (the freedom, not the fire) and soon the main road was packed with Bugattis, many of them also in racing trim. The *gendarmes*, poker-faced but good-natured, looked on without a murmur. Nor shall we soon forget the happy smiles on the faces of the aged, cloth-capped workers who emerged at going-home time from a factory and encountered the racing Delage halted at some traffic lights . . . .

The driving-tests were held along the Avenue Du Pont, drivers accelerating for an encouragingly long distance up this, another public road, before swinging round on some loose surface by the river and rushing back towards the start, where they were required to stop in a marked-out box. One *gendarme* was trying to control the spectators, who applauded loudly those drivers who slid sideways as they braked while ignoring those who stopped properly but sedately! Hamish Moffatt was especially well-received, because he slid into a straw bale and was duly penalised. The local population, some of whom probably remembered the GP at Lyon in 1924, perhaps had been at the dramatic race of 1914, came to gaze at this welcome manifestation of motoring history. The spirit of the rally was becoming apparent!

That evening there was a reception at the Henri Malatre Museum at Rochetaillée-sur-Saône, to which the cars raced by a back route, watched by groups of onlookers in every village street. Tucking in behind Moffatt's Type 35, specially rebuilt for these Lyon celebrations, we paced it by the BMW's speedometer, at 95 m.ph. over the distinctly bumpy road; his god-daughter, Miss Arnold-Forster, was the intrepid (very!) passenger ...

Being in France, the reception did not start until those whose automobiles had no lights had been obliged to leave. However, if we too missed the champagne, we shall long remember the impressive line-up of Type 35s outside the Gordini building and the fun of following a trio of GP Bugattis back into Lyon in the dark, only one of them, driven by a girl, having any form of lighting and the noises and the scent of racing oil and fuel being simply splendid. The locals seemed to be enjoying every minute of it and again the *gendarmes* looked on impassively.

At the museum we had time to take a quick look round. I was surprised how small were those Le Mans Alpine Renaults, and was reminded that the Citroën 2 c.v. had been made as a *water-cooled* prototype in 1936 and of how very like a vintage Rolls-Royce was the Sizaire-Frérés. Other exhibits included that immense Nazi-leader's Mercedes 770 Speciale, a 1906 three-cylinder Ours, a l.h.d. Model-T Ford and a nice selection, naturally, of French cars, as well as a gull-wing Mercedes-Benz 300SL, a Berliet V600 engine and many famous racing cars and motorcycles.

Saturday was devoted to the Limonest hill-climb, the twisting road closed for what was announced as a series of demonstration runs but which naturally turned out to be a full-fig, timed contest. The hairpinned course is 2.6 km. long, making Prescott seem like a suburban garden path. Delage II was a centre of attraction because it had made f.t.d. here in 1922, '23 and '24. Nigel was aware that Benoist had driven it in 1924 but it was the local dustman who, instantly recognising "La Torpille" which he had seen racing there as a boy, confirmed that on the earlier occasions the car was driven by Réné Thomas. Memories are long, in France! The only other car present in 1974 to uphold Delage honour was Surmain's magnificent Kellner-bodied D8S from the owner's Coachwork Museum in Majorca—I know, because he kindly gave me a lift back to the Paddock in it after the practice runs.

The list of runners showed 114 entrants, of which 94 were Bugattis and of these 15 were the Lyon-debut Type 35s of one sort or another. Practically every Bugatti model was represented, from Type 13 to a Type 57/110C saloon, a cavalcade which would have both pleased and astounded Ettore. They were opposed by Mann's 1914 Mercedes which had been driven there from London and which was the actual 1914 Lyon GP-winner, several Alfa Romeos, a tatty but fast racing Amilcar Six, and the Malatre Museum's long-tailed 1923 GP Rolland-Pilain which had survived a minor fire on the Friday. In addition to these and other cars, TASO Mathieson had very sportingly brought out, with the help of Castrol and the NMM, the Sunbeam "The Cub" which had run in the 1924 GP, and Sandford-Morgan from Australia and Louis Giron who was working at the Bugatti factory when it was made, shared the NMM's actual Lyon Type 35 Bugatti. The Sunbeam was suffering from a sticky clutch and had to make its run in 2nd gear, after a flying start which drew sympathetic applause from the big crowd of spectators. Then there was a determined Simon Phillips, complaining that he couldn't get his 328 BMW to lift a wheel at the corners, and a so-called Paris-Madrid de Dion Bouton thrown in as light relief. Moreover, the Ferraris had a class to themselves.

Primarily, though, this was a Bugatti occasion, and Molsheim stories abounded. Like that of the waitress in a restaurant outside Lyon who remembered Ettore taking his drivers there for refreshments from the camp he had set up near-by, during the period of the 1924 GP, and of how he had paid in *Louis d'Or* gold coins.

Lord Raglan's 37A had an electric fan to help it keep cool, although this had not obviated some valve trouble on the way down, whereas Major Lambton and his daughter had enjoyed a good run in their 37 from the French capital, having put it on the Southampton/Paris car-train ferry. The de Ferrantis brought the road-equipped 3.3-litre Type 59, a Type 46, and a 35A from Eire, booking rooms for themselves, two chauffeurs and their personal helicopter pilot. At the hill Janet Misson got hot cranking St. John's Type 51 and pushing Kain's 35, a service not required for Conway Junior's 37A which has a starter above the gearbox, thought to be an original Bugatti addition. Poor Conway Senior, who had been busy sorting out the casual French organisation, had his 35B catch fire on the hill, due to a blow-back; he put the fire out expeditiously but a fireman then covered the car in foam. Barker, in the Conway Type 43, had no problems other than observing the owner's rev-limit. Moffatt lost a tyre tread in practice and two cylinders on the timed run; it is interesting that whereas in England his 710 x 90 tyres are notable, in Europe several Bugattis are so shod, although in the 1924 GP it was Dunlops of another size, on which Ettore had unwisely insisted, that caused the Type 35's debut to be unauspicious, the race being won by Alfa Romeo, at 71 m.p.h. Rippon had a great dice in his yellow 35B and is rumoured to have come to rest hanging over a parapet . . . .

The organisation at the hill was again somewhat indifferent. For instance, TV cameramen were allowed at the start but not our photographer, a policy we cannot understand, because television lasts a few flickering moments whereas a journal records events for all time. Moreover, spectators got on the course, in spite of efficient fencing. All in all, however, this Limonest hill-climb was a very enjoyable happening.

Ian Preston made f.t.d., Venables-Llewelyn's Type 13 easily won the Brescia class, and that docile road car, the Delage,

Continued on page 1232

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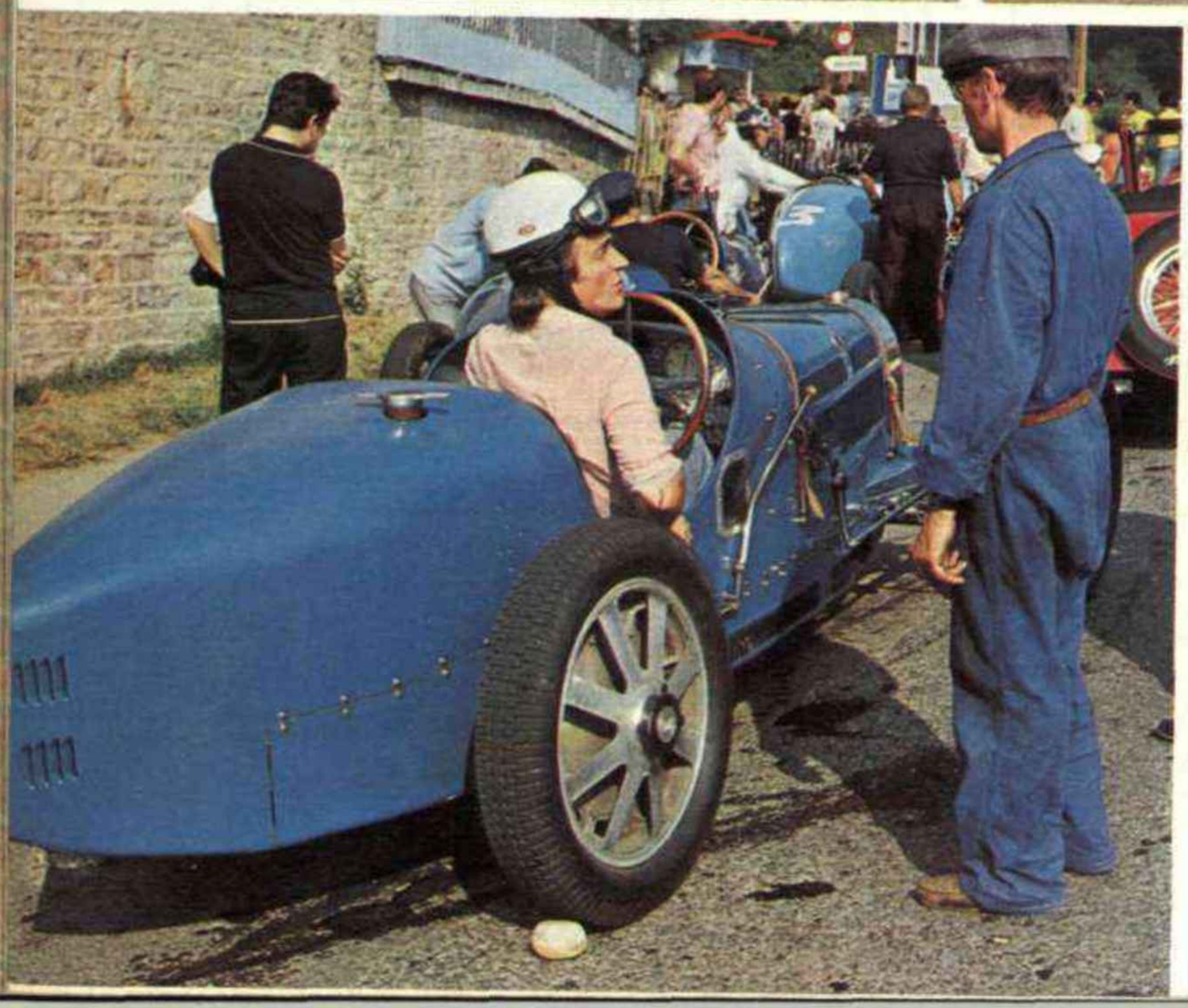
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INTERNATIONAL GRAND PRIX
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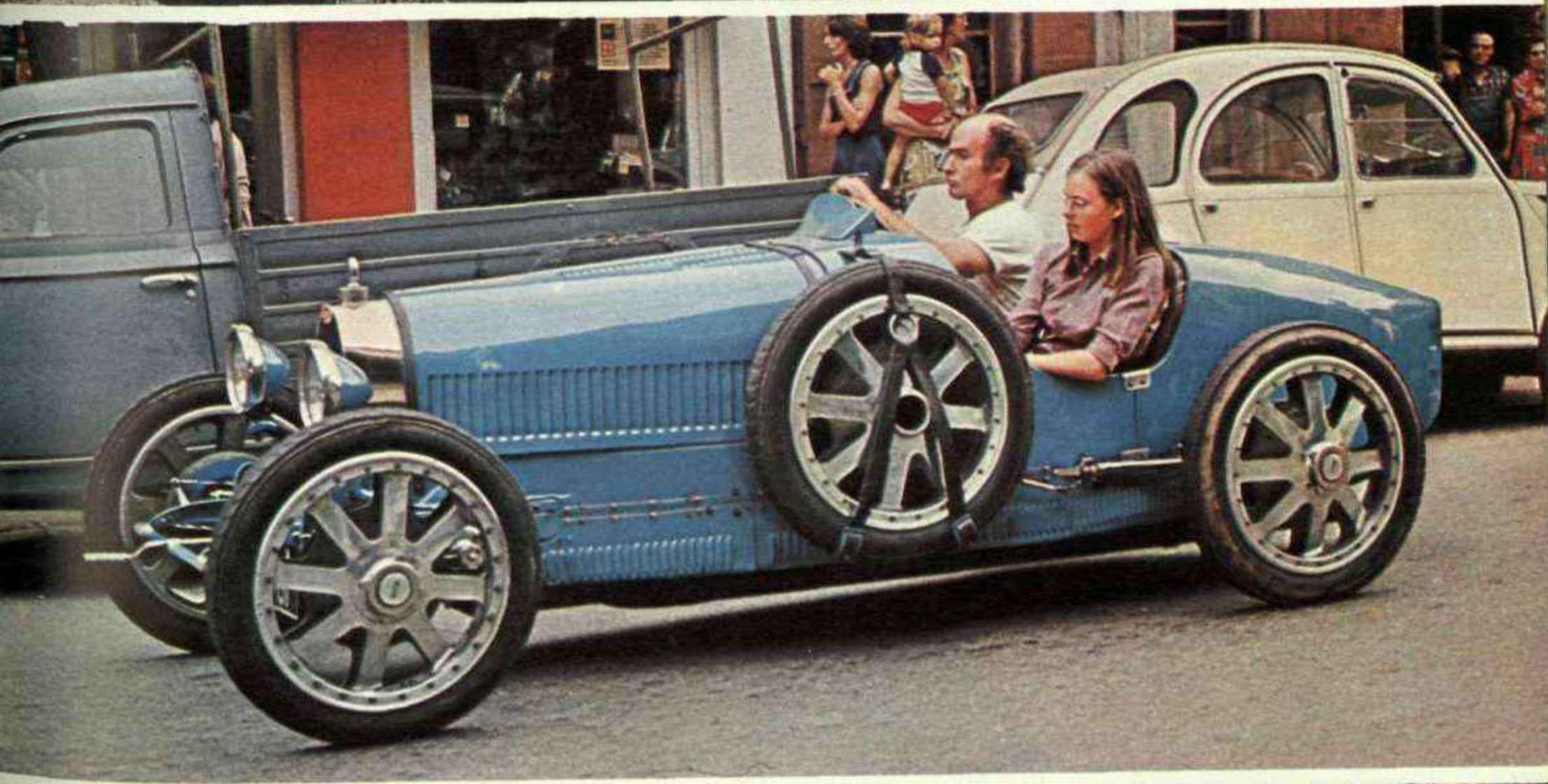

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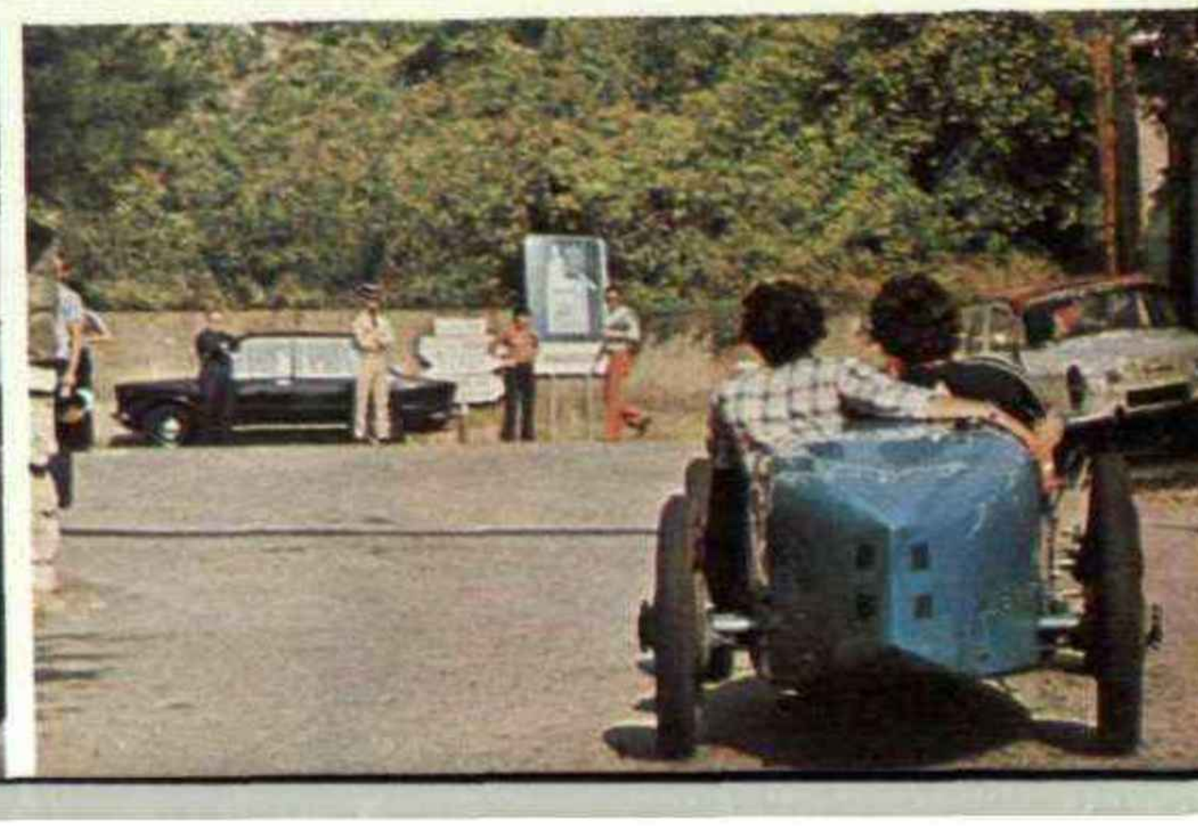

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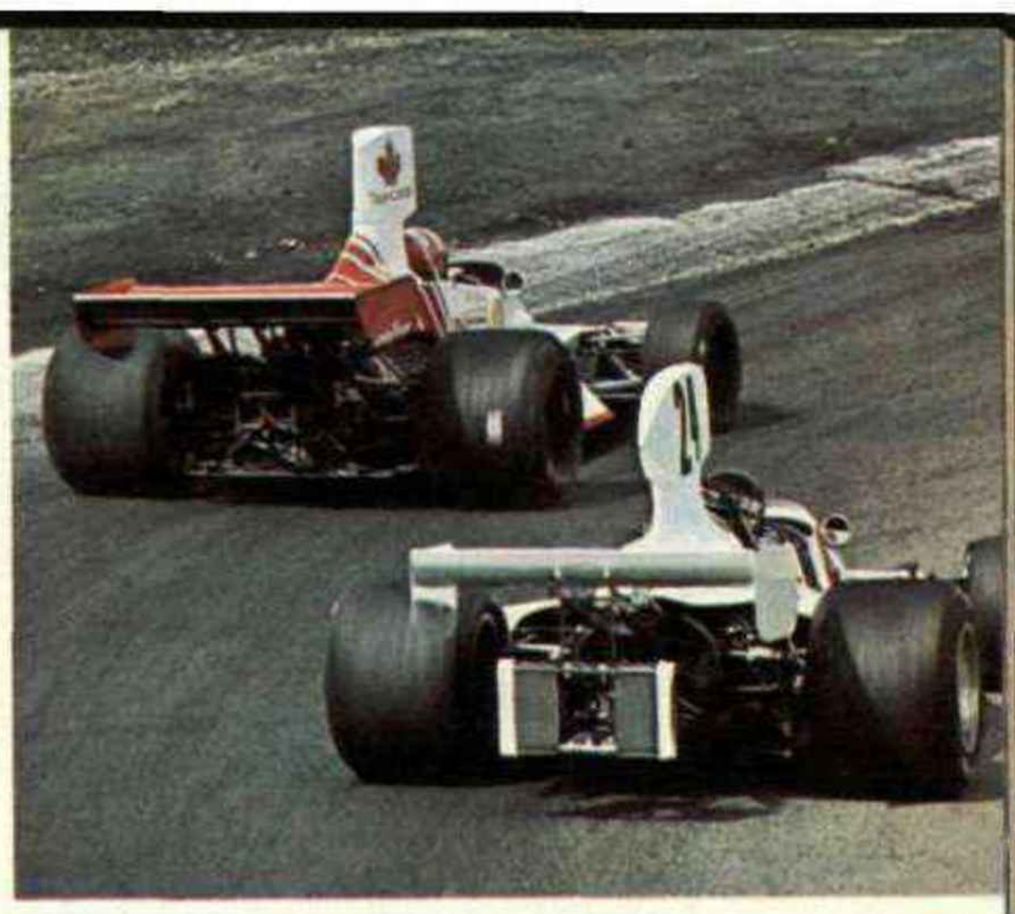
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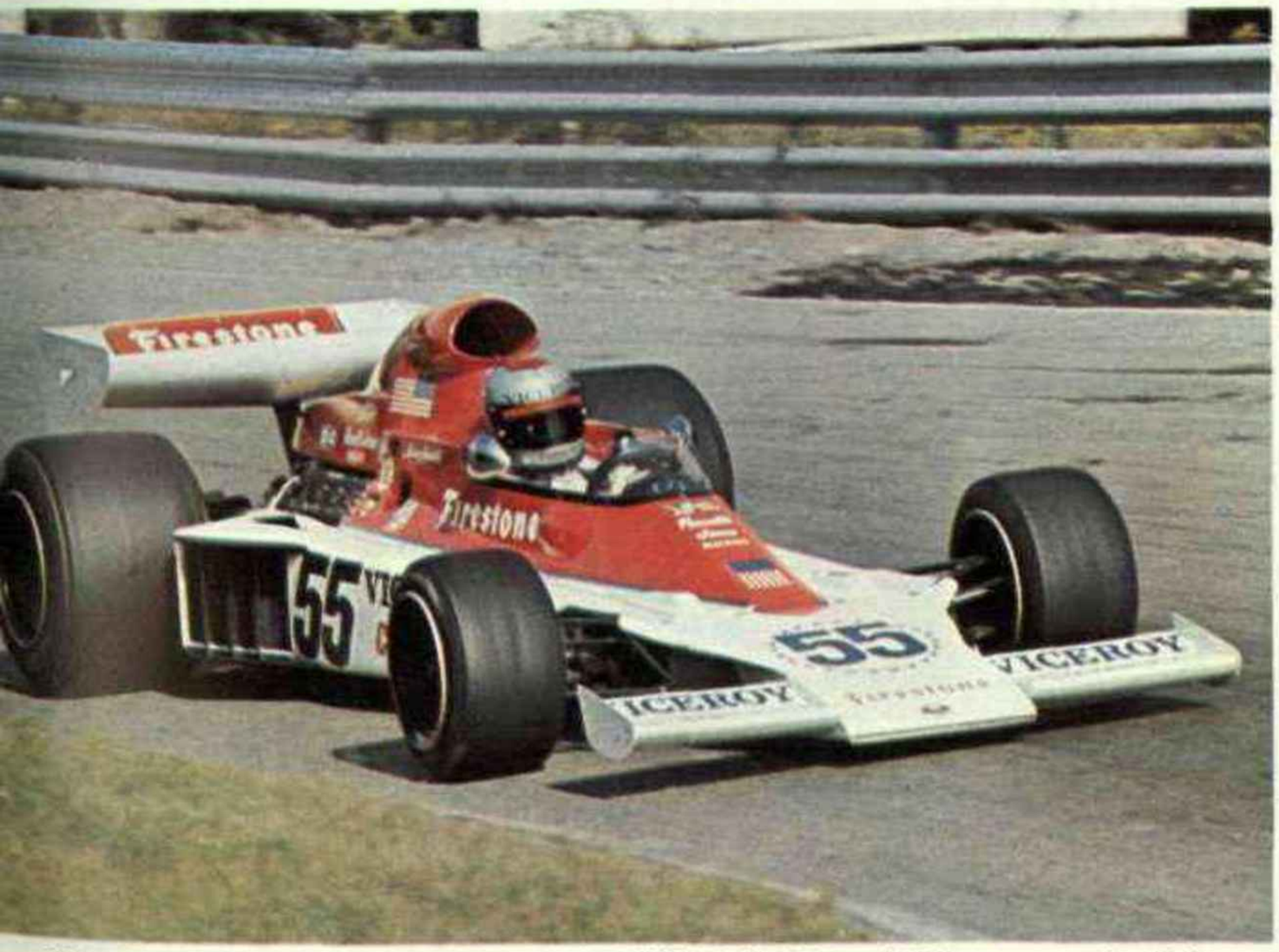
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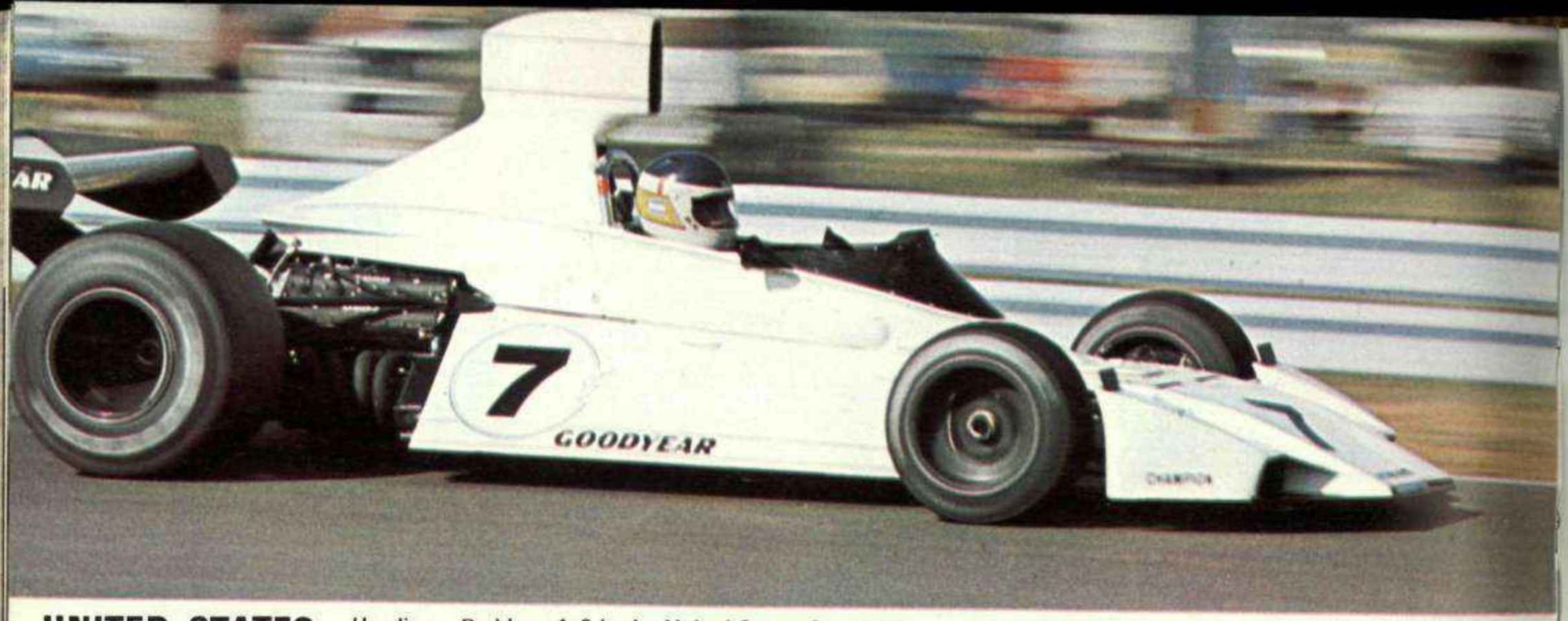


CANADIAN GRAND PRIX TWO NEW Grand Prix cars made their *debut* at Mosport Park, The Roger Penske PC1 (No. 66) driven by Mark Donohue into 12th place, and the Maurice Phillippe-designed Parnelli (No. 55) which former Ferrari team member Mario Andretti drove into seventh position. Below, Peterson's Lotus 72 keeps ahead of Tom Pryce in his UOP Shadow while (*top right*) James Hunt's Hesketh laps Eppie Wietzes' hired Brabham BT42. On the right a scenic shot shows Regazzoni's Ferrari leading a sliding Jody Scheckter (Tyrrell) and Donohue's Penske.




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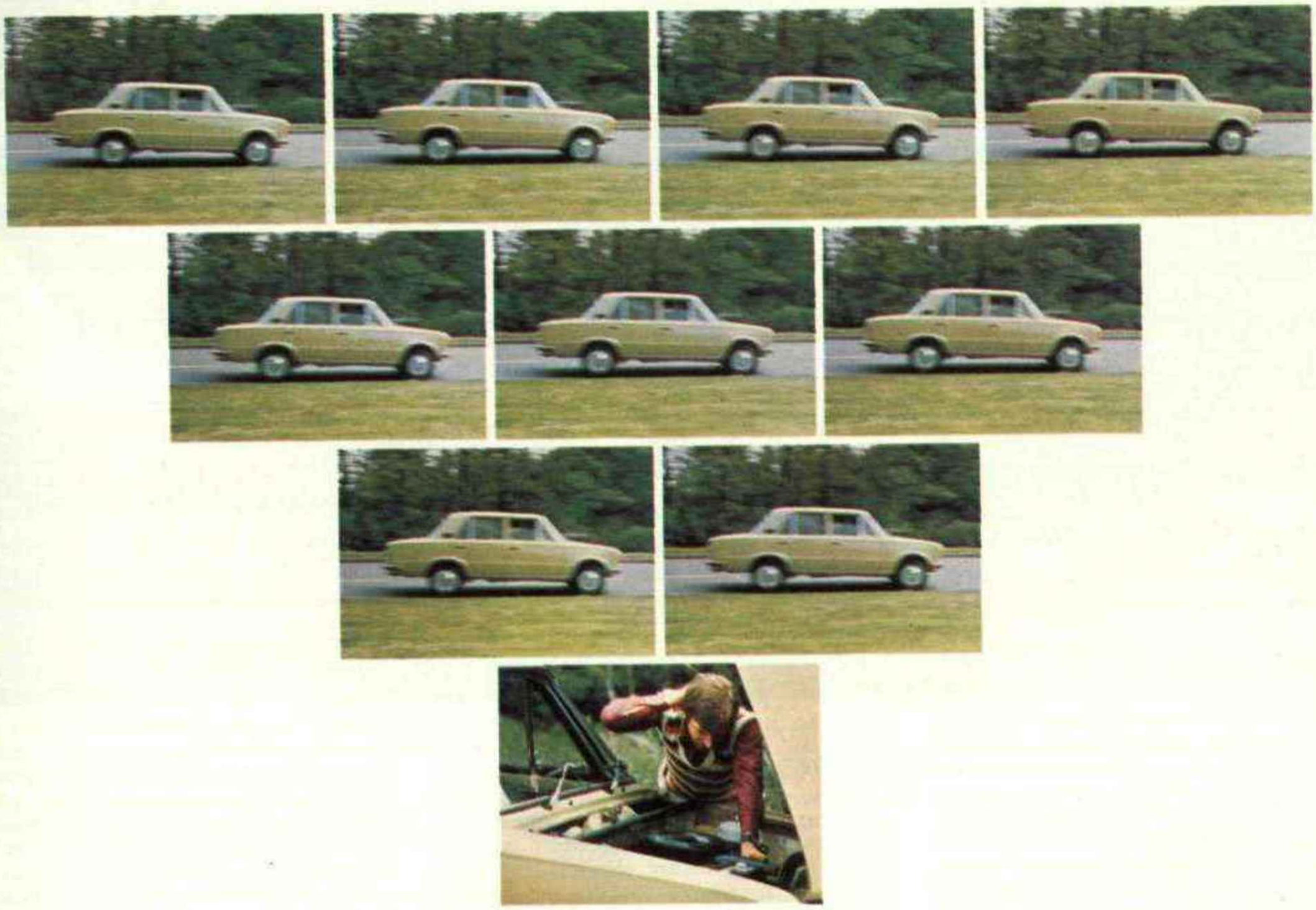
UNITED STATES GRAND PRIX

Heading a Brabham 1-2 in the United States Grand Prix at Watkins Glen was Argentinian Carlos Reutemann who led from start to finish. He is seen below left sharing the winner's rostrum with Pace and Hunt. Bottom left, Niki Lauda's Ferrari leads a queue of cars comprising Fittipaldi's McLaren, Watson's Brabham and Merzario's Williams. Bottom right, Clay Regazzoni's Ferrari leads Mass' McLaren, Peterson's Lotus, Laffite's Williams, Depailler's Tyrrell, the Shadows of Jarier and Pryce, Donohue's Penske and Brambilla's March.









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COAST-TO-COAST

Car versus light plane



HAVING BEEN impressed with the way in which MOTOR SPORT contrived to visit ten European capitals in four days in the winter of 1972 (MOTOR SPORT, January 19th) in a BMW 3.0 CSL, Raymond Playfoot, who so efficiently looks after BMW publicity in this country, suggested that it might be interesting to see how a car would compare with a light aeroplane for travelling across France, now that the *Autoroutes* have made fast motoring on the Continent possible in spite of prevailing speed limits.

Entering into the spirit of the thing, Graham Horder, whose BMW sales and service organisation through his company, Cheyne Motors, is well-known to London's West End clients, agreed to fly the Messerschmitt Monsun (150 h.p. Lycoming) he shares with David Cockroft, from Calais to Cannes on the same day that MOTOR SPORT drove between the two towns in a BMW. The car used was a full four-seater 3.0Si saloon. It was standard except for the effective optional front spoiler, costing £30, which elevated its price to £5,330. I was reassured to find that it was shod with Michelin XWX tyres; I am not prepared to say what degree of anxiety I suffered on being told that the sump contained not Castrol but Shell oil! (The aeroplane was using Aeroshell 100.)

This comparison between fast luxury motoring and accomplishing the same journey in a two-seater private aeroplane was not to be merely a matter of speed. What we sought to do was to compare the facilities and the cost of this one-day journey across France.

The Messerschmitt Monsun sells for £7,800 or only about £150 more than a BMW 3.0 CSL.

This is how the journey worked out. After booking in at the Meurice Hotel at Calais, where we enjoyed old-fashioned comfort, calm and dignity *par excellence,* we passed the afternoon looking at historic motor-racing items in Bolougne, including the sadly-defaced monument to the great pre-1914 racing driver Georges Boillet, photographing the memorial in Calais where Louis Bleriot commenced his grave and epoch-making first flight across the Channel in the 25 h.p. Anzani-engined Bleriot in 1909 (the surrounding streets are named after pioneer aviators) before driving to the local aerodrome, which is dedicated, naturally, to Bleriot. It is very quiet since the Air Ferries have ceased to operate, but we watched a Lear-Jet, used by French business executives, take off while waiting for our companions in the forthcoming experiment to arrive from White Waltham, which they did only five minutes short of their ETA.

The plane was to take their Calais-Cannes flying time as inclusive of taxi rides, refuelling stops, etc. A start was called for 8 a.m. but as the BMW moved off into the traffic of breakfast-time Calais the pilot's taxicab had not appeared. This gave we mere motorists an uplift—had we but known it, the cab arrived not long afterwards. We drove to Dunkirk and onto the *Autoroute de Sud* and were on the Paris *peripherique* in 2 hrs. 31 mins. Traffic was heavier than expected, because wealthy parents were going down to the Med. to collect their children at the end of the summer holiday, but the BMW cruised fast and contentedly. It was clear of Paris in 16 mins. and we were entering the Lyon tunnel 4 hrs. 53 mins. from the start, which included taking on 72.8 litres of Esso after 3 hrs. 12 mins. motoring, a near-thing, as the low-level fuel light had not given much warning and the tank was more or less

The BMW made three such refuelling stops coast-to-coast, and total fuel costs came to £40.89. Only one fuel stop was required by the Messerschmitt and the total fuel bill came to £28.63.





empty although we had filled it with fuel the previous evening.

By noon we had done 323.6 miles, including this five-minutes "pit-stop". After a further 93 mins., it was necessary to stop for more fuel. Total this time, the tank taking 76.5 litres. We had hoped to stop only twice but prudence bade us refuel with 100 francs' worth of Esso when we were nearly home. These three stops cost us a total of 18 mins. But after 8 hrs. 55 mins. we were off the *Autoroute* and coping with thick traffic on the last lap to Cannes. There was slight confusion in discovering which way to turn in the town, and further traffic delays, before we got to the Hotel Logis Sant-Estello. But we entered the hotel drive at 17.03 hrs., the speedo-trip zeroed at the start, now reading 775 miles, an average speed of 85.6 m.p.h. (running time average 88.6 m.p.h.) Were the two intrepid birdmen there, or were they not? We had noticed with interest a head-wind against them from Lyon onward and had kept our fingers crossed. But, yes, there they were, sitting by the swimming pool, glasses in their hands, having arrived at the hotel from Calais Airport 1¾ hrs. before the BMW. They had refuelled once and their log was as follows:—

The pilot writes: We left Hotel Meurice, Calais, at 08.04 by rusted Citroën ID19 taxi. Arrive outside Calais-Marc Airport terminal building 08.17. Flight plan, obtain "clear-skies" weather report by 'phone from met. office at Le Touquet. Top-up aircraft tanks (total fuel capacity: 32.4 gals.). Start engine 08.42 and obtain take-off clearance on runway 07 at 08.45. Climb out on track to cruising level of 5,500 ft. for first navigation beacon at Cambria. Clear skies and no wind to reduce ground speed. Cross autoroute near Arras at 09.19, pass Cambria at 09.24, three minutes later than estimated so we have slight headwind. Groundspeed check gives 112 knots. Next beacon is at Chatillon, passed at 10.05, when we alter course for our refuelling stop at Troyes-Barbery airfield. Call Troyes Air Traffic Control from 30 kms. range and receive a welcome in clear, if gutteral, English. They have no other traffic except for a few gliders to the West of the airfield. Land on new hard runway at 10.35 and park in front of brand new Tower and terminal building. A quick beer, negotiate for new maps (we seem to have left two behind at Calais and will have to make do with a Michelin road map for the first 100 kms. from Troyes) and pay land-fee. Refuel with 13.0 gallons of Total 100L. Airborne at 11.26 and climb out on track to beacon at Autun, cruising this time at 7,500 ft. Work out ETA for Cannes to be 15.00 exactly if the wind remains the same. Pass 10 kms. West of Lyon at 13.00 but can't see any of the city for haze. Head on down to Montelimar, where we cross the Rhone valley and the beacon at 13.38. Our next track is direct to St. Tropez beacon, to avoid the French Air Force firing ranges east of Orange. Pass over a motor-racing circuit near Le Luc at 14.21 (can't be Paul Ricard; that's further South West). Ground speed seems higher already, so revise estimate for Cannes to 14.50. Mediterranean visible from 25 kms., and as we pass St. Tropez at 14.36 look for topless bathers on the beaches—not much luck from 7,500 ft. We still haven't seen another aircraft but do see a Magister or similar just airborne from Frejus military base as we pass overhead at 14.39. Begin descent for Cannes at 14.40. A friendly welcome on the R/T and receive landing instructions for runway 26. Approach in considerable heat from over the railway station and land at 14.46. We arrive in the beautiful new terminal (reserved for private and business aircraft) at 14.52. No Raymond Playfoot yet so into the bar at 14.55. Wait until 15.23 (subsequently find that his scheduled flight Heathrow—Nice was delayed and it took him nearly 8 hours for the trip by Air France Boeing 727!). Commandeer an old Peugeot 404 taxi at 14.25. Petrol must be expensive in France as we coast down every hill in neutral. Arrive at hotel 15.40, allow three minutes for negotiations over taxi fare (F30,00 for 6.5 km. journey!) Eventually we agree at F20,00 and reach hotel bar at 15.44. When refilled, the tank took 23.2 gallons of fuel, so a total of 36.2 gallons had been used. [Good show.—ED.]





Flies frequently made the BMW's screen almost opaque on the fast run south (top of page). *No such problems for Graham Horder* (above), *who checks his maps while the automatic pilot does the work. The autoroute towards Cannes seen from the Messerschmitt* (left) *and the start of it all* (right).



The log reads:—

Total time for journey	7 hr. 44 min.
Total flying time	5 hr. 10 min.
Total flying distance	621 miles
Fuel consumption	17.16 m.p.h.
Average cruising speed	120 m.p.h.
Overall average speed (including ground transport)	81.72 m.p.h.

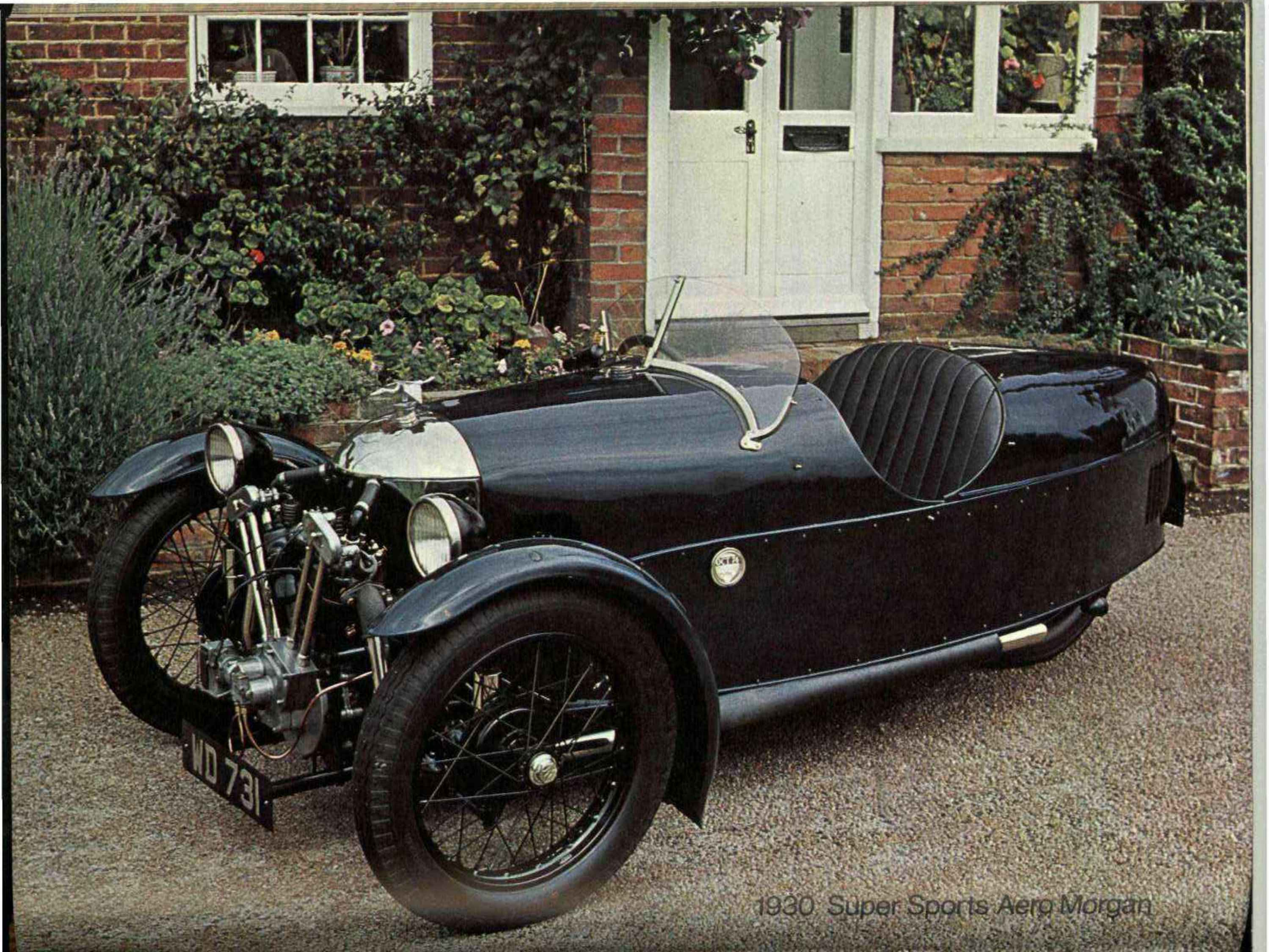
When we later topped-up the BMW with Esso it showed the overall consumption to have been 15.1 m.p.g. for this fast run. The comparative expenses for car and aeroplane were:—

Car		Aeroplane	
Fuel	£40.89	Fuel	£28.63
Oil	Nil	Oil	Nil
Autoroute tolls	£9.24	Landing fees	£1.52
Taxis	Nil	Taxis	£2.75
Total	£50.13		£32.90

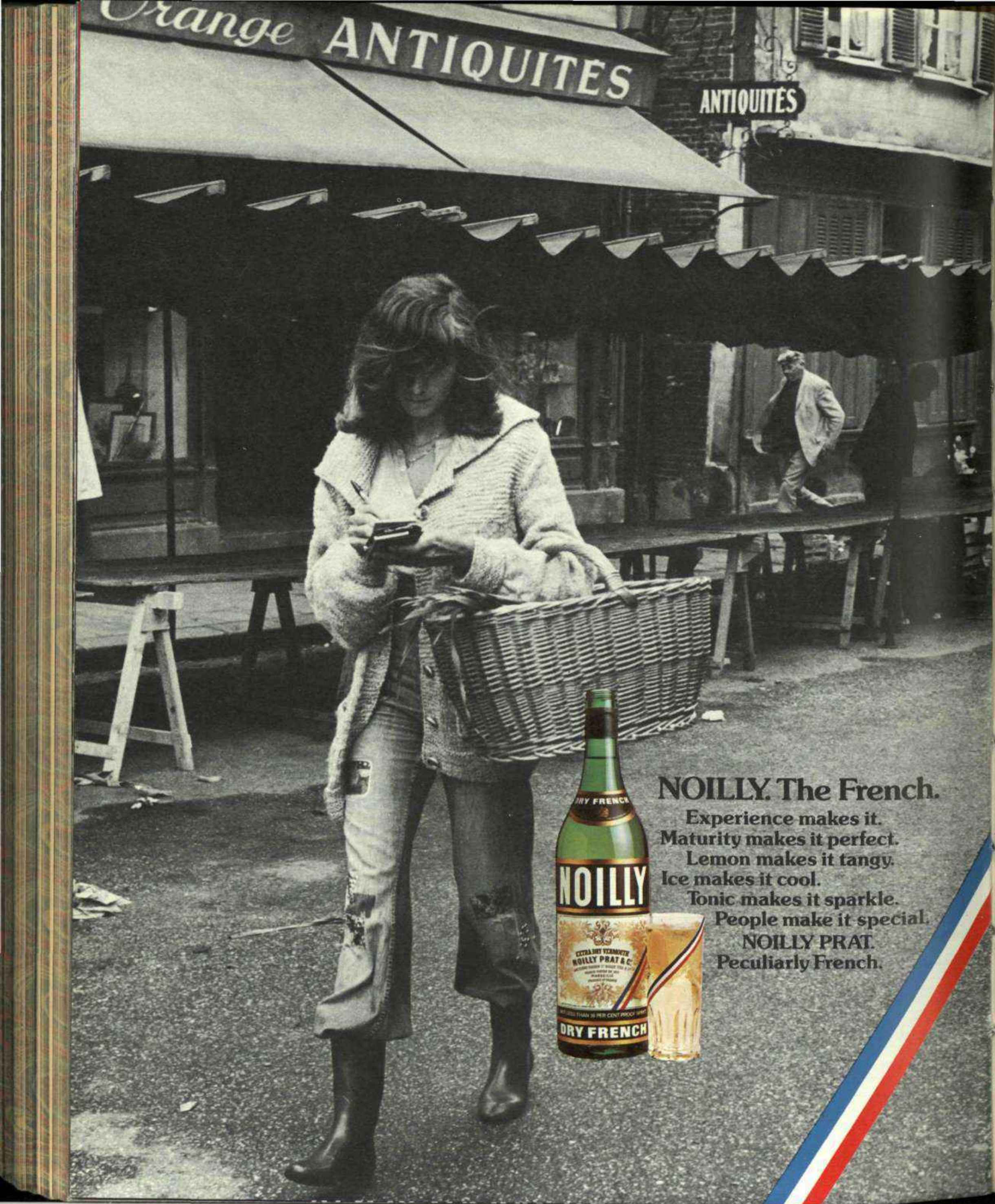
By the time we were back in London the 3.0Si had covered 1,830 miles, requiring no oil, or water and being 100% trouble-free. Only once had the brakes been heavily applied, when a Renault 16 strayed in our path on ordinary roads near Allas, when, fortunately, they proved to be excellent anchors. If this little excursion proves nothing else, it does show that today there is nothing to crossing the wide Continent of France between a not-too-early breakfast and a late tea, whether by automobile or flying-machine. If, that is, you choose the appropriate vehicle.—W.B.




MARTELL 1715
Trafalgar 1805
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90 years before the mast.



1930 Super Sports Aero Morgan


Orange ANTIQUES
ANTIQUITÉS
NOILLY
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NOILLY. The French.
Experience makes it.
Maturity makes it perfect.
Lemon makes it tangy.
Ice makes it cool.
Tonic makes it sparkle.
People make it special.
NOILLY PRAT.
Peculiarly French.

Letters from Readers

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

Seat-belt Compulsion

Sir,

While agreeing with your comments regarding compulsion on safety belts, please be more positive in asking your readers to develop the safety belt habit. If you do then we might be successful in avoiding the nonsense now being fitted to American cars.

Having just returned from a visit to the USA I was horrified with the so-called safety aids which are now obligatory on new cars. Very poor quality and design seat belts (*i.e.* two hands needed for fitting and release) are attached to raucous buzzers and to the ignition circuit. Some combination of weight on the seat and connection of the buckle must be achieved before either the buzzer will stop or the car start. Keeping the belt fastened round the seat doesn't help and parcels on the front seat must literally be strapped in before the engine can be started. There is a good trade in spare buckles which form part of elaborate methods of fooling the system.

Since all the belts are inertia reel of a type which must be returned completely to the reel before they can be pulled further out the whole procedure can take several very frustrating minutes. Imagine all this just to get the car where you can reach it with the hose or to get the lawn mower out.

The politicians like it since it gives the impression of concern and action, the manufacturers like it since it gives the chance of higher prices and increased margins while service stations like it since the equipment is unreliable and they can charge a small fortune to repair it. So while lots of people are happy about it nothing is being done about encouraging safety while driving.

Good luck for the next 50 years.

London, SW19 A. P. COVILL

[Which is just the sort of nonsense that *compulsory* use of seat belts could bring to us in Britain.—ED.]

Maxi Satisfaction

Sir,

Some time ago in April 1972 you were kind enough to publish my enthusiastic ravings about the Austin Maxi. May I now rave on a bit more?

At that time it had completed 20,000 miles in 10 months and nothing had dropped off. This happy state of affairs continued to 56,000 miles in just over two years total. At that point it was due for renewal (company car). So I bought it for our own use and, thinking that 1½ Maxis could well be better than one, replaced it with an Austin 2200.

What a super car. It covered 20,000 miles in the next ten months (it's habit-forming this driving business) and still nothing dropped off. Top speed of over 100 m.p.h., vast amounts of room, power brakes, all round independent suspension and the fantastic road-holding that these f.w.d. cars have.

At that time I changed jobs and also cars and so what have we now? The best so far a Morris 2200 (badge engineering for ever) but with automatic box and power steering. I didn't think I was old enough for automatic but the manual box on these cars does take a little tolerance and with auto and f.w.d the "crab" will get up and go very well indeed, especially at the traffic lights grand prix. Power steering, of course, just spoils you and this one retains good feel and castor action.

With the automatic box it is still possible to "play Minis" with the 2200 and in the wet make anything else look very sick and unstable.

I don't know what plans BL have for the "land crab", dated in appearance as it is, but in my book it is the bargain of the year.

And still nothing drops off. This phrase refers to all the British cars I have owned. I average 2,000 miles per month and have done for more than 10 years. I have only had one import and that was so expensive in repairs, it just wasn't for me. So why, why, why do we see this continual importation of foreign rubbish. Don't get me wrong, there are some very gorgeous and/or hairy and/or desirable imports, but for run-of-the-mill tin boxes their rubbish is a lot worse than ours—and a lot more expensive to maintain.

For a country geared economically to the great god motor car we cannot afford to lose home sales needlessly. You sounded a cautious but patriotic note a month or two ago. Perhaps you should again so that people look twice at the enormous array on our own shelves before trying some of the tin boxes with the foreign names over the road.

Weybridge J. E. WEBB-JENKINS

Economy from an MG-A

Sir,

I wonder if you or any of your readers would be interested to hear of some of my recent exploits in my 1962 MG-A, especially noting some of your recent correspondence on fuel economy.

A friend and I recently undertook a trip to Falmouth in Cornwall. The intention had been to use his Hillman Imp for economy, however, this was not possible and the only other choice was my MG.

So anticipating a rather more expensive trip than originally planned the car was filled up in Maidenhead and we set off.

A rather roundabout route to Falmouth was followed and the distance covered was 268 miles. On brimming the tank at Falmouth 6.6 gallons of petrol was needed to fill it, creating an average m.p.g. figure of (a very surprising) just over 40 miles. This journey was covered for the most part at around 60 m.p.h., though on several occasions the speed was increased to 75 m.p.h. and beyond.

In Falmouth itself, during the three days we were there 59 miles were travelled and 3.3 gallons of fuel were used at 17½ m.p.g. Not surprising at the short stop-start journeys undertaken and the hilly nature of the locality.

The return journey was slightly shorter than the one down, taking 256 miles. On again brimming the tank, this time in Maidenhead, 7.7 gallons were purchased working out at an average of just over 33 m.p.g. I can account for the lower m.p.g. figure due to the return journey being undertaken during the day (whereas the journey down was on a Saturday night), so that we were held up by lorries and cars pulling caravans, necessitating considerable use of second and third gears. Also there were considerable traffic jams in St. Austell and Exter.

So at a summary of consumption figures at the end of the weekend were:—

Maidenhead to Falmouth:	268 miles, 6.6 gall., 40 m.p.g.
In Falmouth:	59 miles, 3.3 gall., 17½ m.p.g.
Falmouth to Maidenhead:	256 miles, 7.7 gall., 33 m.p.g.
Total (overall for the whole trip):	583 miles, 17.6 gall., 33 m.p.g.

I must admit that I was very pleasantly surprised by these figures especially as the car is something of a Special having an engine bored out to 1,800 c.c. with a Derrington aluminium crossflow head, a high-lift camshaft and several other uneconomical modifications.

As the car is a convertible the journeys were undertaken with the hood down and the whole affair was very enjoyable.

So perhaps it is possible still to have some motoring fun with reasonable economy. I think that the figures I have quoted compare very favourably with some present-day sports-cars.

Does anyone else have similar experiences with this type of car?

Maidenhead J. B. CASTLE

Maserati Memories

Sir,

The article in the October issue about the 450S Maserati sports car brought back some happy memories. A. H. mentions the acceleration of these cars, and I still recall vividly the last test-run I did with Stirling Moss in 1957 before the ill-fated Mille Miglia.

On the prototype car that we used for practice a simple two-speed gearbox had been fitted behind the clutch, thus providing two sets of ratios for the 5-speed box in the back axle. Although there were actually ten speeds available there was no point in trying to use them all as there was a certain degree of overlapping on the ratios. The idea was that we would have 5-speeds with a high axle ratio for the opening stages on the fast section to Pescara, then we would engage "low" on the two-speed box and have 5-speeds with a low axle ratio for the mountainous bits to Rome and back to Bologna. Naturally, on testing, we experimented with this device, finding that "high" second was virtually the same as "low" third and so on, but what we did find was that "high" fifth was ideally calculated in relation to "low" fifth, so we tried the idea of going through the gears in "low" and then changing the two-speed device, which gave us "high" fifth following on from "low" fifth, and the big V8 engine pulled it beautifully. A few alterations to the operating lever allowed Moss to change the two-speed gearbox by reaching forward and pulling a control ring. Accelerating away in

first, and going through the normal Maserati box until fifth was reached soon got us up to peak in that gear, whereupon Moss pulled on the ring control and changed into what was in effect a sixth gear, and the r.p.m. went on building up, the overall ratio not being too high for the 400 b.h.p. engine to pull.

This was not what the Maserati designers had intended, but as it worked all right we were told we could use it for the race and the new car being built was fitted with this two-speed unit behind the clutch. The new car was terribly late in being finished and arrived in Brescia on Saturday afternoon, we being due to start the race at 5.34 a.m. on Sunday morning. Early on Saturday evening we had a one and only test-run in the brand new car, taking it onto the Autostrada for a maximum speed test. From the entrance gate we had a clear road and Moss took the big 450S up to 7,000 r.p.m. in first, changed into second, again to 7,000 r.p.m., into third, peak again, into fourth, peak again and into fifth. This new car was going so well that it soon reached 7,000 r.p.m. in fifth gear, whereupon Moss reached forward and pulled on the two-speed control and snicked into "sixth", and the revs climbed up to 7,000 r.p.m. again almost instantly. It was acceleration from rest to 180 m.p.h. like we had never experienced before, and as "sixth" went in and 7,000 r.p.m. came up on the tachometer we hugged ourselves with glee, both thinking "Ker-rist, what a fantastic car".

After a while we turned round and did another similar run back to Brescia, there being little or no traffic about in those days, and when we got to the Autostrada exit there was Bertocchi and the mechanics looking a bit apprehensive, but we said "It's fantastic, put it away, and we'll see you at 5 a.m. With this car we can't fail to win".

By 5.40 a.m. next morning we were out of the race, only Stirling's skill preventing us from having a monumental accident when the brake pedal snapped off at the root! I often wonder what would have happened had we decided to do another test-run up the Autostrada and back. We would probably have gone through the pay box at the exit at 150 m.p.h. and I would not be here to recount this story.

Hampshire DENIS JENKINSON

Those Were the Days

Sir,

In these days of depressing conformity and anonymity in the area of sports racing car design, I no longer open motoring magazines with the anticipation of finding the kind of article which appeals to my taste in motor cars. Lo and behold what do I find when opening the October edition of MOTOR SPORT, mouth-watering colour photographs and an article on that glorious beast the 450S Maserati.

Having been born just after the Second World War I was brought up on a motor racing diet of "D" types, Testa Rossas, DBRIs and of course the 450S. The formative years of one's childhood have a lasting influence and one never again attains the sense of excitement and awe one experienced at the first sight of racing cars driven in anger. In view of the popularity of the JCB championship my views are obviously shared by a great many of today's enthusiasts.

Beauty, as they say, is in the eye of the beholder, and I suppose there is someone who finds a Matra or a Cosworth powered Special aesthetically attractive. The article on the 450S has prompted me to write this letter in the hope that MOTOR SPORT will see the need to continue the good work.

Ewell, Surrey R. D. BRADBURY

"Real Rileys"

Sir,

With regard to the reviews of Riley—Production & Competition History, I am getting just a little bit tired of people referring to pre-1939 Rileys as being "Real Rileys".

The post-war R.M. models produced under the control of the Nuffield Group are just as "real" as the Coventry Rileys.

The fact that the car was designed as a touring car, generally for the so-called "middle class market" made it, in some ways, a better car than its predecessors.

Finally, there are about 700 1947-1955 Rileys registered with the R.M. Club so with a final production figure of less than 20,000 including export, this must show the high quality to which the R.M. was originally built.

Denmead, Hants. CHRIS SIBLEY
(R.M.E. owner)

The Extravaganza Morgan

Sir,

Since the publication in last month's MOTOR SPORT of my letter commenting on the Castrol Extravaganza it has been drawn to my attention that the Morgan on show was in fact the ex-Ronnie Horton-R. R. Jackson car in its 1931 form.

This car of course regularly competed at Brooklands and I would not like it inferred from my previous letter that it was anything but a genuine exhibit.

The show catalogue described it as having a JAP engine whereas of course a Blackburne motor was fitted.

I trust this puts the record right—perhaps its only crime was that it was not featured in your sporting history of the Morgan!

Glastonbury N. H. LEAR
Hon. Sec.
Morgan Three-Wheeler Club

Plugs and Steering

Sir,

There are two small points in the September issue of your magazine which caught my eye and on which I should like to comment.

The first concerns the special sparking plug developed by Champion and used in the Ferrari flat-12 engine. I hope I am not revealing too many company secrets but some ten years ago I was employed as an undergraduate physicist at GEC's research centre in Wembley; one of the projects I was involved with was a study of a jet engine igniter [made by, I think, Lodge] with identical geometry to the spark plug under discussion. The idea behind the design was the same in both cases, to get more energy into the discharge; as you can imagine lighting cold paraffin, even as a vapour, requires quite a healthy spark.

This unconventional igniter had a specially treated alumina insulator with a semi-conducting surface which allowed the spark to "grow" across it and thus propagate at a lower voltage. This is important in aircraft as both the volume and the weight of the associated ignition system can be reduced. The lower voltage has another advantage at high altitudes, when if the engine "flames-out" it must be relit and thus the igniter fired. In reduced air pressure HT electricity leaks out of its cables and connectors with remarkable ease so any decrease in the voltage is extremely helpful.

One other thing, although racing improves the breed the original idea for this plug came from Germany in the last war. Although I cannot recall if the plugs were only used in piston aero engines or whether they were also installed in the Junkers Jumos which powered the Me 262 jet fighters. If it *was* the former then I am more than ever convinced that history goes in circles and there is nothing new under the sun!

The other point (at the risk of becoming long-winded) concerns C.R.'s criticism of the heavy steering of the Ford Capri Ghia. I suffered the same problem with my Mk. II Cortina GT which I lived with until I drove an earlier Cortina Lotus which was a revelation! This car was fitted with ball bearings at the top of the MacPherson struts instead of the later rubber bush which twists as the steering goes on lock. Fords claim these were an improvement as they help to damp out wheel shimmy. I think they are just cheaper and nastier, the ones on my car broke! I replaced them with the earlier type which however are designed for larger diameter struts so I machined up four stainless steel bushes to take up the difference. The steering is now much lighter and more precise *and* I've had no trouble with wheel shimmy!

Judging from the photograph on page 948 the Ghia has those rubber top mountings. Ford would do all their customers a service if they replaced them with the older variety and, if necessary, added an hydraulic steering damper. It must be cheaper (and nicer!) than power steering.

ROBERT E. L. COX, B.Sc.
Kauteräckerweg, W. Germany.

The Citroën GS1220 Club

Sir,

I own a Citroën GS1220 Club. As for being a thirsty little beast, I beg to differ. I travel approx. 200 miles per week on a total of six gallons of petrol, 75% motorway driving at approx. 60-70 m.p.h. I suggest you learn to drive your GS in a safe and proper fashion, *i.e.* suspension settings should be on first position not second for normal driving and comfort. Second position for rough road conditions, and third position for wheel changing only and not first as you suggest in your magazine. You should read your handbook more carefully before you test drive a Citroën car. I have owned in the past an Austin 1300 and 1100, also one Ford Anglia, but nothing to compare with this little beauty for all-round comfort and reliability. As for cold starting I suggest you read the handbook carefully, *i.e.* pages 10 and 11. My car is outside all through the winter, I don't have a garage. Also as you will know by my signature I am a lady driver, and knowing nothing about cars I will want the best—another Citroën.

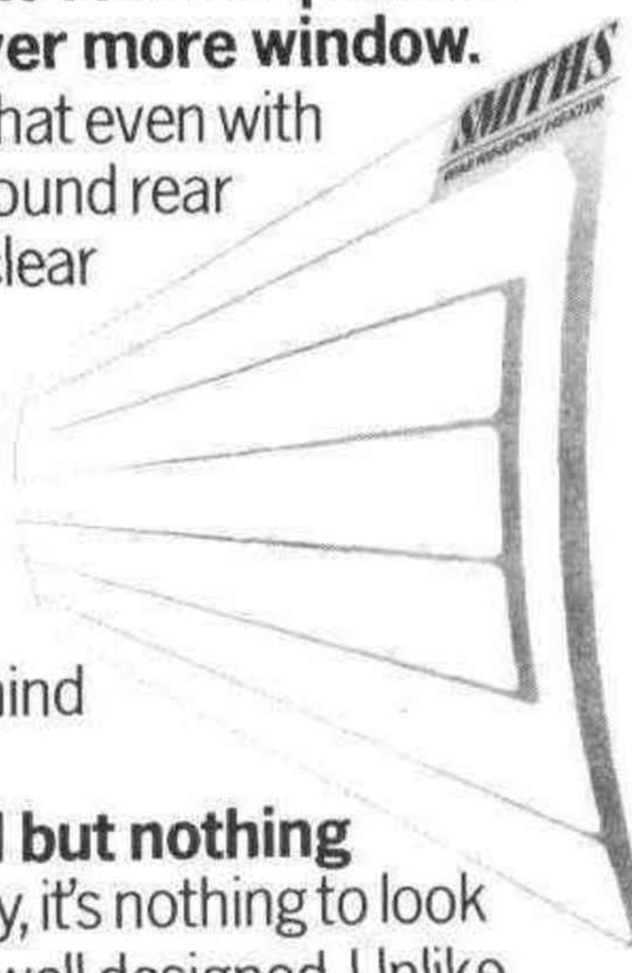
Worsley, Lancs. ANNE COSGROVE

P.S.: British car makers please take note of this superb little car.

Continued on page 1232

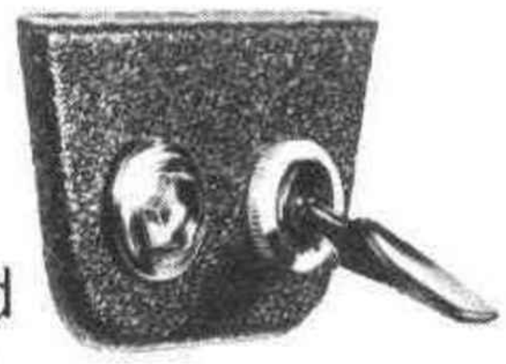
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LETTERS—continued from page 1230

British Airways 1,000 Kms.

Sir,

I write to offer reassurance to British Airways concerning their poorly supported 1,000 kms. race. I admit myself to having been slightly sceptical about going to a meeting which appeared to lack competition and to promise a boring procession of two blue cars.

Judging by the thinly populated spectator enclosures it would seem that many others succumbed to these thoughts. What they missed!

The exciting and impressive sight of those Matras powering their way around Brands Hatch, the four Frenchmen storming past the rest of the field for lap after lap was thoroughly enjoyable. The drivers appeared to be having *fun* (could I say that about Formula 1?) and the few spectators present showed real enthusiasm (despite the cold winds and legendary appalling Brands Hatch facilities). Surely no enthusiast could fail to savour the sound of that Matra V12 engine. What a glorious noise—and a tragedy if one doesn't find its way into a competitive Fomula 1 car for next season.

Sports car racing for 1975 appears to hang in the balance. Without Matra it would be very poor to say the least; with just Gulf it would be intolerable (are those Cosworth engines really as gutless as they sound?).

Like everybody before me I must finally express my thanks for this great motoring magazine which enlivens the beginning of each month and retains a sense of values some people in motoring seem to have lost.

Haywards Heath A. J. ELDER

Salmson Asides

Sir,

You mention in the Salmson Fragments article one of the Directors as Frank Huff: I think this should be Hough. You also mention the French typist Mdlle. Kirkhover, this should be Kirkhoven. Again, you refer to "Sir Thompson's nephews, Captain Edmonds and his brother"; this should be Sir Percy Thompson and the nephew Captain Edwards. You also say that I recall driving a chassis which was owned by Jack Dunfee to a Hersham body builder. This was not a chassis but a fully-fledged Grand Prix model and which, if my memory is correct, had been delivered minus wings and windscreen or some such thing, as I remember getting absolutely soaked on the very wet journey down. Later you refer to me as gaining the Novice Award in a Victory Cup Trial driving C. W. Johnstone's standard sports model. This is incorrect and the trial was the famous London-Gloucester-London, with the *pièce de résistance* being our then local horror Gambles Lane, now a tarmac road! There is also the dreadful question of my age, which you have described as 77. This really is most unworthy of you: I may *look* 77 but I am actually 73 and do not feel a day older.

You also say that I competed in M.C.C. trials in the early 'twenties, as well as riding passenger to Bob Spikins, but that owing to a series of grievous misfortunes it was 1966 before I got my first "Gold". This is quite true but for one of them I must put part of the blame on that well-known sportsman H. J. Aldington. At that time he was really going-to-town with his team of chain-gang Frazer Nashes and I became completely obsessed with the speed, power, and hill-climbing abilities of these wonderful cars and in the 1924 (I think) London-Exeter, this brought about my Waterloo. In those days the trial consisted of a return journey, as you know. I had had a marvellous run, absolutely non-stop, and being always rather a "presser-on", I had got rather fed-up with the then somewhat-low average road speed and on the run home, between Blandford and Salisbury, I was enjoying a friendly dice with the 'Nashes, which were actually some few numbers ahead of me. Alas, in spite of feeble protestations from my passenger, all caution temporarily deserted me and we roared blindly along. Oh horror! As we flashed through the vilage of Coomb Bissett (there is a flint building with two wings, it is still there today), in between those wings was Billy Wells and his Chandler Six, operating a Secret Check, and that was that, for me. I must have been some ten minutes early, and of course that meant no award; no one to blame but myself, I suppose!

Charlton Kings HAROLD K. G. GARLAND

[I must again thank Mr. Garland for his help; the errors arose because we had to go to press before corrections to the draft of the article were received.—ED.]

A Vanden Plas Convertible

Sir,

The article on Vanden Plas in the October number of MOTOR SPORT was of very great interest to me specially as I once owned a 1949 Austin A 135 Vanden Plas Convertible, some rather indifferent photographs of which I now send.



*Major Schreiber's A*135 *Vanden Plas convertible in the* 1951 *RAC Rally.*

I believe that only two were made but were found much too expensive to produce.

I only kept mine for 73,000 miles as it suffered the most dreadful fuel starvation: the petrol pipe from the tank had been brought along the chassis opposite the exhaust down pipe and under any but cool conditions the petrol used to bubble away in the pipe and fail to reach the three SU carburetters: I replaced the A.C. mechanical petrol pump with an electric pump but this did not cure the trouble.

The three SU carbs on this car were great fun to synchronise and tune: the cold starting was cared for by a fourth (electrically operated) carburetter so there were no complications of disconnecting the normal enrichment device of an SU before tuning.

My total milage of Austin cars I have owned and driven entirely on pleasure bent now is well over 600,000 miles: my original 1928 Austin 12 Windsor saloon completed 120,000 miles and a 1958 A35 Countryman did 148,000 before we parted with it.

The best of the lot is my present 1969 Austin 3 litre which has just done 60,000 miles and is a constant source of pleasure to drive; it was a sad day when they gave up making this wonderful car.

Woodbridge, Suffolk R. S. SCHREIBER (Major)

LSR Horsepower

Sir,

I would query the suggestion in your fascinating interview with Capt. Eyston that "Thunderbolt" might have gone better if Merlin-powered.

The R engine, of which it had a pair, was, of course, the racing unit developed from the Buzzard, to power the Schneider Trophy seaplanes. The Merlin, a significantly smaller engine, appeared later and was very much a production engine for general service, rather than a racing special. In 1937 Capt. Eyston would probably have found it very difficult to acquire a Merlin, since these were badly needed for Hurricanes: but in any case, power figures given in L. J. Setright's estimable book, "The Power To Fly", suggest that he would have been much better off with the R.

The Key figures are:

R :	
1931 speed record, methanol mixture :	2,530 b.h.p.
1931 bench test :	2,783 b.h.p.
Merlin 2 :	
1937, 87 octane :	1,030 b.h.p.
1937, sprint version, methanol :	2,160 b.h.p.
Merlin RM 17 (most powerful Service unit) :	
1944, 100/150 fuel, 15-minute rating :	2,640 b.h.p.

As you will see, the Merlin in production form never did catch up with the R, which is scarcely surprising when one remembers that the former had only 27 litres to the latter's 36.7. In addition, the R in its highest-rated forms needed around 60 per cent methanol, and had a quite staggering thirst for castor oil. However, if brute force was needed, the R was the answer—unless, of course, one could find a Sabre and really do the thing properly!

London, W 11 SANDY SKINNER

[I think what Capt. Eyston probably meant was that if he had been able to go for the LSR again in "Thunderbolt" *after the war*, as Cobb did with the Railton Special, a couple of Merlins might have given him the record at 400 m.p.h. to Cobb's 394.2 m.p.h. Cyril Posthumus, in the best book yet about the LSR, gives the output of the Rolls-Royce R-type engine used by Eyston as 2,350 b.h.p., so if the Merlin RM17 had an extra 290 h.p., a couple would clearly have made a big difference, especially as it was a more compact, probably lighter engine. Even taking Mr. Skinner's figures there would be an additional 220 b.h.p. to play with. An interesting speculation is what would have happened had Eyston or Cobb installed a couple of Napier Sabre's, this H-24-cylinder 36.7 litre engine developing 5,500 b.h.p. at 4,200 r.p.m. in racing form and 3,750 b.h.p. in service rating (*vide* Setright) for a bulk little greater than that of the Merlin—ED.]

Wet-weather Driving

Sir,

With regard to the recent F5000 race at Brands and again the Gold Cup meeting at Oulton, do we have a definite ruling on racing during showery weather? If the race is stopped due to rain, what happens to the driver who has pitted to change tyres while the chequered flag comes out, or the driver who has run on wets/intermediates? Neither one gets the chance to bring his gamble to

fruition and is thus very effectively penalised.

Definitely not an incentive to use intermediate rubber, which must surely be a wiser (and safer) proposition in obviously showery weather. It looks as though the days of racing on wet tarmac are limited.

W. Kirby D. N. JONES

[The farce of modern racing cars having to be brought in as soon as it rains, if on dry-weather tyres, is a farce to those who saw racing at largely undiminished speeds in the rain before the war and remember Caracciola in the Mercedes-Benz winning a very damp Ulster TT. It hardly suggests improvement of the breed through racing. And our correspondent has a valid point affecting wet-weather rules.—ED.]

Mudflaps

Sir,

Manufacturers have always introduced "gimmicks" to help promote sales of their vehicles—it used to be heaters, cigar lighters, reversing lights, etc., all of which are accepted in today's cars as standard fittings. Today, in the interest of safety, we hear of such things as wiper/washer attachments to headlights.

Consider for a moment—Why is it necessary for wiper/washer fitting for headlights? Answer—obviously to keep them clear of filth thrown up in the spray of vehicles in front.

Has no manufacturer ever thought of fitting rear mud-flaps to all cars as well as lorries, buses, etc. They always seem to be fitted to the front wheel arches—but then of course, this protects the bodywork from stones thrown up (primary importance?)

I am tired of following such cars as the Allegro and Alfasud where the rear wheels are very exposed, and getting a windscreen coated in spray from wet roads—but then is it my fault for driving too close to the vehicle in front of me? (Downhill with the wind behind me in my ageing Series IV Rapier).

In all seriousness though, in this safety-conscious motoring age, I think it would be a worthwhile proposition to fit mudflaps as standard especially after experiencing the "fog" of spray thrown up from a rain-soaked Motorway reducing visibility to virtually zero.

Thank you for your excellent magazine.

Weston, Bath. PETER J. GIBSON

[A case of "simplicate" and avoid unnecessary complication—so how about compulsory rear-wheel mud-flaps and, of course, compulsory emergency handles for operating unserviceable screen-wipers, compulsory heated rear windows, and compulsory road-rolling to obviate dangerous loose grit after repairs? Seat-belts are compulsory in recent private cars anyway but not, thank goodness, the compulsory *wearing* of them.—ED.]

Decent Service

Sir,

Having tried unsuccessfully, the length and breadth of Britain, to purchase a liquid-detergent dispenser for my "Flexy" car wash brush, I wrote to the manufacturers, Lloyds Industries Ltd., Wilmslow, Cheshire, enquiring if such an appliance was still manufactured. Within a few days I received from Lloyds a complimentary liquid dispenser together with a bottle of Turtle Wax Zip Wax Car Wash.

It is very gratifying in these days of indifferent service from motor traders to find a firm which is so concerned with the satisfaction of its customers.

Donnington A. M. SMITH

Against a Separate MG-C Register

Sir,

In reply to Mr. Wilkins' letter in September MOTOR SPORT, it should perhaps be pointed out that the MG Car Club exists for the support, assistance and enjoyment of MG owners, with several Registers incorporated therein to cater for the needs of the owners of the older MGs.

No doubt a Register could be incorporated for MG-C owners, and certainly will be in time to come. Normally I would be opposed to the formation of such a Register until the vehicle had been obsolete for ten years, but in view of the difficulties already being encountered by "C" owners in obtaining commonplace spares, a Register would appear to be essential if this very underrated machine is to survive even the normal lifespan of the contemporary unit construction motor car.

It is irresponsible to suggest the formation of such a Club outside the main MG Car Club; we may have some criticisms of that Club, but the advocation of a separate Club is quite unnecessary.

Buckden A. P. WILLMER
Hon. Editor,
MGCC T-Register
Occasional Bulletin

* * *

Sir,

I have been reading the letters in MOTOR SPORT over the past few months about the MG-C and I tend to agree with them that this is a very much underrated car. I was most surprised though to read the Editor's comment in the September issue to G. T. Wilkins' letter that there seems sufficient interest developing in the MG-C to make a supporters club a viable proposition. There is a supporters club already in operation and this is known as the MG Car Club. This has centres all over the country and also many overseas centres.

As Secretary of the Devon and Cornwall Centre of the MG Car Club, I would be only too pleased to send details of the club to anyone or if they care to contact the MG Car Club at PO Box 16, Abingdon, Berkshire, OX14 3HB, I am sure they will be only too willing to help.

Plymouth R. G. SLATTER,
Secretary,
Devon and Cornwall Centre of the MG Car Club.

Bugattis at Lyon, contd. from page 1212
caused delight by taking the big racing-car category. In the evening there was a reception at the Casino De Charbonnieres Les Bains, attended by the Consuls of seven countries. Unfortunately the organisation slipped again, for there was not enough seating accommodation for those who had paid for the privilege of being invited. An ex-President of the VSCC was among those who sought sustenance elsewhere and some of the French Bugatti contingent had to make-do with the stage floor. This encouraged them to perform an impromptu cabaret but they had the decency to keep quiet during the interminable speeches, which included a long one by M. Prick, a great Ettore devotee, and a mercifully short one from our Hugh Conway. This reminded someone of a funny story which I cannot possibly commit to print . . . . Less amusing was the prevailing cost of living in France; in 1924 it was possible to find good accommodation in Lyon for 25 to 60 old francs a day.

We drank Beaujolais 1973 (naturally) and Champagne De Meric Brut to the memory of Ettore Bugatti and to *La Belle Francais* where it was still possible in 1974 for his inimitable motor-cars to be driven as they had been in 1924, *sans* mudguards, lamps and silencers. On the Sunday they were to be let loose over what remains of the Lyon GP course, but only making demonstration runs. of course! Altogether, it was quite an occasion.—W.B.

Results:

Limonest Hill Climb:
1st : I. Preston (Type 35B Bugatti), 2 min 15.3 sec.
2nd: G. St. John (Type 51 Bugatti), 2 min. 17.3 sec.
3rd : S. Phillips (328 BMW), 2 min. 20.4 sec.
4th : S. Saunders (Type 35C Bugatti), 2 min. 23.0 sec.
5th : B. Kain (Type 35B Bugatti), 2 min. 23.2 sec.
6th : N. Arnold-Forster (1922 Delage II), 2 min. 23.8 sec.

Class winners:
Sports Cars, 1100-1500 c.c.: J. Venables-Llewelyn (Type 13 Bugatti), 2 min. 42 sec.
Racing Cars, 1100-1500 c.c.: E. Koux (Type 37 Bugatti), 2 min. 36.5 sec.
Sports Cars, 1501-2300 c.c.: S. Phillips (328 BMW), 2 min. 20.4 sec.
Racing Cars, 1501-2300 c.c.: H. Posner (Type 37A Bugatti), 2 min. 25.3 sec.
Sports Cars, 2301-3300 c.c.: R. Barker (Type 43 Bugatti), 2 min. 35.5 sec.
Racing Cars, 2301-3300 c.c.: I. Preston (Type 35B Bugatti), 2 min. 15.3 sec. FTD.
Sports Cars, 2301 s/c and over 3300 c.c.: L. Gamet (57/110C Bugatti), 2 min. 55 sec.
Racing Cars, 2301 s/c and over 3300 c.c.: N. Arnold-Forster (Delage II), 2 min. 23.8 sec.
Ferrari Class: —. Conte, 2 min. 19 sec.
Acceleration & Braking Test:
1st : S. Phillips (328 BMW), 32.5 sec.
2nd: N. Arnold-Forster (Delage II), 33.0 sec.
3rd : S. Saunders (Type 35C Bugatti) 33.5 sec.
P. Vernholes (Type 35B Bugatti) 33.5 sec.
Class Winners (as previously quoted classes): Venables-Llewelyn; M. Delliere (Amilcar Six); Phillips; M. Nicolisi (T.35 Bugatti); A. Riley (8C Alfa Romeo); Saunders & Vernholes), tie; Traber (T.46 Bugatti) & Gamet, tie; Arnold-Forster; F. Wall (Ferrari).

Tailpiece



Motoring dog ? The owner of this BMW Touring finds it useful for carrying cattle; is this the fastest farm wagon in Britain ?

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1969 FORD CORTINA 1600GT, taxed, MoT, Sept. 75. Rostyles, radio, £480. Exchange for Escort 1300L. Ring: Jim, Nottingham 211933 (19789

ASTON MARTIN DB6 Automatic 1968 model. Dubonnet Rosso, power steering, electric Sundym windows, stereo, etc. Immaculate, £1,850. Tel: Crawley 21158. (51874

FROG-EYED SPRITE 1960 (completely rebuilt 5,000 miles ago). Full race 1293 c.c. engine, close ratio, box alloy wheels, discs, taxed, MoT. Totally rust-free. Must be one of finest in country. £620 o.n.o. Phone: Exeter 31183 (evenings only). (51880

BEAUTIFUL 1955 Alpine, driven fifteen years by myself. Splendid condition. 5 new tyres—new radio, licensed until Dec. 31. MoT. Hard top, also hood. Overdrive. Very carefully looked after. Reason for selling—new MG V8. Best offer around £500. L.A.H. Marks Chemist Ashford, Kent. Phone: 20710 or 21599. (51883

SUNBEAM ALPINE 1965. Hardtop, new wings, gearbox, recent 1725 c.c. engine, MoT, Sept. '75. Taxed. £265. 061-761 3477. (51882

PAGE TOURS

As soon as one year's World Championship is concluded, it seems the next is upon us. Already our plans have been finalised for our 1975 tour programme and as you read this the printers are at work on the brochure. Detailed below is a list of the events which we will be featuring together with the dates.

SOUTH AFRICAN G.P. March 2
SPANISH G.P. April 6
SPA 1,000 Kms May 4
MONACO G.P. May 11
BELGIAN G.P. May 25
SWEDISH G.P. June 8
LE MANS June 14/15
DUTCH G.P. June 22
FRENCH G.P. July 6
GERMAN G.P. August 3
AUSTRIAN G.P. August 17
ITALIAN G.P. September 7
U.S. G.P. October 5

As usual, we shall be offering a comprehensive range of itineraries of varying lengths and prices.

Our brochure will be published during the first week of December. If you would like an early copy hot off the press, please drop us a line now. If you travelled with us in either 1973 or 1974 you will receive a copy automatically.

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MG-B GT, 1973. Harvest gold, cloth trim, fitted overdrive, sunroof, radio, stereo player, heated rear window, headrests, Cinturatos etc., one owner. **£1,495**

MARCOS 2-litre, 1970, finished in white with black interior, fitted radio, alloy wheels, electrically operated windows. **£1,165**

MERCEDES 220 S convertible. A rare collectors' item finished in stone grey with red leather trim, an expensively restored example including very recent new hood etc. Potentially an investment at. . . **£1,695**

PORSCHE 911S, 1971, tangerine with black trim, 2.2-litre, fuel-injected unit, 5-speed box. Fitted electric sunroof and windows, Sundym glass, heated rear window, rear wiper, radio/tape player, Quartz halogen lights, twin spots, headrests, Michelin VR tyres, full service history, 34,000 miles, one owner. **£3,265**

PORSCHE 911S, French blue with black trim, fitted front and rear spoilers, 2-litre engine with Webers, alloy wheels. **£1,695**

JAGUAR V12 2+2 E-Type, 1972, Midnight blue with pale-grey trim, auto., tinted glass all round, radio, h.r.w., one owner, low mileage. **£2,695**

JENSEN-HEALEY 1973 roadster, French blue with black trim and coachlines, alloy wheels with F70 tyres, radio/stereo tape, headrests, etc. **£1,585**

MARCOS GT. Burnt orange with red trim, chrome-wires with SPs, radio etc., tuned 1800 GT unit. **£995**

JAGUAR V12 E-Type, 1972, manual roadster, beautiful silver birch with blue trim, chrome wheels with HR-SPs, radio, etc. **£2,485**

JAGUAR E-Type Mk. II 4.2 roadster, 1970, light blue with dark blue trim, chrome wires with VR-SPs, radio, luggage rack, leather wheel. **£1,595**

MG-B GT, 1972. Attractive green mallard with tan trim, overdrive, radio, h.r.w., leather wheel, etc. **£1,285**

TRIUMPH TR5, 1969 (G). Surrey top-coupe in Conifer green, radio, twin spots, G800s, etc. **£785**

MG MIDGET Mk. IV, 1973. Unmarked in white with dark blue trim, radio, Cints., tonneau, leather wheel, one owner. **£965**

TRIUMPH TR6, 1973. Spotless in Mimosa, with black trim and coachlines, overdrive, radio, etc., low mileage by one owner. **£1,535**

ASTON MARTIN DB6 coupe, 1969 (G). Most distinctive in Ascot silver with blue leather trim, automatic, electric windows, tinted glass all round, PAS, chrome wires, Selectaride, Radiomobile, etc. **£2,285**

DAIMLER DART. Exceptional 1962 B-spec. car in Royal blue with red leather factory hard/soft tops, bills for £1,000, a collectors' car. **£895**

LANCIA 2000 Sports saloon, 1973 (M) in chocolate with fawn velour trim, radio/stereo 8, electric windows, PAS, Bosch electronic fuel ignition, h.r.w., headrests, etc. Cost £2,800, now **£1,865**

MG-B GT, 1971. Bronze yellow with black trim, overdrive, Rostyles with SPs, radio, h.r.w., etc. **£1,065**

MG-B roadster, 1973, Harvest gold with blue trim, overdrive, radio, Rostyles with SPs, tonneau, headrests, 12,000 recorded miles. **£1,265**

FIAT 124 Sports. A one-owner 1972 1600 coupe in Fern green with tan trim, 5-speed, radio, h.r.w., XAS tyres. **£1,265**

SCIMITAR GTE III, 1974. Capricorn blue, tan trim, fitted overdrive, h.r.w., HR Cints., only 5,000 miles by one owner. **£2,865**

OPEL MANTA "Rallye" 1.9 coupe, 1971, in white with black vinyl roof, radio etc., one owner, 24,000 recorded miles. **£985**

JENSEN Interceptor, 1969. Burnt orange with blue leather trim, auto., power steering, radio stereo, h.r.w., alloy wheels with VR-SP tyres. Fitted Mk. II seats with headrests. **£2,285**

TRIUMPH GT6, 1972, white with black trim, fitted overdrive etc. **£1,095**

MG-B roadster, 1971, bronze yellow, black trim, fitted overdrive, radio, cassette stereo, etc. **£935**

TRIUMPH GT6, 1974. Mimosa with black cloth trim, fitted overdrive, tinted glass, heated rear window, polished Wolfrace wheels, full Ziebart rust proofing, Quartz halogen lights, spots, rear fog light, one owner, recorded mileage, 6,000. **£1,585**

SCIMITAR GTE, satin silver with black trim, fitted overdrive, radio, rear wiper/washers. **£1,235**

TRIUMPH Spitfire IV, 1973, white with black trim, fitted overdrive, stereo, G800 tyres, leather wheel. **£1,065**

ASTON MARTIN 'Volante' DB6, convertible. Gleaming Regal red with white power-hood, 'Vantage' unit, 5-speed, electric windows, Sundym glass, chrome wires, Voxon stereo 8/radio. **£3,685**

SCIMITAR GTE Mk. III, 1973 in Capricorn blue with tan trim, automatic, chrome/alloy wheels with HR Cints., radio/cassette tape, h.r.w., etc. Over £1,000 under current price. **£2,585**

RELIANT Scimitar GTE. Choice of 5 good 1971-2 examples of these useful cars, three overdrive and two autos., usual extras. **from £1,595**

AUSTIN HEALEY 3000 Mk. III. Excellent example in BRG with black trim, overdrive, 72-spoke wide wire wheels, etc. Coachwork beautifully renovated. **£1,295**

JAGUAR E-Type, 1971, Mk. II roadster, white with black cockpit, chromed-pressed wheels with HR-SPs, radio, etc. **£1,795**

MACROS 3-litre coupe. Late 1971 example in red with black trim, fitted overdrive, alloy wheels, radio/stereo-8, etc., low mileage. **£1,495**

RELIANT Scimitar GTE Mk. III, 1974. Pristine in April yellow with black trim, manual gearbox, electric windows, alloy/chrome wheels, with HR Cints., radio/stereo under 4,000 by one owner. **£2,785**

TRIUMPH TR6, 1973. Beautiful in magenta purple with black cockpit, overdrive, radio, spoiler, etc. **£1,495**

TRIUMPH Spitfire Mk. IV. Without blemish, Mimosa yellow with black trim, fitted factory hard and soft tops, radio etc., under 4,000 by sole owner. **£1,175**

MG-B, 1974 'N' regd. roadster in teal blue with tan trim, overdrive, SP tyres, mirrors, tonneau, etc., factory mileage only, full BMC warranty, substantial saving. **£1,645**

MG-B GT, 1971 car in red with black trim, overdrive, radio, Rostyles with SPs, mirrors, etc. **£1,095**

TRIUMPH TR6, 1970 car in white with black trim, overdrive, radio, XAS tyres, converted from PI to SU carbs. **£985**

MG-B, 1974, roadster in teal blue, with tan trim, overdrive, radio, Cints., etc., under 3,000 miles, full BMC warranty. **£1,565**

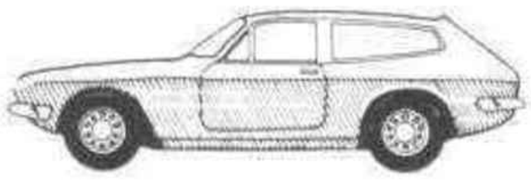
MG-B GT. Choice of two bronze yellow cars, both overdrive, radio, etc., a 1970 and a 1971. **from £985**

MG-B, 1972. A one-owner roadster in Glacier white with dark blue cockpit, overdrive, radio, Cints., smoked screen, etc. **£1,065**

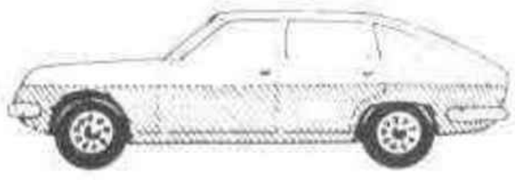
CLAN Crusader, 1972 model of this fast yet economical coupe in blue with black trim. **£1,095**

RELIANT Scimitar GTE Mk. III. Supplied and serviced by us for one titled owner, this 1972 car is Wessex green with tan trim and has automatic gearbox, radio, HR Cints., h.r.w., etc. **£2,095**

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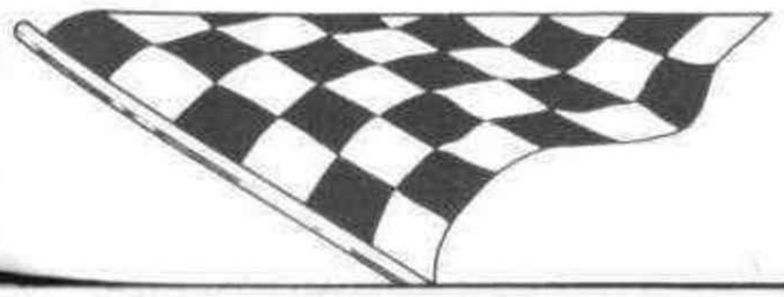
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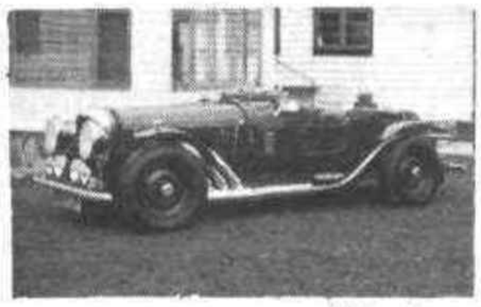
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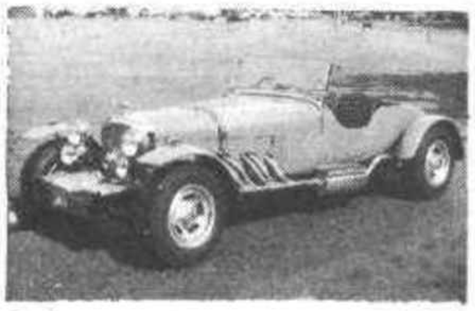
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The NEW hand-built Lawrence Bentley 4½-litre SUPER SPRINTS
This must be the fastest road-going Bentley built (0.50 in 4.8 sec.) See last month's issue page 1087, road test.



(The above photos are of the original prototypes. Production models have many more special fittings, etc.)
These new eye-catching, and very fast, sporting 2-seater Bentleys are not Replicas, but professionally designed and custom built by engineers with over 50 years' Bentley experience. They combine the best of both worlds, with classical looks of the early 30s, and ease of handling and reliability of a modern quality car, plus easy to get spares and maintenance etc. Each model has a charm of its own, the Super Speedsters being completely different from the Super Sprints. As only a limited number of these unique Bentleys will be produced, they must increase in value. One of each model is now in stock for immediate delivery; thereafter, delivery approx. six weeks.

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1924 ROLLS Silver Ghost full landaulette by Clarke of Wolverhampton, little use since restoration to its original 1924 condition.

1937 ROLLS Phantom III touring limousine by H. J. Mulliner; two owners and a recorded mileage of only 34,000 from new.

1926 Historic Racing G.P. 1,100-c.c. twin-cam SALMSON. The well-known ex-Dutton works car and the only short chassis model built. Not used since complete rebuild (mechanics, coachwork, etc.). (See page 1074 of last month's issue.)

1931 ASTON MARTIN Le Mans Competition 2-seater. The ex-Manby-Colegrave Aston, of which only four were built and this is the only original survivor. Under 200 miles since complete rebuild to original 1931 condition.

OTHER CARS EXPECTED INCLUDE

1923 ROLLS Silver Ghost 2-seater roadster by Brewester.
1934 ROLLS P.II sports saloon by James Young.
1937 ROLLS P.III Sedanca de Ville
1964 ROLLS Cloud III saloon, 65,000 miles only.
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1924 WESTCAR open 4-seater.
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GT Junior 1.6 fixed-head coupe	**£2,355**
ALFASUD T.I. fixed-head coupe	**£1,718**
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SELECTED USED CARS

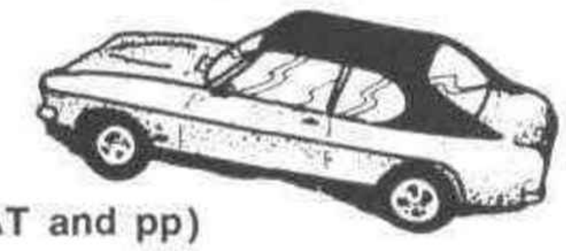
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LOTUS Elan +2S, 69H, 2/4-seater fixed-head. Electric windows, chrome wheels, h.r.w. **£1,295**
ALFA ROMEO 2000, 73 Berlina saloon **£1,735**
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M.G. Midget, 71. Wire wheels **£645**
FORD Capri 2000 GT XLR, 72. Vinyl sun-roof, sculptured wheels, radio, etc., etc. **£1,095**
TRIUMPH TR6, 72. Convertible. Overdrive, wire wheels, etc. **£1,195**
TRIUMPH Spitfire Mk. IV 72. Overdrive **£835**
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Probably coming — 67 Midget and **Spitfire.**
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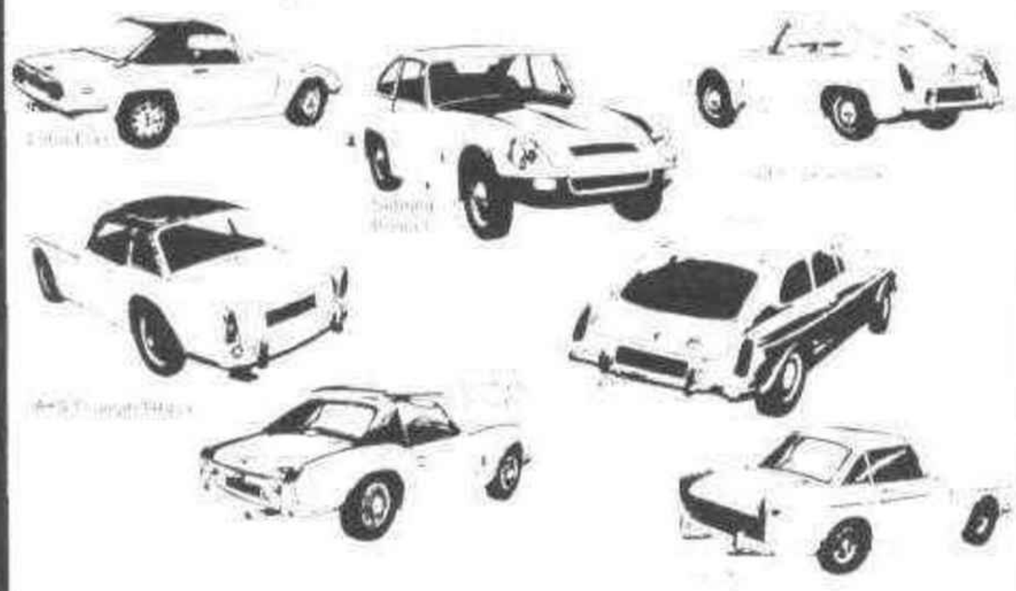
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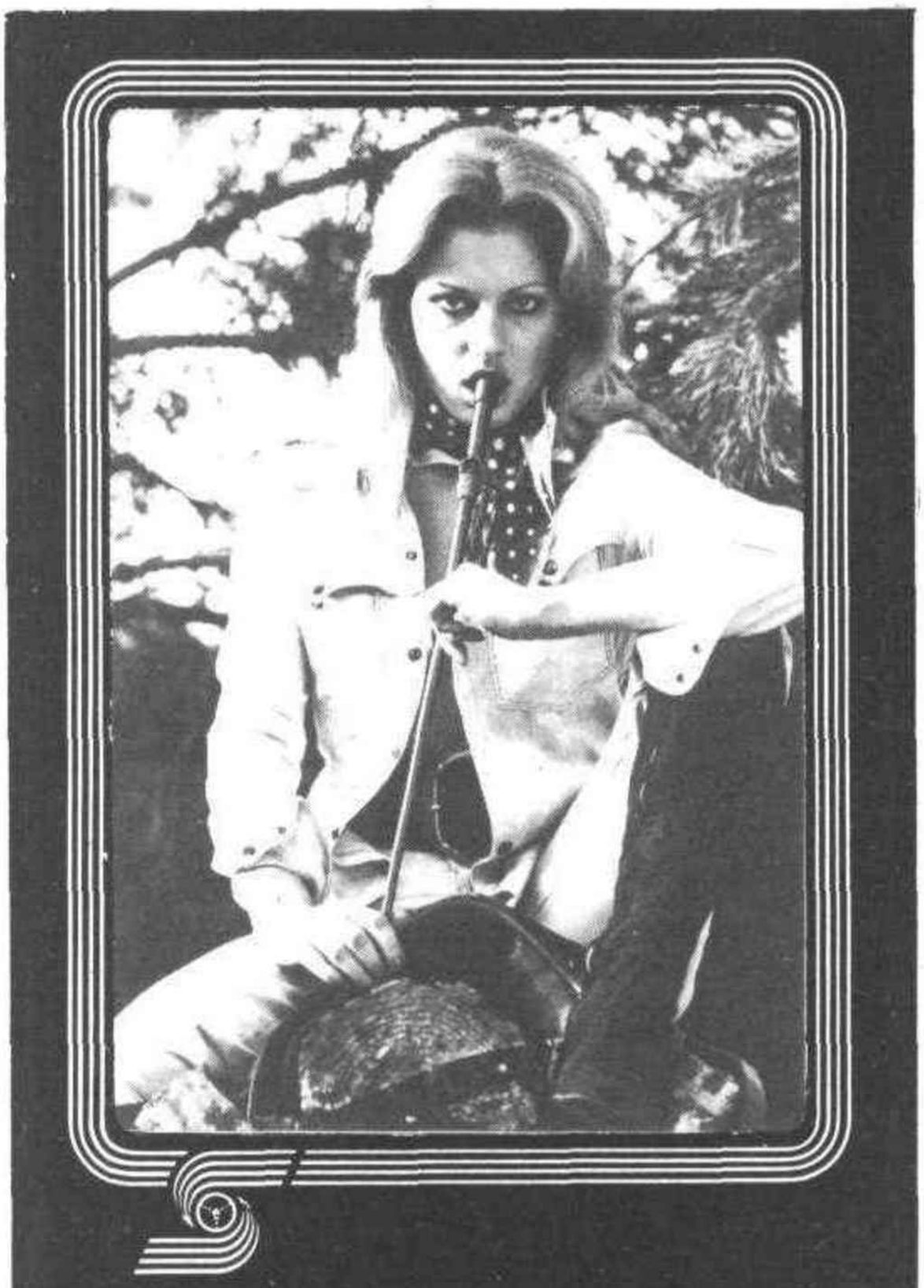
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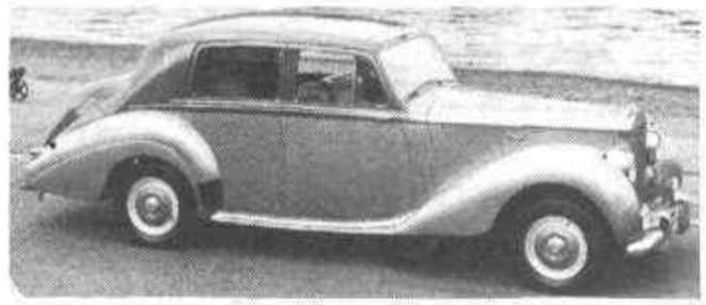
Similar to above but see last month's "Motor Sport"

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Please ask for our Managing Director when making enquiries or if he should be temporarily unavailable, our Mr. L. J. Hassall will be happy to assist you. Your enquiries are also invited regarding the following cars:-

Rolls-Royce Silver Cloud III – 64,000 miles – Shell grey over Astral Blue with full refrigeration.

Rolls-Royce Bentley S.III saloon 1965 – details on request.

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JAGUAR

1969 series Jaguar Drophead E-Type. Finished in indigo blue with light blue interior, this two-owner car is fitted with wire wheels, radio/stereo and with its below average mileage of 35,000 is well above average for the year, **£1,395.**

MG-B

1973 MG-B Drophead Coupe, finished in harvest gold with midnight interior, fitted overdrive and radio and having covered only 13,000 miles. With the recent BLMC increase, this motor car represents tremendous value at **£1,295.**

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1974 'N' reg. Alfetta, finished in white with dark grey cloth trim, fitted tinted glass, this vehicle has covered only 3,000 miles and represents a saving of £250 on list price at **£2,345.**

1974 'N' reg. Spider, finished in ivory beige with black trim, fitted radio and special hood, 500 miles, a saving of £400 on list price at **£2,795.**

1974 2000 Saloon, finished in Piper yellow with dark grey cloth trim, fitted tinted glass, radio, 8,000 miles, our own car from new, **£2,195.**

1973 2000 GTV, finished in Piper yellow with dark grey cloth trim, 18,000 miles, **£2,295.**

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ROLLS-ROYCE

1970 Rolls-Royce Mulliner Park Ward drophead. Finished in Caribbean blue with midnight blue trim, this immaculate 2-owner motor car with full history is the only convertible offered today at a realistic figure, **£9,450.**

USED ASTON MARTIN

1973 V8 Automatic, finished in Royal claret metallic with natural hide interior, fitted air conditioning, alloy wheels, Sundym glass, electric windows, Learjet radio/stereo unit. This car was supplied new by ourselves and has covered only 10,000 miles, **£5,995.**

1970 DB6 Mk. II. This exceptional vehicle, finished in bright red, is in our opinion the finest DB6 on offer today. With its black hide interior, Sundym glass and chrome wire wheels, it represents the ultimate in grand tourers, add the refinement of automatic transmission and power steering. Result—perfection, **£2,995.**

TRIUMPH

1974 Triumph TR6 Roadster, finished in Pimento with black interior, fitted overdrive and Phillips 712 radio/stereo recorder unit. This vehicle has covered only 3,000 miles and represents a massive saving at **£1,795.**

USED LOTUS

1974 series 2 +2S 130. Finished in black and gold with oatmeal trim. Fitted 5-speed gearbox, radio and alloy wheels. This immaculate motor car has covered only 10,000 miles and represents an enormous saving at **£2,795.**

1974 Elite, finished in Lagoon blue with beige cloth interior. This Lotus "Super Car" is our own vehicle and has covered only 2,500 miles. Fitted air conditioning, radio and stereo recorder. Tremendous buy at **£4,895.** £1,000 under list.

1974 Europa Special. One of the few in pale blue with champagne trim. Fitted 5-speed gearbox, 2,000 miles, **£2,595.**

USED PORSCHE

1973 Carrera Coupe, finished in Grand Prix white with black cloth trim, fitted electric sun roof and radio/stereo unit. Superlatives are unnecessary when referring to a Carrera, suffice to say it is the ultimate as far as any red-blooded male is concerned. This motor car has covered only 14,000 miles and represents a saving of £3,000 on list price, at **£5,795.**

USED RELIANT SCIMITAR

1974 GTE Manual, finished in white with black trim, fitted alloy wheels, tinted glass, radio, 3,000 miles, **£2,795**

1973 'M' reg GTE Auto., finished in Highland purple with tan leather trim. Fitted alloy wheels, radio/stereo unit, electric windows, tinted glass, 12,000 miles, **£2,595.**

1973 GTE Auto., finished in Highland purple with tan leather trim, fitted alloy wheels, electric windows, tinted glass, radio/stereo unit, 15,000 miles, **£2,495.**

1973 GTE Manual, finished in Nevada yellow with black trim, fitted alloy wheels, radio, 13,000 miles. **£2,495.**

DODGE

'L' reg. Dodge Superior 2200 Motorhome. Very few of these fabulous American motorised caravans reach the UK market. Ours is finished in fawn, fitted with all the normal extras—shower and toilet, full kitchen range, fridge, central heating, six berths, automatic transmission, power steering and many others. This vehicle has covered only 13,000 miles and is perfect in every respect, offered at a huge saving on list price, **£5,750.**

ROVER

1972 'L' reg. Rover 3.5 Saloon. Finished in ermine with Burgundy hide interior. This much-sought-after model is in exceptional condition having covered only 19,000 miles and is excellent competition for other automatic, power steering saloons at only **£1,595.**

AUSTIN HEALEY

1966 3000 Mk. III. We were genuinely surprised at the condition of this classic sports car. Finished in black over red with red leather interior, fitted with overdrive and radio and having covered only 34,000 miles it represents the perfect hedge against inflation whilst giving the owner motoring pleasure, **£1,595.**

BMW

1973 BMW 3-litre Coupe Automatic. Probably the only one on offer today with this specification, finished in black with white leather trim (£500 extra), fitted air conditioning (£680 extra), tinted glass (£99 extra), radio and electric aerial (£70 extra), this motor car is absolutely unique in looks and price, has covered only 17,000 miles and is offered at **£4,995.**

CITROEN

1974 Citroen Safari DS23. An excellent example of this sought-after estate car, finished in metallic brown, tan interior, fitted radio/stereo, this has been our own vehicle from new and has covered only 8,000 miles, a huge saving at **£2,095.**

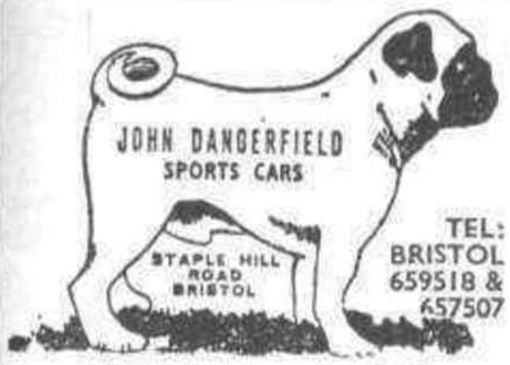
1973 'M' reg. GS 1220 Club. Finished in metallic gold with tan cloth interior, fitted radio, 17,000 miles, one of our own cars surplus to requirements, **£1,145.**

FERRARI

1974 Ferrari Dino Spyder, finished in Ferrari red with black trim, fitted radio and electric windows and having covered only 5,000 miles must surely be the finest and most reasonably priced Dino on the market, **£5,495.**

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NEW M.G.-B roadster. Blaze/navy. Overdrive, servo, Ziebart, radio **List**

NEW SCIMITAR GTE, Automatic. Beaujolais red/tan. Alloy wheels, Webasto ..... **List**

NEW SCIMITAR GTE, Manual. Highland purple/tan ..... **List**

NEW SCIMITAR GTE. Overdrive. Venetian blue/black, Webasto... **List**

1973 M.G.-B GT. Red. O/d., radio/cassette, underseal, servo, Marchal lights, heated rear window, headrests, Kenlowe, etc..... **£1,750**

1973 MIDGET. Blaze/black. One owner. Extras **£1,000**

1972 GTE Scimitar. Overdrive. Mediterranean green, tan. Supplied and maintained by us. Webasto roof **£2,100**

1972 GTE, Auto. Satin silver/tan leather. One owner, 15,000 miles **£2,350**

1972 TRIUMPH GT6. Emerald green. Overdrive, radio, h.r.w..... **£1,100**

1971 GTE Scimitar. Everest white. Supplied and maintained by us. O/d., usual extras. Webasto roof. One owner **£1,750**

1971 Mark 3 '72 model M.G.-B roadster. White. One owner. Overdrive, radio, wires..... **£1,175**

1971 TR6. White/red. Overdrive. New XAS tyres and exhaust system... **£1,200**

1970 3-litre SCIMITAR coupé. Down white. Two owners, 42,000 miles **£1,100**

1969 MORGAN Plus 8. Green. New clutch, newish tyres, luggage rack, etc. Two owners, indicated 40,000 miles **£2,000**

1969 MORGAN 4-seater. Primrose. Supplied by us to last owner, after major overhaul. 7,000 miles since..... **£1,550**

1969 SPITFIRE. Red .Extras... **£625**

1969 SCIMITAR GTE. Satin silver O/d. Two owners. Supplied and maintained by us from new. 58,000 miles **£1,500**

1968 MORGAN 2-seater. Crossflow engine. One owner..... **£1,550**

1966 M.G. Midget. Old English white fastback, hard-top/soft-top, tonneau, wire wheels, etc..... **£525**

1962 MORGAN Plus 4. Full details available **£2,000**

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Invader Mk IIIa
1973 Silver with black trim, o/d, vinyl roof, quadrophonic stereo, tinted windows, matching touring trailer with vinyl roof.
1973 (M) Maroon with black trim, o/d, sterep, one owner.
1972 Aquatic jade with oatmeal trim, stereo-8, titled owner.



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1971 (Dec) Invader Estate, o/d, white with black trim and vinyl roof, H.R.W., rear wiper washer, stereo, h/spots, only 15,000 mls. This superb example must be an appreciating investment.
1971 Invader Estate, o/d, metallic green, vinyl roof and radio.
1971 Invader Estate, o/d, electric blue with grey trim, stereo radio cassette, elec. aerial, tinted screen, 27,000 mls, highly recommended.



1971 Invader Mk II, electric blue with black trim, o/d, sunroof, radio, tinted screen, extras.

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models of the month



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Elite 502, Burgundy, air conditioning, stereo.	**LIST**
Europa Special, Sable, 5-speed, Sundym glass.	**LIST**
+2S 130/5, Scandinavian blue, radio.	**LIST**
1974 Elite 502, 3,650 miles only, air conditioning etc.	**£4,995**
1973 +2S 130/5, 'M' reg. 11,000 miles, alloy wheels, stereo	**£2,545**
1973 +2S 130/5, tawny, alloy wheels, HR window.	**£2,445**
1973 Elan Sprint, 6,000 miles, HR window, radio.	**£1,745**
1971 Elan Sprint, Bahama yellow, radio.	**£1,295**
1972 'L' reg. Europa twin cam, 7,000 miles only.	**£1,645**
1970 'J' reg. Seven S4 1600 c.c. Alloy wheels, heater.	**£895**

RELIANT

1974 'N' reg. Scimitar GTE, 1,000 miles, elec. windows,	**£3,195**
1970 Scimitar GTE auto., sunroof, radio etc.	**£1,395**
1972 Scimitar GTE, white, overdrive, radio/stereo.	**£1,945**

JAGUAR

1973 'M' reg. V12 E-Type 2+2 auto, 14,000 miles, radio.	**£3,495**
1973 'M' reg. V12 E-Type 2+2, 12,000 miles, chrome wheels.	**£3,395**
1973 'M' reg. V12 E-Type 2+2, white, one owner, radio.	**£3,295**
1973 V12 E-Type roadster, signal red. C.W.W., radio.	**£2,795**
1973 V12 E-Type roadster, 9,000 miles, radio, stereo.	**£2,845**
1972 V12 E-Type 2+2, chrome wheels, radio, blue.	**£2,545**
1972 'L' reg. V12 E-Type roadster. Primrose, power steering.	**£2,395**
1972 V12 E-Type roadster, radio, rec. seats.	**£2,295**
1970 E-Type 2+2 C.W.W., sunroof, stereo.	**£1,795**

TRIUMPH

1972 Triumph Stag, overdrive, hard and soft tops.	**£1,995**
1972 'L' reg. TR6 P1 roadster, overdrive, radio.	**£1,295**
1972 TR6 P1 roadster, saffron, overdrive, rec. seats.	**£1,245**
1970 TR6 P1, hard top, overdrive, SP sport tyres.	**£1,025**
1973 GT6 Mk. III, one owner, tinted glass, radio.	**£1,145**
1972 Spitfire Mk. IV, low mileage, overdrive, radials.	**£925**
1970 Bond Equipe GT4, 8,000 miles only from new.	**£695**

MG

1973 MG-B GT, overdrive, radio with electric aerial.	**£1,595**
1973 MG-B GT, 11,000 miles, one owner, tinted glass.	**£1,545**
1973 'M' reg. MG-B GT roadster, one owner, overdrive etc	**£1,395**
1973 MG-B roadster, black tulip, one owner, overdrive.	**£1,345**
1974 MG Midget, 1,000 miles, Rostyles, radio.	**£1,095**
1962 Austin Healey 3000 II, overdrive, wirewheels.	**£845**
1969 Austin Healey Sprite, mineral blue, hardtop.	**£545**

1970 Aston Martin DB6 Mk. II auto, stereo, sunroof. **£2,795**
1974 Daimler Double Six, 9,000 miles, many extras. **£4,495**
1971 Jaguar XJ6 4.2 auto., silver grey, radio, P.A.S. **£1,895**
1969 'H' reg. Mini Cooper, beige, alloy wheels, etc. **£645**
1973 Dec. 'M' reg. Jensen Healey, 9,000 miles, one owner. **£1,745**
1969 Jensen Interceptor, power steering, stereo. **£2,295**



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SCIMITAR GTE, Automatic. Beaujolais red. Stereo/radio, alloy wheels, electric windows..... **List Price**

ALSO DEMONSTRATION CAR FOR YOUR INSPECTION AND TRIAL

1972L ALFA ROMEO 2000 Spider sports. Red/black int. Five-speed gearbox. One owner, 21,000 miles..... **£1,895**
1971J ALFA ROMEO 1750 GTV. Alfa red/black, 34,000 miles, h.r.w., five-speed gearbox **£1,295**
1973L ALFA ROMEO 2000 GT Veloce. Plum/tan int., one owner, sunshine roof, radio/stereo 8. Five-speed gearbox. Outstanding condition..... **£2,395**
1973M RELIANT Scimitar GTE. Nevada yellow/tan leather int. Alloy wheels, 15,000 miles from new, original showroom condition..... **£2,295**
1971/2K FIAT 124 Sport, 1600 c.c. Acacia green/tan cloth, one owner. Five-speed gearbox, 29,000 miles..... **£1,395**

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ALFA 1.6 GT. Red cloth int..... **£2,380**
ALFA 2000 Berlina..... **£2,650**
ALFA 2000 Spider. Yellow and blue **£3,043**
ALFA 2000 GTV. Metallic silver and olive metallic..... **£3,081**
ALFETTA Saloon. White and Alfa red **£2,527**

ALFASUD TI — NOW IN STOCK **£1,717**

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1973L LOTUS Europa Special. Black/gold coachlining and champagne int. One owner. Certified 14,000 miles. Alloy wheels, 5-speed gearbox, radio, tinted glass. Pristine condition..... **£1,995**

1971 RELIANT Scimitar GTE automatic. April yellow/black int. One owner, radio, h.r.w. Certified 43,000 miles from new..... **£1,725**

1971J LOTUS Sprint d.h.c. Carnival red/white. One owner, stereo 8-track. 29,000 miles. Supplied by us..... **£1,395**

1970H ALFA ROMEO 1750 GTV. Yellow ochre, two owners, certified 46,000 miles, h.r.w., 5-speed gearbox. **£1,095**

1971L JAGUAR E-Type V12 roadster. White/black trim, one owner, genuine 37,000 miles, chrome wire wheels, radio. Superb condition..... **£2,195**

1973L LANCIA 2000 Saloon. One owner from new, 22,000 miles, 5-speed gearbox, radio, h.r.w. Velvet cord upholstery. Outstanding condition **£1,745**

1973L JENSEN HEALEY 2-litre sports. Yellow/black int. 2 owners from new, 24,000 miles. Carefully maintained **£1,495**

1970H LOTUS Elan d.h.c. Lotus yellow. Sold and maintained by us. Special equipment model, radio. Genuine 43,000 miles, servo brakes..... **£1,095**

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1973 FIAT 132S Saloon. White/blue cloth int. One owner, certified 11,000 miles. Full corrosion protection. A1 condition **£1,295**

1972L FORD Granada 2500. Metallic silver/cloth int. One owner. Certified 10,000 miles, radio, h.r.w. Original throughout **£1,195**

1973 FORD Escort GT. 2-door. Yellow/black int. One owner, 14,000 miles. Bargain at..... **£1,045**

1972K LOTUS Sprint d.h.c. Cirrus white, radio, 22,000 miles. First-class condition **£1,495**

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1971J SCIMITAR GTE. Overdrive. **£1,380**
1968 LOTUS Cortina convertible. **£640**
1972/3 CITROEN 1220 GS Club. **£1,075**
1972K AUDI 100LS..... **£1,290**
1973L CORTINA 1600 GT. 4-door. **£1,100**
1970H CORTINA 1600E..... **£650**

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NEW LOTUS +2S 130/5. Choice of colour.

NEW LOTUS Europa Special, 5-speed. Choice of colours. Special price of **£2,995** whilst stocks last.

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NEW SCIMITAR GTE. Black, auto., alloy wheels, tinted glass.
NEW ALFA ROMEO Spider. Red, 5-speed gearbox.
NEW ALFA ROMEO 2000 GTV. Red, 5-speed gearbox.
NEW ALFA ROMEO 2000 saloon. White, 5-speed gearbox.
NEW ALFETTA. Plum, 5-speed gearbox.
NEW JENSEN HEALEY. Choice of colour.
NEW ALFASUD TI. White, 5-speed gearbox, etc.
NEW ALFASUD TI. Green, 5-speed gearbox, etc.
NEW ALFASUD TI. Red, 5-speed gearbox, etc.
NEW ALFASUD TI. Blue, 5-speed gearbox, etc.

NEW ALFASUD SE. Red, h.r.w., servo brakes, headrests.
NEW ALFASUD SE. White, h.r.w., servo brakes, headrests.
NEW ALFASUD SE. Blue, h.r.w., servo brakes, headrests.
NEW ALFASUD SE. Green, h.r.w., servo brakes, headrests.
1974 DOLOMITE Sprint. Yellow, radio.... **£1,845**
1974 RENAULT 12TS. Yellow..... **£1,245**
1972 TRIUMPH Stag Auto. Hard- and soft-tops. Saffron. One owner..... **£2,095**
1972 RANGE ROVER. Red/black vinyl roof, radio, carpets, rear wiper/washer..... **£2,495**
1974 RENAULT 15TS. Yellow; low mileage **£1,545**
1973 MORGAN 4/4 2-seater. Ivory; low mileage **£1,845**
1973 LOTUS +2S 130/5. White/silver.... **£2,495**
1973 LOTUS +2S 130. White/black interior **£2,295**

1973 'J' Series JENSEN Interceptor Mk. III. Primrose/vinyl roof, Sundym, air-conditioning **£4,995**
1972 'K' LOTUS Elan Sprint d.h.c. Red/white; low mileage **£1,495**
1974 'N' JENSEN HEALEY. Blue; low mileage **£2,095**
1974 OPEL Manta Berlinetta, metallic blue, vinyl roof; one owner; headlamp wipers; very low mileage **£1,695**
1973 OPEL Commodore f.h. coupe, GS, Auto. Bronze **£1,895**
1972 MUSTANG convertible. White. P.A.S., auto., power hood, etc..... **£1,995**
1973 LOTUS +2S 130/5. Regency/oatmeal **£2,495**
1972 MG-B roadster. Overdrive, wire wheels. Blue **£1,075**
1974 'N' ALFASUD TI. Blue; low mileage **£1,645**

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1964 Silver Cloud III, *left-hand drive,* long wheel-base, with electric division, finished in black over garnet with beige hide; absolutely immaculate..... **£6,750**

1961 Phantom V limousine, *left-hand drive,* fitted with refrigeration and Sundym glass..... **£7,950**

1961 Phantom V by **James Young,** the most elegant limousine ever made..... **£7,750**

1964 Silver Cloud III, finished in midnight blue with grey hide interior; 70,000 miles from new..... **£4,450**

1963 Silver Cloud III, sable over sand with beige hide interior; beautiful throughout..... **£3,950**

1963 Silver Cloud III, finished in dusk grey with light grey trim; full history from new..... **£4,150**

1963 Silver Cloud III, finished in black over garnet, with Webasto sun-roof..... **£3,950**

1963 Silver Cloud III, dawn blue over shell grey, sunshine roof, new exhaust system..... **£4,250**

1962 Silver Cloud II, finished in velvet green with matching interior; two owners from new..... **£3,350**

1961 Silver Cloud II, long wheel-base, with electric division, finished in shell grey with matching trim **£3,850**

1960 Silver Cloud II, finished in regal red with beige hide interior, electric windows..... **£3,150**

1961 Silver Cloud II, finished in shell over Tudor grey, with twin headlamp conversion..... **£2,875**

1958 Silver Cloud I, long wheel-base, with electric division, finished in Tudor grey, full history, 77,000 miles..... **£3,750**

1956 Silver Cloud I by **Hooper,** finished in regal red with beige hide interior; one of 22 manufactured **£4,250**

1958 Silver Cloud I, finished in sable over sand, with 8 : 1 high-compression engine..... **£2,875**

1955 Silver Wraith limousine by **James Young,** fitted with power steering and automatic transmission **£5,750**

1949 Silver Wraith limousine by **Park Ward,** electric division, all aluminium body..... **£1,995**

1937 Phantom III with coachwork by **Hooper,** most elegant lines, mechanically excellent..... **£3,750**

1936 25/30 by **Barker,** known as sunshine model with large sliding sun-roof, owner-driver saloon..... **£3,750**

1936 25/30 sedanca-de-ville by **Windover,** completely restored, finished in ivory and black. Price on application.

1937 25/30 sedanca-de-ville by **H. J. Mulliner,** very original, excellent mechanically..... **£3,950**

1934 20/25 sports saloon by **Freestone & Webb,** extremely original, beautiful to drive..... **£2,650**



1958 Silver Cloud 1, long wheel-base, finished in black pearl with matching grey hide trim, full history, 77,000 miles from new. A superb car in every detail.



1963 Rolls-Royce 2-door fixed-head coupe by **Mulliner/Park Ward.** Regal red with beige hide interior; an extremely rare and desirable motor car.



1965 Bentley S3 Continental by **Mulliner/Park Ward,** finished in garnet with beige hide, electric windows. New "R-R" engine 20,000 miles ago; a most desirable car..... **£5,750**

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1968 T-Type, finished in velvet with beige hide, fully serviced by our own Works; unrepeatable offer.. **£4,550**

1963 S3 2-door Continental by **M.P.W.,** finished in velvet green with special black hide interior..... **£5,250**

1961 S2 Continental Flying Spur by **H. J. Mulliner,** one owner from new, full history; finished in regal red..... **£4,250**

1961 S2 Continental convertible by **Park Ward,** finished in Seychelles blue with beige hide interior..... **£5,250**

1965 S3, finished in regal red with beige hide Webasto sun-roof; good history..... **£3,350**

1964 S3, finished in astral blue with grey hide interior; two owners from new, immaculate throughout.. **£3,250**

1963 S3 sports saloon, finished in midnight blue with grey hide trim, 70,000 miles from new, excellent value at..... **£2,750**

A most unique opportunity to acquire a left-hand drive S2 Bentley sports saloon having covered 18,000 miles from new. One royal owner. Fitted with refrigeration and Sundym glass. Serious offers invited.

1961 S2, finished in midnight blue with champagne hide interior, electric windows..... **£2,250**

1961 S2, finished in shell over Tudor grey with light grey hide interior..... **£1,850**

1959 S1, finished in sage over smoke green with matching interior, full engine overhaul..... **£1,895**

1958 S1, black over garnet with unmarked biscuit hide interior, high-compression engine..... **£1,775**

1958 S1, finished in shell and Tudor grey, power steering, 8 : 1 compression engine..... **£1,750**

1954 R-Type Automatic. Shell over Tudor grey with matching grey interior..... **£1,850**

1954 R-Type Automatic, finished in black cellulose with grey hide interior, absolutely immaculate.. **£2,250**

1953 R-Type, manual transmission, finished in Tudor grey; two owners from new..... **£1,675**

1952 Mk. VI with "big bore engine", finished in velvet green with beige hide interior..... **£1,095**

1951 Mk. VI with **H. Radford** refinements, black over shell grey with grey trim..... **£1,275**

NOSTALGIA

3 OFF, 1 TO GO!

Sept. 22nd was a 'historic' day for me, for I had my first-ever entry in a racing event — the JCB part of the RAC Tourist Trophy at Silverstone. But the drive shaft sheared on my Aston DB3 while it was trundling up to the grid, and I was nearly decapitated by the wilful rear wheel; that makes three in three months! Ah well, onto the 1975 Calendar. . . .

A really superlative assortment this month . . .

HERE OR PROBABLY COMING :

1930 AUSTIN ULSTER — GT 8264; the sixth built, with genuine racing (magneto-type) engine 'sans supercharger'; lightened chassis, etc., bound springs, part-plated suspension; 'Concours' winner—100 pts.

1933 MG PA — DG 9126; cycle wings, modified engine, substantially restored, very fast — 95 pts.

1934 AUSTIN '65' 2-str. SPORTS — OD 9926 — Totally original, all ally body, etc. — 95 pts.



1938 ASTON MARTIN 15/98 2/4-str. SPORTS — CYN 400 — A beautiful, practical, 90+ m.p.h., 2+2 sports; polished engine — outside exhausts — engine-turned dash, etc.; very rare now — totally restored — 98 pts.

1953 FRAZER-NASH TARGA FLORIO GS — 6632 H — Specially built with many detail mods (such as ZF diff., etc.) for its first and only owner by the factory; 25,000 m. guaranteed; 1 of about 8 made — 95 pts.

1953 ASTON MARTIN DB3/8 SPORTS/RACING — NUV 925 — The only truly original example left of the 11 made; successfully raced by Reg Parnell, etc.; still driven to and racing in JCB, Pomeroy, etc.; a superb road car too; new drive shafts! — 93 pts.

1954 JAGUAR XK120 DHC — LCJ 294 — Totally original, engine and gearbox just rebuilt by Alan Murton — a perfect example — 99 pts.

1960 MG-A TWIN CAM FHC — Totally restored, the best I've ever seen — 99 pts.

1962 LOTUS ELITE STAGE 2 — 151 EPW — Stripped to last nut and bolt and rebuilt with all new parts; many polished and painted components; better than new — 100 pts.

1964 A/HEALEY 3000 Mk. III — rebuilt as the Lotus Elite above with astonishing attention to detail; 40,000 m. warranted before the rebuild, none since! — 100 pts

1966 AC COBRA '289' Mk. III, RHD — MPD 160D — 1 of 20 in the UK with the 4.7-litre engine in the 7-litre body/chassis — 98 pts.

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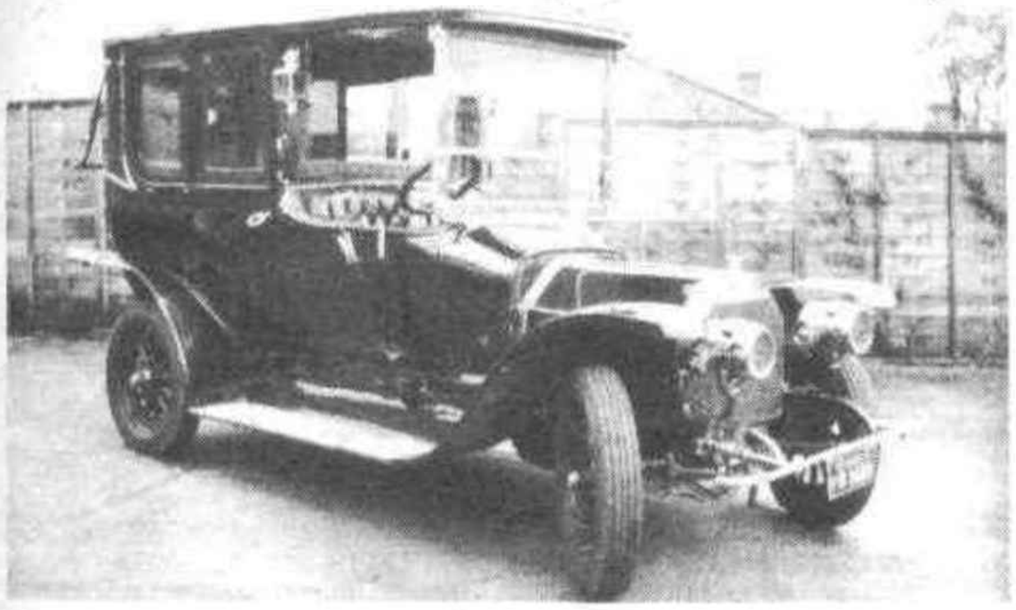
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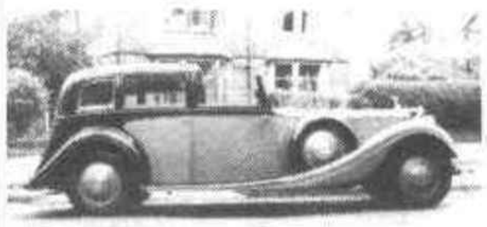
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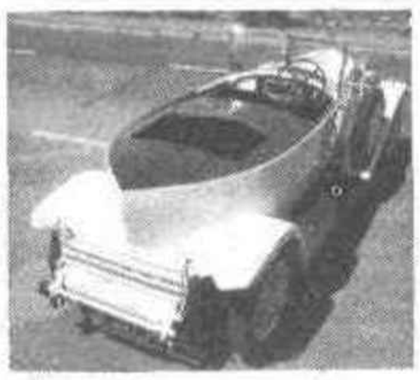
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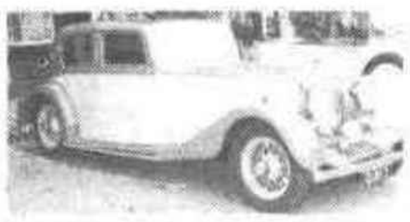
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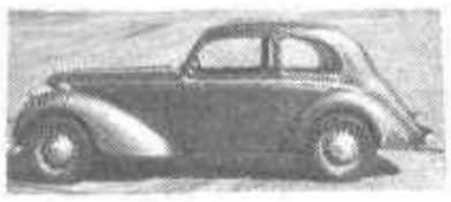
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ALFA ROMEO, 1750 GTV, 1969. Yellow/black trim, 30,000 miles, Webasto roof, new tyres, radio, superb condition, £825. Preston 862424. (52048

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DAIMLER SP 250 B/C spec. 1962, 17,000 on new engine, gearbox, clutch, starter dynamo. Recent respray Jaguar gunmetal, new exhausts, rewired, good XAS all round, Horvall discs, electric fan, full set tools hard/soft tops, tonneau, hood cover. One enthusiast-owner last seven years. Full service history, DLOC registered. Used as third car, regretful sale. Emigrating Australia, £875. Wallinger, "Nowhere", Iden Green, Benenden, Kent. Tel. Benenden 638 (Home) Maidstone 77811 Ext. 49 (Office). (52021

FATHER SUGGESTS sale of my white 1954 Morgan +4 due to ill-health caused by it pulling too many birds. 9-month body rebuild just complete. New red weather equipment. Modified TR4A mechanics. Probably fastest flat-rad. A truly excellent car. Offers around £2,000 to Mike, Hornchurch 41152 after 6.30. (52026

BENTLEY "R", 1953 auto., s/roof, no history, no titled owners but totally restored mechanically and bodily, bills available. Must sell quickly hence £1,500. 0962-4987 or 464-8583. (52024

LOTUS ELAN S4, SE, 1970, f.h.c., in Lotus yellow, radio, air horns, engine rebuilt 4,000 miles ago. £975 o.n.o. Tel. Portishead (0272) 842180 anytime. (52059

MERCEDES 190SL. Hard/soft-tops. Grey/red. Unused since brakes relined. Top hall engine overhaul and respray and new Delauto carbs. Immaculate car in excellent condition. £810. Tel.: Stamford 2212 (6-7 p.m.), or Peterborough 54270 (working hours). (52109

TR6, 1973, 16,700 miles only, one owner. Overdrive, roll bar, radio, quartz lamps, wire guards, Dinotrol underseal, wire wheels. White with blue upholstery. Immaculate condition. £1,500. Tel.: Guildford 76081 or Galmpton 247. (52078

ASTON MARTIN DB6, 1967. Automatic, p.a.s., sun-roof, five new tyres; all usual refinements. Beautiful dark blue coachwork with blue hide upholstery; speedo. reading 53,000. £1,795. 01-940 5954. (52073

MORGAN PLUS FOUR two-seater, 1968. Genuine 35,000 miles, one owner. Recently resprayed black and reupholstered in red. £1,100. Roy Sketchley, Market Bosworth 290785 (evenings). (52076

SAAB SPORT for sale. Superb condition, almost completely restored. One previous owner. Fast and economical investment, £475. Full details: Tel.: Cosham 76848, or write: 27D, Old Manor Way, Cosham, Hants. (52080

VANDEN PLAS 7-seater limousine, 1961, with electric partition, velvet front, MoT and tax. £450. Tel.: 01-894 1390. (52074

ALVIS FIREBIRD, 1935, 4-seater tourer. Extensively refurbished, resprayed black, rechromed, interior retrimmed throughout, new wood dashboard, engine rebuilt, 4-speed all-synchromesh gearbox (original). Seven wheels, six good tyres, spare cylinder head, new hood and tonneau. Tax, MoT. £950 o.n.o. Stubbington 3813. (52077

AUSTIN HEALEY 3000 Mk. III, 1966, silver blue. Really good car. New engine, hood; recently resprayed. Year's MoT, taxed. W/w., XASs, o/d., tonneau, boot rack. £1,250 o.n.o. 01-540 0730 (day), 01-946 5747 (evening). (52079

AUSTIN SEVEN two-seater tourer (pre-Opal), 1933. Requires attention but can be driven away (when taxed). Selection of spares. Also custom-built trailer of similar age. Offers invited. View North London. Please telephone 01-368 2834 (after 7 p.m.). (52082

ARMSTRONG SIDDELEY Hurricane, 1946. Fitted with wire wheels, radio and heater as original equipment. Two owners from new, last owner since 1949. Recent engine rebuild, still running-in. Absolutely faultless condition throughout. Original registration book and workshop manual. If you require one of the finest convertibles left in existence and are prepared to pay around £2,000, telephone Montgomery 231 for appointment to view. AA survey available if required. (52111

1930 ALFA ROMEO 1750. Completely rebuilt by Alfa Specialist. Best offer by Nov. 30th. Box 4517. (52141

JENSEN INTERCEPTOR 1955. Appreciating asset—less than 30 survive. Complete original condition. Aluminium coachwork. Hide upholstery. MoT. £550 o.n.o. 01-462 3836 (Bromley). (52278

ROLLS-ROYCE Silver Shadow 1967. Finished in Velvet Green with green hide interior, tinted glass, sliding steel roof, radio, etc. Serviced to full Rolls-Royce spec. History available. Offered at £4,950. Jaguar 3.8 Mk. II. Built from new shell, new axles, brakes, power lock, close ratio E-type box with overdrive, diaphram clutch, balanced E-type engine, HR steering box. 8 in. Wolferace wheels, flared arches, alt., stereo, radio. £850. Tel: Wickambrook 239 (Suffolk). (52281

JAGUAR E-TYPE 4.2 FHC. 1968. Metallic grey body in excellent condition, 66,000 miles, mechanically sound, MoT May '75 reg. Owner posted overseas. Chris Crawford. Bus: 01-580 1204 A.h.: 01-602 6180. (52272

ASTON MARTIN DB6 Vantage, 1967. Triple Webers, 5-speed, s/roof, tinted glass, red with black int. The bodywork of this car is all original and unmarked in Concours condition. Tel: Hoddesdon 68465 evenings. (52269

RARE 4.7-LITRE Sunbeam Tiger Mk. I 1967. Cobra jet engine, rebuilt to 325 b.h.p. approximately 6,000 miles ago. Resprayed, new bumpers, etc. Alloy wheels. A very fast, very rare car for £1,500. Telephone 0742 369415 to view in Reading area or Sheffield area. (52268

FOR SALE—continued

1949 JAGUAR XK120 aluminium alloy roadster, chassis number 670158, excellent condition. £1,800 o.n.o. H. Borde, 335 Oceano Drive, Los Angeles, California 90049, USA. (213) 472-0182. (56839F

HEALEY 3000 Mk. III. MoT Sept. 1975. Resprayed metallic blue. Well maintained by two owners from new. £850. Phone office, Stourport-on-Severn 4827, or home, Kidderminster 2575. (19881

1951 RILEY 2½ RMB, good condition. MoT Sept. 1975. Offers around £300. Tel.: Surbiton, 01-390 3105. (52108

RILEY 9-H.P. SPECIAL, only lightened and shortened running chassis, less engine, radiator included. Offers invited. Tel.: Cheddar 742255. (52066

MG-B ROADSTER, 1971, immaculate coachwork and hood, meticulously maintained, only 29,000 miles; radio, tonneau, underseal, towball and Rostyle wheels. First £825 secures; reluctant sale of this treasured car forced by stork. 021 (Birmingham) 475 5876. (52068

1952 ROLLS-ROYCE Silver Wraith, short-chassis Hooper limousine, P.100, black, blue interior; 58,000 miles, beautiful condition. Offers around £6,000 considered. E. F. Peacock, Sandpit Farm, Bruisyard, Saxmundham, Suffolk, IP17 2EB. Tel.: Rendham 445. (52071

LOTUS EUROPA S2, May 1970. Bahama yellow. 24,400 miles. Cosmic wheels, G800 Grand Prix, Else conversion, Bright Eyes. Excellent condition. £895 o.n.o. Disley (Ches.) 2390. (52072

ASTON MARTIN DB4, 1961. Repainted and retrimmed. A beautiful example, unfortunately must go. Hence £1,295. 01-504 4882. (52070

1965 LOTUS CORTINA. Engine rebuilt 1650, 1,000 miles. Cracked block. Complete car, £175. Cardiff 20046. (52084

SILVER GHOST three-speed gearbox in excellent condition complete, less pressure pump for fuel system. Suit all Ghosts 1909-1913. Offers in region of £1,200. Offers in writing to Box 4515. (52081

ROLLS, 1927, PHANTOM I Barker Replica tourer by Wilkinson. A superb car in fabulous condition. £8,750. Box 4514. (52083

1925 ROVER 16/50. Very rare five-seater tourer in near original condition. Overhead valve engine, V-windscreen, alligator upholstery, etc. One owner for 37 years. Offers: 33 R. L. Stevenson Ave., Bournemouth. Tel.: 0202 709755; office hours: 0202 63344. (52087

LOTUS ELEVEN 'Le Mans' Mk. II. Lots to do, but great potential as chassis is genuine 'Le Mans' in really good condition. £375. Full details: Birmingham, 021-745 3576. (62140

MG-B ROADSTER. Late series. White. Wires, overdrive, etc. Extensively overhauled. Very fast, attractive car. £650 o.n.o. Consider exchange. Leeds 605271. (52139

LANCHESTER 14, 1954. Body very good, mechanicals very good. Almost 'concours', owners' club prizewinner. In regular use, MoT till April, taxed. £575 or very near offer. Ring Howle at Betley 388 (after 4 p.m.). (52142

GLAS 1700-112, 'J' Reg. LHD. Needs attention. Offers, buyer collects. Phone Bob, Harlow 415122. (52122

ALFA ROMEO Berlina, 1968, 59,000 miles. Well maintained, excellent condition. £525. 373 Sewall Highway, Coventry. (52121

LAGONDA 16/80. Genuine original 4-seater tourer, Vanden Plas type body. Comprehensive rebuild 5,000 miles ago. 1934. Very fine car. Offers. Ascot 24501. (52120

ALFA ROMEO Spider 2600, 1963. Great character and style. Ideal for Juliet who loves her Romeo. Radio. MoT. Red leather. Tel.: 01-603 4397. (52119

TVR VIXEN 2.5, red, 'J' Regd. Only 9,000 miles. Taxed to June 1975, MoT April 1975. Sunshine roof, Radiomobile radio, h.r.w., alloy wheels, Maserati air horns, Sundym glass. Safety features include: hydraulic brake system, brake fail warning system, hazard warning lights. Adjustable steering. A really economical sports car, approx. 26 m.p.g. town driving. A real beauty. Reason for selling, getting married on December 7th. £1,125 o.n.o. Phone Mike Smith: 01-407 8331 ext. 129 (London). (52115

MG-C, 1968 Nice condition. Long-tailed, hard-top/soft-top, overdrive, XAS, w.w. Fine, fast, long-distance tourer. True 22 m.p.g. Garage maintained. £550. Wokingham 784568. (52117

TR4A, IRS, 1965, white. Soft-top, overdrive, tonneau cover, wire wheels, radio; taxed and MoT. New hood, rear springs, exhaust system, battery and two tyres all fitted in the last six months. Very good example for year. £525. Tel.: David Kench, Milford-on-Sea (Hampshire) 2801. (52112

MEXICO, 1973, 'M' registration, Sebring red (no transfers), black interior, 'Custom Pack' (carpets, Contour seats, h.r.w., soundproofing, map-light, cigar-lighter, etc.), Biodes, 185 CN36 Cinturatos. Engine tuned on Oselli rolling road. Fast and economical. Wright: Morningtide, Overstrand, Norfolk, or ring Norwich 22288 ext. 5056 (working hours). (52103

MG PB 2-seater sports, original and complete in every detail. BRG and new red trim. Beautiful car in wonderful condition body and mechanics. Requires hood to be 'concours'. £1,450 o.n.o. 051-924 6220 (Liverpool). (52105

1962 FORD CAPRI, professionally maintained to a fastidious standard for sole elderly bachelor owner, compulsorily retired from motoring. Genuine mileage 29,950. Maintained in a warm garage, never out in the rain, back seat never used. Literally like new. Will accept first £500. Tel.: 045-84 3626 (Somerset). (52106

1933 BSA THREE-WHEELER. Completely rebuilt. Resprayed green, with red wheels and interior. A most attractive and practical little car. £700. Slatter, Tel.: Exeter 78452. (52107

JENSEN INTERCEPTOR, 1969. £400 spent recently. New radials, exhaust system, paint. Fitted Voxon stereo and Sundym windscreen. £2,200. Cash preferred but exchange considered. Tel.: Market Harborough 2974. (52110

TR6 "M" REG. Low mileage, stereo, overdrive, hardtop, radio, head restraints, taxed £1,425 o.n.o. Phone Colin White, Luton 413753 or Berkhampstead 71695. (52273

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1971K TRIDENT Venturer V6, two owners, 20,000 miles; Sundym glass, o/drive, electric windows, radio and opening rear window (*similar to above*) **£1,495**

1973L TVR 3000M, in brown; one owner, 14,000 miles..... **£1,795**

1973L JENSEN HEALEY, one owner, very pretty in mustard, unmarked **£1,495**

1973L LOTUS Europa JPS, in black and gold; one owner, 14,000 miles; Sundym glass..... **£1,895**

1973L TRIUMPH TR6 d.h.c., in light blue; one owner, 18,000 miles; radio, o/drive; mint condition **£1,445**

1973L TRIUMPH Spitfire, in purple; one owner; no o/drive but exceptional throughout..... **£960**

1973 TRIUMPH Stag coming, very little known at going to press **£2,495**

1971K TVR Vixen 1600, white; one owner, 17,000 miles; mag. wheels; a genuine specimen of real value at **£1,145**

1971J MG-B roadster, in red, with o/drive and Bermuda hard-top **£895**

1971J LOTUS Elan Sprint d.h.c., blue and white; one owner; new tyres, tonneau; low mileage.. **£1,295**

1970J MG-B GT, blue, with radio and o/drive; two owners and low mileage **£925**

1968G LOTUS Elan 2+2, beige. A vehicle we have bought and sold three times since new, so it now needs another appreciative owner.. **£995**

1968F ALFA ROMEO GTV 1300, in blue; very low mileage, in exceptional condition, two owners **£695**

1971 Reg. 3AXV MAXI, fully rally prepared by British Leyland. Rebuilt engine, 5,000 miles; finished in white ..... **Offers**

1969H ESCORT Twin Cam, rebuilt big valve engine, many mods. **£665**

1972 FIAT 124 Sport, unblemished **£1,395**



1973M ASTON MARTIN DBS V8, auto., imperial blue/white hide: Learjet stereo 8-track; 13,000 miles, one owner (*similar to above*) **£5,650**

1973 FERRARI Dino Spyder, dark blue, black vinyl roof, radio/cassette, electric windows, leather trim; one owner, 18,000 miles..... **£4,500**

1974 MG-B GT V8, damask red, black cloth interior, tinted glass, radio, chrome wheels, h.r.w., overdrive; 8,000 miles, one owner..... **£1,995**

1972 MG-B GT, beige, cloth interior; 27,000 miles; radio, overdrive **£1,295**

1973 STAG, French blue, hard and soft, tinted glass, radio, h.r.w., overdrive; one owner, 13,000 miles **£2,450**

1972 STAG, automatic, white, hard and soft, radio 8-track, low mileage..... **£2,150**

1970 series JAGUAR E-Type 2+2, auto., white/black trim, radio, chrome wires **£1,495**

1968 LOTUS +2, red/silver roof, recent engine overhaul..... **£995**

1969J ASTON MARTIN DBS6, auto., red/black trim, radio, stereo-8 **£2,950**

1968G ASTON MARTIN DBS6, auto., red/black trim, radio, tinted glass, chrome wires; exceptional condition **£2,450**

1969 MG-B GT, red/black interior, radio, cassette, wires..... **£795**

1968/69 MG-C GT, red/black trim, radio, wires **£795**

1968 MG Midget, navy/black trim **£395**

1970 VITESSE convertible, pale yellow/black interior; low mileage..... **£695**

1970 LOTUS Elan f.h.c., red/black vinyl roof; low mileage..... **£995**

1970 ESCORT GT, blue mink/black vinyl roof; low mileage..... **£625**

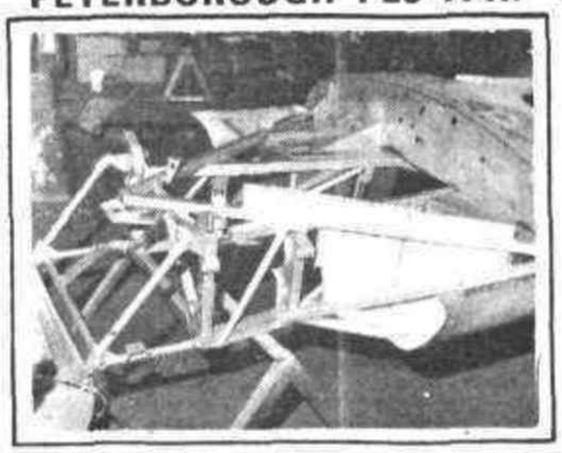
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BENTLEY Mk. 6 convertible by Park Ward, 1950. Finished in shell grey and black with grey leather. In beautiful condition having recently been resprayed and retrimmed. Mechanically excellent.



BENTLEY T 2-door saloon by James Young, 1967. Finished in garnet with black upholstery. In well maintained above average condition. Sundym windows and refrigeration. One of only 50 made.

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SPITFIRE Mk. 4, 1974. Pimento red, 6,000 miles..... **£1,165**

SPITFIRE Mk. 4, 1973. Emerald green, 13,000 miles.... **£945**

SPITFIRE Mk. 4, 1972L. Sienna, h/s.-tops **£865**

SPITFIRE Mk. 4, 1972. Saffron, overdrive **£835**

SPITFIRE Mk. 4, 1971. Laurel green, radio **£695**

SPITFIRE Mk. 4, 1970. Black, wire wheels, overdrive .. **£625**

SPITFIRE Mk. 4, 1970J. Saffron, radio **£585**

SPITFIRE Mk. 4, 1970J. Dark blue **£575**

SPITFIRE Mk. 4, 1969. Valencia blue, wire wheels..... **£495**

Comprehensive 3 months' guarantee. Part exchange and finance facilities available.

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AUSTIN 7 BOX SALOON 1931. Complete for restoration £150. Spares if required. Telephone Ripley (Surrey) 2403. (52266

ALVIS TD 21 DHC '59. Park Ward coachwork. A very sound attractive and regal low mileage car with beautiful rot-free white bodywork. Immaculate blue leather and Wilton interior and faultless mechanics. Only slightly dull chrome precludes the sort of high price commanded by perfect examples of the marque. £950. Ring Hawkhurst 2483 (Kent). (52264

1925 CHRYSLER Imperial 80 Drophead Coupe. Rough. Sale or break. Coffin, New Road, Shaftesbury. (52267

1968 MG MIDGET Mk. III. If you want a really clean, sound Midget and have £350, telephone Haddenham (Bucks) 291122 (evenings) for full details. It will be well worth your while! (52265

E-TYPE 3.8. Choice of two. 1962, MoT, XAS tyres, tatty interior, engine knock, hence £275. 1963, taxed,, MoT, radio, XJ6 tyres, £425. Tel: Skelmanthorpe 3971. (10 minutes M1 Junction 38). (52263

AUSTIN HEALEY 3000 Mk. III. Red/black. Original excellent condition, all extras. Low mileage. £1,300. Orpington 28719 or Canterbury 710194. (52262

ROLLS-ROYCE Silver Cloud I. Sand and Sable. Beige leather. Chassis No. SGE 72. Automatic. Power assisted steering. Inertia belts. Fitted tool set. Handbook. Almost new tyres. Spare unused. Retired engineer offers this superb car, taxed and tested to May 1975, £2,750. Wilde. Thanet 68234. (52261

MORRIS MINOR 1950. Good and solid. Slightly modded, fantastic potential. Ring and I'll tell you more. Tony, Dorking 2374. (52259

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PHOENIX GN. This well-known and very effective vintage sprint car is offered with its almost complete special o.h.c. engine. Small drivers only should write to Sandy Skinner, 6 Ruston Mews, London W11. (52291

GINETTA G15. K. Red. 27,000, radio, stereo, £750 o.n.o. Cowes 5506 (I-o-W). View Portsmouth area. (52293

1932 SINGER PORLOCK 2-seater. Sound and mainly original. £600 o.n.o. Ashton, Higher Tunstead, Green Field, Oldham. Phone: Saddleworth 6713. (52296

JAGUAR XK150 Drophead. Carmen Red. Rare Automatic model. Superb classic. £1,450 Rolls Royce Cloud I. Resplendent in two shades of green. Superlative condition. £2,900. South Benfleet 4174. (52289

MG-B Late 1964. Overdrive, w/wheels, radio, spots, seat belts, sports s/wheel, good condition. £300. Alcester 3518 (52283

VAUXHALL 20/60. Needs restoring circa 1928 rolling chassis, engine removed and re-ringed gearbox, spare front axle, some instruments, tatty front wings and bulkhead section, beautiful grille, radiator, delivery arranged. Melvern 3272 evenings. (20016

MG TC 1949. Needing complete restoration. No rear body. 55 Milgarholm Ave., Irvine, Ayrshire, Irvine 79065. (52282

JAGUAR E—full race, fibreglass bonnet, boot lid, perspex windows, fully lightened, wide alloy wheels, Firestone wet tyres. Also several spare tyres, hill climb gearing. Brands 57 seconds. Lydden 48 seconds. Class records, Bodiam, Valence, Ditcham. Has won nearly every event entered. Four wheel braked trailer with spare wheel, etc. £1,495 complete outfit. Tel: Bob Staples (day) 01-734 0625; (evenings) 0732 51721. (52274

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SECOND PORSCHE forces sale of 1963 Super 75 Cabriolet Convertible RHD. MoT. August. Exhilarating performance. Above average body and mechanics. £470. 01-300 4966. (52297

ASTON MARTIN DB6 Volante 1968. 45,000 miles, silver, electric roof, 5 new radials, wire wheels, body work immaculate. Mechanically superb. Full service just carried out. £2,500. 01-834 3605. (20018

1953 AUSTIN A/40 Somerset Saloon (PYD 179). Fawn with red trim, four doors, sun roof, 21,000 miles, one owner. Excellent condition. £175. Phone Sidmouth 3753. (52277

DAIMLER SP250 "B" specification, registered 1962, 168 FOC, under 60,000 miles, stored for the last four years, new rack and pinion steering. £300 spent in last six months, plus equal hours. Full repaint plus many new parts. Numerous spares included. 12 months MoT. Clegg Nelson, Lancs. 0282/65503. (52205

PEUGEOT 203 fitted 403 engine, Weber carb, body rebuilt, re-sprayed, reupholstered, rewired, etc. New suspension, brakes, big wheels, looks good, goes well. Forced to sell at £350. SAE for details. Thomas, 115 Saunders Way, Swansea. (52256

BENTLEY MK. VI, T & T, £500. Hobbs, 12 Greenacres Drive, Garstang, Lancs. (52258

FOR SALE—continued

A. C. COBRA 4.7 litre Mark 2. Ferrari Red. Black interior. Immaculate. Unmodified road car. £5,700. Telephone Miserden (Glos.) 349. (52255

PORSCHE RSK 1959 ex-works car currently running in JCB. This car has had a lot of time and money spent on it this year and is eligible for next year's historic and Classic championships. 2 spare 4-cam engines, workshop manual, etc. Offers around £5,500. 01-584 7375. (52204

DAIMLER SP250, 1962, taxed, tested. Dark blue with white hood and pale blue interior, TR6 wheels. Above average, so must be cheap at £595. Interesting part exchange considered. Tel: Skelmanthorpe 3971 (10 minutes M1 Junction 38). (52263

1972 TRIUMPH STAGS, choice of two, one in white with manual box, the other in blue with auto box. Both cars in immaculate condition. £1,900 each. Phone Horwich (Lancs.) 66028. (52260

LOTUS SEVEN. Blue with yellow stripe, supercharged Ford 1500 engine, alternative 28/36 Weber, new hood. Genuine reason for sale. If you've got the courage Ring Tony Dorking 2374. (52259

LAGONDA M45 Saloon 1935. 4½-litre. Engine running in after extensive overhaul. Repainted. Pleasantly original car in sound order. Sale due to purchase of 12/50. £1,700 o.n.o. 01-467 2028. (52276

ALVIS TA/14 1949. Very good condition. MoT. Spare engine, g/box and radiator. £275 o.n.o. Can deliver. Tel: Nottingham 246154. (52184

LA SALLE. April 1937. Black Fisher Saloon, V8, 36.5 h.p. Original cellulose and chrome. Grey Bedford cord uholstery. Six good tyres, new muffler awaiting fitment. Three owners; myself since 1943. Maintained by Concessionaires. Complete refit by them in 1953 at 104,000 miles. Stored since 1960 at 125,000 miles. Seen Dover/Sandwich area. £675. Box No. 4521. (52279

JENSEN HEALEY. Red. Late 1972. One owner. Service record available. First-class condition. Radio and cartridge player included in the price of £1,375. Contact: Mr. Field—01-404 5791. (52202

FABULOUS MERCEDES 230SL. Auto, p.a.s., hard and soft tops, third seat, nice condition. Will sell at £1,390 or swap for H.R.G. or similar. Ticehurst (Sussex) 507. (52203

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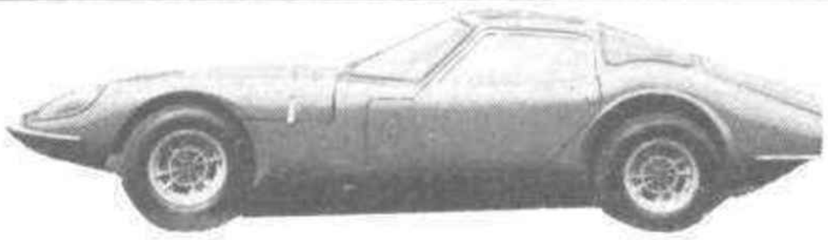
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1968 Aston Martin DB6 vantage five-speed manual gearbox, power operated windows, finished in olive green, chrome wire wheels, 8 track stereo, **£1,795**
1972 Jaguar XJ6 4.2 automatic finished in white, black interior, radio, **£2,495**
1974 Model Mercedes Benz 250 automatic finished in pastel white, under 10,000 miles from new by one owner, fitted head rests, radio, **£4,395**
1973 Renault 17 TS fixed head coupé, fuel injection, red/black interior, five speed gearbox, electric windows, **£1,695.**

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FOR SALE—continued

DOWNTON 1275 COOPER "S". Engine fully balanced, with a touring conversion, 4,000 miles. Coach finished, sound proofed, specialist seats, Kenlowe, safety cage and full instrumentation. Offers: 01-863 7400. (52392

COUPE A35. Fixed Head. 1957. Only six known in country. Mot'd. Earldoms (Salisbury) 331. £200. (52393

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1965 MG-B, W/wheels, good radials, h/top, o/drive, radio, many other extras. Taxed February. MoT September. Slightly tatty, hence £170. No offers. Tel: Dave Walden, Chelmsford 52567, evenings. (52422

1954 SUNBEAM ALPINE 2-str. Roadster. One family owner since 1955. Original log book and handbook. In fine mechanical condition (MoT Aug. '75). Good bodily but could do with attention to inner sill, panels and carpets. £450. Tim Frost, "Dellfield", Castle Farm Lane, Wickham, Hants. Wickham 833031. (52420

MG TF 1500 c.c. Good condition. £1,250. Phone: Rayleigh 79627, Essex. (52474

1936 MG TA. Absolutely complete, but requiring restoration, £425. Also rare MG TB in similar condition £475. Stourbridge (03843) 73174. (52476

BENTLEY MK. VI 1951 in superb condition, both mechanically and bodily. £1,150 o.n.o. Tel: Lochans 343. (52475

WOLSELEY 12/48 1936, Original, mechanically and bodily very good. Drive away for £225. Fareham 3558. (52477

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ROLLS-ROYCE Silver Wraith H. J. Mulliner SWB Saloon with electric division and sun roof. Chassis WZB 14. Delivered 1948. Previously owned by one family. £2,000. Welwyn (Hertfordshire) 4924. (52480

GILBERN INVADER Mk. II 1971. Bahama Yellow. O/drive, V6 3-litre Woolfrace wheels, electric windows, radio/stereo 8. Director's car. £1,100 o.n.o. Excellent condition. Tel: Ascot 21892. (52482

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1937 TRIUMPH VITESSE. A fine car in excellent condition throughout. £750 or near. Details: 94 Old Lane, Birkenshaw, Bradford. Tel: 691380. (52483

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JAGUAR E-TYPE FH Coupe, 4.2. Dark Blue. 1965. Radio, new discs, pads, radiator, pistons, rebore, clutch, flywheel, timing chain. Completely rebuilt—needs running in. Reluctant sale. £745. Ascot 24501. (52485

LOTUS SUPER SEVEN. Rebuilt engine, respray, new clutch, shockers, heater, exhaust, hood, battery and brakes, maintained regardless. £550. Griffiths, Brailsford 279 or 429. (52486

MG-A 1600 1960. H/top. Good cond. MoT June 1975. 4 owners, present owner 7 years. Offers over £200. Parkes, 5 Lionfields Road, Cookley, Kidderminster. (52487

1929 AUSTIN 7 Fabric Saloon. In exceptional condition. Spotlessly clean underneath and on top. £1,350. Stourbridge (03843) 73174. (52488

DAIMLER 104 1955. Very good condition and very low mileage. No rust. Taxed etc. + original tool kit. Offers around £725. River Southend 43780 or 64016. (52431

FOR SALE—continued

1933 RAILTON DHC. Oldest surviving example, non original mechanics and wings. Will sell or buy Terraplane or early Railton Chassis to complete vehicle. Also 1948 Triumph Roadster. Both vehicles need complete rebuilds. Details phone Colwall 241 Worcestershire. (52452

1972 DUTTON Spitfire engine (only 16,000 miles). Fabulous car but Bank Manager forces sale, hence only £475. Oxford 511311. (52446

BENTLEY 4½-LITRE 1936. Chassis No. B78-HK. Reg. No. DGT736. Coachwork by Mann-Egerton. The actual car is illustrated at the botttom of page 221 of the Johnnie Green book "Bentley, 50 Years of the Marque". Apparently one owner and unused since 1957 and totally original. Unfortunately the engine is partially dismantled, but is we feel all complete. Price £925 or swop for useable SI or SII Bentley. Tel: Freckleton (STD 0772) 633320. (52447

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1949 ALVIS TA14. Good condition. New tyres, will restore to Concours, £275. Tel: 061-709 4062 (Cheshire). (52444

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MAZDA ROTARY ENGINE RX3 Saloon. Yellow/black vinyl roof and Webastos, sun roof. As brand new, only 2,500 miles. One owner. Save £800. Absolute bargain, £1,050. Phone office 01-650 7111; evening 01-668 6506. (62450

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VOLKSROD BEACH BUGGY 1500S VW engine, heater, new battery, full weather equipment, "fat" wheels, towing bracket. £350. Dunstable 603881. (52457

FIAT BERTONE SPYDER 903 c.c. Mk. 2. Hard/soft tops. Basically very sound, but needs tidying up round the edges. LHD. Worth the effort and £375. Slough 22459. (52455

XK150 FHC. Outstanding in every respect. First to see will buy, only £1,495, exchanges considered. 01-778 7307 office; 01-650 7139 home. (52458

1929 CLYNO 10.8 H.P. Four seater Tourer "Royal" Model. Several spares. Offers: Ashton, 30 St. Andrews Street South, Bury St. Edmunds. Phone: Bury 4584. (52459

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MORGAN 4/4 1961. Excellent interior. Orange. MoT. £495. Wymeswold 880067, daytime. (52461

ASTON MARTIN DB5. Silver. 1965. Dealer mainataned. Business commitments force reluctant sale £1,275. Bournemouth 37779. (52462

MINI COOPER "S". 1971. K registration. Must be one of the last made. Certified mileage 16,000. Service records available. One lady owner. White with black trim. Still looks and drives like new. Extras include reclining seats and radio. Offers around £900. Ring day 021-354 5829; evenings 021-373 3246. (52464

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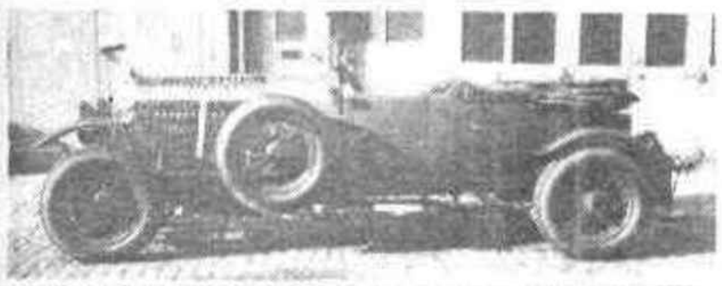
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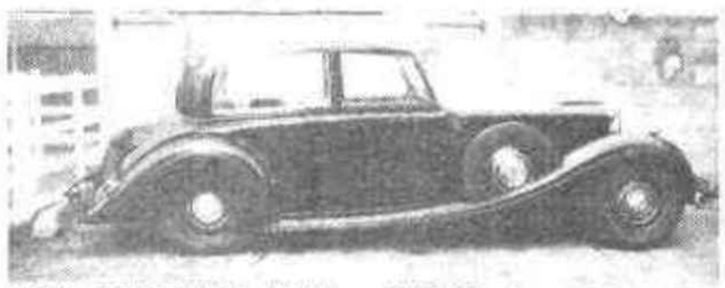
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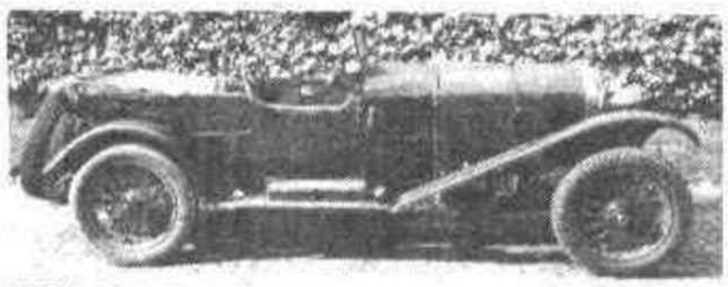
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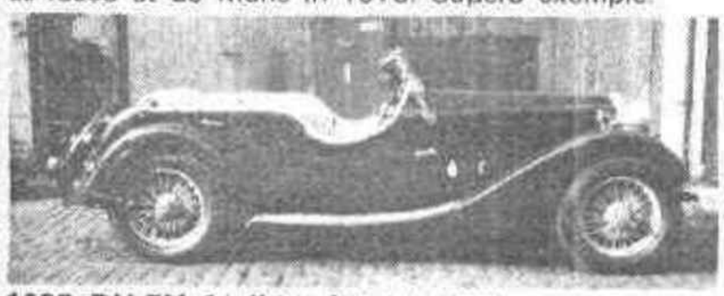
1928 BENTLEY 4½-litre 4-seater Le Mans replica, as raced at Le Mans in 1973. Superb example.



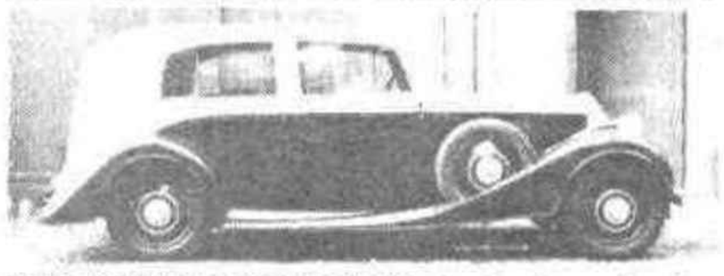
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1935 RILEY 1½-litre Lynx tourer.



1938 ROLLS-ROYCE 25/30 touring limousine by A. Mulliner.

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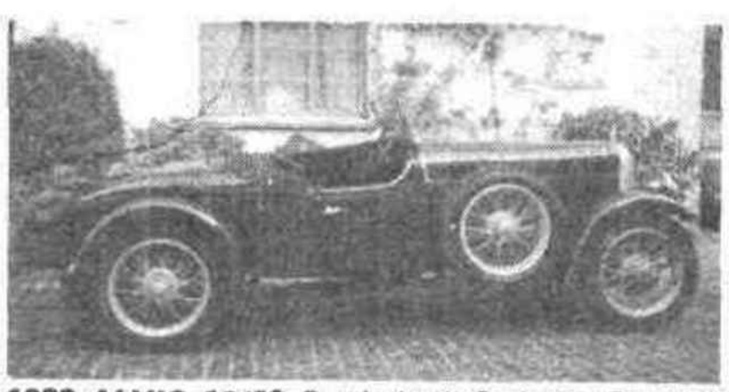
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1925 BENTLEY 3-litre short-chassis tourer. Full history available.



1927 ROLLS-ROYCE Phantom I with Wilkinson barrel-sided touring body. Recently restored.

1924 BENTLEY Blue Label 3-litre long-chassis tourer by Gurney Nutting.
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ROLLS-ROYCE P5 1962 by James Young. Finished in midnight blue with gold coach lines. The interior is mid blue hide and is complete with cocktail cabinet plus occasional seats.



BENTLEY R TYPE 1953 by Freestone and Webb. Finished in black pearl with a beige hide interior. 2 private owners from new. A rare car in prime condition.



BENTLEY MK VI 1951 by Mulliner. Three owners from new, low mileage. Duo grey with a faultless red hide interior. An extremely fine old machine.



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ALFA ROMEO 1972 (Feb.) Giulia Super 1570 c.c. saloon. White with black trim. One owner, 37,000 miles. 5-speedbox, radio, performance with economy, outstanding road-holding. A must for the knowledgeable. **£985.**

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FERRARI 250 GTE 3-litre V12 1963. Full 4-seater. Grey, black leather, wire wheels. LHD. Hardly used last 4 years since Maranello overhaul. Mileage under 35,000. Laid up Isle of Wight. Knights, Lower St. Cross Farm, Newport. Tel: 2581. Offers over £1,250. (52380

LOTUS ELAN S2 1965. DHC. Genuine 47,000 miles only. New G800 "S" all round. 12 months MoT. £430 o.n.o. Warrington 62696. (62400

1958 MG ZB MAGNETTE. 11,000 miles since mechanical overhaul, MoT, tax, Cints, spares. Dented rear wing. £100 for quick sale. No time wasters. Tel: Bristol 691422. (52406

LOTUS ELAN SPRINT DH April 1971. 34,000 miles, extras, beautiful condition. £1,065 o.n.o. T. J. Smith, 01-283 3070, ext. 219. (52405

1930 TALBOT Offord bodied DHC. Very rare, the only survivor in Britain of ten built. 41,000 miles from new. Very original, many spares. £3,000 o.n.o. Blyth 5053 (Northumberland). (52463

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LOTUS ELAN 1969 S4 SE FHC. Aubergine metallic. Excellent body. New tyres. Suspension, doughnuts, bearings, clutch, etc. replaced. Growing family forcing reluctant sale. £750. HP possible. Cutbill, Macclesfield 31311, 9.00—5.00. (52470

LEA-FRANCIS 2½-litre Sports 1950. Extensively overhauled during last two years. Twin Cam engine rebuilt with new crankshaft, gearbox rebuilt, etc. Almost Concours condition, fast, reliable, taxed and MoT. Fitted 15 in. alloy wheels, original wheels available. Offers invited. Simpson, 93 Widney Road, Knowle, Solihull, Warks. (52437

1933 ALVIS "FIREFLY" Drophead Coupe. Open 4-seater bodywork by Cross & Ellis. Recent respray, new hood, carpet, etc. Good running order, nice looking car. £775 for quick sale. Tel. Newport Pagnell 160123 (eves.) (52438

AUSTIN HEALEY 100 BN1 1955. Metallic Blue. Excellent condition and mechanics, house purchase forces sale. 01-226 2524 evenings, Mr. Cole. (52439

AUSTIN HEALEY 3000 Mk. III. 1967. Genuine 43,000 miles. Used very little last three years. Reluctant sale. £850. Phone Preston 38664 evenings. (52440

BMW 2500 '70. Mathwall engine, Bilsteins, XASs, stereo, taxed, MLG, service history. LHD. £1,175 o.n.o. Slough 22459. (52455

XK150 "S". Modifications FHC 1958. Completely restored and retrimmed in red leather. Mechanically superb. Metallic Maroon. Offers around £1,400. Tel: Milton Abbas 411 or 675 (evenings). (52445

ALVIS 4.3 SALOON. 1937. Mechanically restored. Retrimmed inside. Only needs repaint to finish. £1,500 o.n.o. Tel: Milton Abbas 411 or 675 (evenings). (52445

1964 LAGONDA RAPIDE. One of last made. £1,500. 1951 Lagonda Drophead 2.6-litre £375. For details phone Colwall 241, Worcestershire. (52452

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ASTON MARTIN DB5. 1966. 5-speed. Vast expense by AMOC enthusiast to bring this attractive model to Concours condition, including reconditioned engine, complete retrim in tan Connolly hide, superb repaint finished in Burgundy, new CWW etc. Collector's gem. Ring for full details: Coventry 411712. (52549

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JAGUAR XK120 Roadster, 1952 for sale. Just resprayed Red. MoT until July 1975. Excellent throughout, but needs new hood. Will exchange for vintage, PVT or historic sports/touring car—cash either way, or sell £1,400. Please write to: T. Walder, 73 Waltham Avenue, Guildford, Surrey. (52536

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SUNBEAM TIGER 1965. White with black interior. Hard and soft top. Radio. Genuine 37,000 miles. Two private owners. Pristine condition. £795 or exchange. Tel: 061-881 5986. (52561

BMW 2002 1972. Dark green. One previous titled owner. Chauffeur maintained. New owner unexpectedly going abroad. Radio, etc. Immaculate condition. £1,250 o.n.o. Contact Petch, Avonbank (Berkshire) 8116 anytime, leaving number to call back. (52557

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1970 WOOD & PICKETT Morris Cooper S 1345 c.c. Full conversion, MoT Oct. '75. Taxed Jan. '75. New tyres, clutch, alternator and exhaust fitted. 8-track stereo. 32,000 miles. A faultless and unusual car. Breathalysed, so only £920. 051-427 3845 or 051-727 1579. (52532

SUNBEAM TIGER 1965. Royal Blue with matching hard top, fitted soft top, new radials fitted, adjustable shock absorbers, Motorola radio. Good condition. Taxed to end of the year. Reluctantly must sell for £460. Rickmansworth 72182. (52537

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EYE-CATCHER Lotus Elan DHC SE. Colour Black. Extras include radio, wide wheels, semi-flared arches, electric windows, long Tax, MoT. £595 P/ex. Finance arranged. Sedlescombe 247 (Sussex). (52531

SCIMITAR GTE 1972 Model. Automatic. White with Tan. Radio, HRW, Cinturatos, low mileage, one owner. Exceptional condition throughout. £1,875. Huntingdon 72072. (52535

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1935 FORD 10 'Barrel' type, superb. **£475 o.n.o.**

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ALFA ROMEO 1750 GTV 1969. Red with black interior, radio and electric aerial included in superbly maintained stylish car. MoT until August 1975. £775. Ely (0353) 3207. (52543

LOTUS ELEVEN MK. I. Clubman's specification. Stored by present owner 10 years. Registered for road 1962. Believed under 3,000 miles. Metal tonneau, headrest, appendix J screen, hood, etc. At present without engine and gearbox, but was fitted o.h.v. 105E Ford engine and gearbox. Offers: Ampthill (Bedfordshire) 402783. (52575

1936 RILEY 12.4 Special Series Saloon. Current tax, MoT. Complete, rewired, original, paintwork awful. Exchange rather than sell. Wife requires circa 1968 R4L or similar. Opportunity to start vintage motoring at a moderate cost. Plains Farm, Little Totham, Maldon, Essex. (52576

DE BRUYNE Gran Tourer. Unique Gordon Keeble based four-seater, 140 m.p.h. Chevrolet V8 Sports Saloon. Thought to be the only one in existence. Rebuild nearly complete, bills for £600. Offers around £2,000, Southend 352040 evenings. (52572

1935 VAUXHALL 12 h.p. "Light Six" Saloon. Good condition for restoration. Offers: L. Allison, 13 Willow Green, West End, Woking, Surrey. Daytime 01-994 3641 Ext. 123. (52547

1957 MK. I JAGUAR 3.4 Continental. Automatic. LHD. One owner 16 years. In running order. MoT, taxed. Interesting history. Requires restoration. Reasonable offers or exchange WHY. Williams, Lauriston, Stogumber, Somerset. (52578

DAIMLER SP250 1960. Very good condition. Much time and money spent. Absolute bargain, £475. 021-744 7013. (52529

TRIUMPH GT6 1973. 12,000 miles. White. Excellent condition. Ziebart rust-proofing. Overdrive, rear seat, rear window heater, smoked glass. £1,150. Ring 01-749 6524. (52550

LOTUS ELAN S4. Drophead SE 1970. J registered. Well above average condition. Has just had new clutch; other items recently replaced include new engine! tyres and hood. Painted brilliant Aubergine. Bargain £995. Itchen Abbas 466 (Winchester). (52563

CLAN CRUSADER 1973. Yellow sunroof, mag. wheels, Sundym glass, etc. A well-maintained example of an economical model £1,000. Wormley 2943 evenings. (52552

TR4 1962 with overdrive. First-class mechanics. Hard and soft tops. Newly resprayed with 10 months MoT. £300 o.n.o. Tel: Lochans 343. (52551

GINETTA G15, 1972 K. Yellow. Sunroof, heater, HRW, 25,000 miles. Engine just rebuilt, new pistons, fitted Wills rings, nearest £850. Bressingham 410 S. Norfolk. (52523

1970 (MAY) FERRARI 365 GT 2+2. Immaculate and well maintained. Silver Grey and black. Tel 02603 419. (52574

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1958 JAGUAR XK150 D.H.C. Carmen red with black trim. The recent subject of a most extensive restoration.



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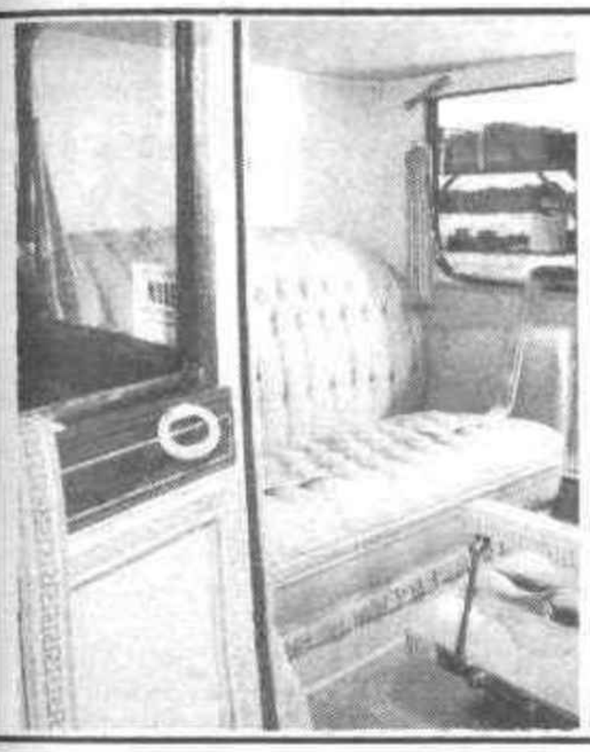
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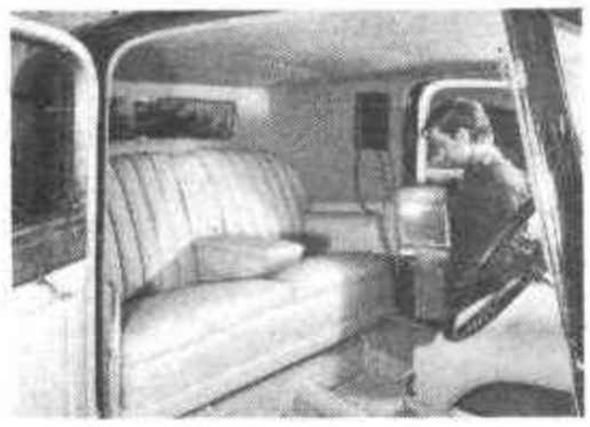
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LOTUS Elan Sprint drophead, 1971K. Finished in lime green over white with black trim, low mileage, beautiful condition throughout..... **£1,295**

LOTUS Elan Sprint drophead, 1971K. Finished in black with gold coachlining. A one-owner low mileage car in superb condition throughout.. **£1,295**

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LAMBORGHINI Espada, 1969. Finished in champagne with black hide interior, electric windows, tinted glass etc. This superb car has just had a complete check-over carried out by main agent and must represent value at..... **£3,999**

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CORTINA V6 Superspeed Mk. III GXL, 1972. Finished in grey with black interior, amongst the extras fitted are sunroof, tinted screen, radio, chrome Rostyles **£1,295**



JAGUAR 'E'-Type 2+2, 1968. Finished in Carmen red with black trim. This two-owner car has covered a mere 33,000 miles from new and is fitted with sunroof, chrome wire wheels, heated rear window, radio etc **£1,295**

CORTINA Crayford convertible, 1967. Finished in white and fitted with the 1,500 c.c. engine, makes this very rare four-seater convertible very economical, also fitted with a radio..... **£495**

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JAGUAR XJ6 4.2, 1971. Finished in red with biscuit trim, automatic and power steering and all usual refinements, very much above average.. **£1,895**

FIAT 125 saloon l.h.d., 1970. Finished in brown "N" reg. M. D's personal transport to Southern Spain and back during summer and now redundant **£495**

BARLOTTI Monza Go Kart Upton Villiers 210 c.c., transistorized ignition 5" and 6" slicks, 5" and 6" wets, Mag. front wheels and Nylite rears, very quick.. **£275**

ROVER 100, 1962. Finished in black with white trim. Fitted overdrive. A vast amount of money has been spent on this classic car including re-chroming, re-trimming and overhauling the mechanics. Surely an investment for the future..... **£495**

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NEW JENSEN HEALEY, finished in yellow **£2,376**
NEW MAZDA RX4 coupé, finished in white **£2,012**
NEW MAZDA RX3 coupé, finished in blue **£1,625**
1973 M CLAN CRUSADER as new, many extras **£1,395**
1973 RELIANT SCIMITAR GTE, low mileage, electric windows **£2,095**
1973 FORD CORTINA XL Crayford convertible automatic, 9,000 miles **£1,395**
1973 M TVR 3000 M one owner, low mileage **£1,995**







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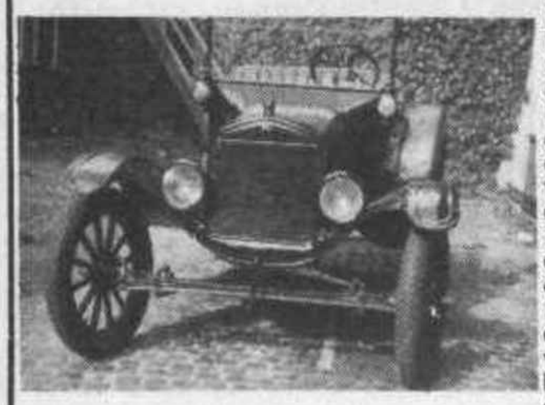
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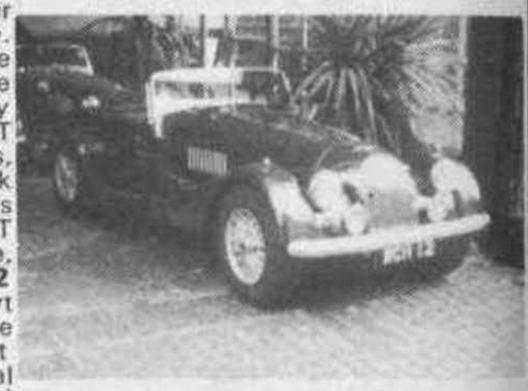
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We followed our own advice and went to the polls in a **Morgan,** what happened? For those in need of a **Morgan** with left-hand drive and registered outside this country suggest you read nerve tingling news from Locasport, half-way down this page. Peter is the man to talk to, preferably in English (all **Morgan** dialects accepted) as his French is only understood by other Englishmen. Enough of the chat and on with our own mind-bending examples of the *marque*. Silver 1973 **Morgan Plus 8,** luggage rack, tonneau cover, bucket seats in leather, one owner, V8 engine for those not in the know. Driven politely, **thank you Ian.** Electric blue **Morgan 4/4,** registered 1972, but the car is in fact a 1970 model, last owner fitted very expensive leather Plus 8 type bucket seats, wide wheels, heater and tonneau cover, 1600 GT engine, smart and irresistible. 1971 **Morgan 4/4** 4-seater, indigo blue, 72-spoke wire wheels, tonneau cover, luggage rack, hood and sidescreens relatively new, with hood finished in black canvas instead of P.V.C., this car only came to us because of a family planning error. Perhaps **Morgans** will produce a five-seater one day. **1970 Morgan 4/4** in white (pure), 1600 GT engine, wire wheels, tonneau, bucket seats and rear bumper. **Morgan +4** 1966, in orange, details except for wire wheels are a bit vague whilst writing this piece of literature. **1972 Morgan 4/4** in green with either off white or pure white interior, depending how much dirt comes off, luggage rack and those steel wheels. 1969 **Morgan 4/4,** 1600 GT engine, wire wheels, bonnet strap, rear bumper, paint colour can only be described as a sort of green, not light or dark. Still also have our 1938 **Morgan 4/4** 4-seater, black leather interior, red metal exterior, folding windscreen, Coventry Climax engine. Mostly rebuilt, but chrome parts need rechroming. Our selection of interesting and unusual cars as described last month now includes a 1921 Model T Ford in black. Please ring for details of other **Morgans** we have for sale.

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FOR SALE—continued

AUSTIN HEALEY 100/6 1958 LHD. Overdrive, wire wheels, hardtop. Beautiful condition. £750 o.n.o. P/ex. Bedford 740011. (52601

HARRINGTON ALPINE with sill rust and big end trouble. Needs willing enthusiast. £100. 01-836 0414 (office). (52606

MG-B ROADSTER, M reg. Low mileage. Overdrive, radio, black tulip. £1,250 o.n.o. Ashton-in-Markerfield 79510. (52608

BRISTOL 408 1965. Superb dark blue bodywork. Recent engine overhaul. Very impressive motor car. £795. Colnbrook 2891. (52607

JAGUAR MK. 7 "M". 1955. 3 owners. Reg. 63 GMG. Taxed. 12 months MoT. £265 o.n.o. Hascombe 283. (52609

3000 HEALEY MK. II '62.. This much cared for car in superb condition has undergone complete rebuild inside and out. Original Healey Primrose. Extras include: works hardtop, o/d, w/w and G800. Very much a man's car. Offered sensibly at £700. Crowthorne 6459. (52605

1960 MK. I SPRITE "Frogeye". Good mechanics and bodywork; MoT; hard-top and tonneau. Recent respray. £200 o.n.o. Telephone Hemel Hempstead 65732. (52612

MARCOS 2-LITRE J Reg. 34,000. Reconditioned engine, 5,000 miles ago. Alloys, sunroof, electric windows, radio, cassette, taxed and MoT. £1,150. Phone 061-998 3576. (52613

LAGONDA 4½-LITRE LG45 Tourer Sill engine, G10 gearbox, recent repaint, new hood and sidescreens, good original condition. MoT. £3,850. Tanworth-in-Arden (Warwickshire) 2271. (52615

LANCIA FLAVIA 1.8 COUPE 1965. White/black interior. Excellent throughout. Haggle around £450. Cranleigh 4566. (52616

MG-B GT 1969 model. Overdrive, radio, MoT, etc. Excellent condition bodily and mechanically. New car arrived, hence £550 o.n.o. Rickmansworth 76717 evenings. (52617

MG TF 1954 1250 c.c. Very good throughout. Regular runner. Telephone Truro 3020. £1,325 o.n.o. (52618

RILEY 1½ DEC. 1948. Immaculate. Substantially renovated. MoT. £500 o.n.o. Ody, 8 Church St., Banwell Avon BS24 6EA. (52619

AC ACECA BRISTOL 1959. Mechanically rebuilt, reconditioned inside and out as original. Bills for over £800 in last year. Offers. Thornton. Telephone Downderry 583 (Cornwall). (52620

LOTUS ELAN SE 1969. Only 39,000 miles. Taxed and MoT July 1975. Transistorised ignition. One previous owner. Little used and beautiful example. £875. Tel: Stevenage 813068. (52621

XK140 FHC. Body reasonable, good runner—poor stopper! Just bought a house so beloved motor requires good home. £575 o.no. Veronica M. Capewell, 73 Colleton Drive, Twyford, Reading, Berks. (52622

R-TYPE BENTLEY 1954. Auto. Black over silver. Respray, tan upholstery, reconditioned engine, gearbox. Completely original. £1,750. Worley, Waveney House, St. Olaves, Great Yarmouth, Norfolk, Fritton 258 (52614

1935 AC 2-LITRE short chassis with new replica bodywork. Completely rebuilt mechanically. Needs detail finishing. £600 Hertford 4638. (52623

LAGONDA M45 in superb order. Polished engine, engineer maintained. 17 Bracebridge Road, Four Oaks, Sutton Coldfield, Warwickshire. £3,900. Phone 021-308 1078. (52624

ASTON MARTIN DB6 Vantage. Manual. Under 50,000 from new, all extras. Superb order. Very fast, very thirsty. Markfield 2750 evenings. (52625

1927 MORRIS OXFORD 4-seater Tourer. Mint condition. Offers please. Tel. 021-358 2762 evenings & weekends. (52626

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CLAN CRUSADER 1972 "L" Reg. Alloys, sunroof, QI lights, 14,000 miles—genuine. £1,000. Leicester 51018; evenings Coalville 31071. (52628

BRISTOL 406, Metallic grey. Radio, Pirelli Cinturatos (2 new). History since 1968. Taxed and MoT. Recent comprehensive overhaul including brakes, suspension, radiator, decoke, new exhaust valves, new valve springs, and exhaust system. In excellent condition throughout. Recent complete respray and upholstery Connelised. £1,200 o.n.o. King, 01-589 6726 day or Radlett (Herts) 4181 evenings. (52632

ARMSTRONG SIDDELEY 1934 12.6 JB3287, MoT. New tyres. Body fully restored, cherry red. Beautiful interior. Best offer over £400. Telephone Niton, Isle of Wight 730215. (52633

MG-B SPORTS 1969. "G" registration. Blue, 51,000 miles, wire wheels, small steering wheel, leather seats, tonneau, taxed, MoT, £625. Reason for sale—owner now a student. Tel: Cambridge 76986 evenings and weekends. (52634

MERCEDES 450SL. Nov. 73. Auto. Hard/soft tops. Only 8,000 miles. Imac. cond. £8,000. Tel: 062782 327 weekdays. (52635

ASTON MARTIN DB5 Superleggera 1965. 5-speed. Complete engine rebuild, new clutch unit, Sundym stereo, chrome wires. £1,000. Consider p/ex. Lotus, Morgan, Healey, WHY, Deasy, Thanet 25555 (days). (52631

LAGONDA 3-LITRE (1933). Body removed, present owner lacks time to complete. Offers over £2,000. Telephone 01-674 7224. (52630



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1951 MK. VI CONCOURS £1,850. 1947 James Young coachbuilt Mk. VI needing restoration to body and interior, mechanics perfect, MoT, £500 o.n.o. 1947 Alvis 2-litre Drophead Coupe in fairly good overall condition, MoT, £350. 1955 Alvis TC 21/100 "Grey Lady" fully restored, £750. 01-622 1056 mornings or evenings. (52597

SS100 JAGUAR. Rebuilt, requires painting, chroming and upholstering. Offers. 1937 SS2½ 4-seater Tourer requires re-building. 28 Western Ave., Branksome Park, Poole, Dorset, 0202-707743. (52645

BENTLEY S1. 1958. June). 2 owners. (96,000 miles). Automatic. Power steering, radio. Regularly maintained by Rolls-Royce specialist (M.E.) and in immaculate condition—dark green. A most beautiful motor car in every respect. £2,000 o.n.o. L. H. Allwood, Dereham, Norfolk. Tel: Dereham 2424 (office), Dereham 2944 (home). (52653

BMW 3.0 CSL. First regd. Aug. 73. Polaris Silver/Black fabric trim, stereo radio/cassette player, new set of tyres, 12,000 miles. Excellent condition. £3,950. Tel: Keynsham 61325 office hours. (52661

MG-C GT "H" registration. Beige. Black interior. Immaculate. 34,000 miles, wires, push-button radio, tape player, spots, QH headlamps, air horns, £950 o.n.o. Phone Bromham (Wilts) 326 after 5 p.m. (52659

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EXCEEDINGLY RARE MG 1931 F1. Magna Salonette. Believed sole survivor of twenty built 50,000 miles from new. Fine original condition. Substantial offers invited. Write: 44 Tennyson Road, Harpenden, Herts. (52657

1949 AUSTIN DEVON. Radio, heater. Good condition, MoT, 1975. Mileage 62,500 Offers. View weekend: Moody, 56 Rydal Gardens, Wembley. (20082

BMW 2002 Tii, 1971. 38,000 miles. Yellow, MoT, XAS tyres, very well looked after, owner going abroad. Radio, headrests, £1,250 or offers. Telephone 01-727 1629. (20081

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"E"-TYPE JAGUAR 3.8 FHC, 1963. Pearl Grey. Body and mechanics excellent condition. MoT June '75. Owned six years. Offers around £750. Tel: Slough 46338 (day), or Marlow 6291 (52644

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AUSTIN SOMERSET, Sunshine roof, first registered by Austin Motor Co., Longbridge 1953. Genuine mileage 32,000. Twin fogs. Immaculate condition, 10 months tax and MoT, £390 o.v.n.o. Ring Newark 6174 evenings. (52526

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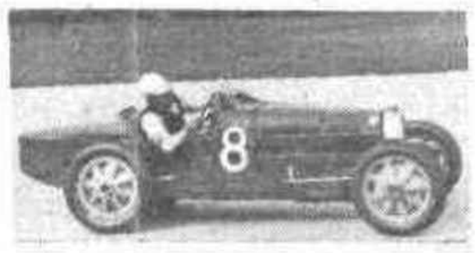
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FOR SALE—continued

1950 MG TD MoT. Used infrequently, new parts fitted. Offers over £900 Upper Basildon 548. (52643
GILBERN INVADER Mk. 2 1971 (K) 22,000 miles, beautiful condition. Burgundy/black interior. Overdrive, P/B Radiomobile. Sunroof. Regret stork forces sale. Will haggle around £1,150. Stoke-on-Trent 265283. (52638
BMW 2002. Golf Yellow, 1972. 29,000 miles. Radio, tow-bar, new tyres. Excellent condition. £1,395. Offers, exchange considered. Matlock 3505. (52637
1952 ALVIS 3-LITRE Tickford Drophead Coupe. Bodywork untidy but complete, mechanically very good. Original radio. Suit rebuild. £150 o.n.o. Also 1963 Rover 110. Taxed December. MoT 1975. Very tidy car. Drives and looks beautiful. Radio, etc. £200 o.n.o. Ring Connahs Quay 3827 (Flintshire) evenings. (52636
1935 BENTLEY 3½-LITRE Sports Saloon. Excellent condition. Rewired and rechromed. Taxed and tested. Chester 43547. (52674
IDEAL PAIR: Jensen aluminium bodied, Austin A40 Sports, 1952. Taxed December, MoT September. Good condition £150. Jaguar Mk. II 3.8. Red, flared arches, JAP alloy wheels, modified engine, suspension, Cibie lighting, Motorola radio, stereo. Immaculate. £475. Great Longstone 470 (Derbyshire). (52675
SUNBEAM TIGER 4.2 V8. Works hardtop/tonneau, alloy wheels, new radials, MoT, taxed. Rare opportunity to own one of these classic high performance cars. £555. No time wasters. Guildford (Surrey) 77754. (52671
AUSTIN 7 1933 Box Saloon. Reconditioned throughout. Finished in attractive Blue/Silver. Practically new tyres, new battery. This offer includes complete spare engine, radiator, two clutch assemblies, extractors, windscreen, gearbox, dynamo, four spare wheels with excellent tyres, petrol tank, brake shoes, new linings, panel instruments, etc., etc. The lot £450. Havant 3055. (52670
LOTUS ELAN S3 1967. Good condition, low mileage. Sacrifice—£675. Bristol 28470 (office); 33279 (home). (52663
TRIDENT VENTURER V6 1972. Low mileage 2+2. Sunshine roof, tinted windows, wide mag. alloys, HRW, radio, stereo, twin quartz-Halogen. £1,950 o.n.o. Bristol 28470 (office); 33279 (home). (52663
1947 AUSTIN 10 Concours condition, interior still all original. MoT to February. Taxed to March, with spares. £500. Only reason for sale: forthcoming marriage. Miss C. Andrews, 4 Birch Avenue, Dovercourt, Essex CO12 4DB. (52676
DAIMLER V8 250 Auto. H Regd. Maroon. Lovely cond. Taxed, MoT June '75. 22,000 miles. Radio, 8-track, HRW. Usual refinements, bodywork, Armourglazed. Recently tuned. G. Croft, Coventry 614327. (52669
XK150 S FHC, 3.8. Overdrive, excellent mechanics, sound original blue coachwork. One owner for last seven years. Believed two previously. Well worth a serious enquiry at £975. Tel: Kimbolton 638 (Hunts) week-ends. (52667
MG-C 1968 (G). White/Black Bermuda hard-top soft-top and cover. Overdrive, wire wheels, twin Halogen foglamps, new XAS tyres. 56,000 miles, 2 lady owners. MoT September 1975. £625. Rosemary Catterson, Market Harborough 3349 (evenings). (52666
HISTORIC FORMULA THREE 500 single-seater, 1948. Interesting and attractive car in immaculate rebuilt condition, £750. Birmingham 021-743 5672. (52665
AUSTIN HEALEY 3000 Mk. III 1964. Superb appearance, professionally rebuilt from bare metal and resprayed original Old English White. New hood, original Donald Healey hard-top, re-upholstered, new exhaust system, 2+2, overdrive, wire wheels. Long MoT. A truly classic car, £925. Tel: Graham Walker, Spalding 3038 or 2073. Serious enquiries only please. (52664
R-TYPE 1953. Manual. Fourth owner. Excellent engine 52,000 miles. Body 98,000 R.M. with traditional rust. £775. Owned since 1968. Phone 0905 (Worcester) 52629. (52642
CANNON TRIALS CAR (looks like Lotus 7). 1540 c.c. Ford twin 40 DCOE high pressure oil pump. Recently rebuilt, with trailer. £350. Dunstable 603881. (52649
TRIUMPH TR5 PI ROADSTER. Registered July 1968 BUP 4F. Valencia Blue with tan upholstery. 5 push-button radio. 40,000 miles believed genuine. Excellent overall condition reflects low mileage. £655. Batley. Tideswell 289 (near Buxton, Derbyshire). (52650
BENTLEY MK. VI 55 Sports Saloon 1950. 73,000 recorded miles. Restored to original specification and Concours order in Rolls-Royce garnet. Photos on request. Demonstration Croydon. £2,250 delivered UK. £2,600 c.i.f. Newark N.J., U.S.A. Ring 01-657 7096 after 7 p.m. G.M.T. (52651

FOR SALE—continued

LANCIA AURELIA B12 Saloon 2nd Series RHD, superb Italian engineering, V6 2¼-litre De Dion rear. Approx. 1954, imported 1964. Stored last five years, now in everyday use. Needs some restoration to make perfect. Must go to enthusiast—around £300. Tel: Hitchin 812172 evenings. (52655
1933 MG KA 4-seater Tourer, complete and all main parts original. Chassis renovated, partly rebuilt, engine balanced by engineer. Tyres, brakes perfect. No new major parts required other than hood. Whole car only needs assembly, painting, rechrome, etc. Stored under cover last three years. Will only sell to genuine enthusiast. MGC member preferred. Best offer over £1,000. Lichfield (Staffs) 23103. (52656
1969 ALFA ROMEO 1300GT Junior. Mechanically excellent, bodywork fair, four new radials. £575 o.n.o. Tel: Southampton 554406. (20094
1939 MERCURY FORD Convertible. Power hood, recent engine and brake overhaul, retrimmed with new hood. Really excellent order £1,500. Box No. 4535. (52648
TRIUMPH 2500 PI, G registration, for sale. Mileage 70,000. Resprayed (white) in September. New gearbox and overdrive installed 1973. Dunlop sport tyres. £650 o.n.o. Ring or write Mr. Barry, Beckford's Lodge, Fonthill Gifford, Salisbury, Wilts. Fovant 630 (day), Tisbury 350 (evening). (20028
LANCIA FULVIA 1300 Coupe. 1973 M. One owner immaculate Maroon coachwork. Fitted radio, spare unused. Genuine mileage. £1,375 for quick sale: 021-705 3245. (52678
CLAN CRUSADER 1972. Excellent mechanics, superb unmarked yellow bodywork. Sunroof, alloy wheels, 15,5000 miles, 35 m.p.g.! Bargain £945 o.n.o. Winkfield Row 2406 (Windsor). (52677
TVA GRANTURA Mk. III 1500 c.c. late '62. Taxed, MoT, etc. Very good condition. £495. Business hours: 021-327 1306. (52672
MARCOS 3-LITRE VOLVO September 1971. Yellow. Registration HPE 7K. Electric windows, push-button radio, Cosmic wheels. Superb one owner example with incredible performance. Only 25,000 miles. £1,675. Leatherhead (Surrey) 74599. (52652
MERCEDES BENZ CABRIOLET 300SEC. Drophead RHD. Automatic. Pas 1964. Finished original wine/white leather upholstery, with new black mohair hood and tonneau cover. Over £600 spent last month engine, gearbox—have bills. Blaupunkt radio AM/FM stereo, tape. 56,000 recorded. Stored 2 years. Beautiful car. Sensible offers please. Tel: 01985-1571. Robert Sheldrick (20100
FERRARI DAYTONA "J" registration. Racing red, 1 owner, refrigeration, 23,000 miles only. Exceptional value at only £4,850. View Surrey. Telephone Wentworth 3920. (52692
1925 BENTLEY 3-litre. Red Label Open Tourer. Unused the last 23 years!! Drive away for only £5,000. View Surrey. Wentworth 3920. (52692
AUDI 100LS 4-door Saloon 1971. Nice condition, radio, heated rear window, taxed. Very economical, absolutely reliable, genuine bargain. £950. Guildford 4942. (52695
CITROEN GS CLUB 1972. Semi-automatic, superbly comfortable. Reliable economical saloon, radials, heated rear window, low mileage. Taxed till August 1975. Bargain £825. Guildford 4942. (52695
ALFA 2000 BERLINA Saloon, 1972. Green tan interior, under 18,000 miles, rustproofed and as new throughout. HRW, LSD Grundig t/speaker radio. Superb express family transport regretfully for sale for genuine reason at only £1,395 o.n.o. Telephone private owner Basingstoke 24954. (52713
CABRIOLET (Convertible) Beetle 1968 model 1500. Transistorised ignition. 2 owners. Miraculous condition. Even the most pusillanimous would not hesitate to purchase at £850. Cornish, Crossparks, Dartmouth. Tel: 2635. (52704
1934 SINGER Le Mans 9 h.p. 2-seater, excellent condition, rechromed, retrimmed. For details: phone Southampton 68573. (52712

1974 ROLLS-ROYCE Silver Shadow Saloon

Only 1,000 actual miles. (Needs complete interior.) **£5,000** including a complete interior.

Ring: 213/829 4475 U.S.A.

FOR SALE—continued

TALBOT "105" Airline Sports Saloon, 1936. Mechanics all good. Very handsome body, but unfortunately in poor condition. Chassis cleaned, ready for restoration. Many spares. Offers about £500. Phone Reading 690989. (52714
PORSCHE 356B 1962. Superb all-round condition. MoT July 1975. Owner leaving for America. £650 o.n.o. Excellent investment. Tel: 01-221 5848. (52715
ASTON MARTIN DB5, 1964. Red, black hide, radio, quad stereo, electric windows, Sundym, etc. 34,000 miles. £1,750. Tel: Newport (Mon.) 64585. (52716
AUSTIN A30, 2-door, 1955. Grey, all original, 17,000 miles, in new condition. Must be seen. £385. Telephone: Newport (Mon.) 64585. (52716
ABARTH ZAGATO 750. Possibly earliest model left (1955). Racing history includes Mille Miglia, etc. HSCC accepted. Now nearing completion of four-year rebuild, but owner's motorcycle racing career must come first. Offers around £875 will gain this beautiful little car, or part exchange G50 Matchless/7R AJS. More details from 01-997 4950 (home) or 01-998 1021 (office). (52717
JAGUAR XK150 Roadster 1959. Genuine 32,000 miles. The first RHD Roadster made. Jaguars confirmatory letter. New hood, nice interior, original except recent square brake pad conversion. £1,900. Bramley 2180 Surrey. (52718
LOTUS SUPER SEVEN 1968. Cosworth 1650 just rebuilt. Whole vehicle being overhauled. Lots done, needs a bit more work. Haggle down from £625. Write D. R. A. Smith, 2 Clewer Court Road, Windsor, Berks. (5 2719
1935 MG PA. Completely rebuilt to immaculate condition with PB engine. Deep blue with black upholstery and full weather equipment. A distinctly fast car. Taxed, tested. £1,650. 01-460 2356. (52720
JAGUAR 2.4 1956. Ivory/Red interior. Export model re-imported 1967 from Switzerland. New tyres, structurally v.g.c. Excellent example rare Mk. I. Offers over £150. Redhill 63237 (Surrey). (20095
SINGLE-SEATER Racing Hovercraft, just finished season's racing. HCGB No. 108. £350 o.n.o. Road trailer available. 021-706 1054. (52709
RILEY KESTREL 22T 1935. Concours condition throughout. Full details on application. Daley, 5 Hexham Way, Shrewsbury 55116. (52708
AUSTIN ULSTER. Perfect replica bodies in steel and aluminium. Box 4541. (52707
UNIQUE 1952 Rover 75 P4. Recent MoT. Three years since complete restoration. In regular daily use. Three owners from new. In very good order. Ideal for the enthusiast. Tel: Bristol 666565. (52673

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Facel Vega, 1962. Grey. 63,000 miles **£2,500**

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1935 PACKARD DHC RHD. Body by Salmons. Very pretty American car having had recent £700 respray and rechrome. Excellent original interior and chassis on which £200 also has been spent relining the brakes and complete re-wiring. Also now new king-pins, MoT and battery, drives beautifully, as good as a Rolls or Bentley but much cheaper, only £1,975. Tel: 01-348 4517 evenings, weekends or Rowhedge (020 628) 222. (20096
AVENGER TIGER. "M" registered. Red, alloy wheels, radio, reclining seats, adjustable suspension. Very fast with tuned engine (two DC Webers), unmarked condition. Offers around £1,000. Tel: Warwick 45266 evenings; Leamington Spa 36538 daytime. (52691
LHD E-TYPE JAGUAR V12 1973. Lady owner, 12,000 kms. European specification. Automatic, tinted glass, CWW, WWT, HRW. Minimum offer £2,800. Part exchange acceptable. High Wycombe 21418. (52610
1926 ROLLS-ROYCE Phantom I. Salamanca-de-ville by Barker. Very impressive car having had complete engine rebuild, respray and re-nickel, new clutch and exhaust, only needs interior finishing to make into potential £12,000 car. Due to personal reasons, will accept nearest offer to £8,000. Tel: 01-734 9661 office hours, otherwise 01-348 4517. (20096
TOJEIRO SPORTS RACER 1955 space frame, alloy body with head fairings, coil & wishbone IFS de-Dion rear, Leaf engine, make good JCB car £950. Hemel Hempstead 59971. (20097

WANTED

ALVIS 12/50. No, I haven't got one but have you. Good price paid for this or similar sporting vintage motor in absolutely any condition. J. Marland, 8 Somerton Rd., Breightmet, Bolton, Lancs. 061-794 0211 ext. 231 (daytime). (52085
AUSTIN PRINCESS Limousine wanted in good condition bodily and mechanically. Full particulars and photo. Box No. 4543.
MORGAN DROPHEAD coupe, pre 1956. Please send details to Karl A. Zachau, Muraregatan 7, S-41128 Gothenburg, Sweden, or phone Sweden 031-178530 daytime or 031-112154, evenings. (19690
ROLLS-ROYCE pre-war car suitable for restoration. Preferably 20/25 or 25/30. Car must be a runner and complete. Price range up to £2,000. Contact: Dr. David Morris, 14710-112 Avenue, Edmonton, Alberta, Canada T5M 2T9. (51846
BUGANTICS WANTED. Any of volume eleven or earlier. Some copies available for sale or exchange. Box No. 4509. (51916
WANTED: For flat radiator 1926 Armstrong Siddeley—Radiator cap (witnout Sphinx Mascot) and name plate for radiator neck. 0482 631348 (Hull). (51950
LADY WISHES to invest in vintage Rolls-Royce motor car. Genuine investor, all applies answered. Please offer to Miss Murfet, New Wood Farm, Bunny, Notts. (51965
CRASHED MORGAN, crashed and rotted, for rebuilding by genuine private enthusiast. Ringwood 3507. (51954
ALVIS 12/50 or similar sporting vintage motor. Good price paid for car in any condition. J. Marland, 8 Somerton Road, Breichtmet, Bolton, Lancs. 061-794 0211 Ext. 231, daytime. (52085
LUCAS windscreen pillar fitting spotlight, type 538, approx. 7 in. diameter or similar urgently required. Wootton, 11 Hollycombe, Englefield Green, Surrey. Egham 3137. (52086
WANTED—Railton or Brough Superior in excellent condition with current MoT. Details and bona fide price please to: Box 261, Brighton, Mass., USA (56840F
ENGINE for 1935 MG PB. All replies answered. Tel: Office hours, 8202 64004. Home: 0202 709755 (52087
INTERESTING VINTAGE or classic car wanted in good condition. Full particulars and photo if possible. Box No. 4543.

WANTED—continued

WANTED: Early Silver Ghost parts, car, chassis, frame, wheels, Elliot speedo, literature Joseph M. Levin, 7079 Colerain Ave., Cincinnati, Ohio 45239 USA. (F.55816

WANTED: RILEY TT Sprite, Brooklands MPH or similar. Condition unimportant. Please contact: F. Majzub, St. Leonard's Grange, Beoley, Nr. Redditch, Worcs. Phone: Redditch 62145. (52042

WANTED: MORGAN Three Wheeler, complete or dismantled, any age to 1934, only two or three speed. 4, Windmill Rise, Upton by Chester, Chester 21130. (52040

MORGAN 4/4 Series V. P/ex. Morris 1000 Tourer or Dellow Mk. IIC if required. Heath, Banbury 720128 (evenings). (52050

MAGNIFICENT MONSTERS, rotten wrecks, surplus spares wanted by members world-wide. Details/price please: Vintage Transport Club, 14 Broadway, SW1. Tel: 01-834 9225. (19891

DELAGE D8 CAR or complete chassis wanted. Dead or alive. Reward for capture. Phone Alexander, Sheffield 0742/366941. (52096

LAGONDA 4½-LITRE ENGINE or complete chassis wanted. Anything considered. Alexander, 4 Totley Lane, Bradway, Sheffield. Phone 0742/366941. (52096

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WANTED ANY AUSTIN 7 preferably vintage, bodywork not important. Telephone Wymeswold 880067 daytime. (52143

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PORSCHE 4-CAM spares, documentation, or complete engine required. Skinner, 6 Ruston Mews, London W11. (46012

ROLLS-ROYCE Cloud 1 or 3 wanted by RREC member. Preferably with history and lowish mileage for year. Some work not objected to. Box 4507. (51761

SHORT OR INTERESTING registration number wanted on any vehicle. Box 4507. (51761

WANTED: Pre-war car or rolling chassis as basis for racing special. Prefer Austin Seven, Riley 9 or 12/4, MG-M or similar.. Anything considered. (Not for re-sale). P. D. Smith, 86 Weston Road, Lichfield, Staffs. Lichfield 53508. (51847

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MORGAN FOUR SEATER wanted by private buyer. Plus four preferred. Telephone Wheathill 319 after 2-11-74. (52558

MG-B GT WANTED, K or L registered, in immaculate condition, low mileage. Beccles 712748 (Suffolk). (52548

RACING OR SPORTS CAR wanted, suitable for historic/vintage racing. Any condition considered. Birmingham 021-743 5672. (52522

MG PRE-WAR 4-seater Tourer, such as PB, F1, K1, L1, VA. Must be complete and running. Box 4529. (56910F

MG "T" SERIES badly wanted. Please write to: Duce, Coumb, Main Street, Market Overton, Rutland. All letters answered. (52453

EARLY BENTLEY 3-litre. Wanted: brakeless front axle, Smiths dynamo, water-rail. Kelvin Price, 54 Heol Llanishen-Fach, Rhiwbina, Cardiff. (52467

2½-LITRE RM RILEY. Exceptionally sound, original and realistically priced specimen sought by private enthusiast. Box No. 4528. (52197

WANTED—Rolls-Royce 20/25. Must be in good condition. Prefer early D-back. Telephone Amsterdam (Holland) 735386. (20044

TALBOT (ROESCH) 105, 95, 110, any spares or complete car considered. Also SS/Jaguar wanted. Tanglewood Lodge, Common Rd., Stanmore, Middx. (52389

WANTED URGENTLY for 30-35 Humber Snipe: radiator mascot, Lucas sidelamps with "Bi-flex" reflectors (probably '33-'34 only), David Crichton, Scots School, Albury, N.S.W., Australia. (52473

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OGLE MINI in Hertford, Reg. UMO 936. Ex owner wishes to contact present owner, will refund phone call. Please ring A.T.P., Smallfield 2993 Surrey. (52271

HAND/INSTRUCTION book for 1927 Austin Heavy 12/4 Tourer. Please help, good price paid. Tel: Standeford 790079. (52662

WANTED—continued

ALVIS FIREFLY Firebird or 12/70. Prefer DHC, Tourer in good original condition with MoT. Consider Special or Saloon. Fair price paid. Marriott, 59 Hargrave Park, London, N19. 01-272 9387. (52396

SPORTS 2-SEATER, suitable for competition, 1930—1950. Original or restored. Up to £3,000 cash available. Erskine, 4 Woodlawn, Kingston Vale, London SW15. Tel: 01-546 2027. (52384

COZZETTE SUPERCHARGER wanted for Meadows 4ED, 1 Grange Park, Steeple Aston, Oxfordshire. (Steeple Aston 606). (52451

WANTED URGENTLY—Camshafts for 2-litre Fiat Dino Spyder. Also any literature. Burgh Heath 55071. (52270

COVENTRY CLIMAX V8 engine urgently required. Climax engine Services, Lenchwick, Evesham, Worcs. Tel: Harvington 500. (52647

WANTED: Pre-war 4-wheeler Morgan in any condition. Box. No. 4537. (20055

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MISCELLANEOUS

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PORSCHE 911S front spoiler £25. Ring: P. Clarke, 01-500 6363 (evenings). Elmcrest, New Road, Lambourne, Nr. Romford, Essex. (49126

MOTOR SPORT, January to December 1935. Beautifully bound in brown and gold. Perfect condition. Offers: Harrison, Linden Cottage, Mylnefield, Invergowrie, Dundee. (51959

MG L2 chassis number L 2064 British registration number plate UP 8187, I would like to hear from anyone who has any knowledge of the history or previous owners of this car. All letters answered. Ron Thompson, 4418 North 11th Street, Tacoma Washington, 98406 U.S.A. (56823F

CRASHED E-TYPE, Interceptor, BMW 2002 TII, BMW 3.0SI, MG-B GT. All spares available. Carriage anywhere arranged. Also new Interceptor tailgate glass heated/tinted. Southport 40047 day. 78254 Night. (52054

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SPARES: LAGONDA cross shafts and brake compensator shafts 4½-litre 1934 circa. Pair P80 headlights, SU petrol lift commercial AA badge and RAC. 56 Jessica Av., Verwood, Dorset. Verwood 4415. (52053

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E-TYPE PARTS. Cylinder head, complete with cams and new cam bearings for 3.8, £33. Three SU carbs, just overhauled £35. New power steering rack to fit V12E or fiddle fit Standard E. £40. Phone: Caerleon 420608. (52067

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ROLLS ROYCE 25/30 running gear. For details write listing parts required to: West Boldon Garage, 193 Middle Dr. Ponteland, N/land. (52065

MISCELLANEOUS—continued

MOTOR SPORT. Volume X. 1934. Hard bound. Offers. Measures, 9 Kendrick Drive, Oadby, Leicester. (51541

UNIQUE PHOTOGRAPHS of 1957 streamlined Connaughts with drivers and mechanics sent on appro. Marr, Pottery House, Binham, Fakenham, Norfolk. (51535

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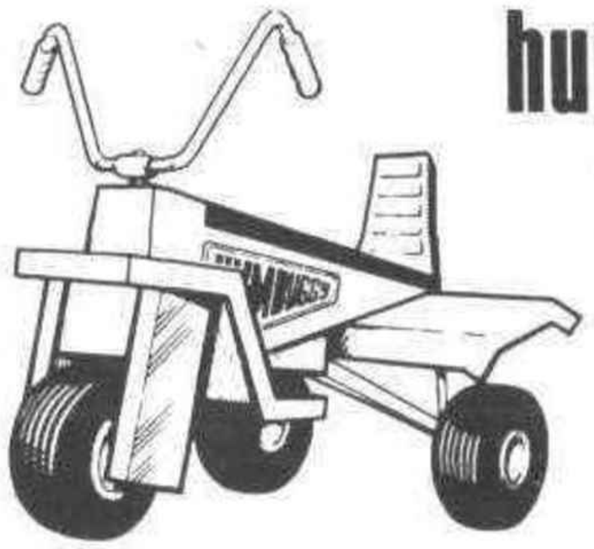
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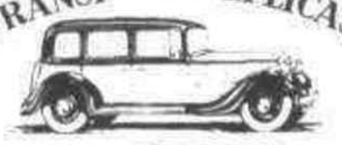
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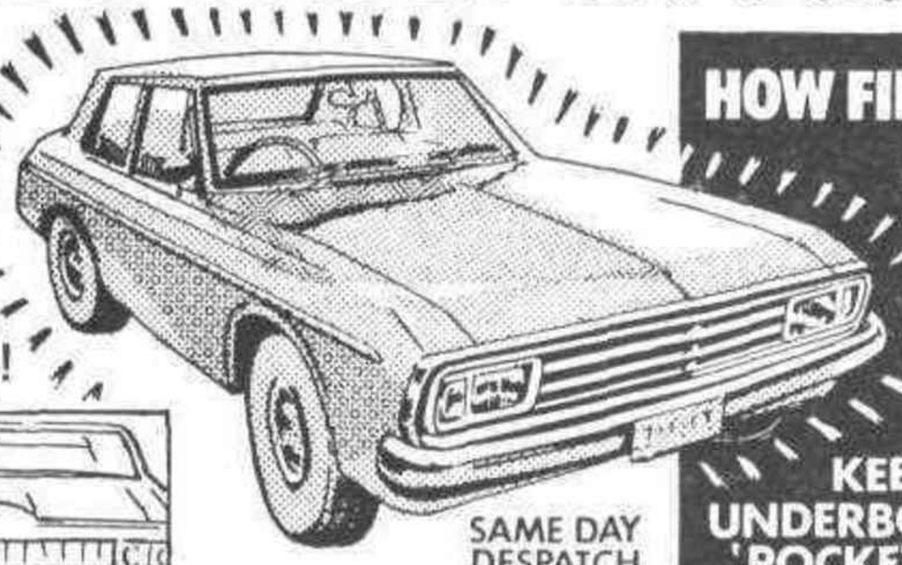
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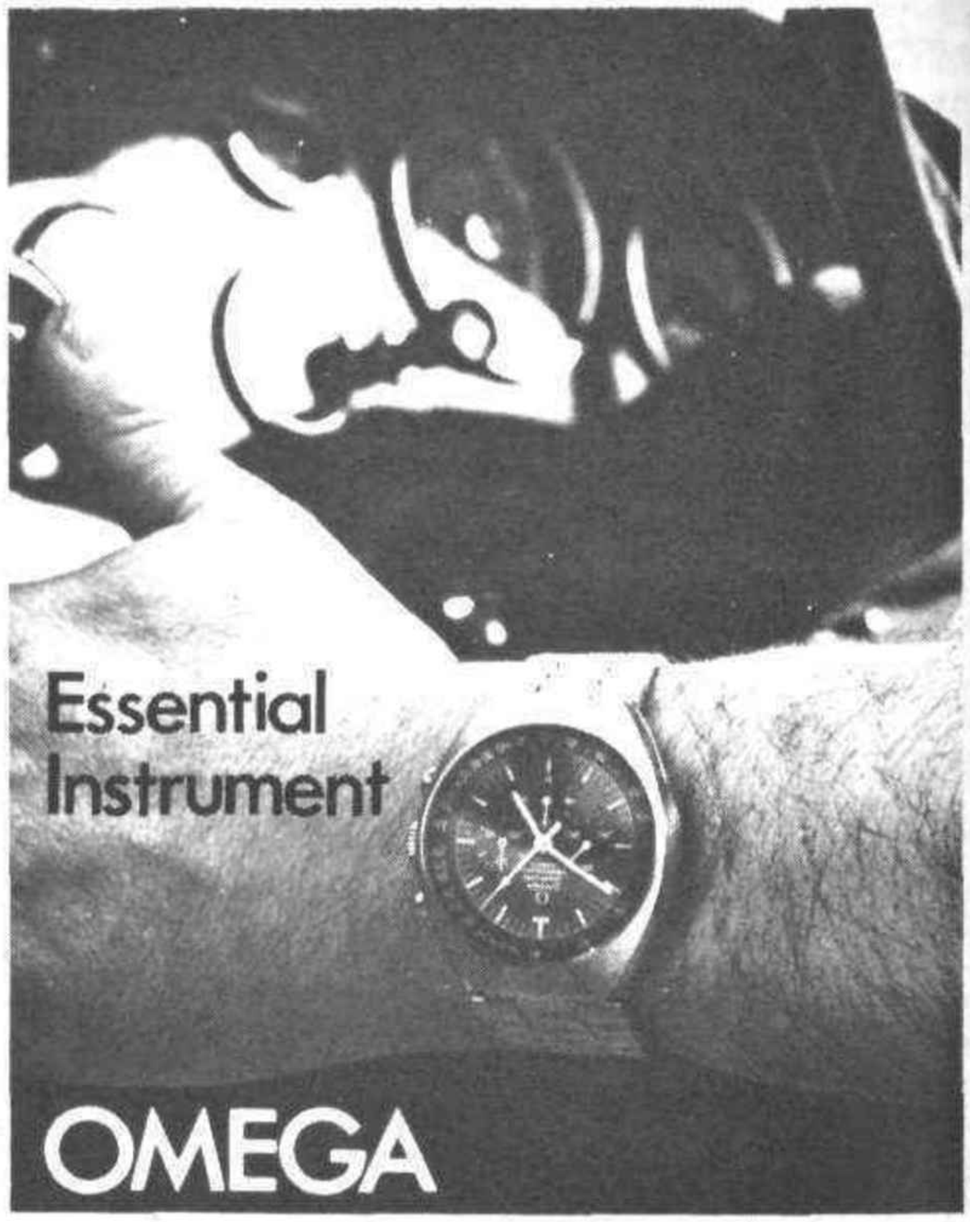
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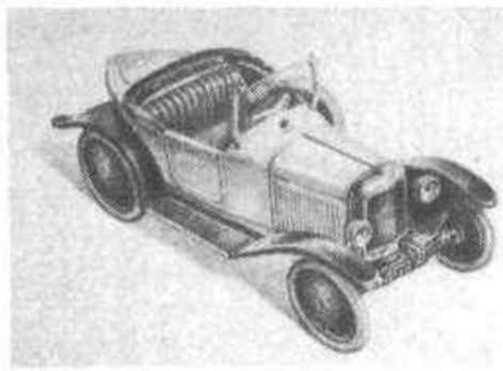
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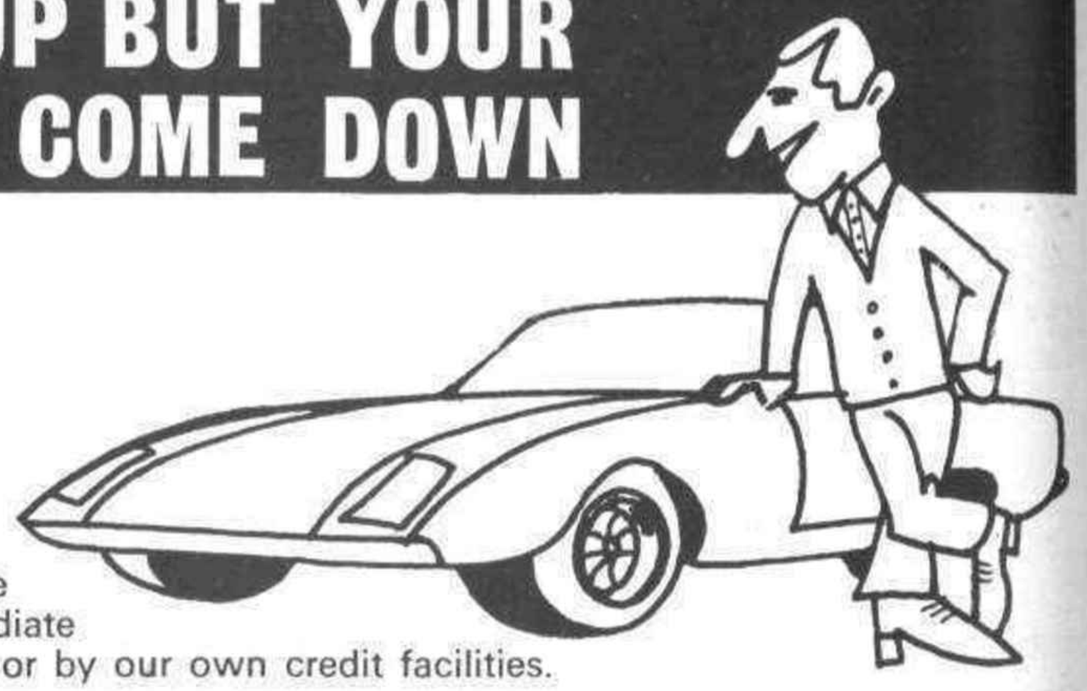
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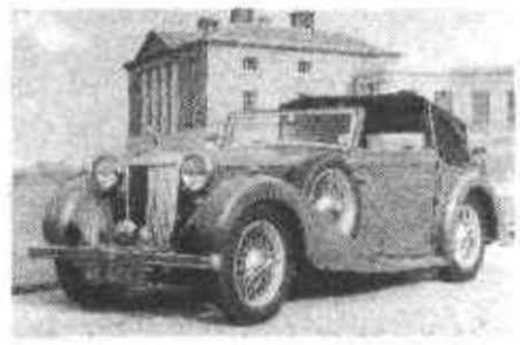
1947 WOLSELEY 918 c.c. SALOON. EFU 658. Very good, original bodywork. MoT.

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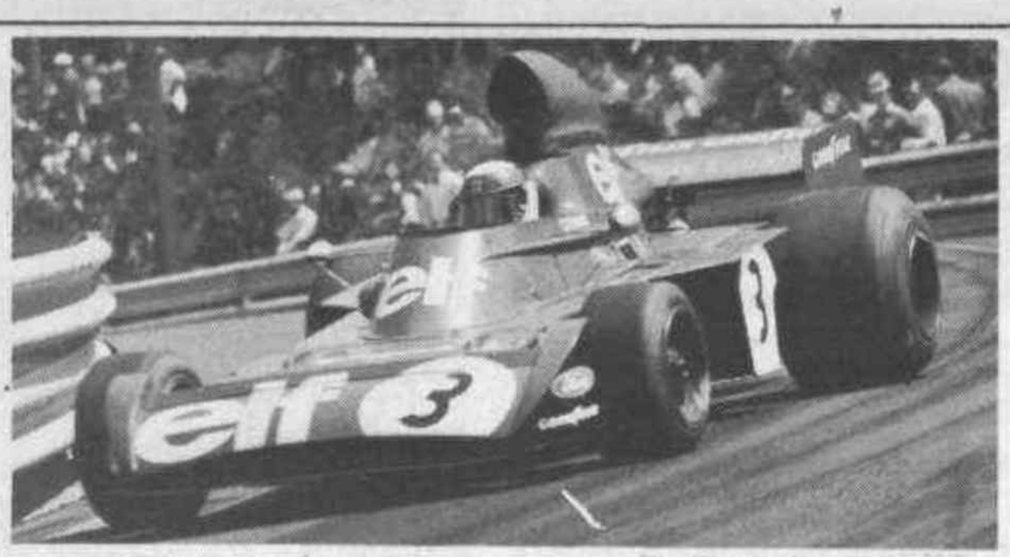
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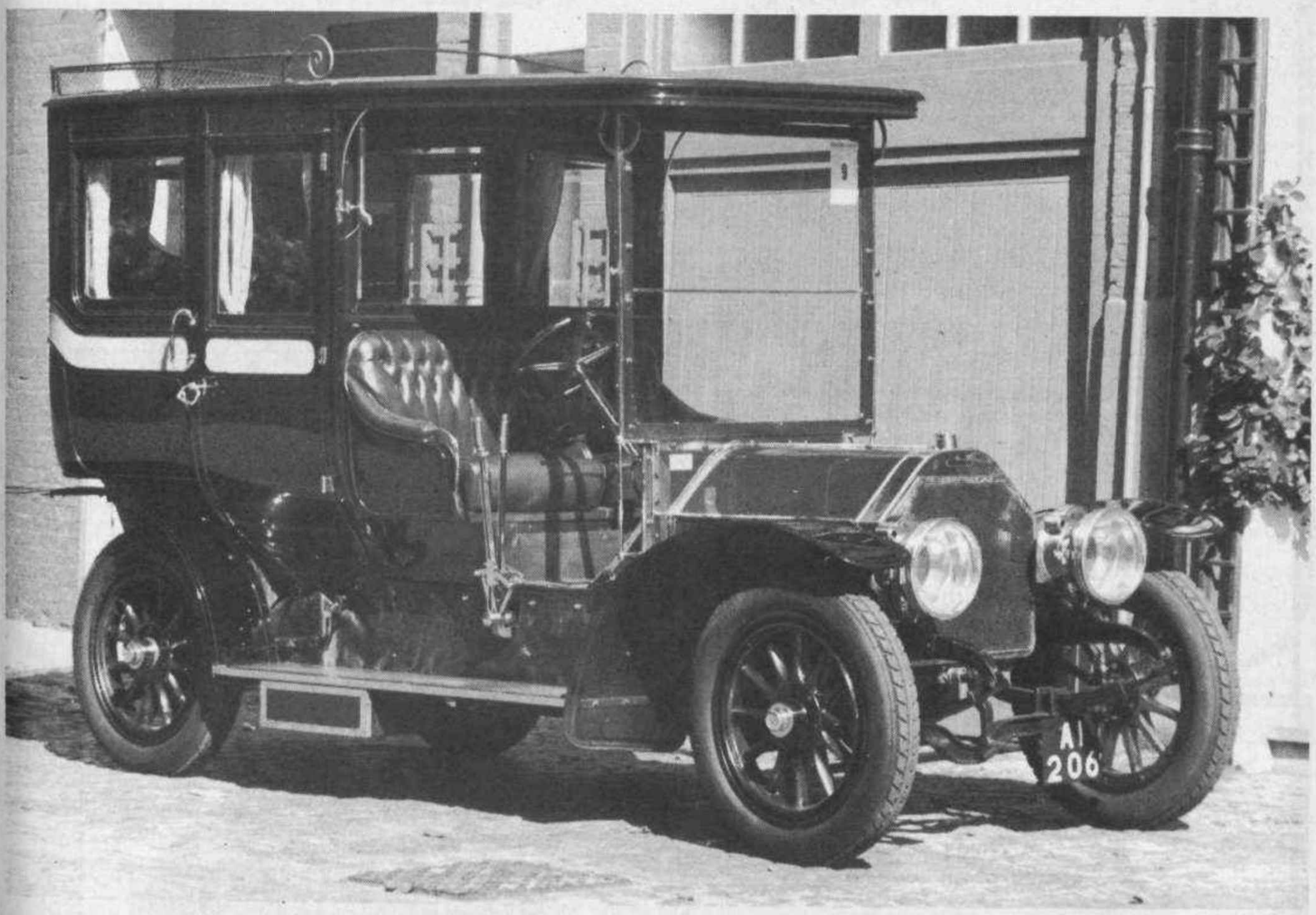
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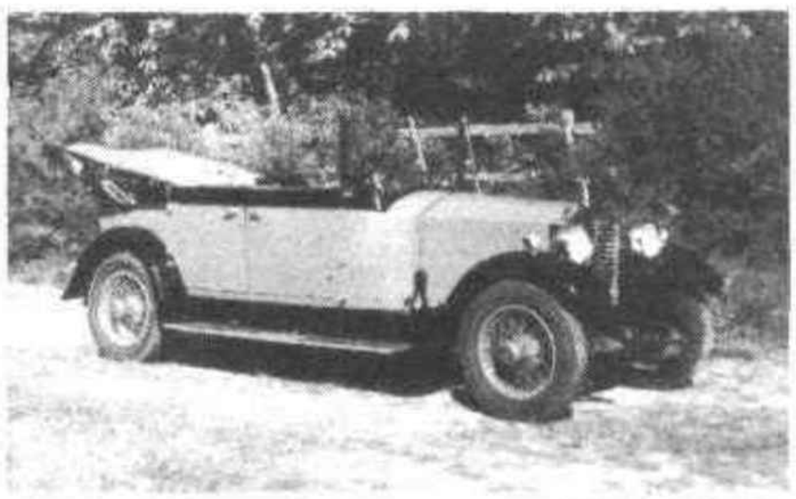
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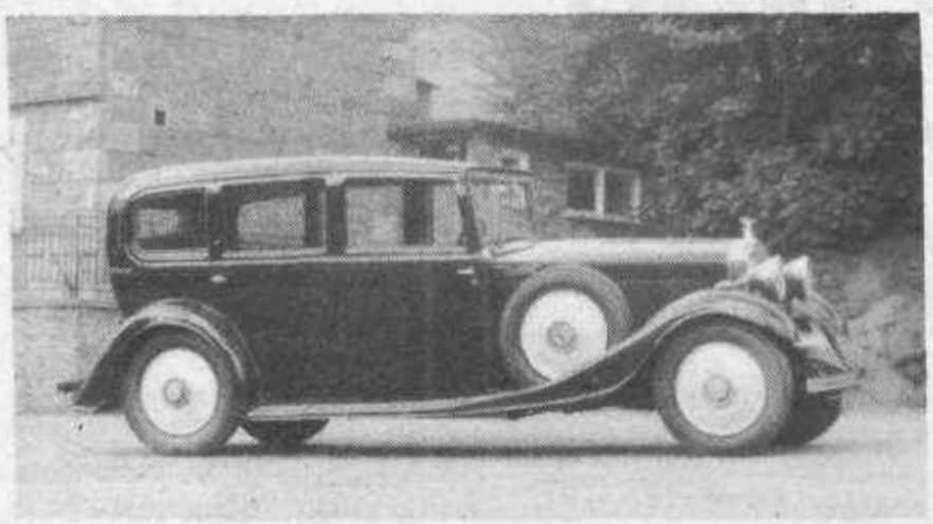
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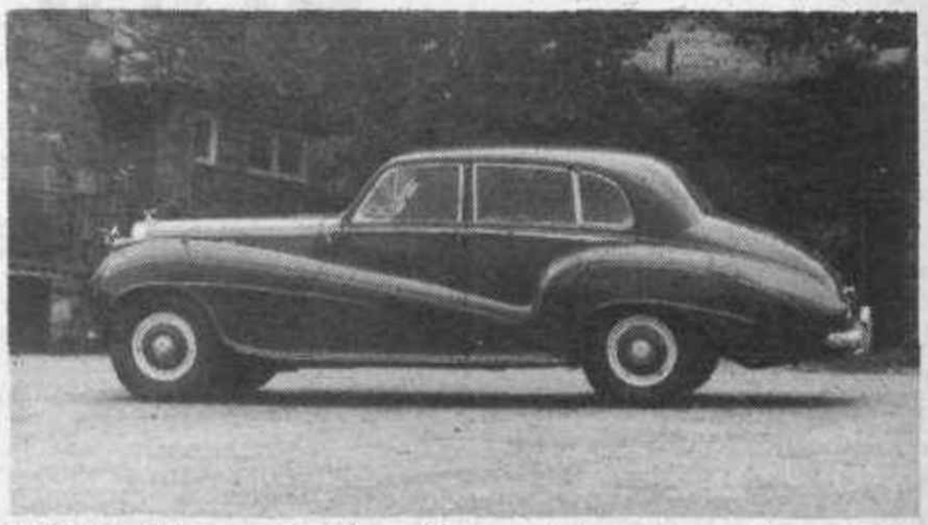
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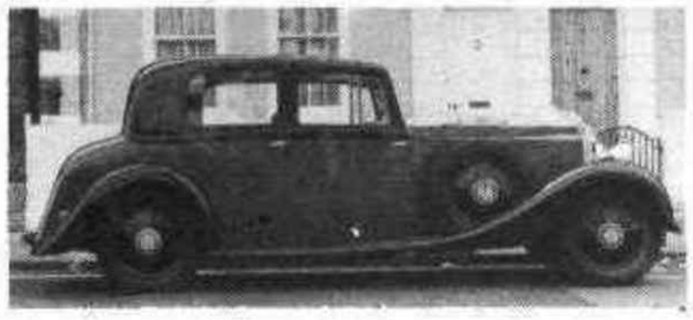
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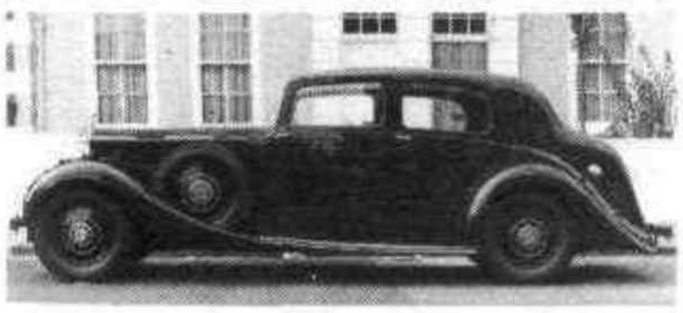
1964/6 ROLLS-ROYCE S.C. III CONVERTIBLES



1936 ROLLS-ROYCE 25/30 BY HOOPER



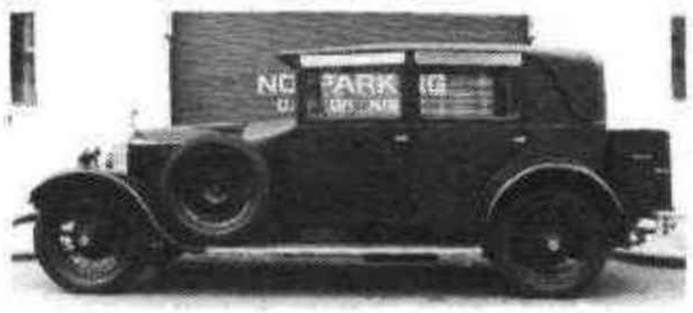
1961/4 ROLLS-ROYCE S.C. II CONVERTIBLES BY H. J. MULLINER



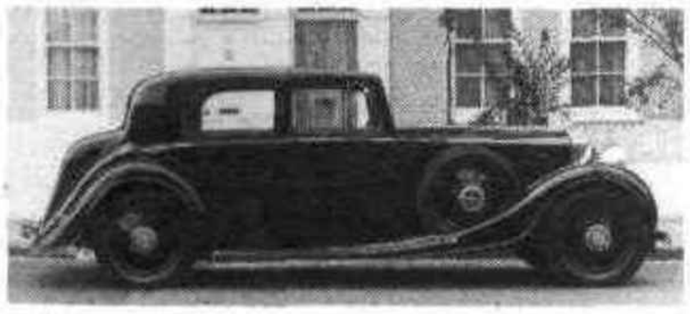
1937 ROLLS-ROYCE PHANTOM III BY HOOPER



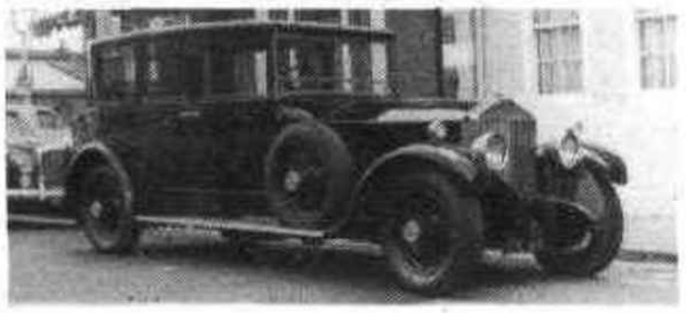
1961/2 ROLLS-ROYCE PHANTOM Vs BY PARK-WARD



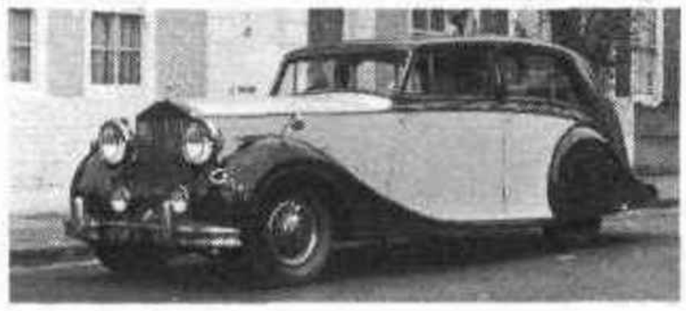
1928 ROLLS-ROYCE 20 H.P. BY WEYMANN



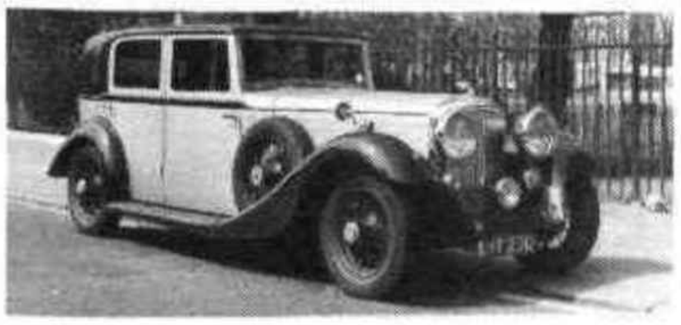
1936 ROLLS-ROYCE 20/25 BY H. J. MULLINER



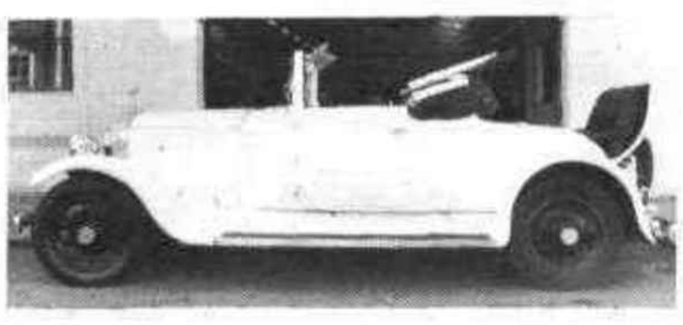
1928 ROLLS-ROYCE NEW PHANTOM BY HOOPER



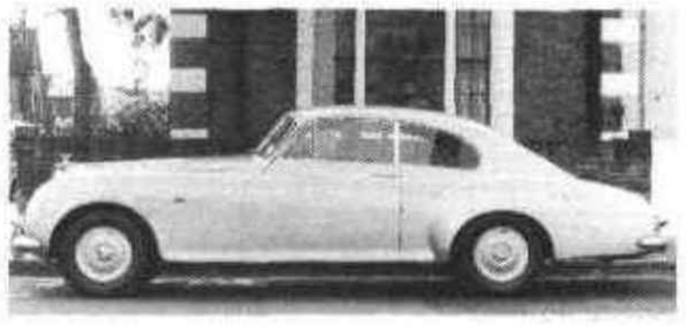
1948 ROLLS-ROYCE SILVER WRAITH BY HOOPER



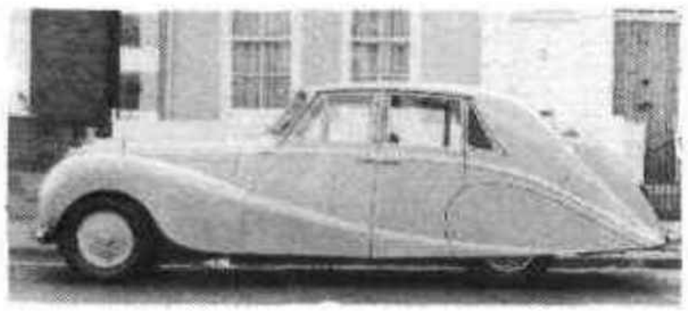
1934 BENTLEY 3½-LITRE BY HOOPER



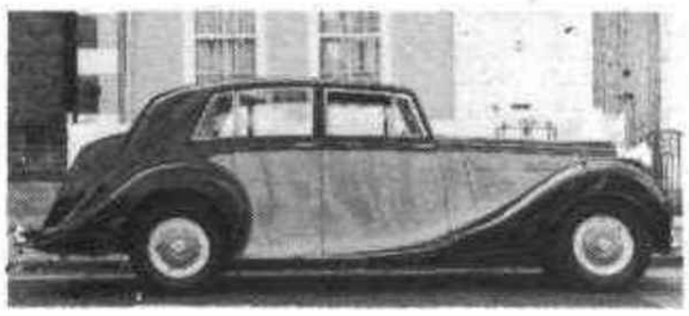
1929 ROLLS-ROYCE 20 H.P. D.H. COUPE BY MADDOX



1954 BENTLEY CONTINENTAL R-TYPE BY H. J. MULLINER



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