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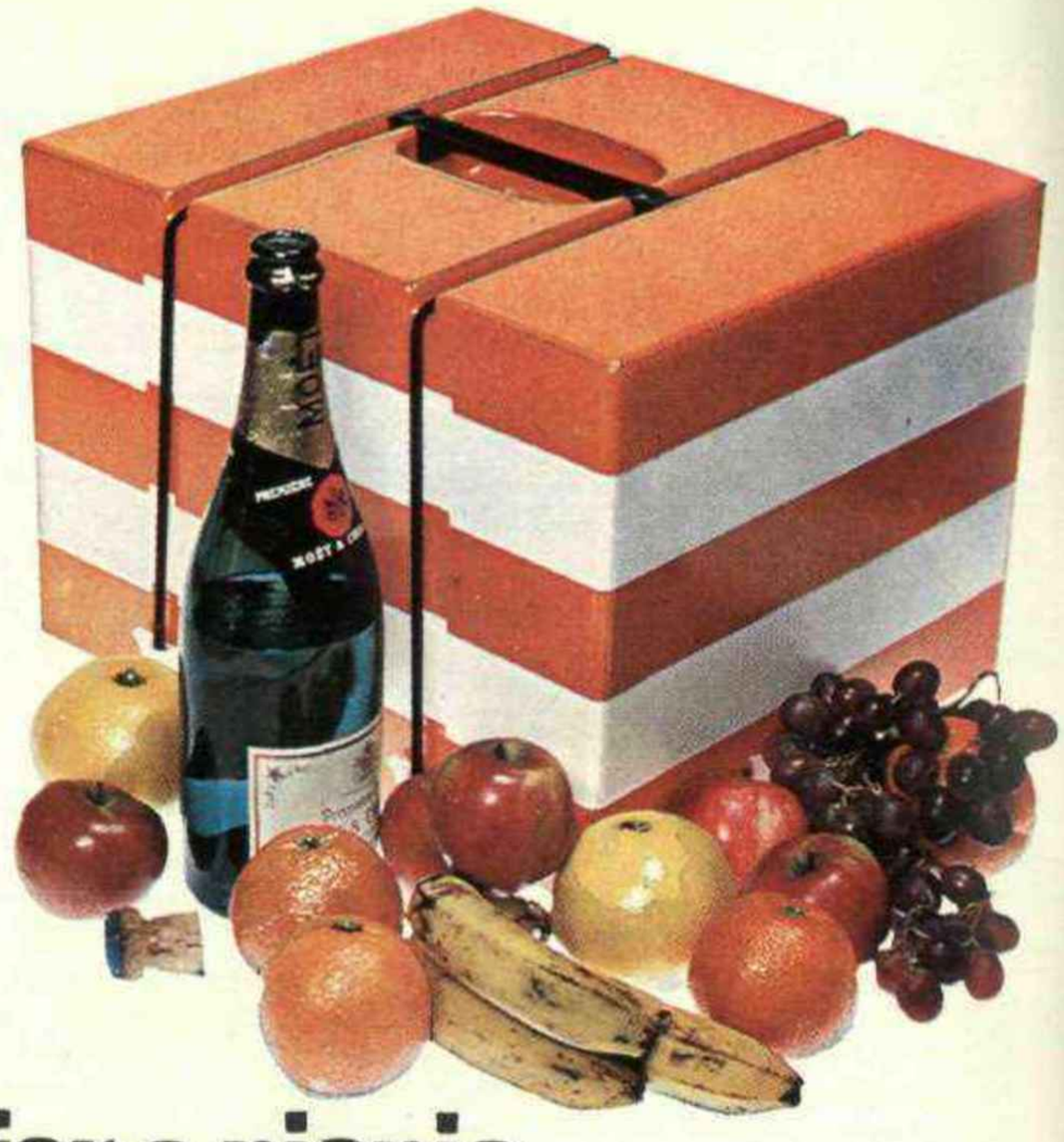
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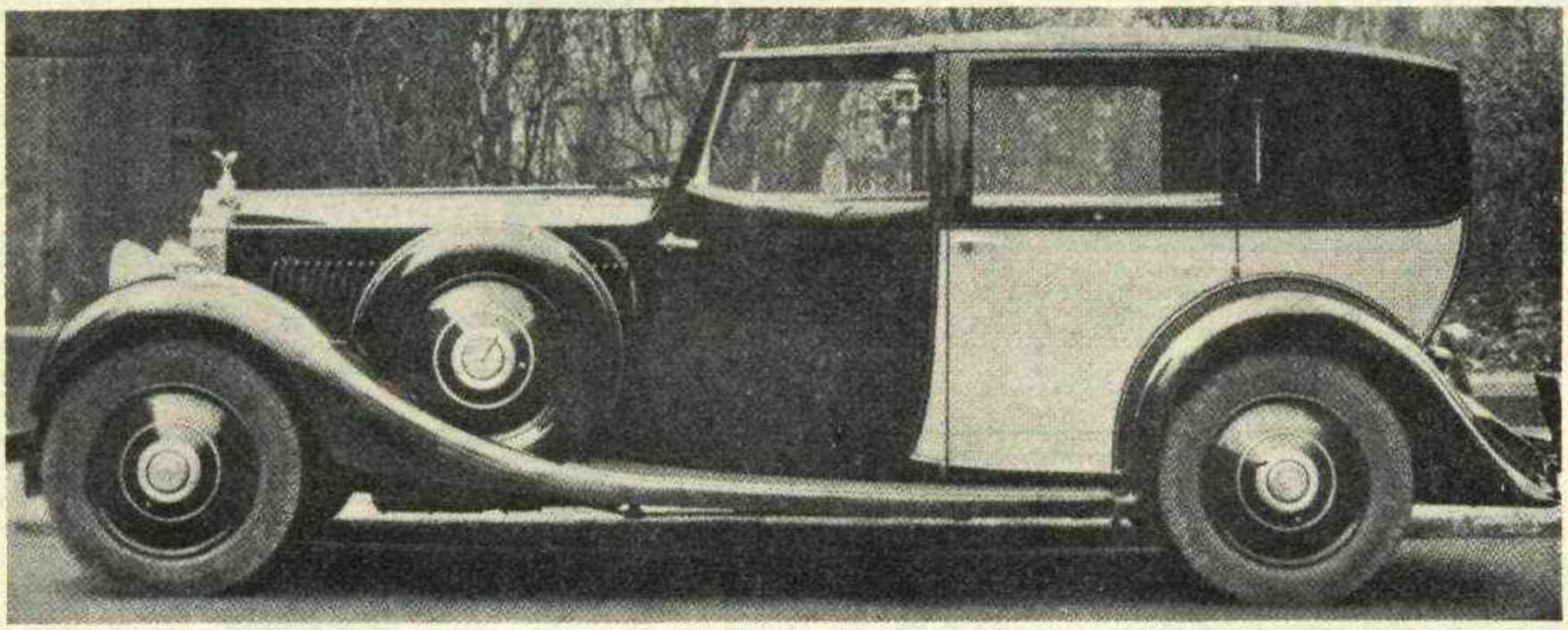
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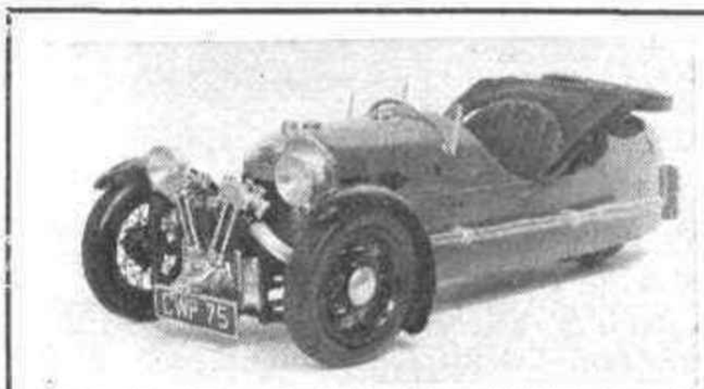
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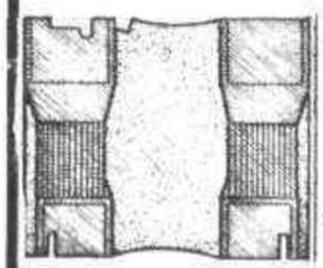
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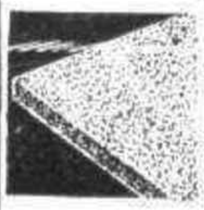
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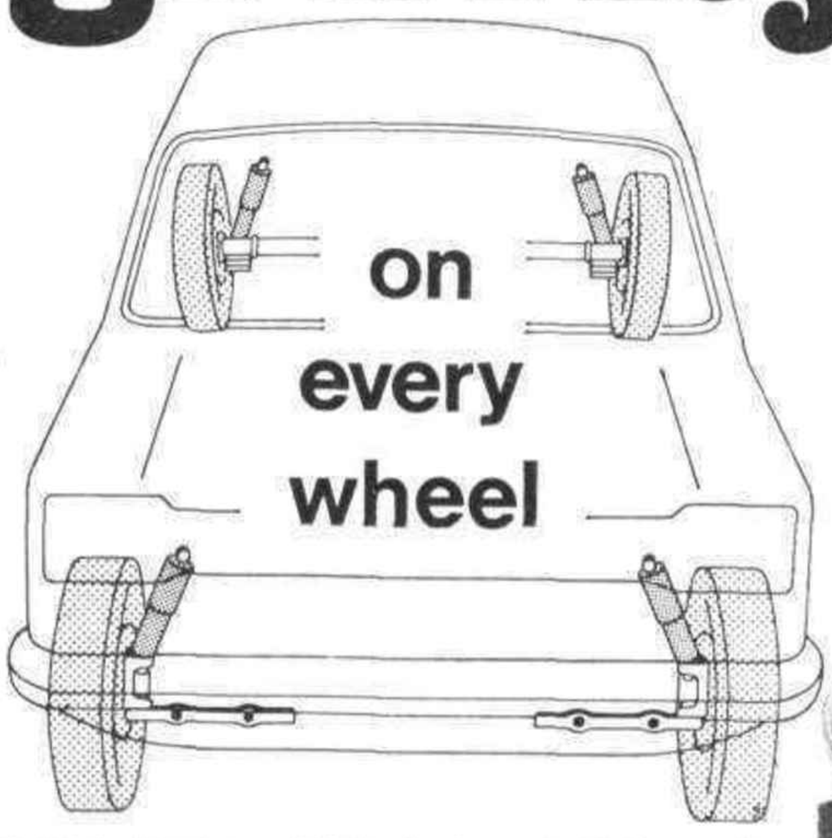
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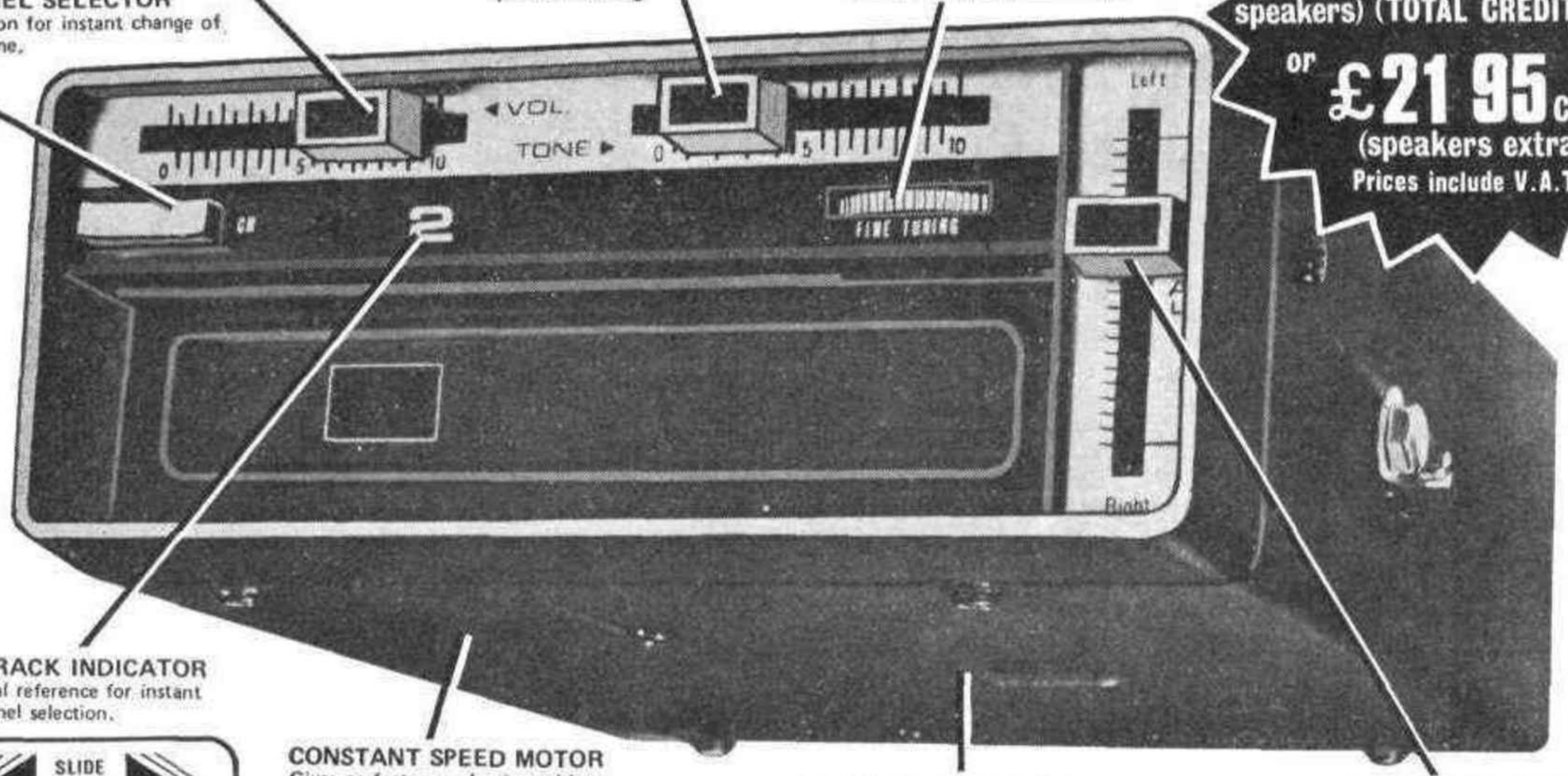
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OWN THIS CAR STEREO FOR ONLY..

£3.85 DEPOSIT
PLUS 9 MONTHS AT £3.10 (incl. speakers) (TOTAL CREDIT £31.75)
or **£21 95** CASH
(speakers extra)
Prices include V.A.T.



This outstanding 8 track car stereo player made by leading 8 track manufacturer, offered by special arrangement at HALF its normal retail value! Colossal specification leaves all other models selling below £90 way behind: Finger tip control Fine Tuner not normally found in units selling below £50. Stereo speaker balance, bass/treble tone, & volume are all operated by calibrated precision slide controls. Illuminated channel selector, constant speed motor, spring loaded dust flap, satin chrome front panel & high quality black finish. Supplied with written guarantee and complete with fixing kit and instructions. One of the most compact units made, will fit dash or underdash.

Fit this unit & *TRANSFORM YOUR CAR* into the latest thing in *LUXURIOUS SOUND MACHINES.* And save nearly £20 into the bargain!!

Fitted to many exotic cars – Rolls Royce, Aston Martin, B.M.W., Mercedes! The same fabulous stereo sound in YOUR car at this terrific saving. Single large purchase enables this enormously reduced price. No other unit can touch this for sound reproduction & value for money.

This offer is open ONLY WHILE STOCKS LAST. The period must be limited at this colossal discount. Mail £21·95 cash + £4·50 for twin speakers or £3·85 deposit + 9 months at £3·10 including speakers (Total credit £31·75). Order today and save disappointment. PRICES INCLUDE V.A.T.



1500 TAPES SPECIAL OFFER!

With each unit you get our Tape Catalogue listing over 1500 titles. When you buy a unit from Chronosport Audio you get a 10% discount on all tapes & cassettes. No obligation to buy. (Some prices as low as £1·59).

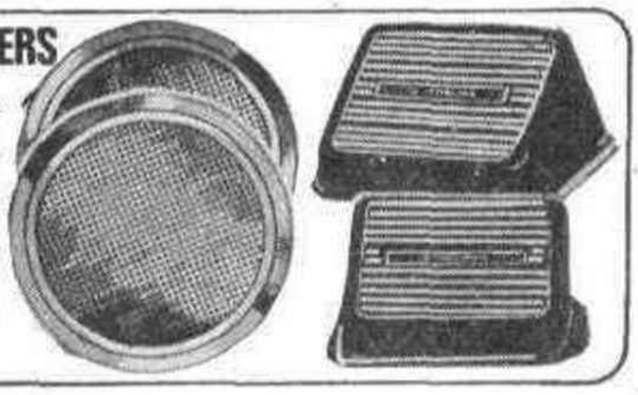
EACH UNIT IS FULLY GUARANTEED
You get a written guarantee with every unit.

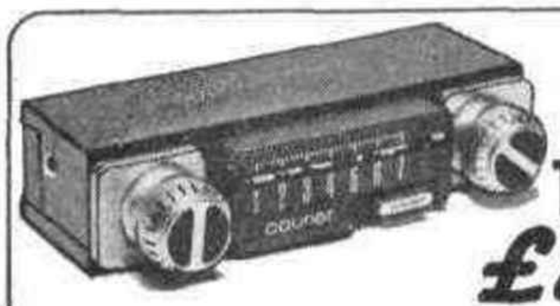
IN-CAR ENTERTAINMENT BROCHURE
The most comprehensive publication on ICE! Full of units to fit every type of car – fitting instructions etc., clip coupon for your copy.

HIGH FIDELITY IN-CAR SPEAKERS

CONSOLE SPEAKERS. Highest fidelity 5 watts per channel output, beautifully designed speaker consoles which give truely deep rich stereo reproduction. Usual retail price over £5.00. **Our offer price £4.50.**

FLUSHFIT SPEAKERS. Styled to fit into door panels or flushfit on rear window shelf, without loss of stereophonic sound reproduction. This quality usually sold in the shops over £5.00. **Our offer price £4.50.**





BRILLIANT NEW RADIO!

The Courier from Smiths

£13.15 only!!

PRICES INCLUDE V.A.T.

Absolutely unique in design and styling – and a chance to buy below retail (usual retail nearly £16). Futuristic design to enhance the dashboard of the most expensive car. Ultra small – only 2" in depth required behind the facia. Fits almost every car manufactured. Pushbutton pretuned to Radio 2 on long wave, allows you to change to Radio 2 and back again to previous station on medium wave. Volume and tuning by ultra modern controls. Superb quality reception. Supplied with speaker, baffle, complete kit and written guarantee. Chronosport price £13·15 or £3·00 deposit and 6 months @ £2·13 (total credit £15·78).



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Car Radio (complete unit) ☐
Please mail your I.C.E. Brochure ☐

I enclose £.....

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MS673

CHRONOSPORT (Audio Division) 1&2 Queens Parade Pl Bath.

NOISY CAR?

Wrap it up with an ACOUSTIKIT

The Sound Insulation System that covers up to 50% more!

A noisy car grates on your nerves, cuts down driving efficiency. Silence it with an Acoustikit.

Acoustikits insulate your car against noise from gears, engine and road. Now even more effective than ever before, using a completely new combination of materials and covering up to 50% more than similar products. Yet not the most expensive because Eflow, the market leaders, pass on the benefits of quantity sales.

What makes Acoustikits the best vehicle sound insulation kits you can buy?

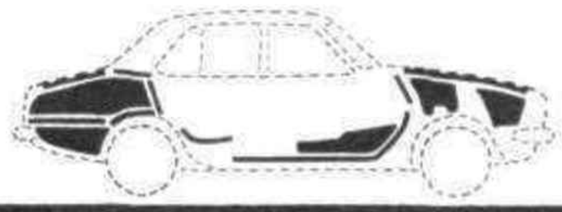
A typical Super Acoustikit consists of no less than *five different materials, each specially selected* as the most suitable for insulating a particular part of your car. Details of these materials are given below.

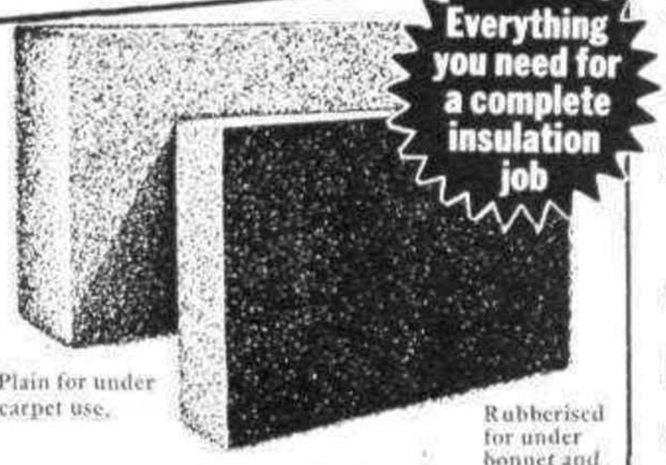
Acoustikits offer you the most comprehensive insulation system. Other kits may attempt to prevent noise penetrating the passenger compartment by concentrating on treatment of the floor and bulkhead. Acoustikits go a stage further and in addition thoroughly insulate the engine and boot compartments to kill noise at source before it can penetrate the passenger compartment.

TWO TYPES TO CHOOSE FROM

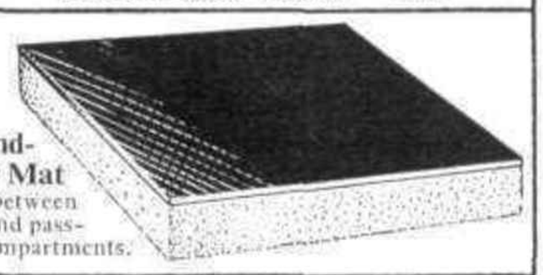
Acoustikits are supplied in two types:

1. SUPER ACOUSTIKITS. **These insulate the entire car, give you the ultimate in sound insulation.**
2. UNDERBONNET ACOUSTIKITS. **To insulate the engine compartment only. We can also supply basic materials, which can be cut to fit any model not included in the standard range.**

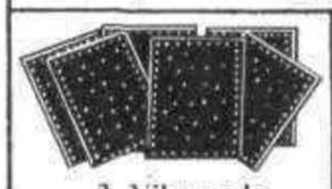




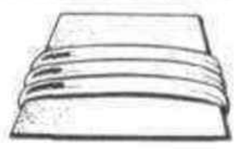
1. Acoustiseal Panels



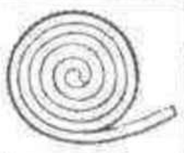
2. Soundmaster Mat
Barrier between engine and passenger compartments.



3. Vibrapads
To reduce panel vibration

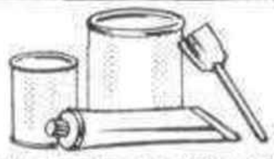


4. Sealsound
To block holes etc.



For door and window seals.

5. Foamaseal



6. Adhesive and Spatula

ALL PRICES QUOTED INCLUDE VALUE ADDED TAX

HERE'S WHAT A TYPICAL SUPER ACOUSTIKIT CONTAINS:

- **Acoustiseal Panels:** Cut from ⅜" thick specially treated natural jute felt, (as supplied to Britains leading luxury car manufacturers) rubberised for underbonnet and boot, and plain for use under carpets.
- **Soundmaster Mat.** A soundproofing wall to cut noise through bulkheads and from transmission. The best of sound barriers between engine and passenger compartments.
- **Vibrapads:** Self-adhesive pads used on flat areas of your car to reduce panel vibration.
- **Sealsound.** Strips of mastic material used to block holes and other small problem areas.
- **Foamaseal.** Self-adhesive foam strip for sealing off irritating wind noise through door or window seals.
- **Adhesive and spatula.**

Easy-to-fit. Acoustikits are ready cut and specially designed for the ordinary motorist. Can be fitted in 2-3 hours. *Complete, easy-to-follow instructions provided.*

Money-back Assurance. You risk nothing by ordering your Acoustikit here and now. If you are not completely satisfied, your purchase price will be refunded in full.

Read what satisfied customers say!

"The reduction in noise can only be described as phenomenal" — **C.M.C., Fleet.**

"More than delighted with the result. All my friends are amazed at the transformation". — **L.W.E., Holt.**

"The results . . . were a little more than miraculous". **G.J.M., Hitchin.**

"Everything one could hope for . . . grateful for a product which lives up to the claims of the manufacturer." — **G.E.B., New Jersey, U.S.A.**

"The car is now £1,000 quieter". — **G.R.E.K., West Wittering.**

"Vast difference to the noise level . . . driving has now become a pleasure". — **A.G.S., Godstone.**

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

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B.L.M.H.			Pre '67 Minx	£2·70	£12·10	Saloon & Estate	£3·60	£12·60	Dolomite	£3·30	£12·10
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Clubman	£2·90	£10·40	'67 on	£3·30	£12·80	Saloon & Estate	£3·80	£12·80	G.T.6 Mk. I-III	£5·30	£12·10
Mini Estate &			180 (Bonnet &			Cortina Mk. III			TR6	£3·60	£12·10
Clubman	£2·90	£11·30	Boot only)	—	£7·70	Saloon & Estate	£3·50	£13·00	2000 Mk. I	£3·30	£12·80
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1100/1300	£3·10	£11·20	Dyane 6	£3·10	£11·60	Escort Estate	£3·60	£12·80	Viva H.A.	£3·60	£12·30
A.40	£3·10	£11·00	**Daf** 33	—	£12·10	Escort Van	£3·60	£13·20	Viva H.B. & Estate	£3·30	£12·60
A.60 Farina Range	£3·10	£11·60	44 55	£3·10	£12·10	*Zephyr III*	£3·30	£13·60	Viva H.C. & Estate	£3·60	£12·30
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Midget	£4·20	£10·80	100A Cherry	£3·10	£11·60	Granada/Consul	£4·40	£10·30	Victor F.C. 101	£2·90	£12·10
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Westminster 110	£3·10	—	**Fiat**			**Renault** 4	£3·30	£11·20	& Estate	£4·20	£13·00
1800	£3·30	£12·10	124 Saloon	£3·30	£12·10	6	£3·30	£11·20	Victor F.E. &		
Marina Saloon,			124 Sports Coupe	—	£11·70	12	£3·30	£11·70	Estate	£2·90	£12·60
Coupe & Estate	£4·00	£13·20	127	£3·30	£12·10	16	£2·90	£11·70	**V.W.** Beetle		
Marina Van	£4·00	£15·40	128	£3·10	£11·70	17	£2·90	£11·90	'67 on	—	£11·50
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Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 40p for Underbonnet Acoustikits and 75p for Super Acoustikits (mainland charges, others subject to quotation).

By-Return Service. Adequate stocks kept of all popular models. Most kits normally despatched by return.

YOUR NO-RISK ORDER FORM

HURRY! POST TODAY!

To: Eflow Developments Co. Ltd. (Dept MS29), Eflow Works, Old Teme Bridge, Lower Wick, Worcester Tel Worcester (0905) 421260/423388

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

Make _____ Model _____ Year _____

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

Name _____

Address _____

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Golden Hermetite high performance all purpose non-flam jointing, non-corrosive-non-hardening —suitable for all joints.

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Then we can train you to hunt submarines. To put down assault troops. To find and rescue men who are lost at sea.

It's not an easy job, but you could be a qualified pilot by the time you're 21.

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Name

Address

Date of birth

Present or expected qualifications

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

RN ROYAL NAVY

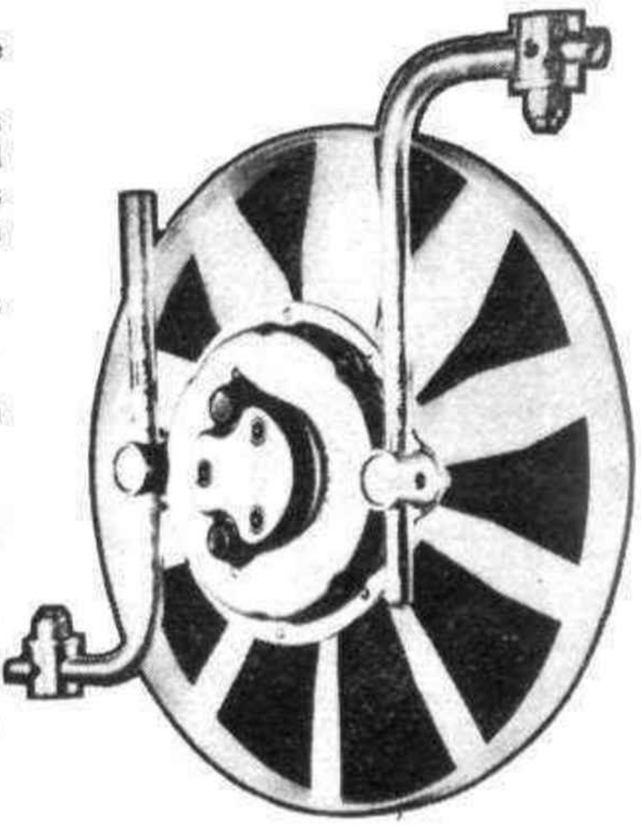


The man whose car is fitted with the Kenlowe Thermomatic Engine Cooling Fan has a power advantage over the fellow who drives the same model of car fitted with a standard engine fan.

The standard fan provides reasonable cooling up to 20 mph but over this speed the fan works needlessly and consumes up to 9% of the total power developed by the engine — a big loss of road performance. But the fitting of a Kenlowe Thermomatic Engine Cooling Fan to a car immediately releases this power to add more drive to the road wheels. And if the extra power is not required there will be a 9% reduction of petrol consumption.

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Prices from £19.20 (inc. V.A.T. and postage). Obtainable direct from manufacturer or from garages, service stations and accessory shops.



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ADDRESS _____ MODEL _____

_____ YEAR _____

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MS 6/73

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Year..... Value..... *Garaged. Yes/No
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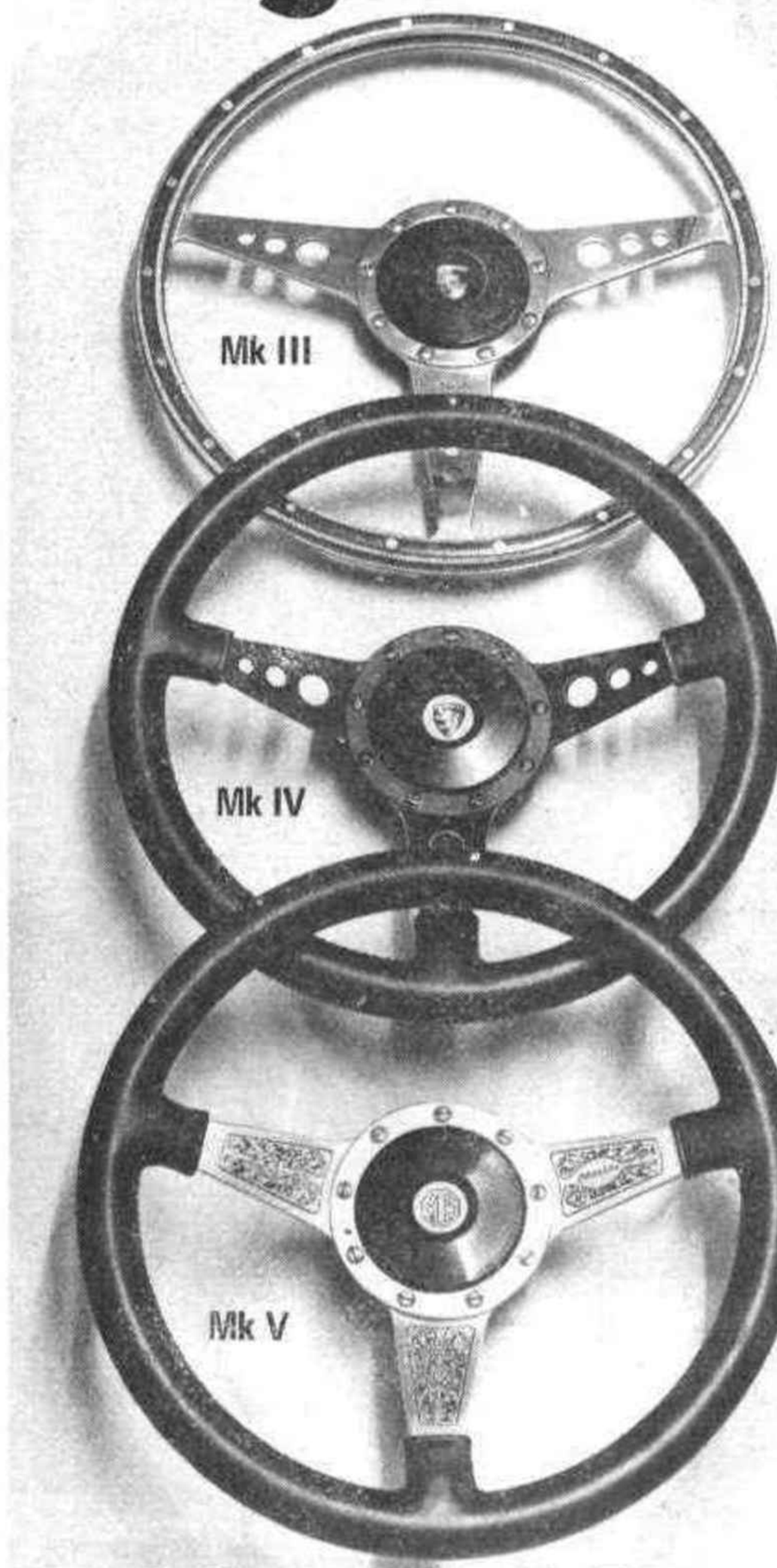
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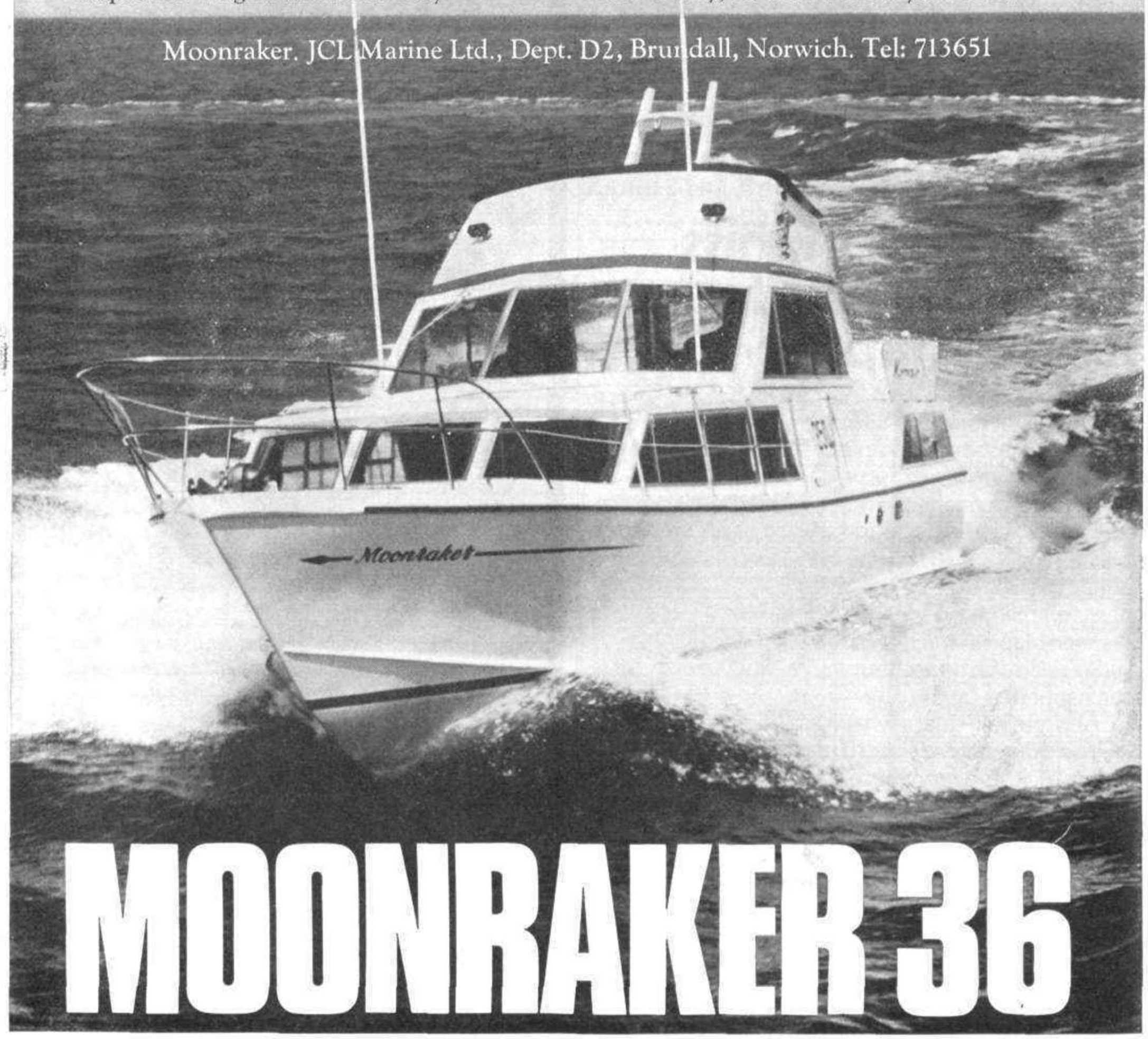
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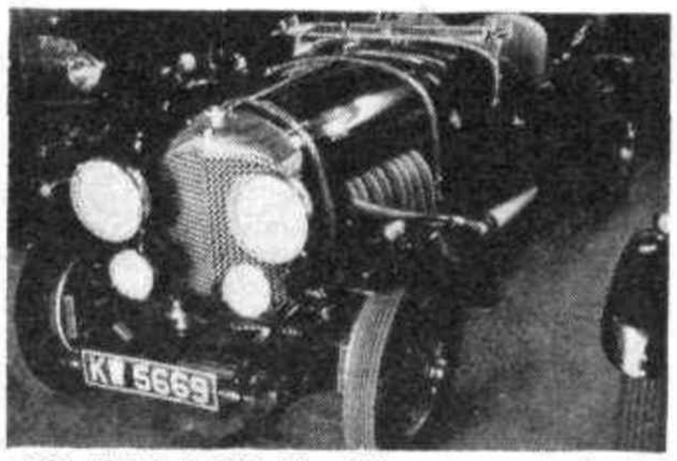
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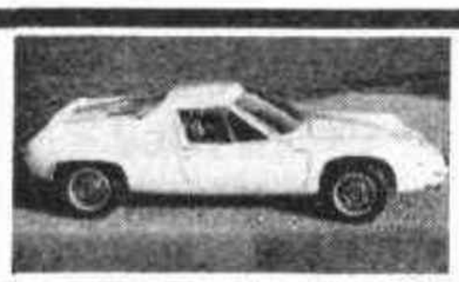
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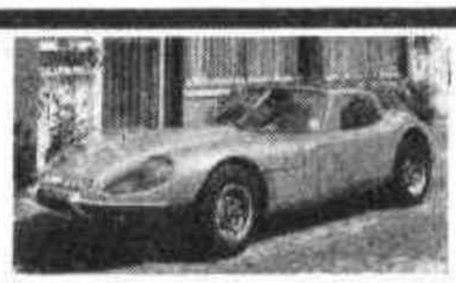
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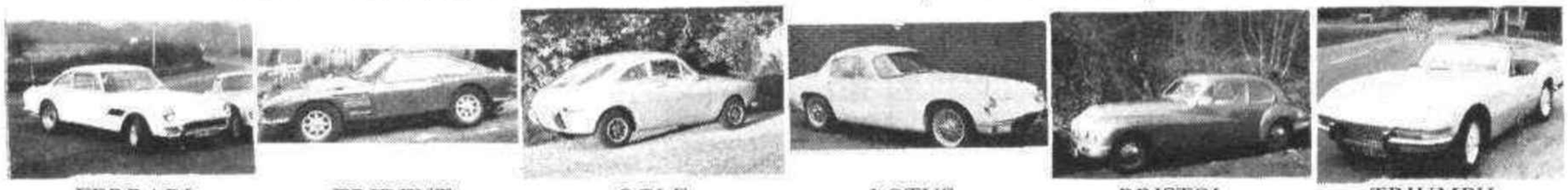
All those who spotted a corner of my country 'local' in last month's 'Motor Sport'. Yes, it was on page 490, and the free publicity somewhat made up for the disastrous omission of one of my ads. The **M.G.-C PROTOTYPE** has been sold, but my **FERRARI 330 GT Mk. II, 1966** (R.H.D.), portrayed has just had its engine completely rebuilt by Alan Merton and now is probably one of the best — hence £2,750. The **TRIDENT CLIPPER 4.7 V8, 1970,** genuinely does 0-60 in 4.7 sec. and 160 m.p.h. The luxurious fittings include white and black leather trim, rosewood, Sundym glass, sun-roof, electric windows and aerial, Minilites, etc. Cost new £4,000+; one owner and 19,000 miles later (*i.e.*, superlative condition) £2,600. Definitely not to be confused with a Mini-Marcos, the **OGLE SX 1000, 1963,** although a special GT-bodied 998-c.c. Cooper-Mini, is more akin to a Radford Mini-de-ville in terms of luxury and quality of fittings and finish. This example is really almost like new, hence £900. Good Lotuses are rare, but I have **TWO ABSOLUTELY IMMACULATE ELITES,** one specially built in **1965** with full race 5-bearing engine (Webers, race pistons, rods and valves, etc.), Borranis, etc., and guaranteed 7,000 miles; used only on the road and tractable too. £1,250. The other a **1962** with twin SUs, and guaranteed 39,000 miles — completely new interior, resprayed and rechromed. Fantastic — £1,100.

Still available, the outstandingly good **BRISTOL 403, 1953,** for £800 (please ring John Rutter on Hertford 4688 (daytime) for details), and the unique and beautiful **TRIUMPH TR FURY, 1965/8** — offers over £3,000. Will the person who bid over this figure at the Ragley Hall Auction on Easter Monday please step forward?

The following may have replaced some of the above by June 1st: **HEALEY SILVERSTONE 2-str. roadster** — a pristine example; **SUNBEAM TIGER Mk. II 4.7** — only 12 made and this is the third I've had this year! **AUSTIN HEALEY 3000 Mk. I** — but equipped with a Mk. III engine, etc., and bodily rebuilt too — magnificent!

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FERRARI TRIDENT OGLE LOTUS BRISTOL TRIUMPH

In addition to the 'sale or return' facility I offer (see April's ad.), I also have knowledge of a large number of sports cars for sale privately, and which I am happy to suggest or recommend, having seen and inspected them already myself.

WANTED: Pre-1958 L.H.D. sports cars, so all you despairing owners of TR2s, 100/4s, Aces, etc., get your hacksaws out!

ALSO WANTED: A suitable residence with outbuildings in the neighbouring countryside, so I can 'spread out' a little.

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1966 MG-B GT, wire wheels, Cints., finished in white **£725**

1966 MG-B GT, finished in grey, red leather interior, radial tyres **£695**

1966 MG-B, finished in red, fitted wire wheels and overdrive **£595**

1967 TR4A, fitted overdrive, radio, new hood; a fine example **£765**

1967 ALFA ROMEO Duetto, finished in white. We have just completed an engine rebuild..... **£865**

1967 MG-B GT, finished in flame, fitted w/wheels and a 'K' registration..... **£825**

1967 SPITFIRE, a cheerful little car finished red with white hard-top..... **£525**

1968 MG-C, fitted 8-track stereo, overdrive, finished red/black **£795**

1969 MG Midget, fitted w/wheels, finished white, black interior **£595**

1969 MG-B GT, fitted overdrive, finished in white, very clean **£1,095**

1969 FIAT 124 Sport, 5-speed box, fitted sun-roof, Positano yellow, black interior..... **£1,050**

1969 ASTON MARTIN DB6, Vantage, radio, chrome w/wheels, 5-speed box; metallic grey **£2,895**

1969 ALFA GTV 1750, 5-speed box, finished Alfa red, black interior..... **£1,295**

1970 TR6, finished yellow, black interior, fitted overdrive; a fine car..... **£1,195**

1970 MG-B, finished primrose yellow, black interior, Rostyle wheels **£1,095**

1970 SPITFIRE Mk. IV, one of the few fitted with overdrive; dark blue..... **£765**

1971 MG-B GT, fitted overdrive and h.r.w., finished flame, black interior..... **£1,295**

1971 MG-B GT, fitted overdrive, radio, finished bronze yellow, black interior..... **£1,325**

1971 TRIUMPH GT6 III, fitted overdrive, h.r.w., finished red, black interior..... **£1,095**

1971 LANCIA 2000 saloon, finished maroon, red cord interior; rare example..... **£1,795**

1971 LANCIA Fulvia 1.3 f.h.c. Ralleye S, 13,000 miles; this is a rare car..... **£1,395**

1972 LANCIA Fulvia, one owner 9,000 miles; finished light green, black interior, radio..... **£1,295**

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TRIUMPH TR6, '69H. O/d., det. hard-top **£1,035***
TRIUMPH TR5 roadster, '68.*
TRIUMPH TR4A, '66. Hard/soft-tops.... **£595†**
TRIUMPH Spitfire III, '70J. O/d., det. h/top **£720***
TRIUMPH Spitfire III, '68. Extras..... **£495***
TRIUMPH Spitfire Mk. II, '66. Hard/soft-tops.†
MARCOS 3-litre, '69. Sun-roof, o/d., etc. **£1,295†**
(*Illus.*) **TRIDENT Venturer V6,** 2/4-seater, '70J. One owner. Overdrive, radio, etc..... **£1,495***

ALFA ROMEO Spider Duetto, '68. 1,600cc Farina convertible, 5-speed, etc..... **£995†**
SUNBEAM Tiger V8, '66. Hard/soft-tops **£695†**
M.G. Midget Mk. III, '70J. "New look"... **£645***
HEALEY Sprite Mk. IV, '69. One reg. owner **£575***
HEALEY Sprite Mk. III, '65. Most attractive.†
FORD Escort 1300 GT. Various extras... **£560***
Probably coming: JENSEN Interceptor/FF; M.G.-B roadster, '71; **M.G.-B GT,** '71; **ELAN S3; Spitfire IV; FORD Mustang; HEALEY 3000,** '64.

M.G.-B GT Mk. II, '70. Overdrive, etc... **£1,095***
M.G.-B GT Mk. II, '69H. Overdrive, wires **£995***
M.G.-B GT Mk. II, '69..... **£915***
M.G.-B GT Mk. II, '68. Overdrive, etc..... **£845***
M.G.-B Mk. II, '69. Overdrive, Bermuda top **£895***
M.G.-B, '67F. Wire wheels, etc..... **£645**
M.G.-B, '63. Hard-top, wire wheels..... **£375†**
M.G.-C, '68. Overdrive, wire wheels..... **£765***
LOTUS Elan Plus 2S, '70J. 2/4-seater.... **£1,645†**
(*Illus.*) **LOTUS Elan S4 conv.,** '70..... **£1,245†**



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ROLLS-ROYCE, 1956, Silver Cloud I Automatic sports saloon, finished in black with grey hide trim; full service just completed with new exhaust and tyres fitted.



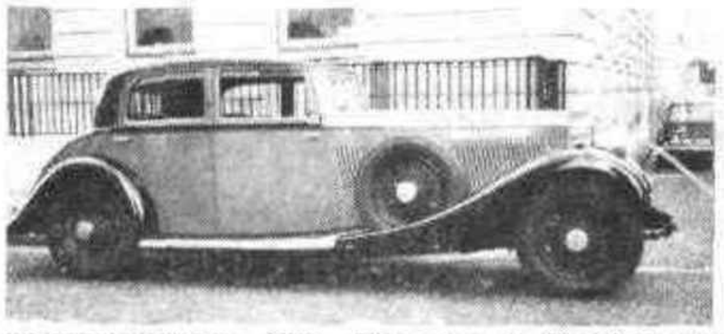
ROLLS-ROYCE, 1927, 20-h.p. small upright saloon by Park Ward. Recently retrimmed in beige hide, engine overhauled and nicely painted in black over Havana brown.



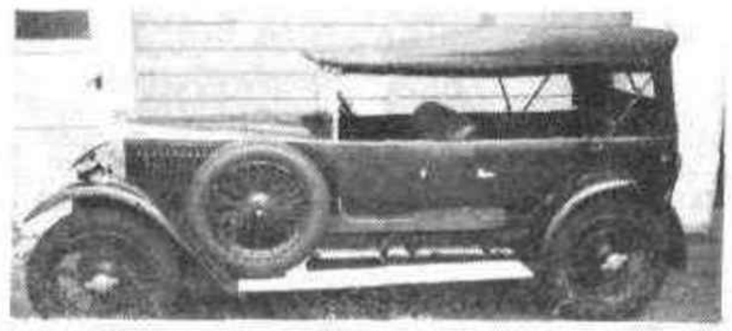
ROLLS-ROYCE, 1933, 20/25 owner-driver sports saloon by Thrupp & Maberly, mechanically superb. Very sporting coachwork with rear-mounted spare. Just repainted black over velvet.



LAMMAS GRAHAM, 1938. Rare supercharged 3-position drophead coupé with overdrive. Stored many years, highly original throughout although not running as yet. Surely the only one left?



ROLLS-ROYCE, 1933, Phantom II Continental close-coupled sports saloon by Park Ward, magnificent specimen in all respects, recorded mileage of 86,000 and in totally original condition throughout. Finished in black and grey with grey hide trim.



VAUXHALL, 1924, 14-40 Princeton light vintage touring car in exceptional order, highly original throughout and mechanically very good; nicely painted in vineyard green with black hood and sidescreens.

ROLLS-ROYCE, 1937, P.III limousine by A. Mulliner, nicely painted in black over yellow, retrimmed in button hide; many interior refinements; recently fitted with new 6-cylinder Rolls engine.

ROLLS-ROYCE, 1953, Silver Wraith owner-driver touring limousine with elegant James Young coachwork, nicely finished in duo-grey with grey hide trim. Recorded mileage of under 65,000.

BENTLEY, 1958, S.1 standard sports saloon. Automatic and P.A.S. High-compression engine, just completely serviced. Superb specimen finished in embassy black and trimmed in plum hide.

BENTLEY, 1961, S.2 sports saloon, two owners from new; new tyres, gearbox and exhaust just fitted. Outstanding example painted in ebony black with contrasting plum hide trim and carpet.

BENTLEY, 1936, 3½ drophead coupé by Park Ward, fully restored mechanically and bodily, repainted olive green and trimmed in tan hide.

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TR6	1972	White, overdrive, 12,000 miles	£1,495
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TR6	1971	'K' Reg. Saffron, overdrive, 19,000 miles	£1,395
TR6	1971	White, overdrive, 20,000 miles	£1,325
TR6	1971	Damson, overdrive, 21,000 miles	£1,325
TR6	1971	Saffron, overdrive	£1,295
TR6	1970	'J' Reg. Green, hard-top, overdrive, 21,000 miles	£1,245
TR6	1970	'J' Reg. Red, overdrive	£1,195
TR6	1970	'J' Reg. Saffron, overdrive	£1,195
TR6	1970	Damson, overdrive, 30,000 miles	£1,195
TR6	1969	'H' Reg. Blue, overdrive, 30,000 miles	£1,075
TR6	1969	Damson, overdrive, 30,000 miles	£1,045
TR6	1969	Red, overdrive	£1,045
TR6	1969	White, overdrive, 30,000 miles	£995
TR5	1968	Green, overdrive, 34,000 miles	£895
TR5	1968	Blue, overdrive, 37,000 miles	£845
TR4A	1967	White, overdrive, Surrey top	£675

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BENTLEY S.1 saloon, 1958 (Feb.). Black with beige interior trim. Power steering, 6-cylinder engine, nearly new tyres. Radio. Considerable history and host of bills. Recent property of fastidious owner. **£1,285.**



ROLLS-ROYCE Silver Cloud II (1959 Nov.). Circassian blue (dark blue) with light beige trim. Two owners from new. New tyres. Effortless performance and accepted refinements. Realistically priced, **£2,445.**



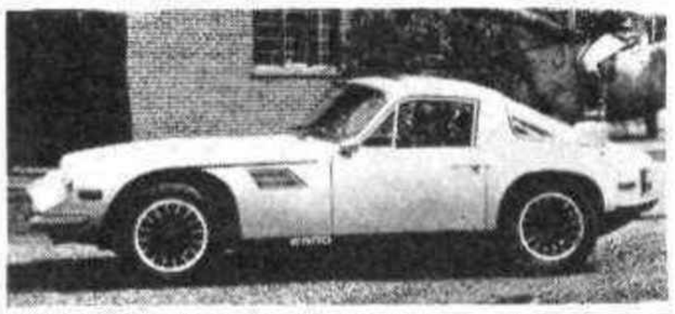
BENTLEY S.3, 1965 (Jan.). Shell grey with red interior trim. Full history to date. 120,000 miles. Maintained regardless of expense, which is reflected in the virtually faultless condition for its age. Early inspection advised. **£3,385.**

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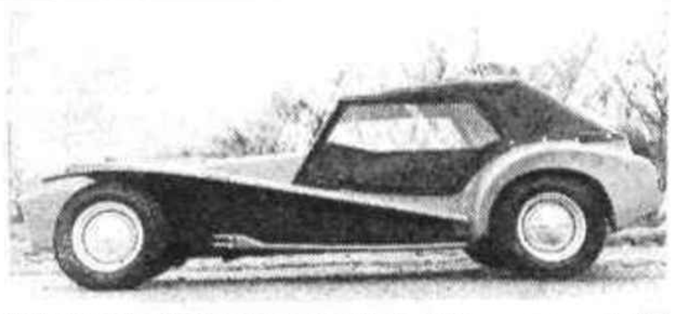
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1966 PORSCHE 911, speedo. reading 56,000 miles. White..... **£1,595**
1973 TVR Vixen 1600, h.r.w., 12,000 miles; alloy wheels; one owner. White..... **£1,595**
1972 DUTTON "B" 1,500 c.c., 1,700 miles, one owner; yellow..... **£770**
1968 M.G. Midget (December), wire wheels, 40,000 certified, two owners. Red..... **£458**
1972 LOTUS Europa TC, 14,000 miles guaranteed; stereo; one owner. Lime..... **£1,665**
1968 JAGUAR "E"-Type f.h.c., chrome wire wheels, radio, stereo; two owners. Golden sand..... **£1,345**
1972 TVR 1600M, sun-roof, radio, alloy wheels; 10,000 miles, one owner. Red..... **£1,665**
1970 TRIUMPH Spitfire Mk. 3, two owners. White..... **£695**
1972 TVR 2500, o/drive, alloy wheels, 7,000 miles guaranteed, one owner. Marigold..... **£1,595**



1970 M.G. Midget, hard/soft-tops, two owners. White..... **£650**
1972 TVR Vixen 1600, radio, alloy wheels; 15,000 guaranteed miles, one owner. Red..... **£1,442**
1971 LOTUS Europa, 14,000 miles, one owner; promised June 1. Yellow.
1972 TVR Vixen 1600, 10,000 miles guaranteed, "L" registered, one owner. Red..... **£1,495**
1970 CAPRI V6 GTXLR, 40,000 miles, two owners, gold..... **£955**
1971 MARCOS 3-litre (Volvo engine), 10,000 miles guaranteed, alloy wheels; two owners. Red..... **£1,687**
1970 LOTUS 7 1600 S/E, alloy wheels, 23,000 miles, two owners. Yellow..... **£960**
1970 M.G.-B GT, 23,000 miles guaranteed; o/drive; one owner. Beige..... **£1,130**
1971 LOTUS 7 1600 S/E, alloy wheels, 26,000 miles guaranteed, one owner. Yellow..... **£1,010**



1968 LOTUS Cortina, sun-roof, white..... **£565**
1972 LOTUS 7 TC, 7,000 miles guaranteed, one owner. Red..... **£1,335**
1971 TVR Vixen 1600, alloy wheels; 17,000 miles guaranteed, two owners. White..... **£1,352**
1970 TRIUMPH TR6 convertible, o/drive; 40,000 miles (speedo. reads 18,000 miles when new engine installed), two owners. Red..... **£1,195**
1971 LOTUS Elan +2S, 29,000 miles guaranteed, one owner. Yellow..... **£1,845**
1970 FIAT Vignale Samantha (special bodied 125S), radio, 30,000 miles guaranteed. Similar in looks to Audi coupé, 5-speed box, electric windows, h.r.w. White **£1,480**
1970 TVR Vixen 1600, alloy wheels, 33,000 miles guaranteed, two owners. Green..... **£1,130**
1971 TRIUMPH TR6 convertible, o/drive, 43,000 miles guaranteed, one owner. Maroon..... **£1,190**

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M.G.-B GT, 1971 'K' reg., in antelope/black trim, fitted with overdrive, radio, Rostyles, radials, etc. **£1,295**

TRIUMPH Spitfire Mk. III, 1970/71, choice of two in white or laurel green, both with radio, etc. From **£695**

M.G.-B roadster, 1972, Mk. III, blaze/blue trim, overdrive, radio, Rostyles, tonneau, etc.; 8,000 miles, one owner. **£1,295**

SUNBEAM Tiger 4.2 V8. Opalescent blue, alloy wheels, low-profile tyres, radio, etc., hard- and soft-tops; an excellent example. **£685**

LOTUS Europa, 'H' reg., 1969/70 S2, bronze yellow, radio Avon radials; bills for £300 last six months. **£995**

TRIUMPH TR6, 1969, royal blue/black trim, overdrive, HR-SP tyres, etc. **£985**

TRIUMPH GT6 Mk. III, 1971/72, white/black trim, fitted o/d., h.r.w., XAS tyres; 14,000 miles, one owner. **£1,135**

M.G.-B roadster Mk. II, 'H' reg., 1969/70, choice of two in B.R.G. with hard- and soft-tops, o/d., w/w., radio, 34,000 miles, or tartan red, reputed 18,000 miles, one owner. From only **£965**

TRIUMPH TR6, 1971, red/tan trim, o/d., HR-SP tyres, radio, spots etc., reputed 17,000 miles. **£1,385**

M.G.-B roadsters, Mk. II, choice of two 1970 cars, blue royale or bronze yellow, both fitted o/d., Rostyles, radio; from 24,000 miles. From only **£995**

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MARCOS 3-litre GT, 1969, bronze yellow, fitted o/d., sun-roof, chrome w/w., electric windows, radio, etc. "Must be the nicest one available" **£1,295**

M.G.-B roadsters, 1968, choice of two in primrose, specia Reg. No., o/d., w/w., radio, cassette tape, etc., and mineral blue Mk. II, 'G' reg., w/w., radio, 8-track tape, reconditioned engine. From **£765**

JAGUAR 'E'-Type roadster, 1968, royal blue, chrome w/w., radio; full history, two owners from new. **£1,395**

LOTUS Elan S.4 drophead, 1970, yellow/black, k.o. wheels, radio, tinted screen; service history. **£1,235**

M.G.-C roadster, 1968, mineral blue, fitted overdrive, wire wheels, SP tyres, tonneau, Sebrings. **£785**

M.G. Midget, 1972 ('L' reg.), teal blue/tan trim, radio, 8-track stereo, Rostyle wheels, pristine condition; one owner. **£925**

TRIUMPH Spitfire Mk. IV, 'K' reg. 1971/72, chrome yellow/black trim; one-owner car. **£845**

TRIUMPH TR6, 1972, saffron yellow, black trim, radio, HR-SP tyres, 16,000 miles, one owner. **£1,485**

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2000 Seadan HF, met. bronze Longchamps/green velvet, P.A.S., h.r.w., 5-speed box, Sundym glass, electric windows. **£2,642**
2000 Sedan, white/blue velvet, P.A.S., h.r.w., 5-speed box **£2,250**
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1.3 Rallye SII — please ring to see if we have your choice in stock. From **£1,865**

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JAGUAR 'E'-Type Mk. II 2+2 coupé, 'H' reg., 1969/70, sandalwood with tan leather trim, 8-track stereo, h.r.w., wire wheels, HR-SP tyres; 15,000 on new engine/gearbox. **£1,795**

PONTIAC Firebird Formula 400, 1971, opalescent green with parchment trim, auto. power brakes and steering, honeycomb alloy wheels, low-profile tyres, rear spoiler, AM/FM radio. A fabulous car. **£2,485**

CHEVROLET Z28 Camaro, 1971, Carmen red with black trim, 350 V8 high-performance unit, auto., P.A.S., servo-ventilated discs, AM/FM radio, 8-track stereo, tinted screen. **£2,565**

LANCIA 1.6 HFS Rallye coupe, 1970, metallic blue, flared arches, alloy wheels, special seats, radio, 5-speed box, "A very rare and rapid car." **£1,695**

LANCIA Fulvia 1.3 Rallye coupe, 1968, dark green/parchment trim, Michelin tyres, radio and usual extras. Recent works overhaul. **£965**

M.G.-B GT Mk. III, 'L' reg. 1973 model, unblemished in bronze yellow with dark blue trim with cloth inserts. Rostyles with radials, radio, h.r.w., etc.; only 8,000 miles by sole owner. **£1,495**

JAGUAR 'E'-Type, 1968, fixed-head coupe, white with red trim, chrome wires with HR Cints., radio h.r.w., etc. **£1,395**

PONTIAC Firebird 350 V8, 1971, blue/white, auto., power steering, AM/FM radio, rear spoilers; one owner, 32,000 miles. **£1,995**

SCIMITAR GTE Mk. II, 1970, satin silver/black trim, overdrive, radio, h.r.w., Cinturato tyres; works overhaul just completed. **£1,695**

SCIMITAR GTE, 1969, finished in Caribbean green, fitted overdrive, radio, h.r.w.; a one-owner car, full history, replacement engine and overdrive just recently fitted. Good value at **£1,565**

TVR Vixen, 1968, flame red/black trim and coachline, wire wheels, radial tyres, tinted rear screen. **£835**

MASERATI 3500 GT convertible, red with black trim, coachlines and det. hard-top, 5-speed box, alloy wheels, electric windows, radio, Webers, etc.; very rare. **£1,095**

LOTUS Elan +2, 1969, white/black trim, tinted screen, radio, HR-SP tyres; reputed 41,000 miles. **£1,245**

M.G.-B GT, 1970, B.R.G./black trim, o/d., sun-roof, radio, Rostyles. **£1,195**

FIAT 124 Sport coupe, 1969, dark blue/pigskin tan trim, 5-speed box, radio, h.r.w., HR-SP tyres. **£985**

TRIUMPH GT6, 1968, royal blue, matching trim. **£695**

TVR Vixen S3, 1971, bronze yellow, mag. alloy wheels, tinted screen; one owner, 16,000 miles. **£1,185**

"Vanishing point" 1971 DODGE Charger coupe, Super B 367 V8 Magnum 6.7-litre, Sundance orange with black trim, vinyl roof and side winders, 4-speed shift-lock Wolfrace alloy wheels, tinted screen. A fabulous motor for **£2,385**

CORVETTE Stingray, split-roof coupé, electric blue, 350 unit, auto. and power, air-conditioning, tinted glass, electric windows, AM/FM radio, 8-track stereo, Positration, chrome wheels, etc. 1969/70. **£2,885**

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1972 TVR 2500M in two-tone brown, fitted radio, 8-track stereo, 7in. Wolfrace wheels and low profile tyres; exceptional condition, a very attractive car; excellent value at..... **£1,895**

1970 TVR Tuscan 3-litre, in blue with overdrive, radio and alloy wheels. Very clean car..... **£1,375**

1970 TVR Tuscan 3-litre, in lagoon blue, fitted alloy wheels, radio and overdrive. A very clean example.. **£1,395**

1970 TVR Vixen S2, in turquoise, fitted sun-roof, radio, alloy wheels, modified 1600 engine with twin Webers, etc.; excellent performance **£1,095**

1969 TVR Vixen S2, in silver fox, fitted sun-roof, radio, tinted screens, alloy wheels; well maintained..... **£1,075**

1968 TVR Vixen S2, in green, with radio, alloy wheels, etc.; very clean car..... **£995**

1969 TVR Vixen 1600 S1, in yellow, fitted stereo radio, 6L wire wheels, fat tyres; nice example..... **£895**

1970 JAGUAR 'E'-Type 2+2, automatic, finished in light blue with chrome wire wheels and radio. Reg. No.: 42Y HFR. Excellent value.... **£1,995**

1970 JAGUAR 'E'-Type drophead in light blue, radio, chrome steel wheels; a nice clean example..... **£1,795**

1969 MG-B GT, in white, fitted overdrive and heated rear window. Excellent value at..... **£975**

1966 TRIUMPH TR4A convertible in light blue with dark blue flash, fitted overdrive and radio..... **£595**

1961 AUSTIN HEALEY 3000 Mk. II, finished in red with overdrive, radio, 61 wire wheels, completely restored to excellent condition. Must be seen, an investment at..... **£850**

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USED LOTUS

1972 Lotus +2'S' 130. Lagoon blue with black trim. Fitted with radio, heated rear window and chrome wheels. Recorded mileage 15,000.... **£2,300**

1973 Lotus Elan Sprint. Rich tawny over white. Fitted with 3.5 diff. An excellent opportunity to obtain an almost new example at a substantial saving on current list price **£2,100**

1973 Elan Sprint fixed-head coupe. Red over white with black trim. Fitted with tinted windscreen and heated rear window. Supplied new by ourselves and has since covered a mere 1,500 miles **£1,995**

1972 ('L' reg.) Elan Sprint fixed-head coupe. Yellow over white with black trim. Fitted with heated rear window. A one-owner car with a recorded mileage of 7,500 ..... **£1,800**

1972 Lotus Elan Sprint drophead coupe. Mono yellow with black trim. 16,000 miles in hands of original owner. Fitted with radio, stereo and high axle ratio **£1,650**

1971 Lotus Elan Sprint drophead. Red mono with black trim. Fitted with push-button radio. A one-owner car with a recorded mileage of 20,000 **£1,500**

1971 Lotus Elan Sprint. Bahama yellow mono colour with black trim. Fitted with push-button radio. Ex-Property of Lotus employee. Recorded mileage 20,000 ..... **£1,475**

1970 Lotus Elan. White with black trim. A one owner car supplied new by ourselves. Recorded mileage 25,000 ..... **£1,195**

1972 Lotus Europa Twin-Cam ('L' reg). Lagoon blue with oatmeal trim. Fitted with brand Lotus wheels, push-button radio; tinted windscreen. Recorded mileage 7,000 ..... **£1,800**

1972 Lotus Europa Twin-Cam. Colorado with black trim. Fitted with Brand Lotus wheels, tinted glass and radio. Recorded mileage 7,000 ..... **£1,725**

1971 (Dec.) Lotus Europa Twin-Cam. White with oatmeal trim. Fitted with alloy wheels, tinted glass, radio and stereo. Recorded mileage 19,500 **£1,600**

1971 (Nov.) Lotus Europa Twin-Cam. Yellow with black trim. Fitted with Dunlop alloy wheels. A one owner car with a recorded mileage of 12,000 ..... **£1,600**

1970 Lotus Europa. Bahama yellow with black trim. A one owner car fitted with air horns. Recorded mileage 15,000 ..... **£1,065**

1969 Lotus Cortina. White with black interior. Fitted with radio. Recorded mileage 44,000. A very well maintained example **£725**

USED M.G.

1973 M.G. 'B' roadster. Teal blue with ochre trim. Fitted with overdrive and push-button radio. Recorded mileage 4,000 ..... **£1,400**

1970 M.G. 'B' GT. White with black trim. Fitted with overdrive, Rostyle wheels. A one owner car with a recorded mileage of 23,000 ..... **£1,100**

1971 M.G. 'B' roadster. Bronze yellow with black trim. Fitted with overdrive. A well maintained one owner car with a recorded mileage of 25,000 **£1,100**

1969 M.G. 'C' GT. Mineral blue with black trim. Fitted with wire wheels and radio. An extremely well maintained example **£995**

1969 M.G. 'B' GT (1970 model). White with black trim. Fitted with overdrive and radio. Recorded mileage 22,000 ..... **£1,095**

MISCELLANEOUS USED CARS

1970 Maserati Ghibli 4.7. Left-hand drive. Bright yellow with tan trim. Fitted with air conditioning, etc. A recently imported car with a recorded mileage of 43,000 km. **£4,500**

1970 Mercedes Benz 250/8 saloon. Green with tan trim. Fitted with manual gearbox and power steering, push-button radio. A well maintained car with a recorded mileage of 39,000 ..... **£1,800**

1972 (registered) M.G. 1300 Mk. 2 (Group One saloon). Attractively finished in dark brown with pale green. In original and unmarked condition as raced during 1972 by our Managing Director. Offered now with a blueprinted and balanced engine which has been recently rebuilt. Close ratio gearbox, roll-over cage, 2 sets of wheels and tyres, bonnet clips etc. Total mileage 5,000 ..... **£895**

USED AMERICAN CARS

1972 Ford Mustang Mach I. Medium green metallic with matching trim and silver body side tapes. One of the most attractive very full specification Mustangs we have yet seen, including: 351 R.V. V8 engine, automatic, power steering, Powr-Lok diff., heavy duty suspension, Magnum 500 wheels with F.60 x 15 white lettered tyres, hood scoops, rear spoiler, tinted glass, electric windows, sports trim, sports deck, air conditioning, instrument group, centre console, combined radio and 8-track stereo. Recorded mileage 9,000 ..... **£3,195**

1971 Ford Mustang Convertible. Lime green with white trim and hood. 302 2v V8 engine, automatic, power steering, tinted glass, whitewall tyres and radio. Recorded mileage 18,000 ..... **£1,950**

1972 Ford Mustang Sprint Fastback. White with blue bonnet stripes, white/blue cloth trim. 351 4v V8 power unit, automatic, power steering, Magnum 500 wheels with F60 x 51 tyres, Powr-Lok diff., spoiler, full instrumentation, centre console, heated rear window, radio and 8-track stereo. Supplied new by ourselves. Recorded mileage 6,500 **£2,795**

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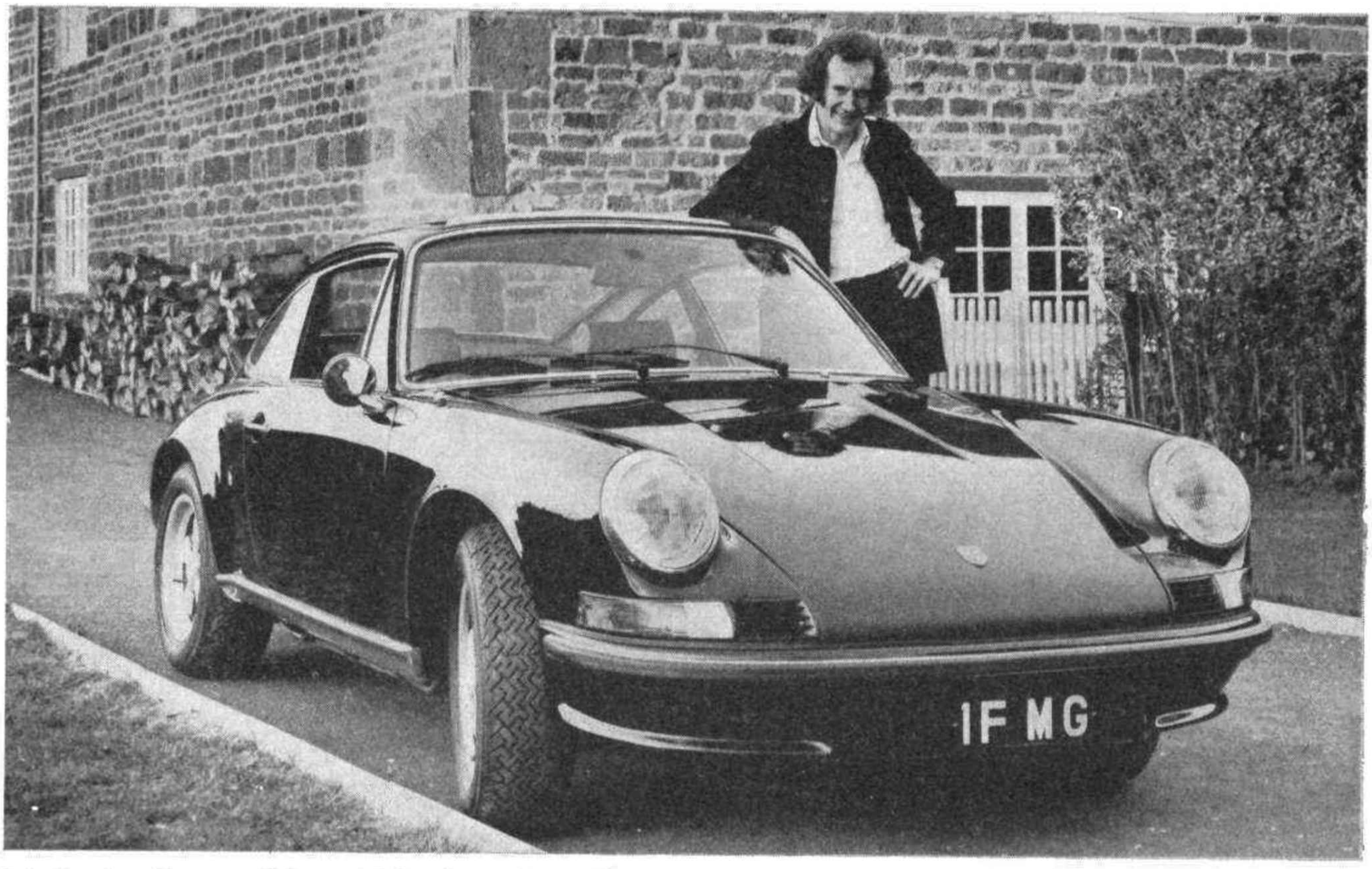


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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL XLIX No. 6 JUNE 1973

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FRONT-COVER PICTURE: Ronnie Peterson driving his John Player Lotus 72 came nearer to his first Grand Prix victory in Spain than ever before. Read of the Swede's misfortune at the beautiful Montjuich Park circuit on page 615.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ ADO67—BRITISH LEYLAND'S FIRST COMPLETELY NEW CAR

The Editor writes:—"I was summoned to Longbridge as long ago as mid-January, for a pre-view of the long-awaited entirely-new British Leyland car. The idea was that I should meet Mr. George Turnbull, Director of the Austin-Morris Group and Deputy Managing Director of the BLMC and his engineering and promotional executives, to learn all about Allegro, which he calls his 'Song for Europe'.

"As I pointed the BMW in the direction of Birmingham I felt as excited as when, fourteen years ago, I had gone to the Austin factory to see the secrets of the first Mini Minor revealed. Would this new BL confection be as revolutionary? In what category would it fall—a baby car more economical than the Mini or Dyane, a new GT car to rival the Citroën SM, perhaps based on that sadly still-born mid-engined Rover V8 coupé, or a fine new family car, perhaps using the 2,200-c.c. Austin Six engine coupled to a five-speed gearbox with properly-spaced ratios or to an automatic box as good as the AP transmission in an Automatic Mini, maybe with self-levelling suspension on a restyled body shell? Then, as the time for my appointment drew near, I reflected that BL already have most markets covered, with cars of 850 to 5,300-c.c., and that it was more likely that ADO67 would consist of a rationalisation of existing components.



"I arrived to find the top-brass absent but, with a writer from *The Times*, I was allowed to have a brief run round the environs of Birmingham in a 1,750-c.c. Allegro, its badges taped over. This was presumably too short a drive for the new car's top-qualities to emerge, because it seemed just like a Maxi, but without the advantage of the fifth door. We were entertained to a (rightly) non-alcoholic lunch in the Directors' Dining Room by the Chief Transmission Engineer and it became apparent that BL are now thinking in terms of rationalisation of existing components, to cut production costs, rather than of brave new models. The Allegro is the result of much market-research and as Lord Stokes was so right in respect of the Morris Marina, he may well have another winner in the World sales-stakes, in the form of the Austin Allegro.

"I was unable to go to Spain for the pre-release testing but a colleague who did go was obviously impressed; his report appears elsewhere. When I drove the Allegro no-one could quote a price for it. It is now apparent that this is highly competitive and it will be interesting to see whether it can regain the lead in the British sales-race which the BMC 1100/1300 models have lost to Ford of Britain's Cortina.

"At least BL have used the Issigonis, not the Marina, formula for ADO67, have managed to put the radiator at the front, with an electric fan (as on the 2200 Six and the Datsun 100A) and have promoted the ingenious Moulten interconnected suspension from Hydrolastic to Hydragas. Failure of two speedometers and collapse of the exhaust system on the second road-test car prevented me from renewing acquaintance with the Allegro—it is having an abnormally long gestation, embarrassing, surely, for the design-team. The last I heard of it was going away from our test track on a low-loader. I hope sincerely that my initial disappointment will evaporate on longer experience of the new car and that this latest Austin will effectively stem the invasion of Britain by cars from Japan and the bulkier area of Europe. If it doesn't, whatever shall we do?"

■ DATSUN DOMINATES THE EAST AFRICAN SAFARI

As you will learn from "Rally Review" in this issue, the East African Safari, regarded by the World's car-buyers as one of the most significant yardsticks for measuring which are the current top-cars, was doctrinated this year by Datsun. The outright winner was a Datsun 240Z and Datsun 1800 SSS were second and fourth. Only the Peugeot 504s could live with them.

In the past MOTOR SPORT has been reluctant to over-publicise Japanese cars. But this convincing performance in a fast-run rally in which only 16 out of the 89 starters got home put a different complexion on the matter. The Safari may not be such a "catalogue-car" rally as it once was, in the days of price-classes etc., especially with Ford making their bid (unsuccessfully) with

Continued on next page

Motor Sport Fixture List For June

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 2nd/4th	Limerick MC	Kenmare	Co. Limerick, Eire	Circuit of Munster Rally	08.00
June 2nd/6th	**Royal Scottish Automobile Club**	**Glasgow**	**Scotland**	**Scottish Rally (Int)**	—
June 2nd/3rd	**MK Scandia**	**Mantorp Park**	**Sweden**	**ETC Championship Round 3 (Int)**	—
June 2nd/3rd	**Automobilclub von Deutschland**	**Alpen Bergpreis**	**West Germany**	**European Hill-climb Round 4 (Int)**	—
June 2nd/3rd	BARC (Yorkshire)	Scarborough	Yorkshire	Scarborough Week-end Autotests (C)	12.00
June 2nd	Wallasey MC	King's Parade	New Brighton, Cheshire	Sprint Meeting (C)	14.00
June 3rd	**AC de Monaco**	**Monaco**	**France**	**Monaco GP Rnd 6 Wld Championship (Int)**	—
June 3rd	**AC Bologna**	**Imola**	**Italy**	**2-Litre SC/GT Championship Races (Int)**	—
June 3rd	Nottingham SCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.30
June 3rd	London CC	Brands Hatch	Nr. Fawkham, Kent	Race Meeting (R)	14.00
June 3rd	TEAC	Lydden Hill	Nr. Canterbury, Kent	Race Meeting (R)	15.00
June 3rd	BRSCC	Cadwell Park	Louth, Lincs.	Race Meeting (R)	14.00
June 3rd	Bugatti Owners' Club	Prescott	Cheltenham, Glos.	6th Invitation Meeting (R)	11.00
June 3rd	Sporting CC of Norfolk	Pointer Motor Co., Aylsham Rd.	Norwich, Norfolk	Lancia Pointer Midsummer Stages (R)	09.00
June 9th	Ulster AC	Bishops Court	Nr. Downpatrick, Co. Down	Texaco Race Meeting (R)	14.00
June 9/10th	**AC de l'Ouest**	**Le Mans**	**Sarthe, France**	**Le Mans 24 Hours (Int)**	—
June 9/10th	Whitby & Dist. MC	West Cliff Car Park	Whitby, Yorks.	ICI Petrol Pathfinder Rally (R)	22.00
June 9/10th	Swansea MC	Fedwen Filling Station	Wales	Reynolds Cup Rally (R)	22.00
June 10th	**AMU-CEAB-NRO**	**Nivelles**	**Belgium**	**European F2 Championship Round 8 (Int)**	—
June 10th	BRSCC	Croft Autodrome	Nr. Darlington, Co. Durham	Race Meeting (N)	14.00
June 10th	Rochester MC	Brands Hatch	Fawkham, Kent	Championship Race Meeting (C)	14.00
June 10th	BARC	Silverstone	Nr. Towcester, Northants.	Championship Race Meeting (C)	14.45
June 10th	Longton and Dist. MC	Lower Promenade, Princess Way	Little Bispham, Blackpool	Uniflo Blackpool Sprint (N)	12.00
June 10th	Sevenoaks & Dist. MC	Long Wood, Partridges Lane	Wadhurst	Autotest (R)	11.00
June 10th	Welsh Counties CC	Creigniau	Nr. Cardiff	Autocross (R)	13.00
June 16th	BRSCC	Castle Combe	Nr. Chippenham, Wilts.	Ford Sport Race Meeting (N)	14.00
June 16th	VSCC	Oulton Park	Nr. Tarporley, Cheshire	Race Meeting (C)	14.00
June 16/17th	**Donegal MC**	**Ballyraine Hotel**	**Letterkenny, Donegal**	**Circuit of Donegal Rally (INT)**	**08.00**
June 17th	**Anderstorp Racing Club**	**Anderstorp**	**Sweden**	**Swedish Grand Prix Round 7 World Championship (Int)**	—
June 17th	**Badischer MSC**	**Hockenheim**	**W. Germany**	**European F2 Championship Round 9 (Int)**	—
June 17th	**ASAC d'Auvergne**	**Clermont-Ferrand**	**France**	**Two-Litre Sports Car Championship Meeting (Int)**	—
June 17th	BARC	Thruxton	Nr. Andover, Hants.	Richardson Trophy Meeting (R)	14.10
June 17th	Romford Enthusiasts CC	Brands Hatch	Fawkham, Kent	Race Meeting (R)	14.30
June 17th	Nottingham Sports CC	Croft Autodrome	Nr. Darlington	Race Meeting (R)	14.45
June 17th	West Essex CC	Snetterton	Nr. Norwich, Norfolk	Race Meeting (C)	14.00
June 17th	Motostage	Long Marston	Stratford-upon-Avon	Rallypoint Championship Round	10.30
June 17th	BDR & HRA	Santa Pod Raceway	Wellingborough	Drag Race Meeting (R)	13.30
June 24th	**STMSC Sektion**	**Osterreichring**	**Austria**	**Osterreichring 1,000 kms.**	—
June 24th	**ASAC Normand**	**Rouen**	**France**	**European F2 Championship Round 10 (Int)**	—
June 24th	Sevenoaks & Dist. MC	Brands Hatch	Fawkham, Kent	Shellsport Championship Races (R)	14.30
June 24th	Nottingham SCC	Cadwell Park	Louth, Lincs.	Race Meeting (R)	14.30
June 24th	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (R)	14.00
June 24th	National Drag RC	Silverstone	Nr. Towcester, Northants.	Championship Drag Meeting (R)	13.00
June 29th	**AC Milano**	**Monza**	**Italy**	**European F2 Championship Round 11 (Int)**	—
June 30th	Bugatti Owners' Club	Prescott	Cheltenham, Glos.	Shell International (35th Anniversary) Hill-climb (R)	14.15

MATTERS OF MOMENT—continued from previous page

alloy-block 2-litre Escort BDAs, for these are not cars bought by the average family-saloon customer. It will be a thousand pities if the Safari is changed further to bring it into line with Europe's idea of rallying.

As it is, it remains a truly tough test of a car and Datsun cannot fail to benefit from their convincing victory. They have been outright winners of the Safari on two previous occasions and now their prestige is bound to increase, with Mazda (all-out to promote the Wankel rotary engine), Toyota and Honda tagging along with them. So we offer no excuse for including a brief report on the excellent Datsun Cherry 100A in this issue. It is significant that Graham Hill, usually regarded as pro-British to his toe-nails, will be leading the Datsun team, at the wheel of a Bluebird 180B SSS, in the Avon Tour of Britain next month. On SMMT evidence Datsun sold more imported cars in Britain last year than any other manufacturer except Renault, even beating Volkswagen which has for so long headed this section of the market. The inscrutable Orient is tightening its grip!

Explanation

FOR those readers who saw the "goof" in last month's issue and kindly wrote to us, we say thank you; not so much for pointing it out as for the amusing and tolerant way in which they wrote. Many things in MOTOR SPORT prompt shoals of readers' letters, but this one must have been a record, and though we were severely castigated the overall tone gave that splendid feeling that the Editorial Staff and the Readers are one big happy family, with our magazine an integral part of this feeling.

Such phrases as "We know D.S.J. writes MOTOR SPORT, but does he ever read it?" and "Your colour 'comic' section is great", or "this was the best mistake ever, it must have been deliberate" and many more, made the "goof of the year award" received with pleasure. The explanation to it all is simply that while our right-hand does know what the left one is doing, we were so busy ensuring this that we didn't know what "the office whizz-kid", who spends too much time with our weekly comic paper *Motoring News*, was doing in the middle.—D. S. J.

"The MOTOR SPORT Book of Donington". Edited by W. Boddy. 121 pp. 8½ in x 5¾ in.

(*Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2A 4DA.* £1.00. *Postage*, 10*p*.)

Published at an appropriate time, when the pre-war Donington Park circuit is in everyone's mind due to the opening of Tom Wheatcroft's excellent Racing Car Museum, MOTOR SPORT's coverage of the racing there from 1933 to 1939 is already in great demand. It contains year-by-year race reports and results of the Club meetings, the Nuffield Trophy, British Empire Trophy, the Coronation Trophy, and the RAC TT, etc. and very full coverage of the memorable Donington Grands Prix, particularly those when the great German teams of Mercedes-Benz and Auto-Union did battle. W.B. writes of these races, and the arrival of the German cars and drivers, as he saw them, a young motor racing enthusiast bursting with enthusiasm.

It is interesting to browse through the packed pages and be reminded of how Midlands and Brooklands drivers raced together at Donington, to meet famous and rare cars at speed on this road circuit and to discover eminent Rolls-Royce and other engineering personalities competing there in improbable cars, as all the drama of those pre-war Donington days emerges. It is interesting to find that the last Donington meeting was run by the VSCC.

Although not as ambitious as Boddy's Brooklands history, this book has its maps, its appendices and its asides. At its competitive price a profundity of pictures is not to be expected but sufficient are included to depict the intimate features of Donington track and to show drivers like Shuttleworth, Lindsay, Eccles, Caracciola, Fairfield, Bolster, etc. taking part. There is a fine Frontispiece of the 1937 GP which will bring back memories and it can be said that in the packed text, the contemporary reporting, "it's all there". There is a durable cover, the book being uniform in the MOTOR SPORT series covering the Austin 7 and the Morgan 3-wheeler.—M.C.

ALLEGRO—

Sweet music from Austin

LIKE SOME GLAMOROUS actress British Leyland's Austin Allegro made its *debut* to the Press in a glare of brilliant theatrical lighting in a huge convention hall near Marbella, Southern Spain, a couple of months ago. As distractingly gorgeous model girls displayed the cars on the circular stage in a beautifully executed four-wheel ballet, Lord Stokes, George Turnbull and Filmer Paradise gave sales speeches which would have had the most hardened sales executives viewing them with admiration. This was to be the motor car which no family man could be without, a pearl in a sea of mundane family cars, the manufacturers of which would tear their hair in anguish as their sales slumped to the onslaught of this new Longbridge wonder. It was a superb piece of show-business and at least temporarily convincing even to the least gullible amongst us.

With the tinsel removed some of the glamour had gone as we set off into the mountains in the soft warmth of the Mediterranean spring sun the following day. The circuit chosen for the Press test was twisting and arduous enough to make even the Targa Florio course look inviting in comparison and while Lord Stokes cast last-minute doubts to his army of PR men on the suitability and safety of these awesome mountain roads, they revealed convincingly that a large part of that sales verbosity was indeed true. Since then a week spent in England with the top model in this front-wheel-drive 12-car range, the 1750 Sport Special, has convinced this writer still further that in spite of several detrimental points, the Allegro has so much to offer, at very realistic prices (from £960 to £1,360), that competitors such as the Escort, Avenger, Viva and BL's own Marina are likely to take a very severe shaking.



Small, rectangular 60/45w headlamps blend well with the honeycomb grille of the 1750 SS. Their performance is adequate though not up to the standard of the round variety. Two-speed wipers were hesitant on the test car.

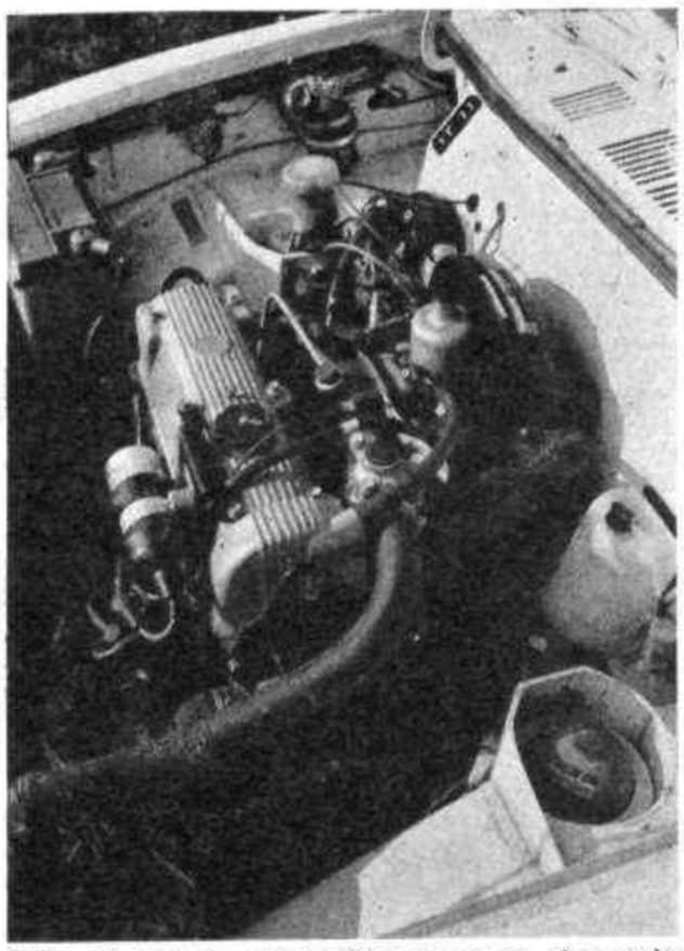
Sales are aimed at the European market as a whole, so competitors will also include such advanced thinkers as Fiat, Citroën and Renault. In anticipation of this challenge we had expected something rather more revolutionary on the lines of the sophisticated Citroën GS than the final package, which comes from the same mould as the rest of the front-wheel-drive British Leyland range. That is not to say that the Allegro is a disappointment, for its new Hydragas suspension, a derivative of Hydrolastic, is highly effective. Maybe it is fractionally inferior to the Citroën system, but it has a great advantage in simplicity, thus ease of maintenance and considerably less expense if repairs become necessary at high mileages.

Eventually the Allegro will replace the eleven-year-old 1100/1300 range and BL hope will regain that model's place at the top of the sales charts currently held by the Cortina. Its range of transverse engines give it a far wider scope in the small/medium car market than the 1100/1300, however. They range from the 1100 and 1300 A-series with four all-synchro gears in their sumps to the 1500 and 1750 E-series Maxi engines with five-speed transmission. Alternatively the splendid AP four-speed automatic box may be specified on all models except the 1100. The confusing array of Deluxe, Super, Special and Sport Special denote different levels of trim. Supers and Deluxes in the pushrod versions may have two or four doors, as may the single o.h.c. 1500 Super and 1750 Sport, the Sport nomenclature being applied only with the largest engine option, while the 1500 Special and 1750 Sport Special have four doors perforce.

Sufficient Allegros are now on the road to render a detailed description of the appearance superfluous, a credit to British Leyland's insistence on having 10,000 examples with dealers before announcement in mid-May, a date which for once the fickle Midlands car workers allowed them not only to honour, but to advance by six days. Apparently a three-door version may follow, as may a twin-carburetter 1750, though to give it five doors would be to create a ludicrous model situation *vis a vis the* Maxi, which it now complements. In terms of dimensions it is six inches longer, three inches wider and one inch higher than the 1100 and has 40 per cent more boot capacity. Forward planning has taken into account that it may pinch some sales from the Marina, now selling in such copious volumes that BL can afford to channel some of its customers on to the Allegro.



The Allegro has simple, stumpy, but appealing lines. Vinyl roof covering is standard on the 1500 Special and the 1750 SS illustrated here, the wheel trims shown apply to the latter only. Note the exhaust pipe hanging down after it had sheared below the manifold.



There is plenty of working space in the engine bay, even when the o.h.c. engine is fitted. Note the Hydragas sphere in the bottom corner and the Fabrostrip wiring loom—the first car to use it—with cables bonded into a transparent backing sheet.

The entire range was available for test on the rugged Spanish terrain, except for the automatic versions, not to be released for sale immediately. In practice there was only time for me to try the 1300, 1500 and 1750 versions, the latter being a particularly bad example with a fault in its Hydragas suspension which rendered its handling at speed quite frightening, further experience with the example in this country being much more satisfactory. Missing the 49 b.h.p. 1100 version was no great disappointment; the cheap hack vehicle of the range, intended mainly for fleet sales.

Most obvious feature on first acquaintance with the 2-door 1300 Super (£1,057) was the extraordinary Quartic steering wheel, more or less a square with the corners rounded off, shared by all models. It's an adventurous fitting designed to give clear vision of the instruments in the neat facia cowl at all positions. Doubtless it will be controversial, likely to be disliked most by drivers with bad habits of hand positioning, although it may well teach them to drive correctly. I found it quite acceptable, extremely desirable when cornering hard, for it enabled the wheel to be virtually locked in position to combat the natural tendency of front-wheel-drive to pull the wheel out of one's hands. It did not encourage freeing the wheel to allow the useful castor return to centralise the wheel however, a practice which we should not condone in any case.

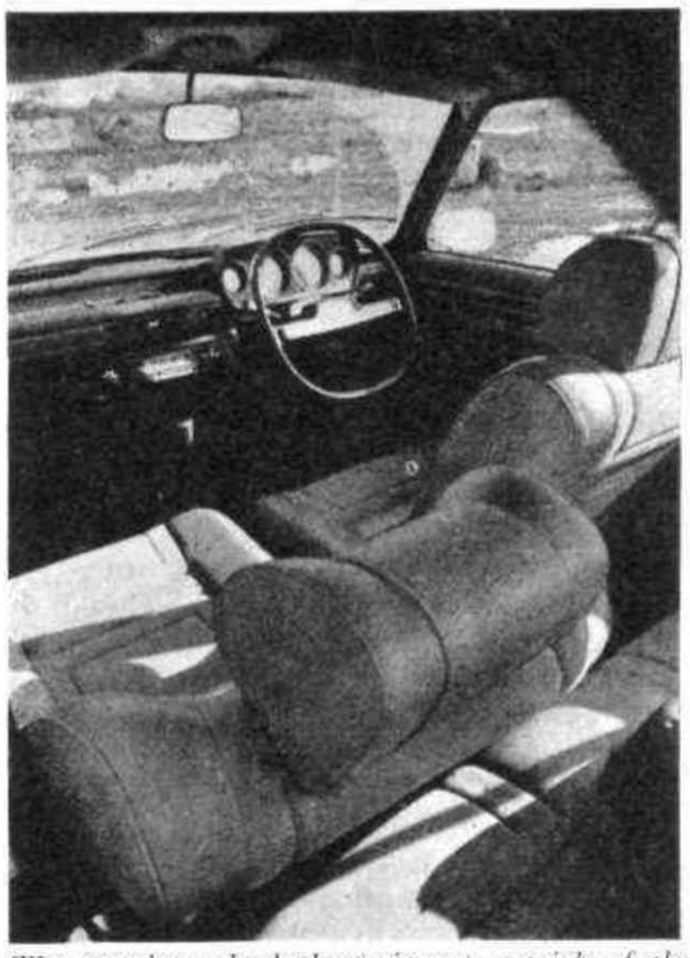
Together with this wheel, the Austin engineers have abandoned the unpopular lorry-type driving position, raking the column back to give the Allegro driver a normal, relaxed position. Indeed the driving position and the softly padded, vinyl seats proved to be exceedingly comfortable, even more so on the 1500 and 1750 models which had their standard brushed nylon upholstery. Pedals were well-spaced and it was possible to heel-and-toe in side-of-the-foot fashion. The gear-lever in all versions needed a long stretch to place it in first gear, making the inertia reel belts a necessity for comfort.

The list of standard fittings on all models is exceptional: heated rear screen, two-speed wipers and heater, exterior mirror, 10.5 gallon tank mounted safely between the rear wheels, wax underbody protection, radial tyres (155 x 13 Dunlop SP68s on the 1750s and 145 x 13 on the rest), hazard warning flashers, alternator, electric screen washers etc. The cheaper 1100s and 1300s have rubber floor covering and door pulls, while others have deep, well-fitting carpeting, door armrests, cigar lighter and so on. The differences between respective models are too numerous to detail, giving the purchaser an extraordinarily, if confusing, choice of specification.

Heating, unnecessary in Spain, but essential in the model tried in England, was controlled by sliding quadrant levers in the centre of the facia and moderately powerful through-flow ventilation by narrow horizontal slots in the facia corners. Wipers, washers, horn, indicators and headlamp dipper/flasher were controlled by well-positioned, Triumph-type steering column stalks, with a capacity for single-sweep wipe. The lighting master switch was in the centre of the facia.

The four-speed 1300 had a precise if rubbery gear-change, similar to the 1100, the gearbox making the same characteristic whine. In Spain the Maxi-type five-speed changes on the low-mileage larger models were stiff and obstructive, but the one tested here had slackened off, making it light and precise so long as one remembered to push the lever from fourth to third lightly rather than physically guiding it and allowed the spring action to line the gear-lever up for fourth on the change down from fifth. On all the models tried, first gear was difficult to engage from rest.

Of course the Allegro's major sales feature against its competitors is the Hydragas suspension, basically an adapted Hydrolastic system with nitrogen-filled spheres welded on to the displacers as the springing medium in place of rubber "cheeses". The car is still carried on water-based fluid in the interconnected system and a two-way valve between



The steering wheel shape is not a trick of the camera—it really is square. Seats are exceptionally comfortable, particularly the versions with brushed nylon upholstery as shown here. Head restraints are a standard fitting on the 1750 SS, as is a tachometer and clock.

the sphere containing the pressurised nitrogen, separated from the fluid by a butyl diaphragm, controls the damping. Spring rates are very soft, but the new damping system effectively controls roll without the need for anti-roll bars and combats the Hydrolastic car's tendency for the rear end to sit down and the front to rise under full load, so that headlamp beams don't reach the sky. Not self-levelling but effective.

On the rough Spanish roads the ride quality was indeed remarkable. There was a tendency for the car to float, less marked on the 1300 version with lighter engine, but in a fashion which neither disturbed the handling nor stomach. The big advantage seemed to be the reduction in pitch, although the Allegro could still be caught out by a sudden step in the road.



All models except the 1500 Special and 1750 SS are available with two or four doors. Rear seat access on the four-door model is restricted by the narrow gap between the door and the seat cushion.

As to be expected the Allegro understeered, the o.h.c. engined ones more than the 1300, but held the road extremely well, while the rack and pinion steering was accurate and light, if a little less so on the big versions. The 9.68 in. diameter discs and 8 in. diameter drums, servo-assisted on the 1500 and 1750, stopped the car well without fade or wheel locking, the pedal being sensitive, progressive and light even on the non-servoed car. The inside front wheel left the road far too easily on bumpy corners, though without causing the car to lose adhesion, the wheel pattering and bumping as it clawed for grip. Lifting off the throttle in mid-corner tucked the front in safely and the overall impression was that the characteristics would keep even the most unwary out of trouble.

The 59 b.h.p. 1,275 c.c. engine in its new surroundings was remarkably willing and we have no doubt that this will be the most popular car in the range. Fifth gear on the 72 b.h.p., 79.5 lb. ft. torque at 3,250 r.p.m., 1500 was more of an overdrive, the engine needing more torque to utilise it to its full extent, a request which was granted by the 1750's 80 b.h.p. and 100 lb. ft. torque at 2,600 r.p.m., with which the higher ratio could be used even around town, or for easy and quiet 90 m.p.h. cruising or 97 m.p.h. maximum. Even on the 1750 however, it paid to change down to fourth for overtaking in the 60 to 80 m.p.h. range. The 1750 tested in England achieved a 0-60 time of 13.8 sec., performance which could be described as adequate rather than inspiring.

One serious failing was the amount of engine whiplash, which eventually caused the exhaust down-pipe to sheer just below the manifold flange on the £1,366 1750 SS. Another tie-bar is desperately needed. Several cars in Spain broke speedometer drives, an ailment repeated twice by the test car, though we understand that this fault has been cured for production.

The suspension medium is sealed for life, there are no sub-frames to rot away like the 1100's and the body has extensive anti-rust treatment, so the Allegro should exhibit good longevity. Even the 1750 recorded 25 m.p.g. when driven hard, partially encouraged by the fitment of a thermostatically controlled and silent electric fan behind the front-mounted radiator, so all models should be economical to run. Boot space is copious for a small car, rear knee room adequate, though headroom in that seat is limited for tall occupants. There is plenty of interior stowage space in under-facia trays, while the editor estimated that the lockable glove-box on the 1750 SS would take no less than three Rolleiflexes! A tachometer and a clock are also



Boot capacity is good. The 9 cu. ft. area, which swallowed our fifth wheel equipment easily, is restricted only by the vertically-mounted spare wheel.

standards on this model.

All in all the Allegro is the best small car ever to come out of British Leyland. It quite justifies that company's claim that the Hydragas suspension gives ride comfort almost on a par with that of the XJ6, and the standard of appointment and the numerous usual extras fitted in the normal specification to this conservatively attractive, small car should give it a massive following. We look forward to writing a full road test when the teething problems of the pre-production cars have been overcome.—C. R.

Targa Florio—surprise Porsche win

AFTER fifty-six editions of the arduous Targa Florio, Sicily's *Piccolo Madonie* road circuit hosted what was touted as being the very last race over the open roads early in May. Next year, the CSI have not allowed it to be included in the International Calendar, the powers that be having run out of events to get excited about banning, and thus been forced to turn their attentions to the Targa Florio in order to keep occupied.

Thankfully, there are still several teams who consider that to gain victory in the World Championship for Makes, it's necessary to enter a punishing and hazardous race as the Targa Florio, although Matra and Gulf Mirage decided to keep away, feeling that either their cars or drivers would fail to stand the pace.

But as far as the 700,000 Sicilians (the number subsequently said to have watched the race) were concerned, all that was important was the presence of Ferrari and Alfa Romeo and they couldn't have cared less about the rest. Two flat-12 312Ps were on hand for Arturo Merzario and Sicily's hero Nino Vaccarella (winner in 1965 on Ferrari and 1971 on Alfa Romeo), whilst the Maranello team leader Jacky Ickx was making his *debut* on the circuit with Brian Redman in the second car.

Opposing them were two Alfa Romeo TT33/12s for Rolf Stommelen/Andrea de Adamich and Clay Regazzoni/Carlo Facetti, whilst two of the Porsche Carrera RS entries were billed to run as prototypes. These were driven by Gijs van Lennep/Herbert Mueller and Leo Kinnunen/Claude Haldi. A third Martini Porsche was subsequently run as a prototype, that of Gunther Steckkonig/Giulio Pucci, the latter being the son of 1964 winner Baron Antonio Pucci.

Leo Kinnunen's sensational record of 33 min. 36 sec., set in a Porsche 908/3 back in 1970, was almost cracked by Merzario *during practice* when the Italian lapped the Ferrari just two seconds away. It was a worthy performance by the wiry Merzario, bearing in mind that the Kinnunen 908/3 was purpose-built for the Targa Florio and weighed in at 570 kilogrammes. Since 1972, prototypes have been subject to a minimum weight limit of 650 kilogrammes, and who needs 450 b.h.p. round such a course anyway?

Second quickest, four seconds behind the Ferrari was Stommelen in the Alfa Romeo, then Regazzoni in his similar car. But the swarthy Swiss added another chapter to his list of accidents by somersaulting the second TT33/2 down a mountainside and landing upside down in a field. Predictably, Regazzoni just walked away from the completely destroyed car, but one wonders just how long he can go on emerging unscathed from these enormous accidents. Then came the Redman/Ickx Ferrari, the Belgian rather perplexed about the Targa and Redman rather apprehensive about the advisability of running fragile prototypes with such power round the Targa route. Completing the list of serious contenders was the Lancia Stratos of rallymen Sandro Munari/Jean-Claude Andruet and the fast Porsches.

First away from the start on race day was Merzario, pursued at intervals by Stommelen, Ickx, Munari, Mueller and the rest. While the German drove the Alfa with great verve, the Ferrari threat was stilted mid-way round that first lap when a rear tyre started to go flat on Merzario's 312P and he glanced a wall with the front.

He came in at the end of that first lap, changed the wheel and then resumed the race, only to stop with a broken transmission after just over two laps. Ickx's Ferrari glanced a wall near Colesano, so that was that, and the Alfa Romeo was left with what appeared to be the race in the bag. But after Stommelen handed over to de Adamich at the end of lap three, a local driver in a Lancia Fulvia failed to see the Milanese machine in his mirrors and forced it off the road. Minor suspension damage resulted, and de Adamich was left with a long walk back to the pits in which to compose his explanation to Stommelen.

The race, as such, finished there. Van Lennep and Mueller drove steadily and the Porsche ran reliably all the way to a four-minute win over the Stratos, the Lancia being delayed by stops for attention to a broken seat, while Kinnunen and Haldo finished third. Two locals in a Chevron finished fourth in front of the Lola-Abarth of Antonio Nicodemi/Silvio Moser and the third Martini Carrera. It was Porsche's 14th win in this classic race and Stommelen could only manage 34 min. 13.1 sec. as his fastest lap, which will probably ensure that Kinnunen's 1970 record will stand in the history books for ever.—A.H.

Results :

TARGA FLORIO—Groups 4 and 5—Sicily—11 laps—792 kilometres—Dry—May 13th

1st :	G. van Lennep/H. Mueller (Porsche Carrera—2.9-litre flat-6)	Group 5	Entrant: Martini Racing Team	11 laps—114.691 k.p.h.
2nd:	S. Munari/J-C. Andruet (Lancia Stratos—2.4-litre V6)	Group 5	Entrant: Marlboro-Lancia	11 laps
3rd:	L. Kinnunen/C. Haldi (Porsche Carrera—2.9-litre flat-6)	Group 5	Entrant: Martini Racing Team	11 laps
4th:	"Frank McBoden"/L. Moreschi (Chevron B21—1.8 FVC)	Group 5	Entrant: L. Moreschi	11 laps
5th:	A. Nicodemi/S. Moser (1.6 Lola-Abarth T290 4-cylinder)	Group 5	Entrant: A. Nicodemi	11 laps
6th:	G. Steckkonig/G. Pucci (Porsche Carrera—2.9-litre flat-6)	Group 5	Entrant: Martini Racing Team	11 laps

Fastest Lap : R. Stommelen (3.0 Alfa Romeo flat-12 TT33/12), 34 min. 13.1 sec.—126.248 k.p.h.

FORMULA TWO REVIEW

Jarier scores maximum points

Ford Fight Back

THE TWO opening rounds of the European Formula Two Championship at Mallory Park and Hockenheim were crushing victories for the combination of a March chassis, a BMW engine and the promising, if somewhat impetuous, Frenchman Jean-Pierre Jarier. The two subsequent rounds of this important competition have both shaped up as further honours for Jarier but, unfortunately, at Thruxton on Easter Monday he was eliminated by a starting line shunt while, the following week at the Nurburgring, he led from the front row of the grid only to spin off into the armco barrier in the rain when holding a substantial lead. These two misfortunes, plus several other changes of fortunes, brought victory to Henri Pescarolo's Motul Rondel at Thruxton and Reine Wisell's GRD in Germany.

The Thruxton Easter meeting has been a popular one for several years now and, at one time, this used to be the first Formula Two meeting of the year. There was a tremendous turn-out of cars for this British round with two full heats and a final to keep the audience on their toes. Practice was held in constantly varying conditions and so the times were somewhat misleading, although it was obvious that the March-BMWs were not showing the superiority of the earlier meetings.

The first heat developed into a battle between Jarier and Carlos Pace's Surtees TS15 with Hart/Ford power. But on lap 7 of this 27 lapper both the leaders suddenly disappeared into the pits at the same time. Jarier had simply knocked off his ignition and was soon back in the race only to spin twice at the chicane, while Pace was in tyre trouble and had to make a change. This left Patrick Depailler's Hart powered Elf 2 in the lead with Jacques Coulon's private Filipinetti March-BMW second. That was the way they finished. Third, fourth and fifth after a private battle were the Rondel Motuls of Pescarolo, Scheckter and Wollek, the South African seeming particularly unhappy with the handling of his car.

Heat two looked as if it belonged to Roger Williamson, the former Formula Three Champion, now with a Wheatcroft Racing GRD F2. He led from pole position but soon started to come under pressure from Jochen Mass' Surtees TS14. But he was induced to overshoot at the chicane and he dropped to seventh place. Mass' new lead was far from secure with Jean-Pierre Beltoise in the second works March-BMW pushing him hard. The private car of another of last year's top F3 men, Colin Vandervell, had moved up well passing the likes of Tim Schenken and Mike Hailwood into third place but was leaving a tell tale oil screen behind it. Then Mass' engine blew up so its was Beltoise first and Vandervell second with Williamson now shaping to pass Vandervell. This he did and promptly both the March-BMWs retired Beltoise was a broken camshaft and Vandervell with falling oil pressure. Thus Williamson won, well ahead of Schenken with Peter Gethin's Chevron third and Jabouille fourth in the Elf.

The 50 lap final started in chaos as Schenken's car jumped out of gear just as everyone else surged forward and the net result was the elimination of the Australian as well as Jarier, Wilson Fittipaldi in the works Brabham, Jabouille and Scott. In the lead it was Williamson again in the GRD, followed by three Frenchmen—Coulon, Depailler and Pescarolo. Coulon, who is managed by Mike Parkes, soon started to attack Williamson and he was in the lead by lap three. Williamson unfortunately picked up a nail in a tyre after about ten laps and had to make a pit stop and Coulon seemed to be walking off with the race, particularly after Depailler stopped with a broken battery terminal. Scheckter was now second. Just before half distance however the Filipinetti March-BMW suddenly stopped with an ignition failure.

Now the race was anyone's with a nose to tail four car bunch led by Gerry Birrell's Chevron and with three Motuls behind but with Mike Beuttler coming up quickly from behind in his March-BMW. Of this bunch Scheckter was the first to go after a damaged front tyre put him off. Gradually Beuttler fought his way ahead of the two remaining Motuls of Wollek and Pescarolo and now had only Birrell to pass. Birrell was not giving up easily and with only two laps remaining Beuttler made a desperate bid for victory at the chicane and the two tangled. While sorting themselves out Henri Pescarolo, Jochen Mass (who had caught up quickly in the closing stages) and Bob Wollek drove round the confusion and on to the chequered flag. Beuttler untangled himself to finish fourth ahead of a very angry Birrell. But this wasn't the final order, for Mass was promptly disqualified for using a car other than the one in which he had qualified for the final (he borrowed Hailwood's) while later Beuttler was also exlcuded for his tactics but he has appealed against the decision. So the final order was Pescarolo, Wollek, Birrell then Dave Morgan's Chevron.

Nurburgring surprise

A week later those teams still with engines and cars in one piece were off to the Nurburgring for one of the most established fixtures on the calendar—the Eifelrennen. March looked in a strong position again with their drivers first and second fastest. An amazing pole position went to Hans Joachim Stuck Jnr, son of the former German Grand Prix winner, in only his fifth single-seater drive. Stuck lapped in 7 min. 30.5 sec., while Jarier was just one-fifth of a second behind while Depailler completed the front row two seconds slower. Jochen Mass, who won the race last year, was fourth fastest in his Surtees.

Jarier took the immediate lead while Mass, who many had expected to challenge him, retired at the end of the first lap and Depailler was third ahead of Stuck. In the pouring rain Jarier continued to increase his lead on lap two until he suddenly lost it at the Dottinger-Hohe and hit the armco. So now it was Depailler leading ahead of Stuck but the former Lotus Grand Prix driver Reine Wisell was going particularly well in his Swedish sponsored GRD. On lap six a Stuck spin moved him up to second place and the track was now starting to dry. Driving with the form we perhaps haven't seen for a couple of years now, Wisell started to challenge Depailler. On lap eight he took the lead and Schenken also followed through, demoting the Frenchman to third position. That was the order at the finish with Wisell scoring his second ever F2 win. Stuck had a drive shaft break on the last lap and was thus deprived of a certain fourth place, which went to Derek Bell's works Surtees while the best March-BMW was that of Italian Vittorio Brambilla. Depailler still notched up nine championship points so is now only three points short of championship leader Jarier.

A Win for Cevert

The delightful Pau circuit in Southern France, which offers Monaco-type round-the-houses racing for the Formula Two brigade, was back in business again on May 6th. Every year there seems to be talk of it being the last Pau and after the 1972 race it really did look as if the racing in this Pyrenean town was over. Fortunately the city fathers found some money to pay for the safety work necessary and Pau seems assured for a few years to' come at least.

A large and representative field turned up, the most notable absentees being Team Surtees. However, Francois Cevert had for-

Continued on page 614



Francois Cevert on his way to victory in Pau

Book Reviews

"Private Car Collections of Great Britain", by Peter Hugo. 207 pp. 9¾ in. × 7 in. (*Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN.* £4.50.)

This book is of the highest quality, as have been all Dalton Watson's motor books, which is very nice at a time when the standards of some publishers have deteriorated. As for the contents, the first impression was that the cost is too high for what new author Hugo offers. The idea of describing great car collections—a symbol of the wealth which still abounds in a Britain we are so often told is impoverished—is a good one but it should, in a book of this price, be comprehensive. The collections covered are those of Bamford, Blight, the Hon. A. Clark, Corner, Corser, Lord Doune, Goddard, Goodman, Griffin, Hampton, Johnson, Bill Cook, Melville-Smith, Millar, Lord O'Neill, Parker, Pilkington, Sears and Wilkins, with one preferring to be anonymous. A good cross-section, the museum and trade element stirred in, but far from comprehensive.

Some collectors prefer not to indulge in publicity, in case Rates Officers or Inland Revenue Inspectors take an unfriendly interest, and we have therefore not put much in MOTOR SPORT in recent times about concentrated hordes of cars. Hugo has been braver, luckier or more persistent!

The result is a book of which we do not wholly approve, which has its printing errors and loosely-assembled facts, yet we confess we read it at one gulp. Mainly pictorial, photographs of historic and classic cars are captioned to add flavour, and sometimes there are interesting insights into where the wealthy owner lives, keeps his valuable vehicles and why he developed a love of motor cars.

The author, in his Preface, expresses regret that collections assembled over a lifetime can be so quickly dispersed by auction after the owner has died, quoting the Smith and Sword collections in this context. This reminds me that I was persuaded to sell my 1914 Alfonso Hispano-Suiza to Mr. Smith, which I did, for £100, which was what I had spent on repairing and garaging the car some 20 years ago. At the Smith auction the car, scarcely any different from when I last saw it, fetched £5,200. I do not regret this, especially as it had been very generously given to me, so it would have been unethical to have done a grab-grab with it. But it seems a pity enthusiasts in perpetuity cannot be found to retain collections of cars after these have been built up.

Peter Hugo's book is interesting, especially in respect of the Team Bentleys and SS Mercedes-Benz which remain, at a time when fabulous prices are paid for replicas of the former and we are told that the latter can only be acquired by assembling spare parts—for example, there is Anthony Bamford's blower-4½ Bentley, S. E. Sears' sister car, Clark's 38/250 SS, Hampton's 36/220 S-type, Meredith-Owen's 38/250 SS and Lord O'Neill's 38/250 SSK Mercedes-Benz.

Rolls-Royce and Ferrari seem to predominate. It is nice to meet again the Lycett 8-litre Bentley and, having admired the Morris brothers' Morris Sports replica I was interested to be reminded that Griffin has an original 1922 Morris-Cowley Sports. Interesting, too, to find a "mislaid" 1915 Mercedes 22/50 in Johnson's collection. The book concludes with some exquisite model cars, but these are out of place, being those of a commercial model-maker and, anyway, model-car collections deserve a book to themselves. The Foreword is by A. F. Rivers-Fletcher and there is a colour frontispiece of a 1964 Ferrari GTO.—W.B.

"Giants in the Sky", by Douglas H. Robinson. 376 pp. 9½ in. × 6 in. (*G. T. Foulis & Co. Ltd., 50a, Bell Street, Henley-on-Thames, Oxon.* £6.35.)

There have been so many airship books that another one comes as something of a surprise. However, this one is extremely well-written, by the American author of that memorable book "The Zeppelin in Combat" and deals comprehensively with the history of the rigid airship, the war-time Zeppelins.—W.B.

"The Motor Racing Year No. 4", by Anthony Pritchard. 318 pp. 8½ in. × 5¼ in. (*Pelham Books Ltd., 52, Bedford Square, London, WC1B 3EF.* £4.00.)

There are many annuals which cover the preceding year's motor-racing activities but this review of the 1972 season, including sports-car racing, F2, Can-Am, Tasman and Indianapolis, is in the form of a normal book. It follows similar coverage of the 1959-1971 seasons and is certainly comprehensive, if sparsely, illustrated.

No prize for guessing what this prolific author is doing next—it's a book about the Jaguar E-type and XK/XJ-series saloons. W.B.

"More of My Life in Steam", by K. Judkins. 55 pp. 8½ in. × 5½ in. (*The Oakwood Press, Tandridge Lane, Lingfield, Surrey, RH7 6LW.* £1.20.)

When I reviewed Mr. Judkins' previous book about his experiences with steamers, mainly Foden and Sentinel waggons and Sentinel locomotives, I could not disguise my great enjoyment of that little book "My Life in Steam". Here is more in the same vein, about driving long distances, often alone, in Foden steamers, of working for Foden's and Sentinel's, and driving Sentinel railway locos. If the author sounds boastful at times, his enthusiasm for steam is undeniable and no steam-enthusiast can afford to miss this book. A bit more forced than his earlier book, this one is still enormously entertaining, as well as instructive, with a concluding chapter which is a fine plea for steam, the anti-pollution propellant.

There are so splendid descriptions of long runs, in steam waggons from which one learns that apparently a "mate" wasn't essential (was it legal to operate alone?) and that speeds, and distances between taking on water, were higher and longer than is generally supposed. The pictures are good, one of them showing an Austin saloon cut in half by a runaway Foden (no casualties) and Judkins (what a grand name for a waggon driver!) tells of how an Austin 7 was hit a glancing blow by a steam-roller, the roll surprisingly collapsing. The running costs for five Fodens used by J. N. Miller Ltd. of Wolverhampton in the first half of 1929 made interesting comparison with petrol lorry running expenses, but I find it surprising that the author was allowed to drive G. C. Wadsworth's E-type Foden undertype from 7 p.m. on a Sunday to the same time on the following Tuesday with only about 15 hours' rest, tough as he undoubtedly is. This 666 miles cost less than £3 for coal, incidentally, whereas a lorry doing say 10 m.p.g. would have presumably used more than twice that amount, for petrol. It is alarming, though, to find that in a mileage of 132,000 a 1928 Foden's solid tyre replacements cost £800, or more than half the cost of repairs in an annual mileage of about 7,500.

Altogether a most attractive little publication, which proves that size is no guide to the pleasure a book can give. Some more, please, especially about the Foden factory, Mr. Judkins! Incidentally, the author still enjoys driving long distances in a day—I wonder in what car, now that everyday Fodens are no more?—W.B.

One of the enjoyable aspects of working for MOTOR SPORT is that one never knows what interesting item will next turn up in the post. For instance, there was a little book called "Rails Round the Rectory", by The Rev. E. R. Boston, M.A., which told me about an enthralling little narrow-gauge steam railway built, out of sheer enthusiasm, round the Cadeby Rectory near Market Bosworth, Leics., and which is in its 10th year of passenger-hauling—taking rather under ten minutes each way, between Cadeby and Sutton Lane, on the second Saturday each month from May to September. This sounds an essential pilgrimage for steam enthusiasts and the book is sold, at 30p net, to help this remarkable venture. It is published by The Book House, 37, Frederick Street, Loughborough, Leics., LE11 3BH, who say: ". . . it's not quite the thing for a motoring magazine but we know your interest in old machinery". The illustrations of the portly Rector enjoying his trains are the greatest fun.—W.B.

* * *

Following the success of their 1972 annual, Queen Anne Press, Paulton House, 8, Shepherdess Walk, London, N1 7LE, have gone ahead with their "John Player Motorsport Yearbook 1973", edited by Barrie Gill, with contributions from MOTOR SPORT writers. Running to 420 pages and containing over 250 black and white and 16 full-page colour illustrations, this is the most comprehensive-ever review of the 1972 motor sporting season. The size is rather odd (8⅞ in. × 6⅞ in.) and the soft covers unsuited to the weight of the information-packed pages; otherwise, full marks! My only real grumble is that only racing and rallying are covered, historic-car racing being neglected, so this is no truly motor racing's "Wisden". Obviously subsidised, this remarkable book sells for only £2.20—and one of my criticisms is obviated by paying an extra 80p for hard covers.—W.B.



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CARS IN BOOKS

SOME most interesting motoring material is to be found in Quintin Gilbey's "contented biography", "Fun Was My Living" (Hutchinson, 1970) although it is mainly about horse-racing, and I am delighted to add it to the list of non-motoring books which refer to Brooklands.

Mr. Gilbey, son of the great wine merchant, says that the family's carriage horses were replaced by their first car, a 1910 Alldays and Onions, when they moved to Twyford in Buckinghamshire. The salesman said it would go at 40 m.p.h., whereupon Gilbey's father said with some alarm that he didn't want a fast car, he wanted a slow one. "He got it", remarks the author dryly.

He recalls how exciting the first London taxis seemed, in an age of over-worked four-wheelers and spanking hansom cabs, three blasts of a commissionaire's whistle summonsing a motor-cab, two a hansom, one a four-wheeler. During the First World War, while he was home from Eton, the author was taught to drive, so that he could replace the family chauffeur/butler, who was going into the Army. A motorcycle licence was obtained for the young Etonian, in case he was apprehended, as he was too young to drive a car! He was soon driving "the Overland, an open car, and an Austin limousine which bore a resemblance to a sentry-box". That was in 1915, so these were Edwardian models, not the better known post-war Willys-Overland and Austin Twenty. There is an amusing account of the horror Edwardian parents had of children putting a hand on any part of a car, even a mudguard, in case it caused a serious accident! But this boy of 16 was soon taking his mother from the clothing depot at Winchester to Southampton docks, in connection with her war work for the hospital ships, being careful to obscure the speedometer with parcels, so that his passenger would not know the true speed. The Overland was even driven by young Gilbey to M'tutor's at Eton, in this heavily petrol-rationed period.

Later in 1921/22, he encountered the gallant war-time Renault taxis in Paris—"Old scarlet boxes on decrepit wheels, they were incredibly uncomfortable and slower than the hansom cabs they had supplemented. . . ."

Back in London in 1923, Gilbey bought his first car, while working at Barclays Bank in the Strand. It was a "hideous little yellow affair, with a painted backside" and "was the most unsatisfactory car that can ever have reached our shores from France"—a 7.5 h.p. Citroën. It had been bought on hire-purchase but Gilbey had to give someone a fiver to take it away—very different, as he points out, from the elegance, speed, stamina, etc., of modern Citroëns. His parents had been against this first motoring transaction but sportingly provided a down-payment on a "snub-nosed Morris-Cowley to replace it. This "proved as reliable as the Citroën had proved unreliable, and though as the result of my driving it full-out it developed a rattle, which suggested it was about to fall to pieces, I cannot recall that it ever let me down".

As the author became a horse racing journalist he flew on charter flights with the great jockeys, who were treated even better than top racing drivers, it seems. There is

also reference to "a big plane, painted dark blue", which cruised at 80 m.p.h. and took approx. 2½ hours for the regular Paris-Croydon flight in 1923 or earlier—probably an Instone Airways' DH?

Motoring was a bit more sophisticated by 1930, when the author drove across the desert from Suez to Cairo, while returning to England in the *Ranpura,* but in what make of car isn't disclosed. The year previously Quinton Gilbey had motored "the 500 miles from Biarritz in a single day, leaving my car in Paris and flying on to London", to ride in a 1½-mile race at Lewes. This was probably in the "flashy green and red Delage" which he afterwards used in London—it is a sobering thought that cars which, today, would be the cosseted property of keen VSCC members, were expected, when new, to play the same practical part and offer satisfactory everyday transport to non-enthusiasts as our 1973 cars.

The reference to Brooklands (another one for the Brooklands Society to chalk up!) concerns Quintin Gilbey's only experience of motor racing—"I was completely out of my depth." When, staying with Tim (Sir Henry) Birkin for the weekend, he went with him to the Track "when he was driving Dorothy Paget's vast green Bentley in the long-distance event", I imagine that Dorothy Paget's horse-racing interests had drawn Gilbey and Birkin together. The occasion was obviously the 1932 BRDC British Empire Trophy Race, because the author says "John Cobb driving a Delage, won from George Eyston", and that "Tim's car conked out early in a race which seemed to go on for ever". It is true that the Bentley retired, with a cracked cylinder block, but it was not green, and the race which seemed interminable to Gilbey was of 100 miles and over in less than an hour!

Incidentally, at the time Birkin is described as being involved with Sylvia Ashley, one of the house party. Many attractive women feature in "Fun Was My Living", including June, of Cochran revue fame, who married Lord Inverclyde. But "in the early 'twenties Babe Barnato, the wealthy racing motorist, was her constant companion", at about the time Doris Delavigne attracted much attention, assisted by her Rolls-Royce. She was then the girl-friend of the Canadian financier and race-horse owner Sir Mike Edgar, in case anyone owns that particular R-R today. A reference to Laddie Sandford winning the Grand National on Sergeant Murphy gives a hint as to why Felix Scriven called his racing Austin Twenty by that name.

Brooklands may have had some influence on Quintin Gilbey, because "a few weeks later I turned in my Delage for a Speed 6 Bentley", to impress the current girl-friend He bought it through Birkin but it was not a success. The tyres were down to the canvas, the steering was very heavy, it developed a terrifying wheel wobble at 70 m.p.h., gave only ten m.p.g. (although cheap petrol being 1/- a gallon, the tank could be filled for a pound) and "it consumed oil at approximately the same rate as petrol".

The Bentley, not surprisingly, was exchanged for a Humber Snipe through the author's old friend, Sir Arthur Pilkington, and later swopped for a Chrysler, "which proved the most satisfactory car I ever owned". This was presumably not long before the Second World War and so it would probably be one of the ribbon-radiator sixes. Gilbey blames his wife for these "cumbersome vehicles", as they had to have room for all her luggage and nanny and child, but they were "over-bodied and swung so violently rounding corners that my passengers were often sick"! He was using the Chrysler on the outbreak of World War Two.

Soon after he had joined up Gilbey was involved, as front-seat passenger, in a very nasty blackout car accident. After the war, again a sporting journalist, he obtained a new Morris Ten, selling it for a profit of £75 three years later. There are references to the poor driving of the Aly Khan and Lord Beaverbrook (one wonders what was the make of "his elderly car" which he used in Nassau and the gear-change of which defeated him when bottom was called for on the road up to his house?). Altogether, a most interesting autobiography.

There are several references to early motor vehicles and aeroplanes in "A Countryman Looks Back" by L. D. Manners, which concerns life in the Wiltshire village of Minety. Copies are available for £2.20 post free from his son, who, incidentally, is rebuilding a Crossley-Bugatti. The address is Coobe's Farmhouse, Minety, Near Malmesbury, Wilts. Most of these references refer to motoring in pre-World-War-One days, including mention of oil engines of those times, but there is a memory of a very tall Major who had one of the first Austin 7s and, later, a Hillman straight-eight, "one of the best cars on the road at that time". [No comment!—ED.] Descriptions of early motorcycles, the author's first one having been a 1908/10 5-h.p. four-cylinder, presumably an FN, bought in Cirencester for £5 and soon replaced by a 1½-h.p, Singer (H. O. King of Oxford being a prolific supplier of cheap motorcycles in the 1920s) and "the Model-T Ford are included, although not all this material is original. The book is full of excellent black-and-white line drawings by the author.

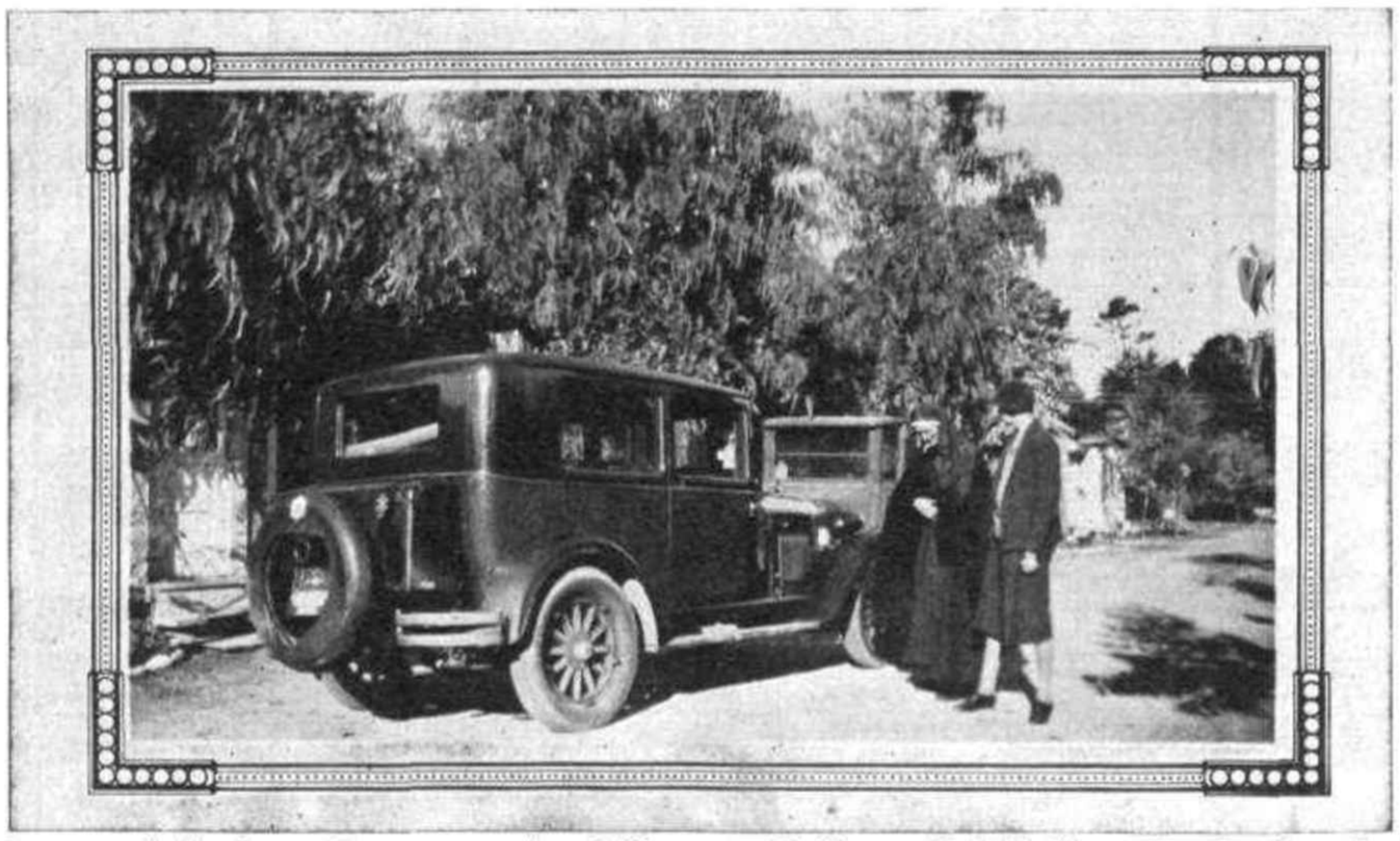
BLACKPOOL TO ISLE OF MAN RACE

ALTHOUGH it is not exactly a motoring event, having waxed enthusiastic in the past about the adventurous London–Paris and Across-the-Atlantic air races, MOTOR SPORT feels something of the same admiration for the Blackpool–Isle of Man Race, where the object is to get from the top of Blackpool's Tower to the Manx Radio Buildings (or *vice versa*) as quickly as possible. The sponsors are Whitbread and obviously motor vehicles are involved, although the classes are for helicopter, parachute, piston-engined aircraft, scheduled air-line, power-boat and sailing craft, with special prizes for the outright fastest, most enterprising, round table (how do you steer it?), first lady competitor and fastest coast-to-coast crossing. Fastest to date seems to have been 25 min. 39 sec., in the helicopter class—M. Bell using a VTO jet. It was run close by a parachutist, who took 31 min. 07 sec. Entries closed on May 21st aid the event takes place on June 16th-18th. Details from: D. C. Bagot, 87, Dorchester Road, Garstang, Preston, Lancs. Prizes exceed £2,000.

The date of the Pre-War Triumph OC's National Triumph Day at Woburn Park to mark the 50th anniversary of Triumph cars is June 17th, and its Climax Rally at Coventry is scheduled for July 22nd. Its Alpine Rally starts on July 29th.

The Olyslager Auto Library has issued "American Cars of the 1950s", an 80-page, 7¼ in. × 9¾ in. publication which lines up with their books on 1930s and 1940s American cars and is published by Frederick Warne & Co. Ltd., for £1.80.

"75 Years of Czechoslovak Automobile Manufacture", about Avia, Praga, Pal, Skoda, Desta, Guz, Jawa, Tatra vehicles, etc., in English as well as the national language, has been published in that country.



Last month in these columns we reviewed Constance Babington-Smith's biography of writer Rose Macaulay. She tells us she took considerable trouble to check on the Essex referred to in the book, and which Dame Macaulay put into one of her novels. Here is a picture of it, accompanied by Miss Macaulay (right) *and her sister Margaret, taken in America in* 1929. *Would American-car experts agree that it is a* 1928 *Essex Super Six two-door, four-light sedan, to which bumpers and trunk have been added?*

The Monza 1000 kilometres—Matra fail, Ferrari win

MONZA, ITALY, *April 25th*

AS IS traditional the Monza 1000-kilometre sports car race was held on Liberation Day, a public holiday, and this year it fell on a Wednesday, an unusaul day for a motor race. The proper Monza road circuit was used, untrammelled by GPDA-inspired *chicanes*, so that the race was a glorious flat-out blind for the whole 174 laps. With power and speed being more important than handling the Ferrari team were at last on equal terms with the Matra team, while the Gulf Research Mirage team were not far off the pace. Matra ran the same arrangement as at Dijon, with Beltoise/Cevert in the lighter and more highly-tuned MS670 with Hewland gearbox, and Pescarolo/Larrousse in the more robust car with ZF gearbox, the two Grand Prix drivers to set the pace while the other pair kept close ready for any emergency. The Ferrari team was also like the Dijon race, with Ickx/Redman in the number one car, and Merzario/Pace in the support car, but this time there was double support as Reutemann/Schenken were in a third 312P. The Gulf-Mirage team are still not strong enough to challenge or play tactics, although while they run they are fast enough to mix it with their rival teams. Both their cars were Cosworth V8-powered, Bell/Ganley in M601 and Hailwood/Schuppan in M602.

Although a field of 38 cars qualified for the race, and 36 actually started none of the remainder were in a position to challenge for the lead, having to be content with racing for a class win, either in the 2-litre sports class or the GT classes. The two Martini Racing works Porsche Carreras were ruled out of GT due to having modified anchor points for the rear suspension radius arms, so the factory took advantage of being in the Prototype class and made the rear aerofoil full width, instead of the homologated engine-lid width. Their drivers were Muller/van Lennep and Follmer/Schurti, the rugged American proving to be the fastest of the four. There was a vast array of 2-litre class Chevrons and Lolas, mostly driven by Italian amateurs, some of whom got quietly on with their racing, while others got in the way of the works drivers and caused quite a number of phenomenal avoidances. Fortunately due to the skill and judgement of the works drivers, there were no nasty accidents. Practice soon showed that the Matra versus Ferrari battle was going to be to Grand Prix standards, with full-power Formula One engines, special tyres for qualifying and all the other tricks of the trade. The result was some very fast lap speeds in the region of 160 m.p.h. and the old Porsche 917 lap record looking a bit shattered. Cevert did 1 min. 21.13 sec. and Ickx did 1 min. 21.8 sec., no-one else being in the same category.

At the time of the 11 a.m. start the crowd was a bit thin, but by midday the Autodrome had filled up and the day was set to be warm and dry. A rather boring and dull rolling start was employed, the long line of cars in pairs stretching almost out of sight. After leading for three glorious laps, Ickx had to give best to the Matra of Beltoise, but he did not lose contact or relax pressure, and these two ran away from everyone. Behind them Merzario was leading Pescarolo, Reutemann, and Bell, with Hailwood already falling back with clutch trouble. Among the rest of the runners Follmer was really thrashing his Porsche Carrera and was right in amongst the 2-litre sports cars, much to their amazement and Porsche's consternation, for the Carrera was not meant to be driven that hard. Sure enough it could not stand such a pace and the engine broke after only 19 laps. Up at the front Merzario lasted only 7 laps when he stopped out on the circuit with a broken gearbox. The Matra/Ferrari battle continued with Beltoise leading but quite unable to get rid of Ickx and the first significant difference came when the Matra stopped to refuel at 33 laps, while Ickx went on to 40 laps before he needed fuel. They both stayed in their cars for another session, and the Ferrari pit was equal to that of Matra so that Ickx was able to retain the lead he had taken when the Matra stopped, but only for one lap, when the Matra went by again. At lap 42 we were back at square one, with a slight advantage to Ferrari in fuel consumption, equality on refuelling, but with an advantage to come for Matra when they put their faster driver in the car. The first of the Mirage-Cosworth V8 cars was also proving economical and Bell kept going for 43 laps before refuelling and handing over to Ganley, actually holding third place overall while Pescarolo refuelled and Reutemann handed over to Schenken.

At 54 laps the situation was unchanged, with Ickx continuing to hound the Matra in and out of the slow-moving traffic and some idea of the traffic conditions can be gained by the fact that they first lapped the tail of the field after only 5 laps, so had already lapped some cars ten times! At this point there was consternation in the Matra pit when Pescarolo stopped unexpectedly with a strange feeling to the front left-side wheel, which was not surprising when it was discovered that the stub axle was cracked and about to break. While Larrousse sat in the car the assembly was changed and it was not until the leaders were on lap 64 that he was able to rejoin the race. This let Schenken into third place, but not going very fast, so that he was lapped by the Beltoise/Ickx battle and when Ganley had the Cosworth V8 engine blow up in his Mirage, due to losing water, Hailwood became a rather poor fourth. This time the Matra ran 35 laps and when Beltoise stopped on lap 68, Ickx went into the lead again. The French car was refuelled, the front tyres changed, Cevert got in, and nearly shot off in reverse! A mechanic dived into the cockpit, fiddled with the gear-lever, found a low forward gear and Cevert was back in the race, but it had been an ominous portent. This had let Ickx get a whole lap ahead and dropped Cevert behind Schenken, but only until the Ferrari stopped for fuel and for Reutemann to resume command. When the leading Ferrari stopped at 80 laps for refuelling and for Redman to take over it retained its lead, but Cevert was able to get on the same lap. There was no question that Cevert was much faster than Redman, and very rapidly the Matra hauled in the Ferrari, passing it on lap 103 right in front of the main grandstand to the fury of the partisan crowd. This time Cevert ran 37 laps on a tankful of petrol and came in at 105 laps total to refuel and change rear tyres, so that when he rejoined the race the fleeing Redman was 59 seconds ahead with another 15 laps before he was due in for petrol. The Matra had got away from the pits all right this time, albeit in second gear, and once more Cevert began whittling away the Ferrari's lead, but this time knowing that it was his rival's turn to stop next. At 121 laps, still with 45 seconds lead, Redman was into the pits, petrol was poured in, Ickx took over and as he screamed out of the pit lane the Matra went by into the lead. With more than 50 laps still to run it was anybody's race, and both teams had their faster driver out on the track. With the Ferrari on full tanks and the Matra half full

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Results :

MONZA 1,000 KILOMETRES—Groups 4 and 5—Monza Autodrome—5.75 kilometres per lap—174 laps—Warm and Dry

***1st**	J. Ickx/B. Redman (Ferrari 312P—3-litre flat-12)	Group 5	Entrant: Ferrari SEFAC, Italy	4 hr. 07 min. 34.4 sec.—242.473 k.p.h.
2nd	C. Reutemann/T. Schenken (Ferrari 312P—3-litre flat-12)	Group 5	Entrant: Ferrari SEFAC, Italy	3 laps behind
3rd	H. Pescarolo/G. Larrousse (Matra-Simca—3-litre V12)	Group 5	Entrant: Equipe Matra-Simca, France	10 laps behind
4th	G. Gagliardi/"Pooky" (Lola T290-Ford 1.6-litre)	Group 5	Entrant: Scuderia Brescia Corse, Italy	24 laps behind
5th	C. Facetti/"Pam" (Alfa Romeo 33TT3—3-litre V8)	Group 5	Entrant: Scuderia Brescia Corse, Italy	25 laps behind
6th	G. Schon/"Pal Joe" (Lola T290-Ford 1.9-litre)	Group 5	Entrant: Jolly Club, Italy	29 laps behind
7th	L. Moreschi/"Frank McBoden" (Chevron B21-Ford 1.9-litre)	Group 5	Entrant: Luigi Moreschi, Italy	31 laps behind
***8th**	C. Schikentanz/E. Kremer (Porsche Carrera RSR—2.7-litre)	Group 4	Entrant: Oldenkott Racing, Germany	32 laps behind
9th	B. Cheneviere/P. Zbinden (Porsche Carrera RSR—2.7-litre)	Group 4	Entrant: Porsche Club Romand, Switzerland	34 laps behind
10th	C. Turizio/A. Marzi (Chevron B21-Ford 1.9-litre)	Group 5	Entrant: Mario Nardari, Italy	39 laps behind

Other classified finishers : J-P. Beltoise/F. Cevert (Matra-Simca V12) 40 laps behind; J. Fitzpatrick/P. Keller (Porsche Carrera RSR) 40 laps behind; C. Gaspar/J. Pinhol (Lola T292) 42 laps behind; M. Nesti/G. Morelli (Chevron B21) 51 laps behind; C. Manfredini/G. Moretti (De Tomaso Pantera) 56 laps behind; E. Bonomelli/T. Zeccoli (Porsche Carrera RSR) 60 laps behind; G. Gottifredi/G. Galimberti (De Tomaso Pantera) 67 laps behind.

Fastest Lap : F. Cevert (Matra-Simca MS670) on lap 94, in 1 min. 21.9 sec.—252.747 k.p.h. (157.01 m.p.h.).

Retirements : R. Joest/M. Casoni (Porsche 908/3), 1 lap; U. Locatelli/M. Martino (De Tomaso Pantera), 7 laps; A. Merzario/C. Pace (Ferrari 312P), 7 laps; G. Lise/U. Grano (Chevron B21), 12 laps; A. de Adamich/G. Serblin (March-BMW), 15 laps; G. Follmer/M. Schurti (Porsche Carrera RSR), 19 laps; C. Santos/M. Cabral (Lola T292), 20 laps; C. Oliver/A. Wicky (Porsche 908/2), 22 laps; G. Pianta/P. Pica (Lola T282), 42 laps; D. Bell/H. Ganley (Mirage M6), 54 laps; H. Muller/G. van Lennep (Porsche Carrera RSR), 62 laps; "Tango"/L. Rassega (Chevron B21), 79 laps; I. Harrower/J. Bell (Chevron B21), 83 laps; E. Tondelli/S. Buonapace (Chevron B21), 101 laps; C. Haldi/J. Fernandez (Porsche 908/3), 103 laps; W. Frey/P. Ettmuller (Chevron B23), 108 laps; M. Formento/L. Pozzo (Chevron B21), 111 laps; J. Dolhem/"Fallo" (Lola T292), 115 laps; M. Hailwood/D. Bell (Mirage M6).

East African Safari

GENERAL CLASSIFICATION

1st :	C. Mehta/L. Drews (Datsun 240Z)	406 min.
2nd:	H. Källström/C. Billstam (Datsun 1800 SSS)	406 min.
3rd :	O. Andersson/J. Todt (Peugeot 504 Inj.)	527 min.
4th :	T. Fall/M. Wood (Datsun 1800 SSS)	554 min.
5th :	P. Huth/J. McConnell (Peugeot 504 Inj.)	727 min.
6th :	H. Lionnet/P. Hechle (Peugeot 504 Inj.)	790 min.
7th :	Satwant S./J. Mitchell (Mitsubishi Colt)	843 min.
8th :	R. Ulyate/I. Smith (Fiat 125S)	874 min.
9th :	M. Kirkland/B. Field (Datsun 1600 SSS)	877 min.
10th :	J. Noon/R. Barnard (Datsun 1600 SSS)	905 min.
11th :	Joginder S./T. Samuels (Mitsubishi Colt)	976 min.
12th :	Z. Remtulla/N. Jivani (Datsun 1600 SSS)	1,077 min.
13th :	P. Neylan/L. Reynolds (Mazda Rotary RX2)	1,138 min.
14th :	V. Preston Jnr./B. Smith (Ford Escort RS)	1,148 min.
15th :	B. Barton/C. Fryer (Datsun 180B)	1,200 min.
16th :	Davinder S./D. Doig (Mitsubishi Colt)	1,212 min.
17th :	E. Walker/A. Levitan (Datsun 1600 SSS)	1,219 min.
18th :	J. Rose/S. Rose (Datsun 1600 SSS)	1,252 min.

89 *starters* — 18 *finishers.*

THE PRESENT-DAY East African Safari is a far cry from a bunch of expatriate motoring enthusiasts charging about in the bush as a means of celebrating the Coronation in 1953. Yet that is how this unique event began. It is unique for several reasons; in other countries the competitive meat of rallying lies in the determined urgency of beat-the-second-hand special stages, but although the regulations for the World Rally Championship make particular reference to special stages the Safari continues without them.

The accent in European rallies moved to roads which are closed to all other traffic a long time ago, with the exception of one-night events in Britain and several other countries. Such exceptions are indeed numerous, but not one of them has international status. Indeed, it could be said that the Safari has more in common (at least in style) with a club rally in Wales than any of its co-qualifiers in the major championship of the world.

That is by no means meant as a criticism, for rallying at top level only went "off the road" because it had to; because public roads were becoming too populated for the trouble-free running of rallies which were spread over several days and which were obliged to run by day as well as by night. In East Africa that state of traffic saturation has not yet been reached, so there is no reason whatsoever for the Safari to complicate its running by introducing special stages.

The format is ridiculously simple. A route is chosen of some 5,000 kilometres or so of demanding roads, suitable locations are found for controls which will ensure adherence to the correct route, difficult target times are set for each inter-control distance and a timetable devised for the whole thing based on those inter-control (or section) times. That, in a nutshell, is all it is. But it's a pity that all other aspects of the organisation were not as easy.

I don't intend to expound on the complexities of rally organisation, but it's important to make clear that although Africa is happily without many of the problems which face European rally people, it has many others of which we in Europe have never encountered. The AC de Monaco will hardly make allowances for a road being washed away by a sudden rainstorm (some will say that they make no allowances for snowstorms either); the Royal Scottish Automobile Club would not be expected to cater for emergencies such as buses bogged down across a forest road, a bridge washed away or a manually operated ferry becoming useless owing to a broken hauling rope. These are things which the Automobile Association of East Africa has to expect, and because it has to keep alternatives up its sleeves all the time visiting Europeans have said from time to time that the event's organisers are far too dictatorial and tend to dismiss the rulings of the FIA on the grounds that "This is Africa. We know how things are here and Paris is a long way off anyway".

This may have been the attitude of past visitors on occasions, but this year the hardened professionals who were taking part in the rally, experienced men who do not offer praise lightly, agreed that the rally was generally very good and without cause for major criticism. That, coming from rally people who have learned to spot shoddily organised events a mile off, is praise indeed.

It's not an easy job to lay out a 5,000-kilometre route through the African bush, man it with sufficient controls to ensure that not a single car is able to take a short-cut, supply enough equipment so that arrival times can be radioed or telephoned back to rally headquarters enabling the staff there to keep a check on progress and compute results, keep a constant eye on the weather and the emergency measures kept in reserve to deal with it and generally look after the thousand and one things needed to run a major sporting event over a long Easter weekend which attracts spectators by the tens of thousands.

Add to this the fact that it is also a State occasion, for Kenya's President, Mzee Jomo Kenyatta, starts the leading cars and his presence at the ramp demands all manner of arrangements which no RAC Rally, no Alpine Rally and no Thousand Lakes ever had to deal with.

Having said that East Africa has very few of the traffic problems facing Europe, I must now appear to say the contrary by commenting that traffic there is steadily increasing and has just about reached the proportions where a revision is necessary of the system used to determine the Safari's section times. The sections cannot be timed in a manner similar to the road sections of the RAC Rally, for there would be no contest at all on such an easy journey. They have to be maintained at just beyond (but only just) the bounds of possibility so that ideally the winner should lose about a minute on every section. In fifty-odd sections that would result in an overall final penalty of just under an hour. But this year the winner lost well over six hours, which suggests that somewhere or other the Safari is being made needlessly difficult.

The event has become so popular that spectators drive out from the towns in convoys to set up family picnics in the bush to watch the cars go by. They park at any convenient spot and are generally joined by crowds of interested tribesmen. Buses lumber along the rally route (which is not closed to other traffic), cyclists weave and dodge from side to side, bush dwellers are slow to jump on to the grass from the ant-free murram of the road and animals frequently leap in front of cars as if intent on destroying themselves and as many lamps, windscreens and radiators as they can at the same time. It's not an easy job to drive against an impossibly fast clock in such conditions, and perhaps the time has come to slow the event down in areas where congestion can be expected.

In most European events a competitor whose total lateness reaches one hour is excluded. In East Africa a single rainstorm can hold someone up for as long as that, so maximum permitted lateness periods of up to eight hours in one leg have to be provided in order to ensure having any finishers at all.

How much easier it would be if the time schedules were relaxed a little so as to reduce the speeds which were necessary on tarmac roads and in village areas, and the maximum permitted lateness reduced accordingly. One would lose less time, but if one lost too much of it one would be excluded from the rally just as quickly. In effect, the contest would not be made any easier, for the winner is still the winner whether his margin be one minute or several hundred and one.

The weather always plays an important part in the East African Safari, for the coming of the rains can necessitate all manner of changes in organisation, team administration, deployment of service support and even driver tactics. This year the late Easter threatened to create a "Wet Safari" but the rains didn't come as quickly as they were expected and the event was largely dry and dusty. There were wet sections, of course, and these led to penalty differences which eventually had a bearing on the result.

The competing teams this year included the Safari regulars, Peugeot, Datsun and Ford, joined by a pair of Porsche Carrera RSs representing the only factory entry by the Stuttgart team during the year. The Ford team surged forward from the start, and when Roger Clark built up a lead of over half an hour by the mid-way stop it was thought that last year's Escort victory by a non-resident crew would be repeated. Alas a steering fault cost all of forty minutes and a broken exhaust manifold caused hot gases to melt the alternator diodes and their wiring. Soon after, Timo Makinen rolled, leaving just Mikkola with a chance, for Vic Preston had slowed with a blown cylinder head gasket and Peter Shiyukah, the team's African driver, had rolled.

The Porsches suffered suspension damper breakages which slowed them considerably, particularly when the vibration began causing gear selectors to jam. But the two cars retired for different reasons, Zasada when he rolled and Waldegard when a broken oil union

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Shell SPORT news 3

A Champion of Tomorrow

During one of the most exciting seasons of motor racing for many years with Formula 5000 establishing itself as a contender with Formula 1 for top motor racing honours – and possibly setting a new trend for World Championship races – one or two drivers have emerged as champions of the future and none more so than 29-year old Dane Tom Belso, who drives car number 208 for the SHELLSPORT Luxembourg Team.





Making his debut in 1963 and winning his first two races, Tom finished second in the Danish Saloon Car Championship in his first season, winning it outright the following year. Signed by Ford Denmark he won both the Danish and Scandinavian titles in 1967 and turned to single seaters in 1970 competing in the Brazilian Formula Ford series. In 1972 he drove in Formula Atlantic, finishing 3rd in the Yellow Pages Championship after missing the first half of the season and last year raced a Formula 3 Brabham in the European Championship.

Chosen by Jackie Epstein to drive the second SHELLSPORT Luxembourg car this year, Tom has impressed everyone with his fast and consistent driving, resulting in two 2nd places a 3rd and a 4th in his first six races, including a superb drive in the pouring rain at Brands Hatch on Easter Monday.

Currently lying 4th in the Rothmans F.5000 Championship, Tom may well follow in team mate Gijs Van Lennep's footsteps by winning the Championship at his first attempt and achieve his ambition to become the first Dane to win a major European Championship.



Gijs Van Lennep, current Formula 5000 Champion, in reflective mood following his tremendous drive at Mallory Park recently when he finished second after leading for all but three laps. Winner of the Formula 5000 category of the International Trophy at Silverstone, Gijs will unfortunately miss some of the championship rounds due to his works contract with Porsche but is still very much in contention for the Championship again this year.



Clive Santo who is looking forward to driving the brand new SHELLSPORT Luxembourg Lola T330. Following his excellent drives this year the team are replacing his Surtees TS-11 with the very latest Lola which will give Clive the chance to get on terms with the leaders and make full use of his undoubted ability to mix it with the best of them.



The 20/50 that's safer to race and rally with.

ROAD TEST

Jaguar XJ12

Extremely High Performance and Luxurious Running from the Coventry-built £3,800 Saloon



LAST YEAR I had a brief flirtation with the new Daimler Double-Six and more recently I have been able to gain greater experience of the same-specification Jaguar XJ12. The impression which persists is that the twelve-cylinder saloon from Coventry is quite outstanding and most certainly in the best Sir William Lyons tradition of offering such stupendous value-for-money as to drive the opposition out of the market place. The basic price of this Jaguar is £3,082. VAT, delivery charges inclusive of number plates and a year's road tax, and the extras on the test car, which consisted of laminated screen, electric window-lifts a radio with speakers in the four doors and an automatic aerial, increase to a total of £3,883.77.

This is a very modest sum to pay for a low, handsome, fully-equipped, top-luxury car which can exceed 145 m.p.h., out-accelerate most of the world's great sports and GT cars, yet which provides comfort in the best West End club idiom, exceptionally quiet-running, and which is more than adequately shod with those Dunlop SP tyres developed specially for it and retarded with efficient servo-ventilated-disc brakes. Admittedly the 5.4-litre 60-deg. V12 is a thirsty engine but those who are forming long queues for this fine new car are unlikely to worry about petrol bills, which the low purchase price of the XJ12 does to some extent offset.

The steel body shell is that of the well-established XJ6 Jaguar. That is to say, without being a state-occasion limousine it provides ample space for four or five occupants while their mobile possessions can be easily loaded into the shallow 17 cu. ft. boot-space, the spare wheel being below the floor and the boot-lid closing nicely, although the key is a bit fumbly if it has to be locked. The usual Jaguar high-grade, real leather upholstery, polished walnut facia and door-cappings, deep-pile nylon carpets, and arrangement of controls, are retained, together with knob-controlled front ¼-lights. All these "olde-worlde" fittings contribute to a very special kind of motoring. The thin, slippery-rimmed steering wheel is small (15 in.) adjustable for column length and has a half-horn-ring, sounding twin horns. A 160-m.p.h. speedometer and matching tachometer are in front of the driver, their needles moving together (and swiftly!) in the same plane (when in top gear) over the white digits, in the manner we found so satisfying in pre-war Bentleys. The central row of switches is still used, which can be confusing, although they are clearly labelled, and lit. From l. to r. these control the hazard warning, map or interior lamps, two-degrees of panel lighting, side and headlamps, two-speed wipers, electric washers, two-speed heater fan, and the fuel tanks change-over. The lamps switches are boxed together in the centre and interlocked but the separation of wipers and washers buttons is certainly inconvenient. A r.h. stalk simply looks after turn-indicating and lamps flashing and is too far below the wheel if this is set high.

Other typical Jaguar items are the vanity mirror which slides up when the wooden lid of the small lockable glove-cubby is opened, the twin petrol tanks, felt head-lining, the hand-brake-on/brake fluid low warning light (surely pioneered by Jaguar?), and the five small dials lined up centrally for oil, heat, battery, time and fuel contents readings. The hand-brake is an under-facia twist-and-turn affair. The major warning lights are clustered between the two large dials. All the controls are well placed, even if the switches are fumbly. The central console has the toggle gear lever for selecting P,R,N,D, 1 and 2 positions protruding from a nylon-brushed gate which is unsuited to rapid upward changes, because no gate protects D from N. On the console floor are cigar-lighter and twin-lidded ash-trays and change-over for the radio speakers, the four window-lift controls are on its rear face (there are additional ones in the rear doors for back-seat passengers to use) and its front wall contains the radio and the air and heater controls with an eight-position hot-air setting. The facia has eyeball air vents, there are lever-controlled scuttle air intakes and swivelling grilles on the screen sill; the body is vented. There is a central open stowage bin, bins in the back doors and under facia shelves for oddments, also a lidded well between the front seats. The electric windows work quickly and quietly, but only if the ignition-key is used. A Triplex Hotline rear window is standardised and the test car had four Lucas headlamps and Kangol reel-type safety belts.

Performance

The performance of this XJ12 Jaguar is quite exceptional. It will exceed 145 m.p.h.,

accelerate to 60 m.p.h. in less than 7½ sec, to 70 m.p.h. in just over 9 sec., and cover a standing-start ¼-mile in well under 17 sec. In the rather low 3.31-to-1 top gear the twelve-cylinder Jaguar is quicker from 40 to 60 m.p.h., the overtaking area, than a Maserati Bora or a Rolls-Royce Silver Shadow. Equally or even more impressive is the response from 100 m.p.h. when so many cars are running out of breath—the Jaguar is up to 120 m.p.h. in a matter of 12 sec. In the gear holds it will run up to better than 60 and 100 m.p.h. At the opposite extreme the engine is running at less than 3,000 r.p.m. at 70 m.p.h. in D. This is quite phenomenal performance from a comfortable 9 ft. 8 in. wheelbase saloon with a kerb weight of 35 cwt.

The engine develops peak power, 309 gross b.h.p., at 3,250 r.p.m. but has another 250 r.p.m. in hand. It consumes 99-octane fuel, having a 9.0 to 1 c.r. It is an engineering masterpiece which has been fully described in MOTOR SPORT and which was the subject of a learned paper read before the IME by Harry Mundy, C.Eng., FIME in 1971. When cold the starter churns way for a while and nothing will happen unless the choke lever beneath the scuttle is used to enrich the four Stromberg carburetters. For a mile or so choke has to be kept on, if the engine is not to snuff out; there is a small warning light for this archaic manual service. To me, a big vee-twelve engine should be either full of exciting urge accompanied by life's better motoring noises or else absolutely unobtrusive, as in the original Daimler Double-Six 50 of four-and-a-half decades ago. Consequently I was disappointed to find the Jaguar's power pack rocking the car slightly as it idled at 700 r.p.m. in N, or at one-and-a-half r.p.m. less in D. However, once it is opened-up it is turbine smooth and so quiet that in normal running the ticking of the Kienzle clock is audible—truly!

It is this quiet effortless running and the truly impressive pick-up which makes the XJ12 such a fatigue-free car to drive. I first got into it at the office on a day when I had arisen at 6.30 a.m., driven to London in a lesser breed of automobile, attended a lunch-time meeting, and done some office work. The Jaguar then took me home to Wales through the crush of the A40 traffic which still persists at 7 p.m. Without calling on anything like the full extent of its remarkable performance and with a pause for petrol, I was well beyond Cross Gates in 3¾ hours, as fresh as when I set out.

At first I found the very light power steering extremely disconcerting and I think that Jaguar may well follow Rolls-Royce in making it less sensitive. As it is, you aim the car most of the time and oversteer to correct understeer. The gearing is high, at just over three turns lock-to-lock, but this lack of steering feel is quite the least endearing aspect of the XJ12. There is, however, gentle castor-return action. The brakes call for quite heavy pressure and while I am aware that women can do more with their legs than with their wrists, this does not seem in keeping with the very light steering which is presumably provided for their benefit; it also spoils progressive braking. The coil-spring all-independent suspension gives a good ride, unless exceptionally bad undulations cause a kick-up or promote



Typical Jaguar—the interior of the XJ12

lurching, and road-holding, with those special Dunlop 15 in. 205/70VR tyres and a Power-Lok limited-slip differential to kill wheelspin with a yelp from the back wheels, is outstanding. Up to 60 m.p.h. the running is near-silent, road noise splendidly subdued except for the wheels thudding into bad road holes, the engine unheard, and wind roar not yet apparent.

It is difficult to know which is the best habitat for this latest Jaguar. Motorways are to be avoided in this sector of Europe in case the car's easy 100 m.p.h. gait earns an endorsement. The vague steering spoils the pleasure of driving the XJ12 fast on winding roads. I suppose unrestricted Continental autoroutes are the best place to enjoy this kind of motoring, except that the twin ten-gallon tanks, with their lockable filler caps and splash guards in the filler necks, will be empty in less than 200 miles, which could be so tedious. The Jaguar really is very thirsty. In normal driving it gave 12.1 m.p.g. but press it hard and the consumption rises alarmingly, so that the owner can be pictured with his Barclay Card at the ready in his breast pocket . . .

At night the Lucas lamps are dipped with a foot control, which is old-fashioned but acceptable with two-pedal control, unless you are an American citizen with a foot poised over both pedals. The Borg-Warner 12 gearbox works as well as any of its kind, which means jerks on occasions. It whines very slightly and impressive as the step-off is, there is the usual disconcerting lag on kick-down, nor can bottom gear be engaged with the lever below 20 m.p.h. or be kicked-into below 30 m.p.h. Once on the move, though, other traffic tends to vanish in the anti-dazzle rear-view mirror, unless any of the hotter BMWs are about, and they cost a mint more money in this country. They have, of course, much nicer power steering; a pity the Jaguar action is so indefinite, because the rack-and-pinion is free from lost motion. The Jaguar also has a poor turning circle. There were a few rattles on bad surfacees from the empty passenger's front seat and the doors, which have child-proof rear locks, shut indifferently. The rear passengers have their own heater control, and eyeball vent. The accelerator is a treadle and the brake pedal is reasonably large. Beneath the easily-opened, rear-hinged

bonnet the long sump and transmission dipsticks in tubes, and the Lucas Pacemaker battery (with its own cooling fan) are fully accessible. The Lucas Opus ignition system obviates a distributor and a special plug spanner is provided. The instruments are all very easy to read but the fuel gauge is slow-reading and pessimistic. The illuminated switches seem to be responsible for heating the lip of the central stowage bin at night, and the wiper blades rasped on the screen and didn't self-park flush with the sill. The engine is rather a reluctant starter from cold. The oil level showed zero after 900 miles but a quart of Castrol GTX restored it. The eared filler cap on the n/s cam box is uncomfortably close to hose-clips and when removed its washer vanished into the machinery. There was sometimes a smell of hot rubber outside the car—warm brakes? Servicing is called for every 3,000 miles.

Because of its extremely high performance it is impossible not to think of the XJ12 as a sports saloon, whereas so many of the customers will never use its absolute top pace, buying it instead for its effortless acceleration and quiet running. The luxury provided, the prestige of the vee-twelve transistorised-ignition power-unit, alone represent quite unique value-for-money and put the XJ12 among the top cars anywhere in the world. Externally the V12 is recognised by "XJ12" on the back panel, the V Twelve badge and the *cranked* twin exhaust tail-pipes. While I was sampling the Jaguar in this country a colleague was driving a Daimler Double-Six fast between Dover and Dijon, using, he tells me, the equivalent of £60-worth of petrol in a couple of days. His comments follow, to supplement my own findings about these distinguished new Coventry products.—W.B.

* * *

At the same time that W.B. was driving to Wales in the Jaguar V12, I was able to drive a road test Daimler Double Six over the same route that W.B. and I took in the BMW 3.0 SCL last November (see Ten Capitals in Four Days, January 1973).

With the road still clear of holiday mimsers the V12 engine was kept thrashing at as near peak revs as felt safe. The trip included the mileage from Calais to Paris (periphique) to be 26 miles, the same as shown in the BMW. So as the speedometer was kept at between 130-140 m.p.h. with the occasional burst up to 150 m.p.h., the trip time should have been less than the BMW's 1 hr. 45 min. including a 4-min. fuel stop. However, the time taken this time was 2 hr. 15 min. including an 8-min. stop for fuel and snacks. The only explanation would seem to be the light steering which made the car feel as though several feet were needed when passing lorries at about twice their best speed, instead of the inches the BMW's more positive steering required. The fuel consumption for the 414 miles from Calais to Dijon worked out at 9.37 miles per gallon with one section dropping to 8.5 miles per gallon. The trip took 4¾ hours including fuel and coffee stops, an overall average of 87.1 m.p.h.

The return journey in pouring rain and heavy traffic took 5¾ hours which without being over-critical is not bad for a large moderately-priced saloon.—M.J.T.

MONZA 1000—continued from page 609

the blue car pulled steadily away at about one second per lap, but at 130 laps Cevert was seen heading into the pit lane and a cheer went up as the Ferrari retook the lead. The Matra was feeling peculiar and a rear tyre was changed, but three laps later Cevert went by making "thumb down" signals to his pit crew and at 134 laps he stopped again. This time the front tyres were changed and he made a complete nonsense of getting away, stirring about with the gear-lever, revving the engine like mad and slipping the clutch unmercifully as he got away in third gear. The crowd sensed that the end was near and cheered loudly. One more lap and the Matra was in the pits for good; apart from the Hewland gearbox chewing itself up the left, front stub-axle had broken, as on the other Matra.

This left Ickx with an unassailable lead, more than a lap ahead of Reutemann, whose Ferrari was overheating but still going all right, and the crowd settled down quietly to await an overdue victory for the Ferrari team. With the second Gulf-Mirage long since gone, with a broken clutch after Bell took over from Hailwood, in place of Schuppan the Matra of Pescarolo/Larrousse got back into third place, the remaining 2-litre cars not providing any opposition. A privately-owned Alfa Romeo 33TT3 was limping round with a sick engine and all the other cars with any semblance of speed had succumbed to the pace. In the GT group the Fitzpatrick/Keller Porsche Carrera had lost its lead when the distributor drive broke and had to be changed and the De Tomaso Panteras were no more impressive than could be expected. The second works Porsche Carrera RSR also retired with a broken engine, due to failure rather than overdriving, and some of the remaining runners were so far behind that they might have been in a different event altogether.—D.S.J.

F2 REVIEW—continued from page 604

saken Spa to take the wheel of one of the John Coombs run Alpine-based Elf 2s and he is probably very glad he did so. For it was Francois who scored an excellent victory in the final after finishing second in his heat to team-mate Patrick Depailler.

The pair ran one-two for much of the final, Cevert moving into the lead before Depailler's car suddenly ground to a halt when the electrics shorted out. Thus Cevert went on to victory, his first in Formula Two since the days he drove for Tecno.

After problems in his heat, Jean-Pierre Jarier came through from the back of the grid in his works March-BMW to finish second overall and pick up the nine valuable non-graded championship points to put himself well back in the lead of the competition March F2 team-mate Jean-Pierre Beltoise was again out of luck, this time a pit stop with a broken wire to the fuel pump delaying his progress. Tim Schenken finished third in his Motul Rondel while Mike Beuttler brought his private March-BMW into fourth place ahead of the other two Motuls of Bob Wollek and Jean-Pierre Jaussaud. Another March-BMW that went well was that of Italian Vittorio Brambilla. He drove an excellent race in the rain to win his heat on Saturday, ahead of Roger Williamson's GRD and Gerry Birrell's Chevron, but retired from the final because of an oil leak. Williamson was another delayed in the final and after a pit stop he finished seventh.

During practice the French officials decided, after consultation with the CSI, that the Cosworth FVD engine, as used by several teams, was not homologated for Formula Two racing although it has been used with success earlier in the year. Fortunately other engines were available to those teams who had FVDs fitted. Another interesting point is the fact that the winning car, the Elf 2, is based upon an Alpine Formula Three chassis, beefed up and powered by a Hart BDA. The chassis is the last space frame to be at all competitive in top class single-seater motor racing.—A.R.M.

SAFARI RALLY—continued from page 610

caused the engine to seize. The Peugeot 504s were as reliable as ever, although their poor power/weight ratio made them no match for the more agile cars of the teams.

In the later stages, Mikkola (Escort), Aaltonen (240Z) and Källström (1800SSS) were struggling very hard for the lead, for they were bunched at the head of the field and any one of them could win. Alas, Mikkola and Aaltonen faught too hard; the latter rolled and the former broke his steering against a rock. When Källström lost time after struggling in some mud the local crew Shekhar Mehta and Lofty Drew managed to get ahead to beat them to the finish by a single minute. A scrutineering penalty of one minute for a non-functioning headlamp set their scores equal, but the principle of "furthest cleanest" from the start (in terms of minutes lost, not absence of body dirt!) was applied and on this the decision went to Mehta.

It must be many a long year since a tie was recorded in a major international rally, but it should be realised that when penalties are recorded only to the nearest minute, not in seconds as in other events, the chances of a dead heat are higher. In some respects it was not a wholly satisfactory result, but it was Mehta who actually got in best on time so the tie-decider only served to confirm matters. In any event, a rally such as the Safari should be won on the road in good, honest, clean competition, and not in the scrutineers' bay where a good bulb can score over a blown one.

We've said many times before that the Safari needs only a few small streamlining operations, and we'll say it again now. A major change of style would destroy its character, and for as long as Africa can cope with open-road rallying at competitive speeds it should remain as it is. In Europe things are conducted according to conditions. In Africa the same applies, but the conditions are vastly different and who on earth would want to interfere with the make-up of the last of the world's great road rallies?—G.P.

21st SPANISH GRAND PRIX—a lucky win for Lotus

MONTJUICH PARK, BARCELONA, *April 29th*: ALTERNATING as it does, between Madrid and Barcelona, the Spanish GP returned this year to the circuit round the Montjuich Park in the city of Barcelona. The Park, with its ornamental gardens and historic Palace, is on a hill between the docks and the southern end of the town centre and the road around the grounds provides a circuit as exciting and spectacular as the Jarama circuit north of Madrid is dull and boring. With no appreciable straight, only a short stretch of level road, two hairpin bends and some staggeringly fast blind corners, it is not a circuit for the timid or cautious. With the lap record standing at almost 100 m.p.h. average speed, and every prospect of it being improved upon, as the last GP at Montjuich was in 1971, a very full Grand Prix field prepared for practice, with the top drivers having their sights on 1 min. 25.1 sec., which Ickx recorded during the 1971 race when he was hounding Stewart for lap after lap.

Practice should have begun on Thursday April 26th, and though the circuit was ready the financial committee of the Formula One Constructors Association decided their members were not ready, so none of them turned out. However, Graham Hill was ready with his Embassy sponsored Shadow, and not being in the Union he started to practise, until he was asked to "support the cause" and stop, which he did; "the cause" being that the Constructors considered they were only being paid sufficient money to warrant two days of practice. Surely it was only yesterday they were bleating at certain organisers because there wasn't enough practice!

On Friday things got under way more or less in an orderly fashion, there being three hours of practice with a short break half-way through. Some teams were out to win from the moment the circuit was open, others were prepared to blow up in the attempt, some were putting on a brave show, while some were merely hoping it would be seen that they were in Grand Prix, and there were those without hope of anything other than personal enjoyment. There were twenty-five entries, reduced to twenty-three when the Tecno for Amon was withdrawn and the Ensign for von Opel failed to materialise. Team Lotus had 72/R7 for Fittipaldi and 72/R8 for Peterson, while 72/R5 was on its way from Zolder, in Belgium, where Fittipaldi had been doing some testing. All three cars were of the 1973 specification, as already seen at Brands Hatch and Silverstone, and still in the black and gold of John Player cigarettes. Stewart had the latest Tyrrell, that he had raced at Silverstone, 006/2 to the 1973 shape, with inboard front brakes, like the Lotus 72, but using large diameter tubular drive shafts, unlike the small-diameter solid ones on the Lotus. The rebulit Tyrrell 005 was standing by as a spare for Stewart, while Cevert had 006. The McLaren team had three identical M23 cars in the paddock, all scintillating in the white and orange Yardley colours. Hulme had M23/1, Revson had M23/2 and the brand new M23/3 was a stand-by should either of them be in need. Ferrari entered Ickx and Merzario, but unsatisfactory results of testing in Italy caused the second entry to be withdrawn. However, they arrived with two brand new cars in the B3 series, 010 and 011, both at the disposal of Ickx, and they are described elsewhere in this issue as are the other new cars. The John Surtees team and their mixed sponsors had Hailwood in TS14A/04 and Pace in TS14A/03, while March were represented by a lone factory car, the up-rated 721G/4 for Pescarolo as Jarier was away at a Formula Two race, and the private March, 721G/1, of Beuttler's Stock Exchange friends, it too being up-rated to 1973 specification. The BRM team in the red and white colours of Marlboro cigarettes, had four P160 models, all rebuilt to 1973 form; with Regazzoni leading the way with P160/07, accompanied by Beltoise with P160/03 and Lauda with P160/01, while P160/05 was standing by as a spare.

Ecclestone's Brabham team had been hard at work since the Race of Champions last March when their brand new 1973 car was written off. Not only had they built two more new cars, but a new transporter as well, the interior fittings and layout all being done by the Brabham mechanics. Both new cars were the BT42 models, number 2 for Wilson Fittipaldi and number 3 for Reutemann. John Watson, who crashed BT42/1 when the throttles stuck open at Brands Hatch, was spectating in the paddock, still on crutches but mending well. The Don Nichols team of UOP-Shadow cars, in their sinister black finish were as seen at Silverstone, with Oliver in DN1/1A and Follmer in 2A. A third Shadow, DN1/3A, had been built independently of the Universal Oil Products team, and painted as white as the UOP cars are black, with some red stripes to emulate Embassy cigarettes, for Graham Hill's new team. Frank Williams, having lost the support of Politoys, gained the support of Iso-Rivolta, the small Italian luxury car firm, and Marlboro cigarettes, so his 1973 specials are called Iso-Marlboros and painted a mixture of green, white and red. Of the two cars in the paddock IR/01 driven by Galli had done some testing and a demonstration at Dijon before the 1,000-kilometre race, while IR/02 was brand new for Ganley. The IR in the nomenclature stands for Iso-Rivolta. Lastly there was the 1972 Brabham BT37/1, suitably up-rated, painted white with green and red stripes for Andrea de Adamich and his Italian backers Ceramic Pagnossin, some of this backing seemingly rubbing off on the Ecclestone BT 42s. De Adamich should have been in a TS14A Surtees but the arrangement fell through and the Italian had to switch makes at the last moment.

All was set for a very healthy practice battle, with numerous problems ahead for everyone, for like Monaco the Montjuich Park cannot be used until official practice begins. At permanent Autodromes the more affluent are out testing and practising long before the official time, so that practice becomes a bit of a formality, and anyone unable to afford the time and money for unofficial practice is at a disadvantage. At Montjuich no-one had any knowledge other than that which they had been left with in 1971, and those who had entirely new cars since then had much to learn, while everyone had to learn about new tyres, different makes of tyre, more powerful engines, improved suspension geometry, new springs and shock-absorbers and so on, while some drivers had never been to Barcelona before, even with F2 cars or sports cars. Not surprisingly there was terrific activity in the pits, and it was only a matter of time before the old lap record was passed by anyone prepared to have a bit of a go. With two years' continuous development in Formula One racing it would have been very depressing if the 1971 time of 1 min. 25.1 sec. was not surpassed.

Ickx started off in car number 011, with the side radiator layout, carrying racing number 8, so that Merzario was credited with his time, even though he was not in Spain. However, only two flying laps were made by Ickx, among a number of starting and stopping laps, which did not get a time, and then the car was put way and he concentrated on 010, with the front-mounted radiator and racing number 7. It was not long before Peterson was down to the existing lap record times, having few problems and pressing on furiously. Fittipaldi was not at all happy with 72/R7, as it did not "feel right" although nothing could be found amiss. He spent a long time in the pits while the left front hub assembly was dismantled and checked on R7, as R5 had not yet arrived at the end of its long journey from Zolder. Cevert was driving hard, the continual racing he is getting with Matra sports cars keeping him on form between Grand Prix events, and was soon finding a lack of brakes, while Stewart was not happy with the handling of his Tyrrell so was not yet in the leaders' battle. In the McLaren camp Hulme was quietly getting on with things, there being no special problems with Gordon Coppuck's M23 design, and the swarthy new President of the GPDA was soon faster than Peterson. While Hulme was doing this Follmer was following him and obviously learning fast, for he was down to 1 min. 26.0 sec. Peterson had got below 1 min. 25.0 sec. and Hulme did 1 min. 24.6 sec. and then 1 min. 24.0 sec.; this inspired Peterson and he also did 1 min. 24.6 sec. and then 1 min. 23.7 sec. but Hulme replied with 1 min. 23.5 sec. Shortly before the interval Peterson got really wound up and went round in 1 min. 22.9 sec. and then 1 min. 22.4 sec. which left everyone breathless. While the Swede did not look flustered when he stopped there was a rather glazed look in his eyes! In fact, it was noticeable that at the lateral G-forces were straining the eye-balls of the faster drivers, and whereas at one time you could tell how hard a driver had been trying by the sweat between his shoulder blades, now you could tell by the look in his eye-balls as he lifted up his visor! Lapping the Montjuich Park at over 100 m.p.h. average speed was obviously generating some high centrifugal forces. While all this was going on Regazzoni had kept the BRM flag flying with a lap in 1 min. 23.9 sec., and the timekeepers credited Fittipaldi with 1 min. 23.0 sec. although Team Lotus and the World Champion him-

self doubted it, as he was not feeling that confident in the "balance" of R7. A foretaste of the Team Surtees role at this race was given during this first practice when Hailwood's car stopped out on the circuit when a fuel metering valve stuck and he was stranded until mechanics could get to him.

With Peterson and Lotus in such terrific form there seemed to be a slight reluctance for everyone else to get going again after the brief interval. When they did start, trouble was rife, for Ickx did only a few laps in 010 before complete ignition failure stranded him out on the circuit and Revson had an even worse time. Starting off in M23/2 he only got in one timed lap before the engine went sick and when he took over M23/3, the brand new McLaren, that too went sick on him. Peterson was back at his role of pace-setter, with a time of 1 min. 22.0 sec. but nobody else was with him, least of all his co-number one driver in the John Player Specials we call Lotus 72s. Stewart tried the spare Tyrrell briefly, and then got among the faster drivers with 1 min. 23.9 sec. in his newer car but it meant trying all he knew, and more, and ended in an ignominious spin into the Armco barriers, which put a dent in the right front corner of the Tyrrell 006/2. Peterson showed no inclination to wait for any opposition to appear and went faster and faster, ending up at a demoralising 1 min. 21.8 sec., the next best being Hulme with a quiet and confident 1 min. 22.5 sec. If we assess the "Aces" to be those below 1 min. 24.0 sec., it makes Peterson a "Super-Ace". The "Heroes" were under 1 min. 25.0 sec., the "odds and sods" were around the old lap record mark and the "no-hopers" could not even see the old lap record, but even so a slow lap was still something to be satisfied with round this spectacular circuit.

The atmosphere was a bit breathless when it was all over and work immediately started to make ready for another whirl on the Saturday and two of the biggest headaches were brakes and tyres for both components were being strained to the limit, not in their ability but in their staying powers. While some types of tyre were giving fast lap speeds they could not hope to last the race, and a change to a more durable tyre meant a rebalance of the car by means of anti-roll bar changes, aerodynamic changes and so on. The faster everyone went the hotter became the brake discs and the more heat the pads had to absorb, and whereas few people give much thought to brakes at most circuits, the Montjuich circuit was causing a lot of "frying" to take place and close watch on wear-rates to be kept. In addition brake systems were getting hotter than usual and expansion was causing trouble as was fluid overheating.

The weather got a lot warmer on Saturday, which did nothing to help the brake and tyre problems, and practice was in one complete session of two hours from 3 p.m. to 5 p.m. As everyone scrabbled out of the paddock the spare McLaren M23/3 was left standing-by with Revson's number on it and the spare Lotus 72/R5 with Fittipaldi's number on it. Also there was Pace's car, left behind with a fuel pump problem, but the Surtees mechanics soon cured it. Fittipaldi was soon using his spare car and feeling a lot happier with it, though not matching Peterson's lap times. Brakes were the subject of study in the pits of Lotus, Ferrari, Tyrrell, and Shadow, while the amount of smoke coming off the brakes of the spare BRM which Lauda had been using, not only indicated that he had been trying hard, but that they too were thinking about brakes. Hulme made an early claim for the fastest Saturday lap with 1 min. 24.1 sec., but not for long as Peterson was soon out and recorded 1 min. 23.6 sec. to which the crafty old Hulme replied with 1 min. 23.5 sec., which made Peterson go out again and do 1 min. 23.2 sec. Suddenly, Stewart got switched on and also put one in at 1 min. 23.2 sec.

Some drivers were getting nowhere at all, Hill not being able to make his brand new Shadow go very well and Oliver having no chance for most of the afternoon as his car was having a new clutch fitted. The two Iso-Marlboro Williams Specials were being sorted out, this being their first race, and Pace was still having a bad time for his Surtees now broke a drive-shaft and stranded him out on the circuit. The other Surtees had had aluminium air-baffles added along the sides of the monocoque, but Hailwood was nowhere in the running, and Hulme had some laps in the spare McLaren. As practice neared its end Peterson was out again, doing 1 min. 22.7 sec. and then 1 min. 22.1 sec. and finishing up with a repeat of yesterday with another 1 min. 21.8 sec., thus making best time on all three sessions, with no-one really anywhere near to him.

On Sunday morning, as the Park began to fill to capacity, with most spectators walking to the circuit, arriving by bus or underground train or by taxi, the sun was warm and the skies clear, and there was a further hour of practice for last-minute decisions, but with no time-keeping. For some it was a case of checking decisions already made, while others were still adjusting suspensions to suit new tyre grades, and others merely had more

STARTING GRID

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5 D. Hulme (*McLaren-Cosworth V8*) M23/1 1 min. 22.5 sec. 33 (1 min. 24.0 sec.)	2 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 21.8 sec. 13 (1 min. 23.8 sec.)
3 J. Stewart (*Tyrrell-Cosworth V8*) 006/2 1 min. 23.2 sec. 19 (1 min. 24.3 sec.)	4 F. Cevert (*Tyrrell-Cosworth V8*) 006 1 min. 22.7 sec. 57 (1 min. 24.2 sec.)
7 J. Ickx (*Ferrari—flat-12*) 312B3/010 1 min. 23.5 sec. 53 (1 min. 24.1 sec.)	6 P. Revson (*McLaren-Cosworth V8*) M23/2 1 min. 23.4 sec. 27 (1 min. 24.0 sec.)
14 G. Regazzoni (*BRM—V12*) P160/07 1 min. 23.7 sec. 34 (1 min. 24.8 sec.)	1 E. Fittipaldi (*Lotus-Cosworth V8*) 72/R5 1 min. 23.7 sec. 19 (1 min. 24.8 sec.)
15 J-P. Beltoise (*BRM—V12*) P160/03 1 min. 24.2 sec. 45 (1 min. 26.4 sec.)	*9 M. Hailwood (*Surtees-Cosworth V8*) TS14A/04 1 min. 24.2 sec. 21 (1 min. 25.2 sec.)
17 W. Fittipaldi (*Brabham-Cosworth V8*) BT42/2 1 min. 24.5 sec. 50 (1 min. 25.7 sec.)	16 N. Lauda (*BRM—V12*) P160/01 1 min. 24.4 sec. 27 (1 min. 26.4 sec.)
20 G. Follmer (*Shadow-Cosworth V8*) DN1/2A 1 min. 24.7 sec. 17 (1 min. 25.2 sec.)	19 J. Oliver (*Shadow-Cosworth V8*) DN1/1A 1 min. 24.6 sec. 9 (1 min. 26.1 sec.)
10 C. Pace (*Surtees-Cosworth V8*) TS14A/03 1 min. 25.0 sec. 11 (1 min. 25.3 sec.)	18 C. Reutemann (*Brabham-Cosworth V8*) BT42/3 1 min. 24.7 sec. 52 (1 min. 24.4 sec.)
11 H. Pescarolo (*March-Cosworth V8*) 721G/4 1 min. 26.1 sec. 45 (1 min. 26.9 sec.)	21 A. de Adamich (*Brabham-Cosworth V8*) BT37/1 1 min. 25.2 sec. 7 (1 min. 26.9 sec.)
24 N. Galli (*Williams-Cosworth V8*) IR/01 1 min. 26.3 sec. 16 (1 min. 27.1 sec.)	12 M. Beuttler (*March-Cosworth V8*) 721G/1 1 min. 26.2 sec. 68 (1 min. 26.8 sec.)
25 G. Hill (*Shadow-Cosworth V8*) DN1/3A 1 min. 30.3 sec. 17 (1 min. 30.5 sec.)	23 H. Ganley (*Williams-Cosworth V8*) IR/02 1 min. 26.5 sec. 7 (1 min. 28.2 sec.)

* Car No. 9 was still in paddock at time of start.
N.B. Time under car number is best practice time. The time given in brackets is the best lap time in the race and the number alongside is the lap on which it was achieved. It is interesting to note that only Reutemann improved on his practice time.

PRACTICE TIMES

No.	Driver	Car	Friday	Friday	Saturday
1	E. Fittipaldi	Lotus 72/R7-Cosworth V8	1. 23.0	1. 24.6	1. 27.5
2	R. Peterson	Lotus 72/R8-Cosworth V8	**1. 22.4**	**1. 21.8**	**1. 21.8**
3	J. Stewart	Tyrrell 006/2-Cosworth V8	1. 24.9	1. 23.9	1. 23.2
4	F. Cevert	Tyrrell 006-Cosworth V8	1. 24.9	1. 23.9	1. 22.7
5	D. Hulme	McLaren M23/1-Cosworth V8	1. 23.5	1. 22.5	1. 23.5
6	P. Revson	McLaren M23/2-Cosworth V8	1. 24.8	2. 06.0	1. 23.4
7	J. Ickx	Ferrari 312B3/010—flat-12	1. 24.6	1. 24.2	1. 23.5
8	J. Ickx	Ferrari 312B3/011—flat-12	1. 46.9	—	—
9	M. Hailwood	Surtees TS14A/04-Cosworth V8	1. 27.3	1. 24.2	1. 26.2
10	C. Pace	Surtees TS14A/03-Cosworth V8	1. 27.7	1. 25.2	1. 25.0
11	H. Pescarolo	March 721G/4-Cosworth V8	1. 31.9	1. 27.7	1. 26.1
12	M. Beuttler	March 721G/1-Cosworth V8	1. 27.5	1. 27.5	1. 26.2
14	G. Regazzoni	BRM P160/07—V12	1. 23.9	1. 24.9	1. 23.7
15	J-P. Beltoise	BRM P160/03—V12	1. 28.2	1. 25.4	1. 24.2
16	N. Lauda	BRM P160/01—V12	1. 26.3	1. 24.4	1. 24.4
17	W. Fittipaldi	Brabham BT42/2-Cosworth V8	1. 26.1	1. 26.1	1. 24.5
18	C. Reutemann	Brabham BT42/3-Cosworth V8	1. 36.2	1. 25.9	1. 24.7
19	J. Oliver	Shadow DN1/1A-Cosworth V8	1. 26.5	1. 24.6	1. 29.3
20	G. Follmer	Shadow DN1/2A-Cosworth V8	1. 25.6	1. 24.7	1. 25.9
21	A. de Adamich	Brabham BT37/1-Cosworth V8	1. 32.2	1. 27.4	1. 25.2
22	C. Amon	Tecno—flat-12	NON-STARTER		
23	H. Ganley	Williams IR/02-Cosworth V8	1. 29.0	1. 26.5	1. 38.5
24	N. Galli	Williams IR/01-Cosworth V8	1. 28.2	1. 27.0	1. 26.3
25	G. Hill	Shadow DN1/3A-Cosworth V8	1. 31.7	1. 31.0	1. 30.3
26	R. von Opel	Ensign-Cosworth V8	NON-STARTER		
1T	E. Fittipaldi	Lotus 72/R5-Cosworth V8	—	—	1. 23.7
3T	J. Stewart	Tyrrell 005/Cosworth V8	—	1. 26.1	—
5T	D. Hulme	McLaren M23/3-Cosworth V8	—	—	1. 26.5
6T	P. Revson	McLaren M23/3-Cosworth V8	—	1. 42.5	—
16T	N. Lauda	BRM P160/05—V12	—	—	1. 27.5

trouble. The engine in Hailwood's Surtees blew up, and that in Oliver's Shadow broke a driving belt at the front end, so both cars had to be torn apart in the short time available before the 12 noon start. By the time the music and pre-race presentations were over it was going to be 12.15 before the race started, for which the Surtees mechanics were very grateful. Twenty-one cars went off on a warm-up lap and then lined up on the dummy-grid, the missing car being the Surtees of Hailwood, which was still in the paddock being finished. Peterson was on pole position and ready to demoralise everyone, Stewart was in 006/2 and determined not to let the Swede get away, Ickx was in the Ferrari with the front-mounted radiator and planning how he was going to get into the lead and Fittipaldi was in Lotus 72/R5 and quietly contemplating his situation, which was in the fourth row alongside Regazzoni. They all moved forward to the proper grid and were off, Peterson forging ahead as they went up the hill and over the brow to the first hairpin. They were not long gone when Hailwood came out of the paddock and screamed off up the pit lane after them.

It was Peterson all the way, the Lotus looking beautifully steady and very fast through the uphill curves at the end of the opening lap. Hulme, Stewart, Cevert, Beltoise, Fittipaldi and Lauda followed, with the rest in a struggling mob with Hill bringing up the rear, apart from Hailwood who was half a lap in arrears. On the third lap Stewart forced his Tyrrell into second place and by five laps there was a semblance of order, with Peterson three seconds ahead of Stewart and the Scot unable to do anything about it. Then came Hulme, Cevert and Fittipaldi in a very close bunch, followed a while later by Beltoise with the struggling mob of Lauda, Revson, Reutemann, Ickx, Regazzoni and Follmer at his heels. While the leading group remained unchanged the mid-field went through a lot of changes and there was some pretty unruly manoeuvres going on. Revson got himself clear of them, then Reutemann did so, and Follmer began to force his way by the whole BRM team and the Ferrari as well.

Peterson was now out of sight before Stewart appeared and at twelve laps Regazzoni had to stop at the pits as his tyres were overheating and four laps later Lauda's BRM suffered the same trouble. While these two were driving with fury and having tyre trouble, Beltoise was being more steady and having no problems. At eighteen laps the picture was still of Peterson running away from everyone, with Stewart in a firm second place, followed by Hulme, Cevert and Fittipaldi in a dead-lock. Then came Revson and Reutemann, followed by Follmer and Ickx having a real wheel-to-wheel battle and after that Beltoise led Oliver, Beuttler, Wilson Fittipaldi, Galli and Pescarolo, while Ganley struggled hopelessly at the back with the engine in his Iso-Marlboro cutting in and out as if he was playing with the ignition switch. He was already lapped by the leader, as were Hailwood and Hill, while Pace had already retired as had de Adamich, the latter in a lurid fashion when his hired Brabham BT37 had the left rear stub axle shear with the wheel flying off and the car destroying itself against the Armco barriers while the driver remained safe inside the monocoque. This overall situation did not last long for Hulme had the balance weights fly off a front wheel on his McLaren and had to give away third place while he stopped at the pits for a wheel-change, letting everyone move up a place. The pace was so furious that the quickest wheel-change possible meant you would be more than a lap behind when you rejoined the race. At 25 laps Peterson went through the tail-enders as if they were not there, while Stewart got hung up by them and on lap 27 Cevert went swerving into the pits with a flat rear tyre, but convinced a front one was flat. Both right side tyres were changed and he was off again, but like Hulme was now right out of touch with the leaders, so that after all this Fittipaldi was up to third place, well ahead of Revson and Reutemann, while the Follmer/Ickx battle was continuing unabated, the outcome now being for sixth place. Oliver retired out on the circuit with a broken Cosworth engine and Hailwood arrived at the pits in a cloud of smoke caused by an oil leak, while Regazzoni stopped driving in a great fury to have some more tyres fitted to his BRM. It took Stewart four laps to get clear of the group comprising Beltoise, Beuttler, Wilson Fittipaldi and Pescarolo, by which time all hope of ever seeing Peterson again was gone. As the Swede breasted the fast rise before the pits, where he changd up a gear, on lap 31 he missed the change, but next time round all seemed well. On this same lap Ickx finally managed to scratch by Follmer, but five laps later the Ferrari's brakes disappeared and he was in the pits to have the system bled, leaving the American in his black Shadow securely in sixth place, the last runner not lapped by the flying Peterson. On this same lap Revson was firmly in fourth place when there was a funny noise as an exhaust pipe split and the slight loss of power soon allowed Reutemann to move up a place.

At 40 laps, with twenty-five still to run, Hulme had to stop again, this time with a flat tyre, and complete stalemate had settled over the race, with Peterson reeling off the laps as cool as could be, Stewart resigned to second place and Fittipaldi a long way back in a lucky third place. Then came Reutemann, Revson and Follmer, all driving hard but not actually racing with anyone, though still on the same lap as the leaders. Profiting by running non-stop were Beltoise, Beuttler and Pescarolo, but Cevert was carving his way back through the tail-enders, as was Hulme until he had his second stop. Ickx rejoined the race but too far back to do much good, other than race-test the new Ferrari, and at 45 laps Follmer was eventually lapped by Peterson. At 48 laps Stewart's race was run, after a moment braking for a hairpin, for the drive-shaft to one of the inboard front brakes had broken its strap-joint and he limped round to the pits to retire, leaving the John Player Team Lotus cars in complete command, in first and second places, with only Reutemann on the same lap, for Revson had dropped back behind Follmer. On lap 55 Reutemann's Brabham was suddenly, noticeably and dramatically closer to Fittipaldi's Lotus, and the gap continued to reduce, because Fittipaldi was going slower, not because Reutemann was going faster. While everyone except Fittipaldi was puzzling over this, as he knew his left-rear tyre was deflating, Peterson's Lotus suddenly came to a juddering halt on the lower part of the circuit. First he could not get fifth gear, then third, and finally he got first and there the gear-lever stuck, with the gearbox and final drive chewed up, and certain victory was snatched from him, which showed all over his face as he walked back to the pits, accompanied by the plaudits of the crowd which he totally ignored.

This left Fittipaldi in the lead, but with Reutemann really trying hard now and closing the gap at an alarming rate. Looking completely unruffled and balancing the car on its soft rear tyre through the right-hand bends, the reigning World Champion showed yet another streak of Jim Clark, and maintained first place. At 63 laps Reutemann was only 4½ seconds behind, and needed no urging on, and two laps later he had the Lotus in sight. Just when it seemed that an International incident might break out in South America, the Brabham went clattering towards its pit, the inner universal joint on the right-side drive-shaft was broken and Team Lotus breathed a sigh of relief and the unflappable Emerson Fittipaldi was relatively safe once more, the safety pegs keeping the deflating tyre on the rim. On the same lap, but too far behind to be a danger was Cevert, driving his Tyrrell in splendid fashion and up to second place, having finally found a way past Follmer, and very incensed because the "new-boy American" did not move over and wave "the lovely French star" graciously by. Follmer is a hard racer, and if anyone wants to take second place from him they have got to work for it, and he's not going

Continued on page 620

Results :

SPANISH GRAND PRIX—Formula One—75 laps—Montjuich Park, Barcelona, 3.79 kilometres per lap—284.2 kilometres—Warm

1st :	E. Fittipaldi (Lotus 72/R5)	1 hr. 48 min. 18.7 sec.—157.489 k.p.h.
2nd :	F. Cevert (Tyrrell 006)	1 hr. 49 min. 01.4 sec.
3rd :	G. Follmer (Shadow DN1/2A)	1 hr. 49 min. 31.8 sec.
4th :	P. Revson (McLaren M23/2)	74 laps
5th :	J-P. Beltoise (BRM P160/03)	74 laps
6th :	D. Hulme (McLaren M23/1)	74 laps
7th :	M. Beuttler (March 721G/1)	74 laps
8th :	H. Pescarolo (March 721G/4)	73 laps
9th :	G. Regazzoni (BRM P160/07)	69 laps
10th :	W. Fittipaldi (Brabham BT42/2)	69 laps
11th :	N. Galli (Williams IR/01)	69 laps
12th :	J. Ickx (Ferrari 312B3/010)	69 laps

Fastest Lap : R. Peterson (Lotus 72/R7) on lap 13, in 1 min. 23.8 sec.—162.844 k.p.h. (*new record*).

Retirements : C. Pace (Surtees TS14A/03), 13 laps, broken drive-shaft; A. de Adamich (Brabham BT37/1), 17 laps, rear stub axle broken, accident; J. Oliver (Shadow DN1/1A), 23 laps, overheating, engine failure; M. Hailwood (Surtees TS14A/04), 26 laps, oil leak; G. Hill (Shadow DN1/3A), 28 laps, brakes and things; N. Lauda (BRM P160/01), 28 laps, tyre and wheel problems; J. Stewart (Tyrrell 006/2), 47 laps, failure of drive to inboard front brake; R. Peterson (Lotus 72/R8), 56 laps, gearbox and final drive; H. Ganley (Williams IR/02), 63 laps, fuel starvation; C. Reutemann (Brabham BT42/3), 66 laps, inner universal joint on drive-shaft.

22 *starters* — 12 *finishers.*

Rumblings

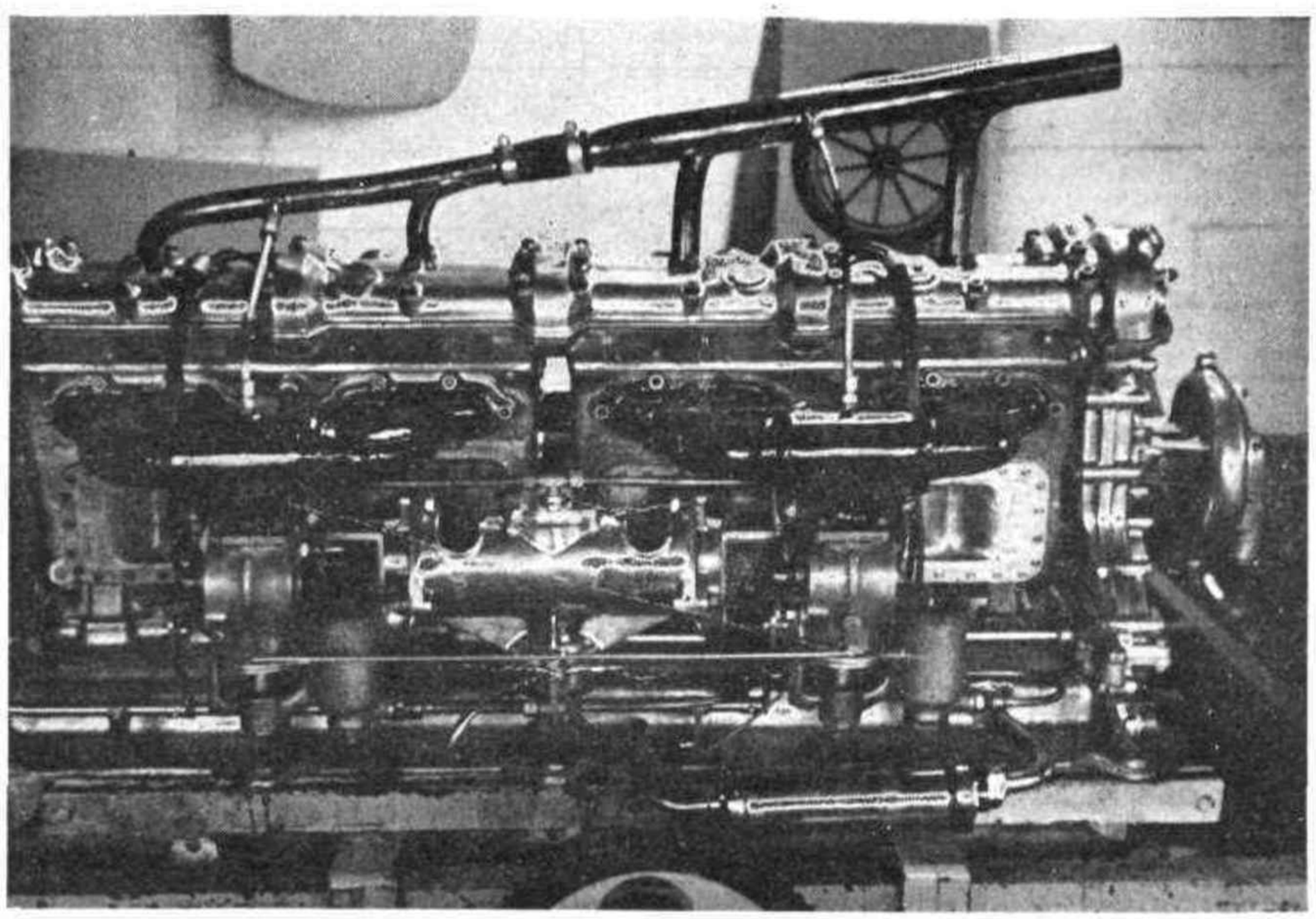
■ **WINE.**—Last month we referred to the interest the Cordon Rouge champagne people take in the JCB Championship, with their welcome awards of their famous wine. Gonzales Byass (UK) Ltd., 91, Park Street, London, W1Y 4AX, are similarly minded, perhaps because their Sales Director, Mr. R. J. Stevens, has been associated with motor racing since the Brooklands days of 1935. They provide additional sponsorship of the Rothmans European Championship, by putting up the Charles Heidsieck Trophy to be awarded on a points basis for the best practice performances in this season's Rothmans Formula 5000 races. Top scorer at the end of the year will get the Trophy, named after the second largest selling champagne in the UK. Apart from the Trophy points awarded for the best three starting-grid positions in each race, in all races held in England and Ireland the driver making fastest time in practice receives a case of Charles Heidsieck champagne and his mechanics a bottle of this famous wine.

So it is to be hoped that in racing circles much Cordon Rouge and Charles Heidsieck will be drunk. If the former suggests a Raymond Mays' Bugatti, the latter is sold by a firm with a name redolent of motor racing and the champagne comes from Reims, where the Sport is not unknown. . . .

■ **SUNBEAMS.**—Our recent article "Sorting Out the Sunbeams" has not revealed why the 1924 GP car owned by D.S.J. was re-registered, re-bodied and given a Rolls-Royce engine. But more than one reader remembers this hybrid and the discourse has brought an interesting letter from the Manager of the Queenstown Motor Museum of New Zealand (which has the usual car and aeroplane exhibits, including an ex-Reg Parnell Maserati 4CLT/48) about other racing Sunbeams:—

"In the last three years I have worked on two early racing Sunbeams," writes Brian Middlemass. "The first for Mr. R. B. Shand of Fairlie, which was a complete rebuild of the engine and transmission, plus spare engine for his 1922 TT straight-8 3-litre Sunbeam, which is the car with which Chassagne won this event, although as I had a total of virtually three complete engines from which to draw my spares the better engine has three different engine numbers scattered round its internals. This car was imported into NZ by Mathew Wills some time prior to 1925 and it seems likely that it was accompanied by a sister car although I have not been able to positively verify this as yet. The car was never very successful and I don't believe it ever won any major events in NZ. It was generally known for being most unreliable and certainly broke down in quite a number of races, normally while trying to stay with the 1914 TT car of the same make.

"Having worked on quite a number of relatively difficult motors such as Maseratis, Minervas, etc., I am not normally too worried by internal complications, but I must say that the 8-cylinder Sunbeam is the most awkward motor I have as yet rebuilt. Making up and screw cutting new bronze valve seat inserts at four valves per cylinder thread into the alloy blocks at the end of a blind bore of 65 mm. diameter is no easy task, especially when you have to do two engines, a total of 64 inserts to say nothing of trying to get the original heavily peaned and worn ones out.



The engine of the 1922 straight-8 TT Sunbeam rebuilt by the Queenstown Motor Museum, New Zealand.

"Sixteen new pistons were cast locally and two of the bores had to be sleeved with new steel liners which also had to be specially made. The three crankshafts we had were all cracked around the oil holes in the main bearings and I feel this was undoubtedly caused by the fact that Sunbeams did not bother to radius the oil holes on either the big-ends or the main bearings, which even in 1922 must have been a bit of an oversight. Also, of course, the 3 ft. 6 in. long crankshaft would not have helped with torsional vibrations and stresses.

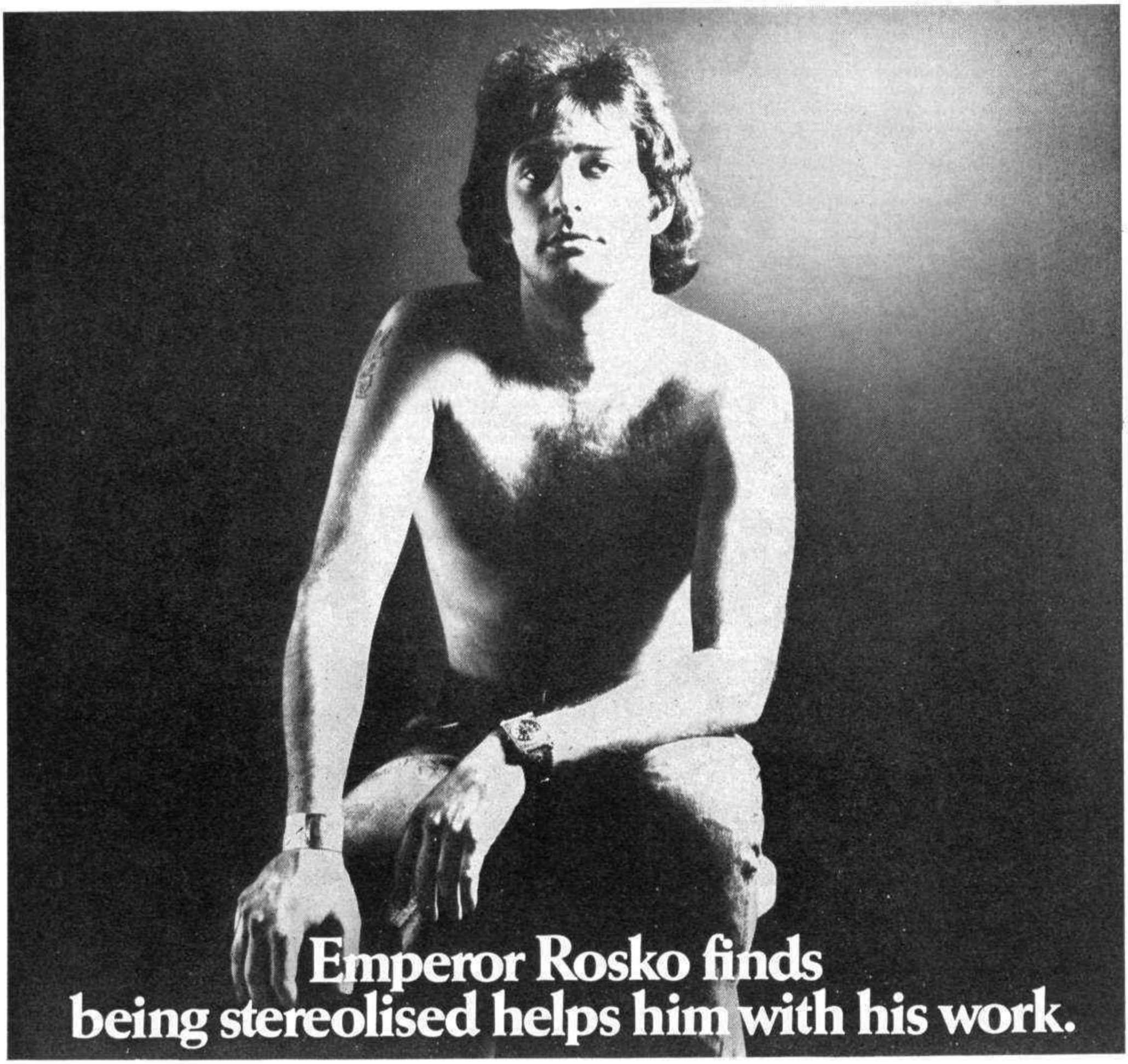
"The overhead camshafts, bearings, followers, lobes etc. were in very bad shape and I feel this was caused by lack of lubrications, probably by the failure of drivers in the past to look after the drip feeds, which was the only method of oiling. This again is unusual in that the rest of the engine is pressure-fed at about 60 p.s.i. from the dry-sump system. I have modified this department by extending the oil pumps and pressure feeding the overhead gear, at the same time increasing the size of the four drain pipes.

"Setting the tappets is a sod of a job as there is no way to get in to measure the clearance without making up a special cam-cover to hold the cam bearings in place. I finally did this operation by various subtractions and additions based on 3 depth and 2 thickness micrometer readings. Jaguar adjusting pads help here; the clearance is 0.015 in. inlet 0.017 in. exhaust. Incidentally, some of the original works papers that came with the car show the piston clearance as 0.018 thou., which makes me wonder if Sunbeams knew much about heat treating alloys. I have reduced the clearance with our home grown pistons to 0.004 thou., which is still fairly generous.

"After all this tortuous work it was rather gratifying to find that the motor runs very, very quietly and smoothly with no apparent teething troubles. At the moment the car is having the body-work tidied up and replaced where necessary as, like the rest of the car, it had suffered from 20 years' lack of use. Later this year the car should be fully operational and I believe that Mr. Shand and his son intend to use it for touring and some vintage racing events.

"Finally, on the 1921 car one intriguing thing I did find was that 1954 Sunbeam-Talbot 90 valves fit virtually straight in, although I must say that the local Rootes Group dealer was rather upset when I asked for 64 of these items!

"The second Sunbeam is a 1914 TT car raced by Resta (IOM2), Car No. 15. This car is unusual in that it has completely different valve gear and differs in the oil pumps to that of Sear's similar car, also several of the minor internals such as flywheel nut, clutch, etc. are stamped "GP". Mr. Andrew Anderson who owns this car has several interesting theories on the pre-1920 history of this car. I am in the process of rebuilding the mechanical side of it which has been quite interesting. The car was originally imported to NZ and raced by C. W. F. Hamilton, whose exploits in a 4½-litre Bentley at Brooklands you reported on in MOTOR SPORT last year. Hamilton was very successful with this car, winning the NZ cup in 1925 with it. Mr. Hamilton is still quite active and I had a visit from him quite recently. He did have quite a few spares with the car which, although he had long sold the car, he rediscovered in a barn on his sheep station. The bits and pieces included a brand new set of timing gears still in their greased wrappings marked IOM and a new 2.85 to 1 crown wheel and pinion stamped GP. The engine of the 1914 car was rather sad as it had suffered a major blow-up in 1948. One rod was broken and the crankcase badly holed, as well as a crankpin scored. A rod had let go in 1925 which had resulted in a second hole on the opposite side of the crankcase, which had been



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"The block is very interesting, as it had had a small bit knocked out of the bottom of it, and it was possible to see the thickness of the cast iron walls, and really Ford's (America) thin-wall-casting technique, so much publicised several years ago, would not compare to the beautifully thin casting of the Sunbeam. This block is still a problem as it will not weld and it is as hard as the hobs of hell and will not drill at all, so metal locking is ruled out.

"At the moment the bottom half of the motor is ready for assembly, complete with a brand new con-rod, and I am just waiting for the block to be bored so that I can fit a set of pistons which are nearly identical with the originals (2½-litre Riley, 1950). The original pistons had a strut cast on the lower side of the crown in the centre, which supported the piston by bearing on the gudgeon through a slot in the little-end."

■ **SELLING PLATE.**—So the Selling Plate race, a type of auction well known at Brooklands before the First World War, has been revived. Yes, really. For at Thruxton on Easter Monday the BARC had just such a race for twenty identical Vauxhall Firenza Sports SL saloons, which were put up for sale after the event, some of the new owners driving them home up the M3—we suspect they were Vauxhall dealers or Luton personnel. Still, this was in the best tradition of the Selling Plate race. It is interesting that the RAC apparently permitted the drivers strange to these cars to race them after merely the three warming-up laps, grid positions being drawn from a hat.

The Firenzas were said to be all bog-standard, and were on Goodyear G800 tyres. It was close racing, with Frank Gardner winning from Colin Vandervell, Richard Scott, and Gerry Marshall. We do not know how the auction was arranged at Thruxton but at Brooklands we believe they put the successful cars in a wire-walled enclosure on the Finishing straight side of the Paddock. It was still there in the 1930s, when the present Editor of MOTOR SPORT organised a small but pioneer exhibition of historic racing cars—1903 GB Napier, 1903 replica Paris-Madrid de Dietrich, 1912 GP Lorraine-Dietrich, and Chitty-Bang-Bang I—for the long-since defunct paper *Brooklands—Track & Air*. Clerk of the Course Percy Bradley remembered this disused enclosure and allowed it to house these then little-known ancients . . . . .

■ **MOTOR SPORT'S 1.5-MILLION READERSHIP.**—Underlining the astronomical price rise of high-class pre-war cars, Kennedy, Hudd and Torrey tell us they have completed a survey of the market in vintage automobiles which was commissioned by Christopher Renwick. They used MOTOR SPORT small advertisements in doing this because, they say, we are "the principal vehicle of general market information about pre-war, vintage and high-performance automobiles," and because "an independent survey by Jicnars estimates its readership in 1972 at 1.5-million". This makes us feel good inside and is why "over the period examined all the major dealers in London and the provinces consistently took out display advertisements . ." The results of this survey should make dealers and speculators in such cars feel equally good.

SPANISH GP—continued from page 617

to help them. The sort of attitude we could do with a lot more of in Grand Prix in order to make it proper racing.

With Peterson's retirement the first three were all on the leading lap again, and thus they finished, Fittipaldi's balancing of the Lotus through the right-hand corners, as the car leant on its soft rear tyre, was brilliant, and though he profited from the misfortunes of others it was no easy victory for him. Revson came home fourth with a very sick McLaren, for in addition to the split exhaust a crack in one cylinder head, down in the plug recess let pressure leak into the recess and eventually it blew the plug lead and cap off, the engine keeping going on seven cylinders. Beltoise followed him home having pussy-footed along and preserved his tyres, while his two BRM team-mates were less cautious and threw caution and their tyres to the winds. Hulme's miserable day was concluded by low fuel level in the tanks causing the engine to die on him in the closing laps and he nearly gave up in despair, but struggled on to finish sixth. After pit stops had delayed them Wilson Fittipaldi and Galli finished, and Ickx was still running at the end, the Ferrari sound in wind and limb.—D.S.J.

BARCELONA BURBLES:

Fittipaldi's flat tyre was caused by a pin-hole puncture and as it went soft it overheated and began to break up. After the race it was inflated by the Goodyear people and was flat again within five minutes.

* * *

Peterson's Lotus had lost 2 lb. pressure from a front tyre, but at least the Goodyears stood the pace, whereas the Firestones didn't. His Lotus had gearbox trouble in practice, and had been renewed.

* * *

After the race Cevert informed Follmer in no uncertain terms that European Grand Prix drivers are gentlemen and give way to one another and do not behave in the beastly manner in which he did. To which the forceful American replied "————." Now we know what has gone wrong with Grand Prix racing.

* * *

There was a time when Team Lotus earned the title Team Shambles and Colin Chapman was a bit put out. Wonder if John Surtees is going to be equally put out now Team Surtees has taken over the title?

* * *

If all the tales of lawyers and solicitors, about drivers who have lost their place in the BRM team or drivers who lost their cars with other teams, are true there are some sizeable actions ahead. If any engineer looked at the Brabham after de Adamich's accident he would do well to keep clear of the "small-print boys".

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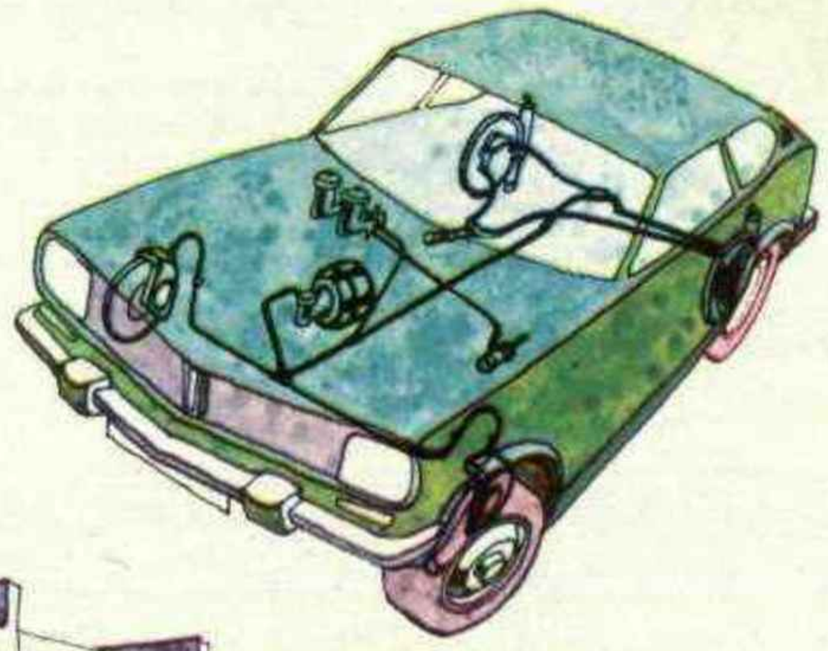
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EAST AFRICA SAFARI

EVEN AFRICA has fences nowadays, and these interested spectators find a convenient perch to watch the bumpy progress of Safari winners Shekhar Mehta and Lofty Drews in their Datsun 240Z. They finished just one minute ahead of team-mates Källström and Billstam; a scrutiny penalty levelled them, but the tie was resolved in Mehta's favour on the "furthest cleanest" principle. Ford fortunes were not running high this year, and of five factory Escorts entered only one finished, that very sick indeed. The surviving pair were Vic Preston Jnr. and Bev Smith who drove with all the tenacity bred into East Africans to finish fourteenth. The Datsun is shown at Mua on the third day of the rally and the Escort at Ngong during testing a few days before the start.

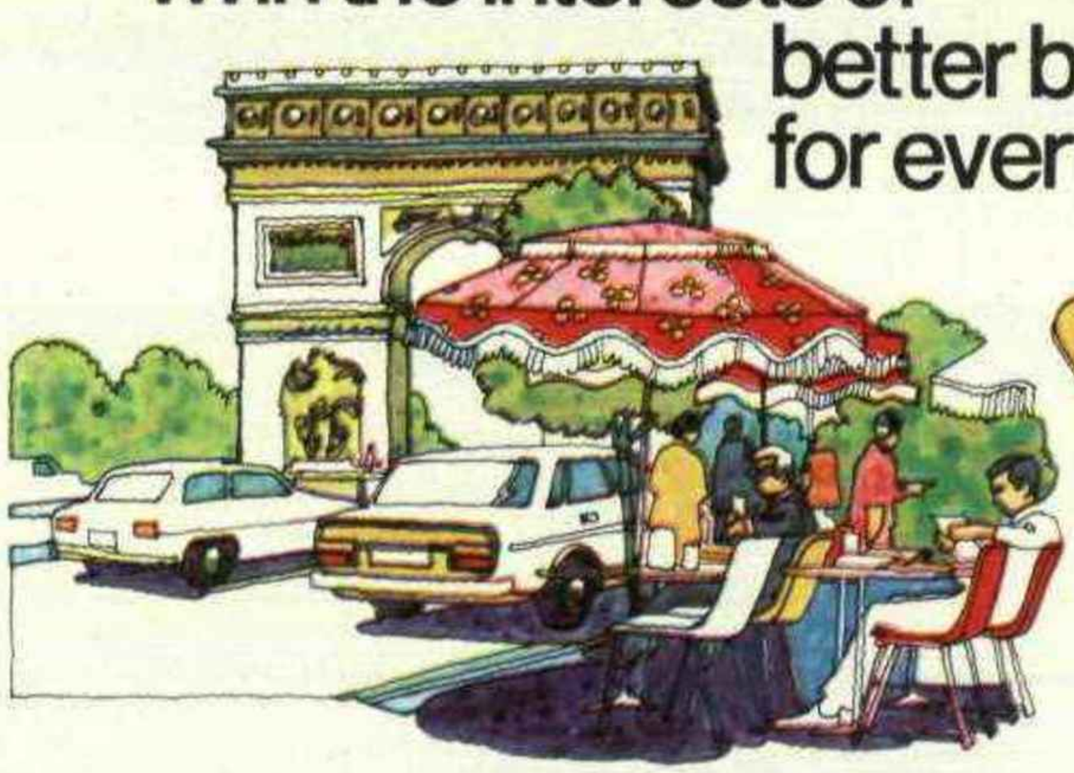
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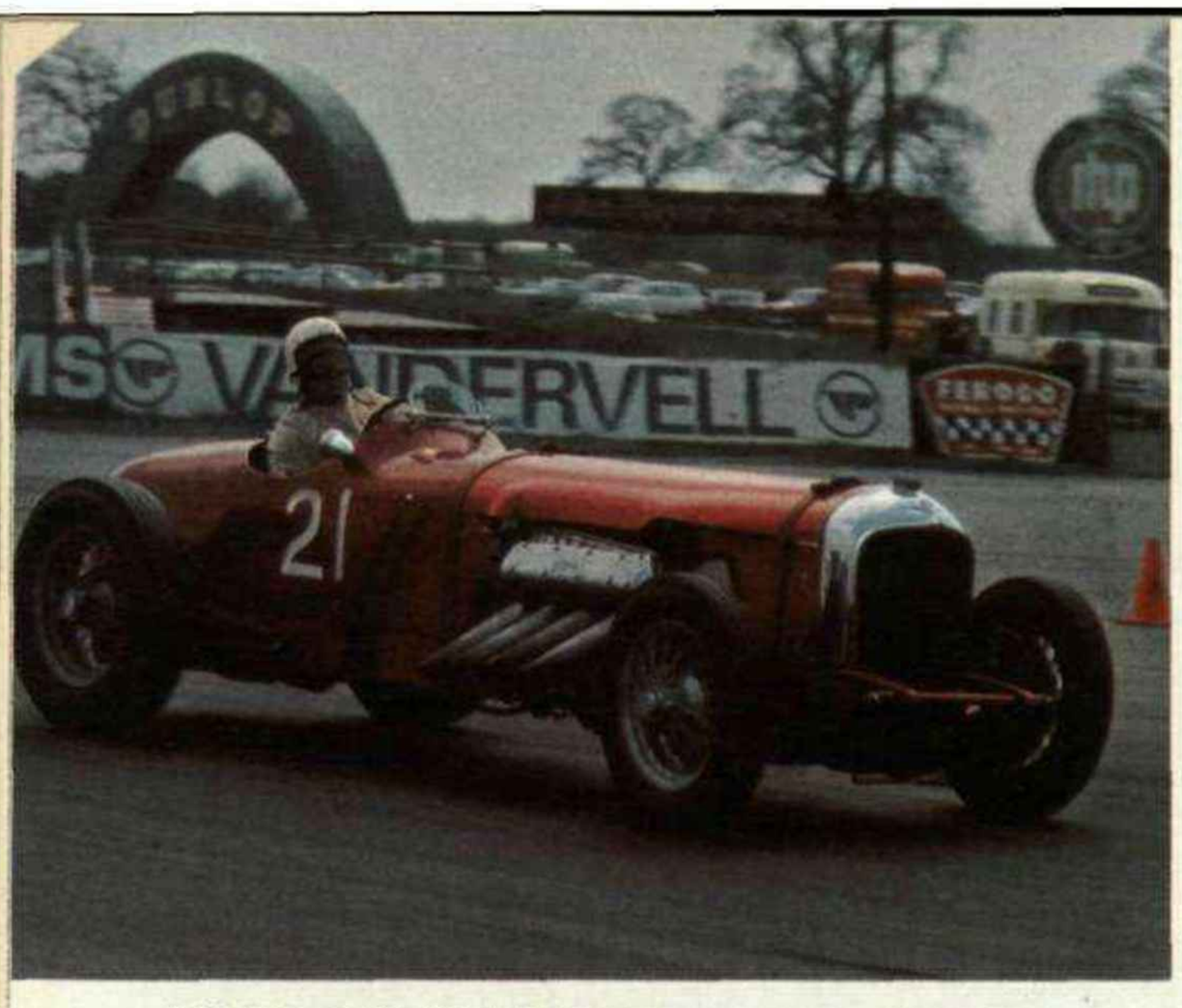


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J. Kirby (Austin Seven).



P. J. Morgan (Lagonda Rapier).

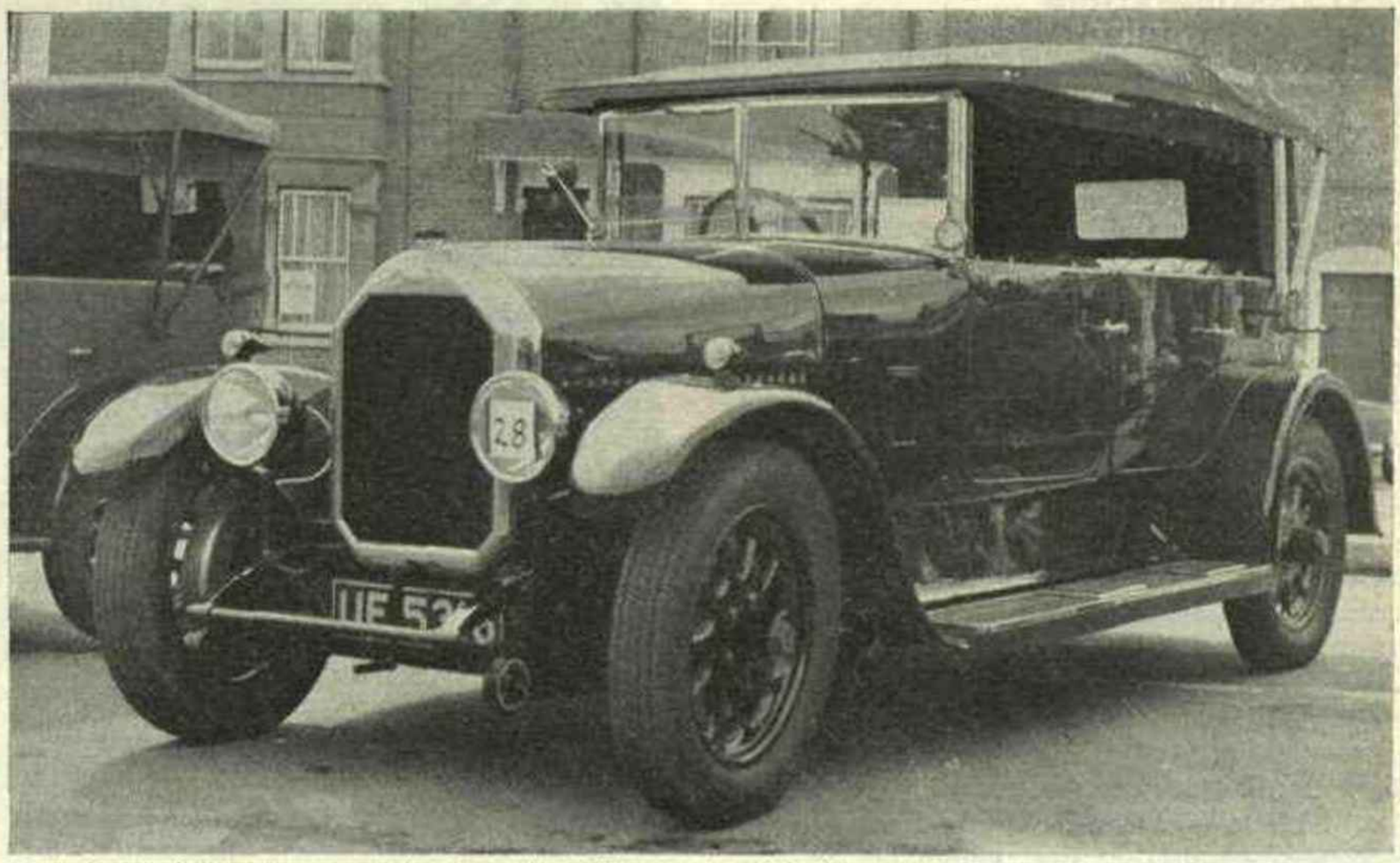
I. G. Macdonald (4½-litre Lagonda).





Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



MAGNIFICENT !—The Humber 20/55 belonging to R. D. Danaher made a welcome first appearance at the Humber Register's Thame Rally on May 6th, winning the Pride of Ownership Award.

Museums in London

SYON HOUSE at Brentford, not all that far from the Chiswick Flyover of the M4, is the residence of the Duke of Northumberland and well known for its park and gardens, which have been there for 400 years, covering in all some 55 acres, with six acres of rose trees, and more recently for its Garden Shop and Stately Home viewing days. It has now branched out to embrace the Motor Museum business. There are two such museums on the 200-acre site, one called "History on Wheels" which was opened on April 16th, the other run by London Transport, to house 'buses and trams and transport relics ousted from the now defunct Clapham Transport Museum, the latter having opened at Syon Park on May 23rd.

At present the "History on Wheels" exhibits are in a single-storey wooden building with an annex but the intention is to move it into larger, permanent buildings next year, doubling the number of vehicles on show. At present these comprise some 17 cars, and a very interesting display of military and miscellaneous vehicles and appurtenances. For an entry fee of 20p, the display is quite reasonable.

It starts off with three veterans, an 1896 Leon Bollee tricar, an 1899 Beeston Quad, and an 1897 De Dion Bouton tricycle. These lead to the later vehicles, as one walks the carpeted length of the hall, a rope dividing cars from visitors. Incidentally, plenty of information of the "found with a tree growing through it" kind is given on information boards, though one of them refers to Ettore Bugatti as an *Italian* manufacturer. There are Edwardian Belsize and Darracq tourers, the inevitable Model-T Ford, a 1912 model with estate body on the 7-cwt. chassis, and a 1914 Stellite two-seater. A few more paces and you are among the vintage and later exhibits. I noted Cliff Percival's 501 Fiat, Gosnall's Sima-Violet cyclecar with gas-lamp on its dummy bonnet, a Brescia Bugatti with polished mahogany body, Percival's 1927 Chummy Austin that took a couple of years to restore, and an exceedingly decrepit straight-8 Wolseley chassis, labelled to show the many defects which will have to be dealt with when it is being restored. It had no instruments and only the front mudguards but the dynamo protruded correctly at right-angles to the cylinder block, immediately below the single SU carburetter.

There are also an MG J2 complete with bonnet-strap, plated luggage grid, aero-screens, etc., a far more modest, and rare, Speedy Austin 7, belonging to J. B. M. Stewart, an F4 Morgan 3-wheeler, a couple of these Y-model Ford 8 saloons with gold-lined saloon bodies, one 39,000 miles worn, which made all the other baby cars look boxy and out-dated in 1936, and, oh dear, a horrible replica of something to do with the "Dr. Who" TV show, which made me glad I haven't television! Some of these are owned by Curator Michael Chapman. On the opposite side of the walkway ancient petrol and oil tins, many with original dust, early lamps, etc., are displayed, together with a 1926 pedal box-trike and an early motorcycle of unknown make with a long driving-belt, 2-speed hub and a non-original Villiers two-stroke engine.

The annex is devoted to prams, accessories, early tyres, toy cars, bicycles, fire-engines and horse-drawn and military vehicles, etc. The latter are the property of Tony Oliver. He has put on a most interesting display, in typically museum fashion, with life-size figures in uniform, guns, etc., backed up by models and literature. Very rare is the Gaz Army field car, a Czech product, this Jeep having a model-B Ford engine; even the badge, apart from the name, is of Ford origin. The other Army vehicles are of Stoewer, NSU, Zundapp, Phanoman, Mercedes-Benz (a 170V), Gnome et Rhone, Morris (an M10 van) and Austin manufacture, the last-named the Series AP Eight utility car, dated 1938, but probably 1939, said to be the sole survivor. Oliver also has a Type 82 amphibian VW and a good model of same, along with commercial German military models, including a half-track absolutely full of soldiers, this one made from an Elastolin kit. To my mind the best model is an Edwardian sporting Mercedes two-seater, about a foot long, with pointed radiator, a third seat in the tail, two flexible outside exhaust pipes, and wire wheels with very authentic-looking ear-less hub caps. It was apparently made by someone in the German Army for presentation to his General and was bought recently in that country.

There are some very fascinating early VW items, such as the original Hitlerian sales literature, original instruction books, badges issued to factory workers who were subscribing towards their "people's car", etc. The children's toy cars comprise one of Crabbe's replica electric GP Bugattis, a racing Austin pedal car as made by Austin's disabled employees, and a coupé intended to be a Vauxhall (painted flutes!) and used by a circus.

The Museum was opened by John Bolster who made an amusing speech, wherein he claimed that the motor car, instead of being quoted as a cause of pollution, should be thanked for having cured it, remembering the state of the roads and the child deaths from fly-borne diseases in the horse age! He also mentioned that since seat-belts have been made compulsory in Australia everyone feels so safe that the accident-rate has risen alarmingly. He compared this with the safety factor of Edwardian and other old cars, in which good vision and vulnerability contribute to safe driving, which is reflected in low insurance premiums for such vehicles. We were also addressed briefly by Mr. Hugh Lea, Manager of Syon Park, and I was interested to learn that before the war he raced an Akela GN at Lewes, Brighton and Poole Park, and had his cars tuned at Brooklands by Granville Grenfell.

Then it was out into the sunshine for a buffet lunch (the journalist's reward for bringing thousands of people to new ventures of this sort) where girls in period costumes (but modern block-sole shoes!) were posing for the cameramen of the popular Press, one girl with machine-gun doing a Bonnie on the wing of an otherwise inoffensive and rather nice 1933 Chrysler Six. A Rolls-Royce Silver Ghost with polished mahogany body had put in an appearance, surely the father of the illegitimate Bugatti within? Someone was wheeling a pennyfarthing bicycle about. "History on Wheels" was well and truly rolling.—W.B.

VSCC Silverstone Race Meeting

(April 28th)

FINE WEATHER and the usual variety of interesting cars brought such a crowd that there was quite a traffic jam getting away, over an hour after the last race had ended. David Llewellyn had spent the winter sorting out the suspension of his fearsome 24-litre Bentley-Napier and altering its steering ratio, with the result that it now corners properly and runs reliably and is thus more than a match for the ERAs. An intriguing detail is the Bentley-Napier's wire torque-stay on top of the o/s rear spring only. The engine now starts readily on the button and its misfiring days are behind it. It won two races, one of them the Itala Trophy 10-lap Scratch Race, breaking the vintage lap-record both times, leaving it at 1 min. 10.6 sec., or 81.99 m.p.h. This cheerful aero-engine exponent was accordingly awarded the Kettering Tyres KTS "Driver of the Meeting" Award, on the unanimous recommendation of Peter Hull and Bill Boddy.

In the Itala Trophy Race the Bentley-Napier was easily able to hold off a determined Hamish Moffatt in Wall's single-seater Bugatti. Moffatt was 23.2 sec. in arrears at the finish. The big car, on 7.50 x 20 rear Firestones, does all the circuit except Beckett's in top gear and was probably doing 130 m.p.h. or so down the brief straight. Apart from this fine performance, the Itala Trophy Race was a Bugatti benefit, Kain, in a Type 43, and St. John finishing third and fourth, after Kain's Bugatti had become very rough and fallen from second place. In the 5-lap handicap in which Llewellyn brought the Napier Lion-engined Bentley out again he had a five-second start from Moffatt who was now in Arnold-Forster's ERA. Perhaps the monster should have been re-handicapped, for a mighty fine drive only brought Moffatt to within one second of it at the finish and Llewellyn had eased off until he found Hamish alongside at Beckett's on the last lap. As Llewellyn again broke the vintage lap-record he deserved his victory. The ERAs of Bill Morris and Venables-Llewelyn were third and fourth.

The other big race was the 15-lap All-Comers Scratch Race but it was a dull procession, with Corner's Maserati 250F inevitably in the lead, followed discreetly by the blue sister car of Cameron Millar, with the Hon. Patrick Lindsay trying hard to close on Millar in his ERA "Remus" which he was doing on the corners. Thus they finished, Bill Morris a lap behind. Cottam was trying another of Millar's 1956 Maserati 250Fs but was very slow, and Roberts, who has taken over Wilks' Lotus 16 on Bill's retirement had clutch trouble before the start.

The meeting had opened with the customary One-Hour High-Speed Trial, from which Pollack's 4½-litre Invicta, Scott's 3½-litre Delahaye, Taylor's British Salmson, Mrs. Goulder's Riley, and Hamilton-Gould's Austin 7 retired and Mrs. Arnold-Forster's GN, Mrs. Drake's Amilcar, Fantom's optimistic well-driven 14/40 Humber tourer and Walker's Alvis failed to cover sufficient laps. Southey's Austin 7 was more appropriate to 750 MC than VSCC affairs and the aforesaid Alvis had its screen frame bandaged-up, not because it had broken but to make the scrutineers happy in their flat-out pursuit of the safest possible motor-racing.



The No. 1 o.h.v. Alvis made a welcome re-appearance at the VSCC Silverstone Meeting last month

The first handicap produced a "new" GN, in the guise of Freddie Giles in Jan Bryer's JAP-engined "Salome", which is a Morgan three-wheeler with a GN back-end. It was joined in a later race by the GN Martyr, now Meadows-engined, driven by Lionel Stretton, and Barry Clarke had his GN-Powered-By-Ford in the field again, a GN puzzled by its cooling water which it tried to boil away. To return to the first race, Stephenson had no difficulty in walking away with it, sliding his Frazer Nash in appropriate fashion, Long afterwards Burrell's Bentley finished the race, closely pursued by Manson's Riley. The next handicap was an even bigger walk-over, Kirby's imitation Ulster Austin running right away from Hall's Lagonda and Duffy's early Speed 20 Alvis. Three M-type MG Midgets and Grant's Ruby-engined Vernon-Derby were interesting runners. Rogers' AC Special was absent, as it had been stolen on the Friday.

After the two big races the handicap races were resumed. Tovell's Treen Riley 9 looked a likely winner until it went on fire at Beckett's. Morgan in his triple-blower Eccles Rapier replica then came noisily through to win from Abson's non-supercharged Lagonda Rapier and Collis' 4.3 Alvis, the Alvis skilfully held in a nasty slide at Woodcote on the run-in.

The next handicap resulted in a very close finish between the 4½-litre Lagondas of Macdonald and Hall, the former's 1937 model pipping the 1936 version by 0.8 sec. Poynter's Lea-Francis was next home. We then had the second win by the Bentley-Napier, as already described, and a final five-lapper, in which Macdonald won for the second time, giving these two "heavy-metal" drivers the lead in the 1973 MOTOR SPORT Brooklands Memorial Trophy contest. Cock's Riley and Cherrett's blown 1750 Alfa Romeo took the places.

Morley's Pacey-Hassan Bentley is now smart instead of scruffy and has had its body rebuilt to original outer-circuit form, from plans supplied by Wally Hassan, a practice other owners of Brooklands cars might well follow. Neve's TT Humber was the only competing Edwardian. It, too, was looking very smart, after a repaint, and a repaired and replated radiator, the joint work of GKN and Serck. Wicksteed did the High-Speed Trial and a handicap race in the 1923 No. 1 racing 12/50 Alvis, with bolster tank and liberally drilled chassis. Neither of Gahagan's entries were effective, his ERA minus its forward gears and his MG minus fuel.—W.B.

Results :

15-lap All-Comers' Scratch Race :
1st : E. N. Corner (Maserati) .. 83.01 m.p.h.
2nd: A. C. M. Millar (Maserati).
3rd : The Hon. P. Lindsay (ERA).

10-lap Itala and Napier Trophies Scratch Race :
1st : D. W. Llewellyn (Bentley-Napier) 78.93 m.p.h.
2nd: H. F. Moffatt (Bugatti).
3rd : B. B. D. Kain (Bugatti).

First 5-lap Handicap :
W. R. Stephenson (Frazer Nash) .. 71.12 m.p.h.

Second 5-lap Handicap :
J. Kirby (Austin 7) .. .. .. 59.85 m.p.h.

Third 5-lap Handicap :
P. J. Morgan (Lagonda Rapier) .. 70.08 m.p.h.

Fourth 5-lap Handicap :
I. G. Macdonald (Lagonda) .. .. 63.47 m.p.h.

Fifth 5-lap Handicap :
D. W. Llewellyn (Bentley-Napier) .. 77.60 m.p.h.

Sixth 5-lap Handicap :
I. G. Macdonald (Lagonda) .. .. 64.38 m.p.h.

Fastest lap of the day : Corner .. 85.13 m.p.h.

New Vintage Club Circuit lap record :
Llewellyn .. .. 81.99 m.p.h.

Kettering Tyres KTS "Driver of the Meeting" Award : Llewellyn.

Leaders in the 1973 MOTOR SPORT Brooklands Memorial Trophy Contest : Llewellyn (Bentley-Napier) and Macdonald (Lagonda), 36 points each; Hall (Lagonda) and Moffatt (Bugatti and ERA), 26 each; Stephenson (Frazer Nash), Kirby (Austin 7), Morgan (Lagonda Rapier), 18 each; Burrell (Bentley), Abson (Lagonda Rapier), Cook (Riley), 13 each; Manson (Riley), Duffy (Alvis), Lindsay (ERA), B. B. D. Kain (Bugatti), Collis (Alvis), Poynter (Lea-Francis), Morris (ERA), Cherrett (Alfa Romeo), 8 each. **Next Round :** Oulton Park, June 16th.

NIDDERDALE RALLY RESULTS (April 7th)

Northern Weekend Jug : B. R. Morison (1928 Austin 7).

First Class Awards : M. Ross (1930 Alvis), H. E. Collis (1934 Alvis) and J. McEwen (1930 Riley).

Second Class Awards : C. Chilcott (1926 Alvis), J. H. Calvert (1928 Invicta), N. Arnold-Forster (1924 Delage), G. M. Tomlin (1929 Rolls-Royce) and A. Webster (1928 Austin).

Third Class Awards : L. J. Stretton (1924 Frazer Nash), D. P. Harris (1934 Frazer Nash), M. Hirst (1928 Alvis) and D. G. Laxton (1924 Austin).

Team Result : 1st : Scottish, 100. 2nd : Midlands, 84. 3rd: North, 58. 4th: South-West, 39. 5th: South, 34.

Navigators' Awards : B. Ledwith, G. J. Holdstock, D. M. Allan, W. R. Sant and F. W. Smith.

V-E-V Miscellany.—A sleeve-valve BSA tourer, used before the First World War as a taxi in Llandrindod Wells, is about to be restored by a garage in that town. To accord with the 60th anniversary of the Morris, *The Journal of the Morris Register*, spring issue, contained a long informative article and tabulated data on the Morris-Cowley. The Bentley DC's W. O. Bentley Memorial Fund had reached £14,300 by the end of March. The Salmson Register has started a spares section, while the Register publishes four newsletters a year and holds a rally and socials every year, for a membership fee of £1.00. Details from: I. S. Maxwell, Stream Cottage, 40, Beacon Road, Ditchling, Sussex. The Register has been presented with the O'Wilson Jones Cup by K. L. Motors of Bromley, as a memorial to the well-known Salmson driver. The Jowett CC celebrates 50 years of the Jowett with events throughout the country, culminating in the 8th Jowett National Rally at Cheltenham over the week-end of June 23rd/24th. An Edwardian 24/30 Wolseley is being restored in Carmarthen and its owner is in need of many spares, including, if possible, an engine. Letters will be forwarded. Aston Martin/Lagonda Ltd. have published a history of their company but are wide of the mark in stating that the 1½-litre Aston Martin which was new in 1927 "later" had dry-sump lubrication. This model had this complex system from its inception but wet-sumps were introduced subsequently; they claim that the International model "established new standards of roadholding and handling, leading the sports-car trend up to the Second World War"—but would 328 BMW owners agree?

The Railton OC celebrates the 40th anniversary of the make with its National Rally at Finmere, Bucks., on June 17th. The Wolseley Register has extended its activities to embrace 1950s models, which are really outside the scope of this column. Rumour says that a 1930 Morris Isis has been found, buried in a Suffolk garden. The Daimler & Lanchester OC National Rally, at which pre-war as well as post-war examples of these illustrious makes appear, takes place at Stanford Hall, near Rugby, on June 10th. The Bugatti OC/Ferrari OC International Rally, based on Cheltenham, takes place from June 28th to July 1st, with a 35th anniversary hill-climb at Prescott on June 30th, sponsored by Shell, at which only pre-war cars will compete and there will be a Survivors' Handicap in which it is hoped that personalities who were at the first Prescott Meeting will participate, in appropriate cars. On July 1st this cavalcade of Bugattis from all over Europe is to visit Brooklands Track, where tea will be taken, reminiscent of those Sunday afternoon tea-dances which happened there in the 1920s.

National Rally at Doune

The Scottish Austin Seven Club are holding their second National Rally at Doune Motor Musuem on July 29th, commencing mid-day. This rally is open to all owners of Austin Seven Cars and consitst of a concours d'elegance and driving thests with sundry and othe rattractionss for the amusement of the spectators. Entry to the Rally it £1.00 for competitors—entry for the general public is free.

Vintage Postbag

Vintage-size Tyre Prices

Sir,

The letter from Mr. P. S. Pollock, Managing Director of Vintage Tyre Supplies Ltd. in your April issue is both instructive and timely and I hasten to associate myself with his views.

Many of us are greatly indebted to Dunlops for continuing to produce tyres of the sizes needed by Veteran and Vintage car owners, and without their support we should be unable to keep our vehicles on the road.

Surely, anyone who can afford to run a vintage car, particularly at today's prices, should not quibble about paying a fair and economic price for an article which is specially manufactured for his pleasure. Certainly he has no right to expect the cost of such a product to be subsidised by users of tyres of a more conventional pattern.

Havant F. STRONG

The Log Book

Sir,

With regard to the log book, or rather non-log book, of the future I would suggest that owners of historic cars and historic registration numbers at least photocopy their present log books but preferably apply to their taxation authority for a duplicate book *now* so that only this is taken away upon licence application from 1974 onwards.

For the very reasonable sum of 25p and a letter explaining that the original log book has been lost, eaten by the dog, or the such like, you can soon have a duplicate book dropping through the letterbox, thus preserving at least part of the vehicle's history intact.

[Name and address supplied.—ED.]

Sir,

It occurred to me after reading "The Log Book" in Vintage Postbag that, although the log book may die in its official capacity, would it not be worthwhile for your excellent, widely circulated magazine to run an advertising campaign urging owners of interesting cars of all years to maintain a substitute record, urgently requesting any new owner to add his/her name. In this way an invaluable aspect of the log book system may be preserved for motoring historians despite computerisation.

Hainault D. O. SIBTHORPE

Models

Sir,

Your "Rumblings" feature on the National Motor Museum interested me, especially as I hope to pay a visit in a few weeks time, to compare it with the Montagu presentation which I knew well.

I appreciated the nostalgic references to our "boyhood" era—"the Tinplate Citroëns, P2 Alfas etc." I can still recall the price paid for my P2. It was 25/-. They must be worth a fortune to serious collectors (like our friend Dr Gibson) today. Incidentally I was always proud of the fact that Donald Campbell was also the owner of one of these models. The Citroëns were exceptionally good, but I think that the Ford models marketed by Woolworth's can never have been beaten for quality and value. I recall the coupé, saloon and tourer to which you refer, and I also remember having a two-seater plus dickey with hood (tinplate of course). All these models were in black in true Henry Ford tradition. I wonder if you can recall another excellent model which was available from Woolworth's—the bull-nosed Morris tourer *circa* 1923-4 which was complete with every possible piece of external detail—even the Boyce thermometer on the radiator cap!—and all for "a tanner"!

As you can guess, our interests have followed similar patterns over a similar period of time. My earliest recollection of a motor sport event was when I absented myself from school in order to attend a sand racing event at a North Eastern resort. As a schoolboy I was honoured to meet Sir Malcolm Campbell. I also saw my other hero—Segrave—but regrettably this was on the tragic occasion at Windermere. Through the years my interest in all forms of motor sport has been maintained and I would like to take this opportunity to say a very sincere thank you to yourself and D.S.J. and all your team who do so much to stimulate and maintain these interests for myself and so many others like me!

Long may you continue the good work.

West Monkseaton G. E. PORRETT

[The first person to remember those Woolworth's Model Ts. But I missed the Morris.—ED.]

The Thomas Specials

Sir,

Your article in the March issue of MOTOR SPORT tracing the history of the two 1½-litre Thomas "Flat-Irons", I very much enjoyed.

However, I think you will find that you are rather mistaken in the matter of the 750-c.c. "Flat-Iron" project, which was known to have been in hand at the time of Thomas' death. Particularly so, where you refer to it briefly in one of your final paragraphs.

The plan for the 750-c.c. car quite definitely called for an entirely new, somewhat-scaled-down chassis, similar in general layout but by no means identical to the well-known 1½-litre cars.

The engine was to have been a four-cylinder unit and almost certainly based on one half of the Hooker/Thomas eight-cylinder engines in the larger cars.

An incomplete set of chassis and transmission blueprints, mostly dated during the first seven months of 1926, together with a chassis frame pressing and a quality of unmachined castings and forgings, seem to have been in existence when Thomas was killed in 1927.

After first passing through the hands of R. C. Morgan, who had been a Brooklands competitor on occasion with Thomas-engined cars, this collection of paper and metal came happily to rest with a certain Mr. H. Barham. This latter gentleman did an immense amount of work towards turning this daunting DIY kit into a car. In fact he per-

severed so far as to reach the rolling chassis stage in the early nineteen fifties, when unfortunate personal considerations decided him to pass on the task.

Since then the car has been much neglected and taken several steps backwards in various hands. It has now joined the vintage stable of Philip Mann, whose invention it is to see things completed, including appropriate bodywork and something exciting in the way of a period engine.

Chartham Hatch. R. B. KNIGHT.

[There is also evidence of a "Flat-Iron" engine in Canada.—ED]

Vintage Cars and the EEC

Sir,

The Chairman of the Historic Vehicles Clubs Joint Committee wrote on this subject in your May issue. While I do not doubt that he understands very well what is involved, the brevity of his letter may have mislead your readers into a false sense of security.

The EEC can control our domestic legislation in two ways; either by Regulation or Directive. A Regulation transcends domestic legislation and has immediate effect in member countries. A Directive directs member States to enact domestic legislation in the terms of the Directive.

Transportation is a community matter and subject to both forms of control. Experience of such control in other matters suggests that Regulations or Directives are likely to be made to harmonise safety rules in order to encourage free movement of vehicles. Experience also shows that community rules may be either more stringent or less stringent than the current rules in domestic legislation. In whatever form they take they will ultimately prevail.

Already, I understand, German rules prevent residents there from driving chain-drive cars and subject all vehicles to modern lighting standards. It is just because the Committee has been so successful in this Country that our rules are more flexible. The Committee needs all our support in maintaining our good record of safety and the goodwill that has been built up. The widest publicity is necessary for these so that proper pressure can be brought in the Commission when the time comes for Community action as, most surely, it will.

Kingston Blount. ARTHUR JEDDERE-FISHER.

[Thank you Sir! This is better than sneering at me because I drew attention to where EEC regulations might land us. I have the greatest respect for the HVCJC.—ED.]

That Race to London

Sir,

In the Manchester-London "race" the other car was a Willys Overland model driven by Harry Whitehead of Whitehead and Furness Motors, Dukinfield near Manchester. He was a most competent driver and engineer (his workshop was immaculate) and no mean salesman. His sales dictum was "if you are demonstrating an American car let the customer drive it; if an English car, drive it yourself". I believe there was a fiver at stake in the Essex-Willys contest and that Whitehead gained his revenge in a later meeting.

Stalybridge. T. W. SHORROCK.

Datsun's Economy Car

A FWD petrol conserver of the make which won the E. African Safari and for which pro-British Graham Hill has fallen



VARIETY is the spice and the road-test Jaguar XJ12 was followed by a Datsun 100A, a bite at the Cherry which gave an immediate contrast, in a fuel-gauge needle which sagged very slowly instead of falling from F to E with alarming rapidity! There was also a decided contrast in noise-levels . . . . . .

But the Datsun is a game little car and an appropriate one to try with petrol prices up again—curious that a fluid which promotes cold is so difficult to freeze! I think the 988 c.c. engine of the Datsun Cherry is supposed to thrive on two-star petrol but, remembering its 9 to 1 c.r., and in the absence of an instruction book, I fed it three-star. This it consumed so sparingly that it had me rechecking with cans and measurements. After correcting the mileometer the result was 41.5 m.p.g. overall including a fast 240-mile run to Silverstone and back.

I began finding out about this little bright mustard two-door £909 Datsun by taking it along most of the M4, where it was perfectly happy to run noisily at the full permitted pace with plenty in hand. Then we took to the twisty roads NE from Chepstow and the steering column began to squeak, although this soon cured itself. The gear whine from the transverse power pack is trying on long runs at speed, so that one longs to coast. Otherwise, this Cherry is a thoroughly practical and very economical outfit. It required no oil after 950 miles. It has generous-sized front seats which do not promote aches or discomfort unless one does more than 100 miles at a sitting. But the high head-rests make the 100A a better two-seater than four-seater. The boot-lid self locks and props, needing two hands to lower it. The front-hinged bonnet likewise. Cornering is all one expects from a front-drive small car—splendidly safe—and on Dunlop Gold Seal C41 tyres wet roads hold no terrors. But the strut-type suspension is extremely hard and the brakes adequate but spongy. Gear-change, hand-brake and the quick, light steering, just over 3 turns, lock to lock, are all well-contrived and a r.h. stalk looks after turn-indicators and flashing and dipping of the Joshiba headlamps. The engine commenced quickly from cold if the choke was used, so the excellent fuel economy was not achieved by resorting to a weak mixture. A big unlockable cubby and spacious open shelf are provided for the front-seat passenger. Hazard warning, two-speed wipers, powerful washers and fuel, heat dials are fitted, the latter rather difficult to read. The clear speedometer has a total-with-decimal mileometer. The doors have good locks, window winders and "keeps", the electrical services are well fused, but there is only one vizor. The heater is very powerful but insensitive and its tiny control on the under-scuttle heater-box is close to sharp metal, capable of inflicting a nasty graze on the back of the left hand ("I see you have been driving your Datsun motor-car when you were not wearing your overcoat, my dear Watson"). The fresh-air ventilation is also either off or on, with no half-way measures, a tiresome business. Otherwise, this Japanese Mini is a willing little car, which will wind up to 87 m.p.h. and accelerate well for its size. The battery, plugs, dip-stick and distributor are very accessible and back-seat occupants have a notably big shelf on which to stow their belongings. It is interesting that the Datsun uses a frontal radiator and electric fan, as adopted by BL for the new Allegro. The only fault the Cherry developed was a loose lock for the flap which covers the hot-water-bottle-type stopper of the fuel tank. It is a useful little car.—W.B.

1937 MOBIL ECONOMY RUN

THIS year's Mobil Economy Run, organised by the Hants and Berks MC, was a sweeping success for British Leyland whose standard cars won four out of the five capacity classes.

500 c.c.-1,000 c.c.: H. Marfleet/D. Dixon (Mini Clubman), 51.049 m.p.g.

1,001 c.c.-1,300 c.c.: A. Hennessey/B. Davies (Austin 1300), 44.733 m.p.g.

1,301 c.c.-1,750 c.c.: T. Willson/A. Cowell (Toyota Celica), 41.285 m.p.g.

1,751 c.c.-2,500 c.c.: J. Hood/P. Durant (Morris Marina 1.8 coupé), 39,833 m.p.g.

Automatics: P. Tothill/P. Readings (Morris Marina 1.8), 34.249 m.p.g.

European Letter

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



"... *grey porridge awaiting restoration* ..."

Dear W.B.,

Last month I mentioned about the desirability of Europe being all one country and how nice it would have been had money stabilised and found equality from one country to the next. Only recently I had a classic example of this when I had to get from the Monza 1,000-kilometre race, which was held on a Wednesday, to Barcelona ready for the practice for the Spanish Grand Prix on Thursday. A.R.M. was going to do the same trip by air, but decided he liked motoring better than flying, so joined me in the E-type, even though I made it clear that I was doing the driving as I am the world's worst passenger in my own car; in other people's cars I am probably the world's best passenger, but that is neither here nor there. We had breakfast in Italy, paying in Lire at 1,400 to the English pound, lunch in France at 11.16 Francs to the pound and supper in Spain at 135 Pesetas to the pound. On the route we used various bits of European motorway, all constructed to the same standards, and paid for them in Lire, French Francs and Pesetas; we also bought petrol from identical petrol pumps, all ticking away in litres, but at so many Lire to the litre, Francs to the litre and Pesetas to the litre. By the end of the day the accounting system was chaotic, so you can see why we still have a long way to go to a really United Europe. We did not set out to break any records on that trip, merely to get from A to B in a reasonable time and without unnecessary strain, and the distance was just over 1,000 kilometres. Admittedly we had crossed Turin at early morning rush hour, crossed the French Alps and had the French customs really sniff all round the car for contraband, had made a detour to climb the Cesana-Sestriere 11 kilometre mountain hill-climb course just for fun, stopped for lunch, and had taken to some side roads in France to avoid heavy traffic, but we covered the 1,000 kilometres in 14 hours. When we arrived in Barcelona I mentioned that we had taken 14 hours to cover one thousand kilometres, whereas the day before we had seen Ickx and Redman cover the same distance in 4 hours. A.R.M. said, "Yes, but they didn't have anyone coming the other way" which led to a development of the idea of having a few cars circulating in the opposite direction to keep the racing drivers on their toes! At a talk I was giving to the BRSCC last winter one chap asked what I thought would happen if a Police car was suddenly let onto the circuit at Brands Hatch during a saloon car race. The possibilities were hilarious, but basically I thought most competitors would turn sharp left and disappear out of the circuit a bit smartly!

In France there seem to be two new sights on the roads this year, the first is depressing, the second is pleasant. On main roads, which I sometimes have to use, there is inevitably a large lorry with five or six little underpowered tin boxes following it, all unable or unwilling to overtake, and some trips can be a nightmare of short sharp dashes from one crocodile to another. Three things seem to have caused this, the 110 k.p.h. speed limit, the plethora of nasty little tin boxes being made by all the big manufacturers and the brainwashing of the French motorist that it is "dangerous to overtake". Gone are the days immortalised by Russell Brockbank in his classic cartoon "Citroën Presse" of the 11 c.v. *Traction Avant* Citroën driven by a Frenchman in a beret with a Gauloise hanging out of his mouth, cornering his FWD Citroën on its door handles, with front tyres bending off the rims, as a very English vintage Bentley thunders along behind him. Nowadays the typical French motorist creeps along in a crocodile with five others behind a big diesel lorry. There are still a few renegades about, especially local delivery drivers in 2 c.v. Citroën vans cornering on the rims, but they are a dying race. The good thing in France is the number of Citroën SM that you see. Last year they were a rarity, now they can be seen everywhere, and they represent to me the Car of the Seventies, and I don't mean the Seventy speed limit. The more I see of them the more beautiful they look.

Mentioning the old classic *Traction-Avant* Citroën that used to be built in all manner of lengths, seating from two to eleven people, they are now a rare sight on French roads, but down in Southern France people are collecting them. Motoring along small back roads you keep coming across little "caches" of these old FWD cars, mostly in the yards of farms or small-holdings and their numbers range from two to twenty-two. Whether they are being hoarded as "desirable collector's items" or merely as a cheap supply of spares for the farm hack, I don't know, but it is remarkable to see a line of these old FWD Citroëns, probably all from the early fifties, lined up under the roof of an open barn.

Not so long ago old cars in Spain were to use, but as SEAT flood the market everyone is getting a new car, so like France, so-called Automobile Museums are springing up. This involves filling a corrugated iron shed with tired old heaps on flat tyres and charging an entrance fee to go in. In our sister magazine *Motorcycle Sport*, a regular contributor who writes under the name "One Track" coined a splendid phrase for tired and uninspiring old motorcycles; he called them "grey porridge" and wondered if they ever had any redeeming virtues when new and whether they really justified being kept and preserved, except perhaps as monuments of bad design and manufacture. In the car world the ultimate in "grey porridge" must surely be a Phase I Standard Vanguard, though I can think of many more candidates, some in production today. A so-called Automobile Museum I looked at in Spain was crammed full of "grey porridge" and outside were mouldering heaps, presumably awaiting restoration, though I doubt it, looking at the "exhibits". In olden times the Noble Lord sent his men out to gather taxes from the peasants to keep the castle going, now the peasants pay the Noble Lord 50p to go and have tea with him, and the Castle is kept going on the profits. In not so olden times car breakers would have a shed full of old wrecks and a large Alsatian dog to keep away intruders, now the dog has gone and they want you to pay 50p to go in the yard and look at the old wrecks. It's a funny world in which we live. Of course, not all Museums are like this, and a visit to the Turin Automobile Museum or the Daimler-Benz Museum in Stuttgart will leave you breathless, not only for the exhibits but for the decor and layout of the buildings. When Tom Wheatcroft's Donington Collection of Single-Seater Racing Cars had its Press Preview party, a lot of people arrived expecting to see some tired old racing cars in a collection of ex-Army Nissen huts. When they saw the scintillating array of immaculate racing cars and the magnitude of the display in the special purpose-built halls, they were somewhat confused, as well they might be. There are Museums and Museums, and some are full of "grey porridge" covered with cobwebs, which is why Mr. Wheatcroft has called his "The Donington Collection".

While I was at Spa recently, for the sports car race, I was sitting on the wall on the inside of the very fast Stavelot bend and to while away the time before practice began I was reading one of the weekly motoring papers. I was particularly interested to read how all my chums in the VSCC had got on at Silverstone, their race meeting being held on

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THE SPA 1000 KILOMETRES

Surprise Victory for Gulf-Mirage

SPA-FRANCORCHAMPS, BELGIUM, *May 6th*

ONE OF THE encouraging things about life is that it is never completely bad, and motor racing reflects this more every day, therefore it gave enormous pleasure to witness the running of the 1,000-kilometre sports car race on the super-fast Spa-Francorchamps circuit in the Belgian Ardennes south of Liège. The circuit was in fine condition and exactly as it should be, un-tampered with by the well-meaning members of the GPDA, and those who have a mental block about the Spa-Francorchamps circuit. The atmosphere of the whole meeting was one of pleasure and contentment, with no Association officials and their little black brief-cases, no complaints, no grumbles, no boycotts, no petitions or anything unpleasant; in fact, a typical long-distance classic sports car race, on Europe's fastest and finest road circuit, round which you and I can drive before and after the event, wondering at the skill and judgement of those who can lap at around 160 m.p.h. The irony of the whole business of Spa is that the handful of factory cars that were going to battle for victory in this 1,000-kilometre race were out-and-out Formula One Grand Prix cars with all-enveloping bodywork, and among the drivers were Ickx, Merzario, Pace, Pescarolo, Amon, Hill, Hailwood, Ganley and de Adamich who are all practising Formula One Grand Prix drivers and must surely come under the overall blanket when the GPDA use the word "unanimous" which they do very frequently.

However, enough of the bleatings of a small minority, the weather was set fair, the Circuit National of Francorchamps was ready and the teams from Ferrari, Matra-Simca, Gulf-Mirage and Alfa Romeo were raring to go. From Maranello had come two 312P cars with the high-speed bodywork and well-tweaked-up 3-litre flat-12-cylinder engines, as used in the Grand Prix Ferraris, and the one painted red and yellow was for Ickx and Redman (0888), and the one painted red and green was for Carlos Pace and Merzario (0896). The two Matra-Simca MS670 cars from the French firm were as raced previously, with Pescarolo and Larrousse in the one with the ZF gearbox and Chris Amon and Graham Hill in the one with the lighter Hewland gearbox, the first car being blue and green, and the second blue and white. The two British drivers were temporarily replacing Cevert and Beltoise who were away at a French Formula Two race. The Gulf-Mirage team had two of their Cosworth V8-powered cars, M602 for Hailwood and Schuppan and M605 for Bell and Ganley, although they nominated their drivers also as reserves so that if need be they could end up with Bell and Hailwood sharing either car. At long last the "secret" new Alfa Romeo made a public appearance, this being the 3-litre flat-12-cylinder, with the gearbox between the engine and the differential unit, instead of behind as most constructors have it. The bodywork on this new Autodelta Alfa Romeo had some new thinking in aerodynamics, with a large hump full-width behind the cockpit. The 12-cylinder engine looks to be larger than the Ferrari and Tecno of similar flat-12 configuration, and the layout of the car is fairly conventional with the engine bolted to the monocoque centre-section as with Formula One cars. This lone entry from Autodelta was being driven by Stommelen and de Adamich.

There was a large entry of private teams with Lolas, Chevrons, etc., in the 2-litre sports category and numerous Porsche Carreras in the GT class, as well as a lone and lonely Ferrari Daytona. The Porsche factory entered two Carreras in the Martini Racing colours, and as one had a full-width spoiler across the tail it was put in the Group 5 Sports-Prototype class, and was driven by Muller and van Lennep. The other car was in the hands of Follmer and Joest and both had the full 3-litre engines, and the modified rear suspension mounting which caused so much anguish at Monza but was ignored in Belgium. To add interest were two very fast BMW Alpina CSL coupés, with 6-cylinder 3.2-litre engines, though one of them had trouble in the touring car race on the Saturday and had to have a 3-litre engine put in for the 1,000-kilometre race.

When Siffert went round the Spa circuit in a 5-litre Porsche 917 in 1971 in 3 min. 14.6 sec. at an average speed of 260.842 k.p.h. (162.079 m.p.h.) we thought it was the ultimate in high speed driving on a true road circuit. When Ickx did 3 min. 14.0 sec. on Thursday and 3 min. 12.7 sec. on Friday in the 312P Ferrari 3-litre and Pescarolo did 3 min. 13.8 sec. on Friday with the 3-litre Matra, one's sense of proportion got a little put out, for the Ferrari time represented 263.414 k.p.h. (163.7 m.p.h.). The Brazilian driver Carlos Pace was revelling in the high speed corners on his first visit to Spa-Francorchamps and was third fastest with 3 min. 15.4 sec., while Hailwood and Bell got the Gulf-Mirage cars round in 3 min. 16.2 sec. and 3 min 17.6 sec., respectively, all the Gulf drivers spontaneously saying "This is a real racing circuit". Watching the fast drivers on the Stavelot bend one could not help thinking "They are racing drivers at work, as distinct from drivers who drive racing cars for work."

While these incredibly high speeds were being demonstrated by mere 3-litre engines, the price had to be paid and Ganley had a Cosworth V8 blow-up in one of the Mirage cars and Larrousse had a connecting rod come out of his Matra engine while it was singing round at 11,500 r.p.m. and the resultant fire burnt all the wiring and piping, giving the Matra team a lot of all-night work. The Alfa Romeo team were much worse off for after Stommelen had got down to 3 min. 18.1 sec., finding the new car was down on speed on the fast straights, but handling quite well, de Adamich had a tread come off a rear tyre as he was leaving the Stavelot bend and it spun the car into the guard rail, smashing the back on one side of the road and the front on the other, he being quite unharmed from his second lurid accident within a week. While Matra were able to install a new engine and repair their car, as were Gulf-Mirage, the new Alfa Romeo was seen no more, and with Saturday devoted to saloon car races with no practice for sports cars, there was plenty of time for preparation for Sunday's race, due to start at 2 p.m. and run for 71 laps. For those who wanted it there was a short practice session for test purposes on Sunday morning, which allowed Mirage and Matra to try out their rebuilt cars, as well as the other ones, and Ferrari tried their two cars as well. In view of the hurried rebuild Matra switched their driver teams, putting Amon and Hill in the rebuilt car, with ZF gearbox, and Pescarolo and Larrousse in the car with Hewland gearbox, but in case of unforeseen trouble they nominated Pescarolo and Amon for both cars.

A straight-forward standing start was effected, the 27 cars in rows of two, with Pescarolo and Ickx on the front row, Pace and Hailwood next, then Bell and Amon, followed by Hine with the best of the 2-litres in Bob Howling's Chevron. Alongside him should have been Martin Raymond in Humble's Chevron but the clutch gave up before the start so he lined up at the back of the grid, ready to coast straight into the pits to let his mechanics start work. Almost as the flag was up Hailwood's Mirage was being push-started and the Matra mechanics were fussing around Amon's Matra, and as the field got away they all dived over the pit rails to safety. Ickx led briefly, but the Matra was faster, and Pescarolo was on remarkably good form, shining on the super-fast corners with the very stable Matra. He simply pulled away from the Ferrari of Ickx with no trouble at all, but Hailwood, Pace, Amon and Bell were evenly spaced out behind the leading Ferrari, but unable even to see where the leading Matra had gone. Even at the end of the opening lap, which Pescarolo covered in 3 min. 20.5 sec., the 2-litre brigade were in a race of their own, being led by the Chevron of Hine, with the similar car of Smith and Welpton in second place. The Dutchman van Lennep in the works 3-litre Porsche Carrera was sandwiched between the two BMW coupes, with Hans Stuck Jnr. in the leading car with 3.2-litre engine and Lauda not quite keeping up in the 3-litre-engined car. Follmer was leading the GT cars and his only possible rival retired at the pits at the end of the opening lap with valve rocker trouble; this was John Fitzpatrick with Kremer's Porsche Carrera.

On the fourth lap Hailwood had his left-front tyre burst at over 180 m.p.h. on the Matra straight and kept everything under control down to a touring speed at which he could creep round to the pits, the flailing rubber thumping and banging the bodywork about. The race itself seemed to be all over, as no-one could do anything about the flying Pescarolo, so attention turned to the battle going on between Stuck (BMW) and van Lennep (Porsche) as they passed and repassed, it being obvious that the 3.2-litre BMW-Alpina had a lot of horsepower, being a larger and heavier car than the Porsche. For 10 laps it was a question of waiting patiently, and then pit stops for petrol began, which always stirs up a long-distance race. Pace was the first to come in, after 11 laps, and immediately the excitements and dramas began, for as he went to rejoin the race his Ferrari engine failed to start. By the time another battery had been fitted and he got away, he was nearly a lap behind everyone else. Pescarolo came in on lap 12, letting Ickx by into a temporary lead and Bell, who was in third place due to Pace's trouble also refuelled, both he and Pescarolo

returning for another spell at the wheel. As Amon had not stopped, this let him into second place for two laps, and on lap 14 first Ickx stopped and Redman took over the refuelled Ferrari, and Amon refuelled and continued, by which time Pescarolo passed him, but did not pass the Ferrari. The two laps that Ickx had done on nearly empty tanks had gained sufficient lead over the Matra on full tanks, for the Ferrari to refuel and get away with 33 seconds advantage. Hailwood had got back to the pits, the damaged bodywork was patched up, new tyres of a different pattern fitted all round, and Schuppan took over, all this having dropped the car to sixth place, a lap down on the leader, but still ahead of all the 2-litres and others. Before Pescarolo could do anything about the Ferrari, which was now handicapped by full tanks, the Matra threw a tyre tread and had to creep round for the rest of the lap to undergo a change at the pits, and this put the car right out of the running. This was at 17 laps and two laps later Amon had a tyre go on his Matra and the pit stop let Bell go by into second place.

By 20 laps the whole picture had changed completely, with the Ickx/Redman Ferrari way out on its own, having looked to have no hope of winning, followed by Bell in one of the Gulf-Mirage cars, that had started by barely being able to keep up with the pace, and Amon in third place with the lesser of the two Matras; then came Pace in the other Ferrari, and a lap behind came the Hailwood/Schuppan Mirage, followed by Pescarolo in the second Matra, but not for long as it had another tyre failure, this time a flat, and fell back even further as once more Pescarolo cruised round to the pits. Larrousse took the car over and almost at the same time Amon's Matra threw a tyre tread and by the time he got back to the pits for more tyres and for Hill to take over, the car was a lap behind the leader. From having looked as though they were going to dominate the race the Matra team were in a proper mess, lying 5th and 6th behind the second Mirage. The third place Ferrari made a routine stop for fuel at 24 laps and Merzario took over and at 28 laps the leading Ferrari refuelled, had its front tyres changed and Ickx took over, while a lap later Bell brought the Mirage in for fuel and Hailwood took over in place of Ganley. Merzario was not as fast as Pace and was lapped by the leader so that only the Ickx/Redman Ferrari and the Bell/Hailwood Mirage were on the same lap.

For a time all seemed settled and decided, with Ickx (Ferrari) leading Hailwood (Mirage) with no great pressure from the Gulf-sponsored car, while behind them came Merzario (Ferrari), Ganley, having taken over from Schuppan, and Hill (Matra), with Larrousse a long way back. The Prosche/BMW duel ended when it was time to refuel, but the GT class was enlivened by Fitzpatrick taking over the Porsche Carrera of Shickentanz and as Follmer had handed over to Joest, who was 9 sec. a lap slower, the works Porsche was in danger of losing its lead to the English driver. The 2-litre class had all fallen apart, Hine being delayed in the pits and the Smith/Welpton car retiring, so that the smart Lola T292 of the Portuguese pair Gaspar/Pinhol was leading.

Just when everything seemed settled the Ickx Ferrari was overdue, people could be seen running towards the Virage Seaman, by the RAC de Spa clubhouse, and Merzario went by waving. "Pierino" Ickx returned to the pits on foot, explaining that the oil pipe union joints to the gearbox oil cooler had cracked and let all the oil out and the gearbox had seized. Accepting his disappointment he stood in front of the Ferrari pits and waved to the crowd while they applauded his efforts. In the Gulf-Mirage pits they now "really did believe in Father Christmas", for the Bell/Hailwood car was securely in the lead, providing Merzario stayed in the remaining Ferrari and Ickx did not take it over. All this meant that in spite of delays the second Mirage was in third place, and Matra took heart and when Hill refuelled they put Pescarolo in the car instead of Amon. At 38 laps the Ferrari refuelled and had the rear tyres changed and everyone expected Ickx to take over, but instead Pace returned to the car, presumably because the Ferrari team manager had calculated that they could not catch the Mirage now that it had the two fastest Gulf drivers in it. On lap 41 as Pescarolo went by his second Matra for the day had lost the edge off its exhaust scream, and by Matra standards sounded flat, so once again the pattern of the race seemed settled, but not for long, for on lap 47 Pace was overdue and arrived at the pits late, with an oil pipe hanging off the gearbox oil cooler. A union had broken away from the cooler, so in a panic another cooler was lashed up, some oil poured in the gearbox and Pace rejoined the race, but damage had been done and the Ferrari had no fourth or fifth gear, the Brazilian having to lift off at peak in third gear and stay that way for most of the lap. During the pit stop the tail of the Ferrari fell shut on the mechanics working on the oil cooler and one of them was knocked out "cold" with a nasty cut on his head, which did not help matters. While all this had been going on the second Mirage had taken second place so that the two blue and orange Gulf cars were now in full command, with no problems. Pescarolo's flat-sounding Matra did not last long for losing the edge off an engine like the Matra can only mean impending disaster, and sure enough it blew up in a big way. At 49 laps Amon took over the remaining Matra from Larrousse and gradually caught up and passed the stricken Ferrari. During refuelling stops the two Mirage cars changed positions, but by the end of the race they were back in order again and eventually finished close together but a lap apart, bringing great joy to the Gulf Research Team who recently have been having a rough time. Not only was it their first victory this season, it was the first victory for a Cosworth V8 engine in long-distance racing and the first victory by a British sports car in a long while, and the winning car was driven by two very English drivers, a rare thing these days.

The proto-type 3-litre Porsche Carrera RSR finished ahead of all the 2-litre cars and the GT version won its class, but only after Fitzpatrick had his second Carrera engine of the day break on him. The two BMW saloons put up a remarkable performance, finishing seventh and eighth—D.S.J.

Full Results on page 655

EUROPEAN LETTER—

Continued from page 629

the same weekend as the Spanish Grand Prix. There was some powerful prose which said "The calico-tearing crackle of a phalanx of supercharged ERAs heralded the fastest handicap of the day: not only do racing cars not sound like this any more, I'm not even sure that you can still buy calico as such to tear." At that moment Pescarolo came round in the V12 sports Matra, screaming down the Masta straight at 11,500 r.p.m. in 5th gear, snicked into 4th at the entrance to the Stavelot bend and went round on full noise at over 11,000 r.p.m. It was soul-stirring stuff to watch and to hear, and that one car would have drowned the sound of "a phalanx of supercharged ERAs". I put my comic paper away and smiled to myself, thinking "they live in a little world all of their own in the Vintage Sports Car Club, but it's a nice little world and they are such nice people. But that's my hobby". Listening to the Matra, and watching Carlos Pace show what a really super driver he is in a proper car, was my work. Then Larrousse had a connecting-rod break on his Matra V12 engine and I thought "really the two worlds are the same", remembering how I saw Neil Corner looking at his smoking ERA engine at Thruxton when a connecting-rod came out. He was only doing 6,500 r.p.m. so the mechanical mayhem was not so bad.

With increasing frequency publicity letters keep arriving from one of the Cross-Channel Ferry Boat firms proving beyond all doubt that the proposed Channel Tunnel is a terrible mistake. The latest letter couples it with Concorde as another folly, but I should think the writer has never seen the Concorde close to or in flight. It may not transform the World's Airlines, but as an aeronautical achievement and an example of man's ability to produce beautiful mechanical things, I reckon it is the best thing that has happened in the 20th Century. If we did not build things like Concorde, and people did not strive to do even better, we'd still be in the bi-plane stage, or we may never even have become airborne at all. The proposed Channel Tunnel may not end up as a beautiful thing to look at, but I for one cannot wait for it to be built. Frequently I have arrived at the Northern Coast of France, wanting to return to England, to find the Hovercraft sitting fatly on its cushion refusing to go out because of the raging seas, the thick fog has grounded all the Air Ferries and such boats as are sailing are "shipping green ones down the funnel" and showing the barnacles on their bottoms as they lurch and roll. Not being a brave and courageous sailor I retire to a hotel and wait for the weather to change. If there was a Tunnel I would not mind what was going on overhead, even if I was on a train with my car. When crossing the Alps in the early or late part of the season the only way is on the train, sitting in your car on an open platform truck. With the passes blocked by snow there is no other way, and this is part of the free feeling one gets in what used to be the Continent of Europe, where there are no drawbridges between countries. Our part of Europe is still an Island, cut off from the mainlaind when the weather decides to get rough. We can't have a Channel Tunnel soon enough for me, but then I have no vested interested or shares in Townshend Ferries.

Yours,
D.S.J.

Allegro 1750. Power to get away from it all.

Drive the powerful 1750 Allegro, with front wheel drive, the revolutionary Hydragas® suspension plus a 5 speed gearbox - you won't have to move over for some cars costing twice the price.

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The 1750 model doesn't have to move over for anybody. And because it has front wheel drive, that power is feeding directly into the front wheels, giving you traction and control that makes Allegro a pure delight to handle. Safer too, on corners and wet roads.

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First progress Then it beat it.

When BP introduced Super Visco-Static last year, we said it beat oil fatigue.

What we didn't say was why your engine was more likely to suffer from oil fatigue in 1973 than in the past.

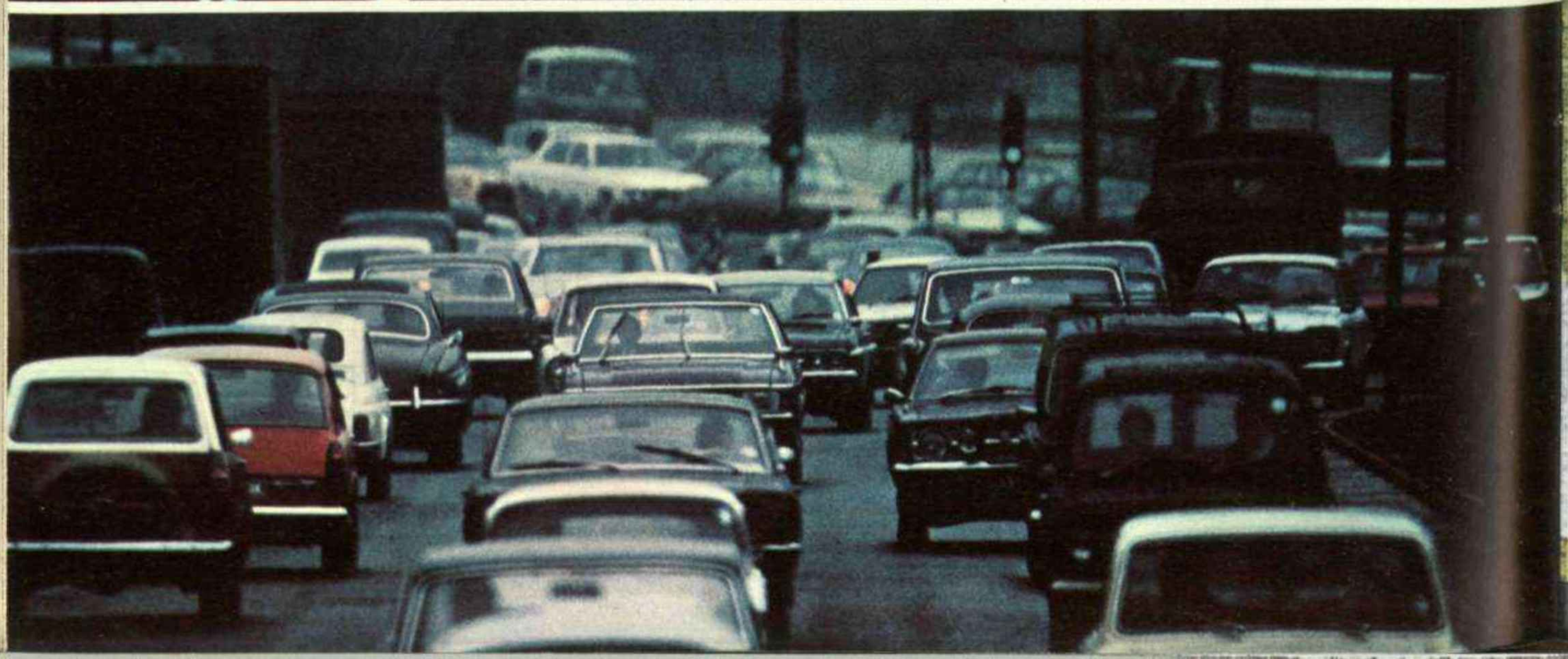
The reason, in a word, is progress.

In 1972 alone, progress put another million cars on our roads.

Took the number of motorway miles to 1,067.

And played a big part in the worsening traffic congestion in our towns and cities.





caused oil fatigue.

Progress has also made the car engine a very different animal than it used to be.

How does all this affect your oil?

We'll tell you.

When multi-grade oil is new, it has a thick protective 'body' because of the polymeric viscosity improvers in it.

When the engine gets hot, these tiny molecules expand to slow down the thinning rate of the oil. (The thinner the oil gets, the less it protects and the more you use.)

Until recently, though, these viscosity improvers have been minced up very early in life by the chopping action of your engine.

When that happens (and it can happen to normal high-performance oils only a few hundred miles after an oil change) nothing can stop your oil getting thinner and thinner.

So what started life as a 20-50 oil can quickly become a 20-40, or even a 20-30 oil.

To stop this thinning process, or oil fatigue as technologists call it, BP use a new range of base oils, additives and viscosity index improvers.

A formula that makes Super Visco-Static much tougher than ordinary oils.

And much more resilient.

Instead of being chopped up by the engine action, it remains full-bodied from one oil change to the next.

Having made this breakthrough, we conducted a series of independently observed tests.

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The results were dramatic.

Super Visco-Static not only kept its full strength between oil changes, but cut oil consumption by as much as 15%.

And that, gentlemen, is progress.



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With Firenza Sport SL you've got a lot going for you. Like a 2300 twin-carb, ohc cross-flow engine that produces 150 lb/ft of torque at 3200 revs, gives you 85 mph in third and easily tops the ton, laws of the land permitting.

With performance handling to match too. Thanks to the wide, fat sport radials all round, positively-located, 4-link rear suspension and anti-roll bars back and front.

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Firenza Sport SL. Recommended ex-factory price, including Car Tax: £1235 (plus VAT). Get the feel of one at your Vauxhall dealers very soon.

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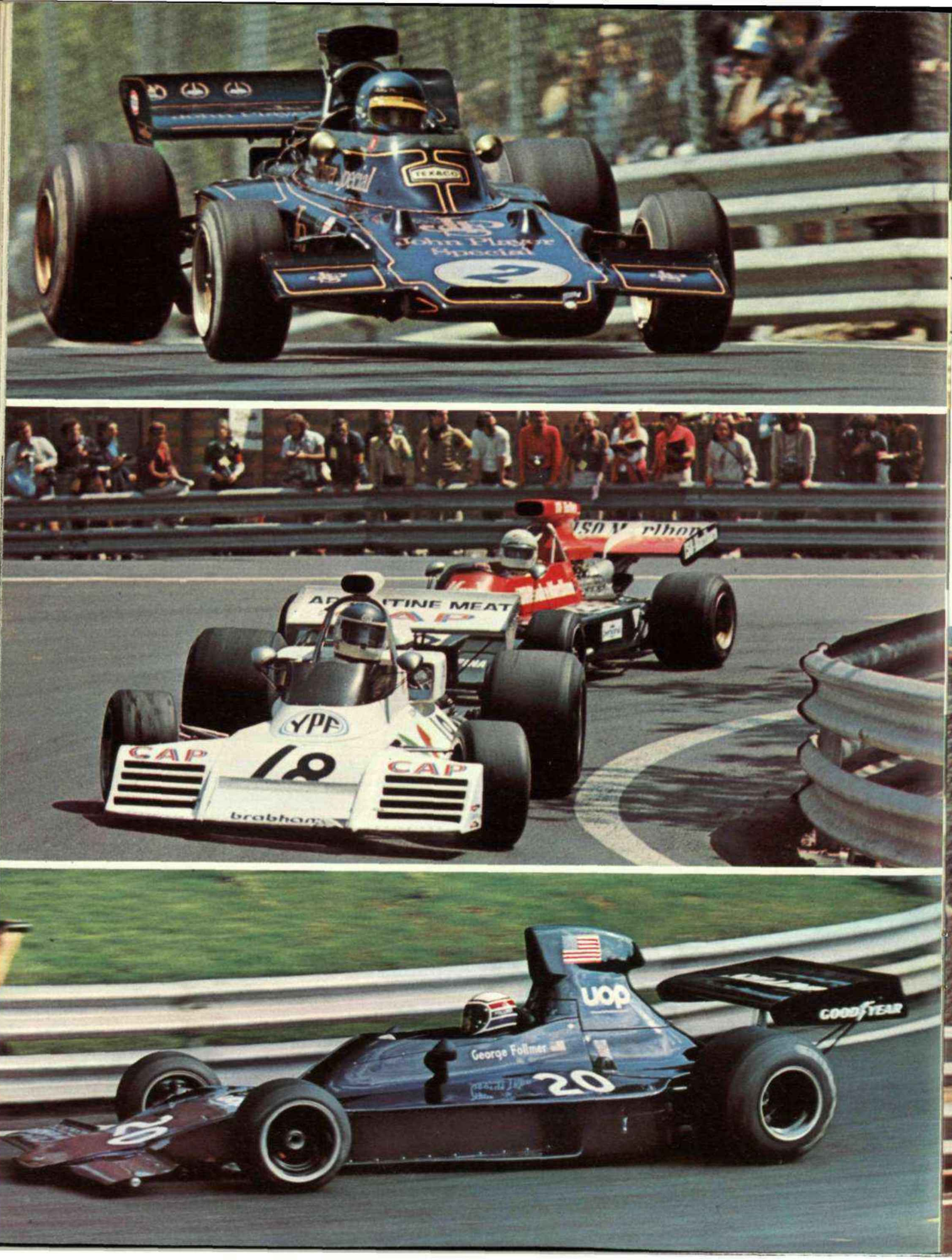
More facts and figures. Dual circuit, power assisted braking. Rostyle wheels. 175/70 radials on 5J rims. Rack and pinion steering. Four headlamps. Alternator. 28.7 mpg, touring consumption (Motor, 8th July, 1972). Full safety package. GM Euroservice 365 to simplify regular maintenance. Recommended ex-factory prices, including Car Tax: Firenza 1256 from £957 (plus VAT) and Firenza 1800 from £1139 (plus VAT).



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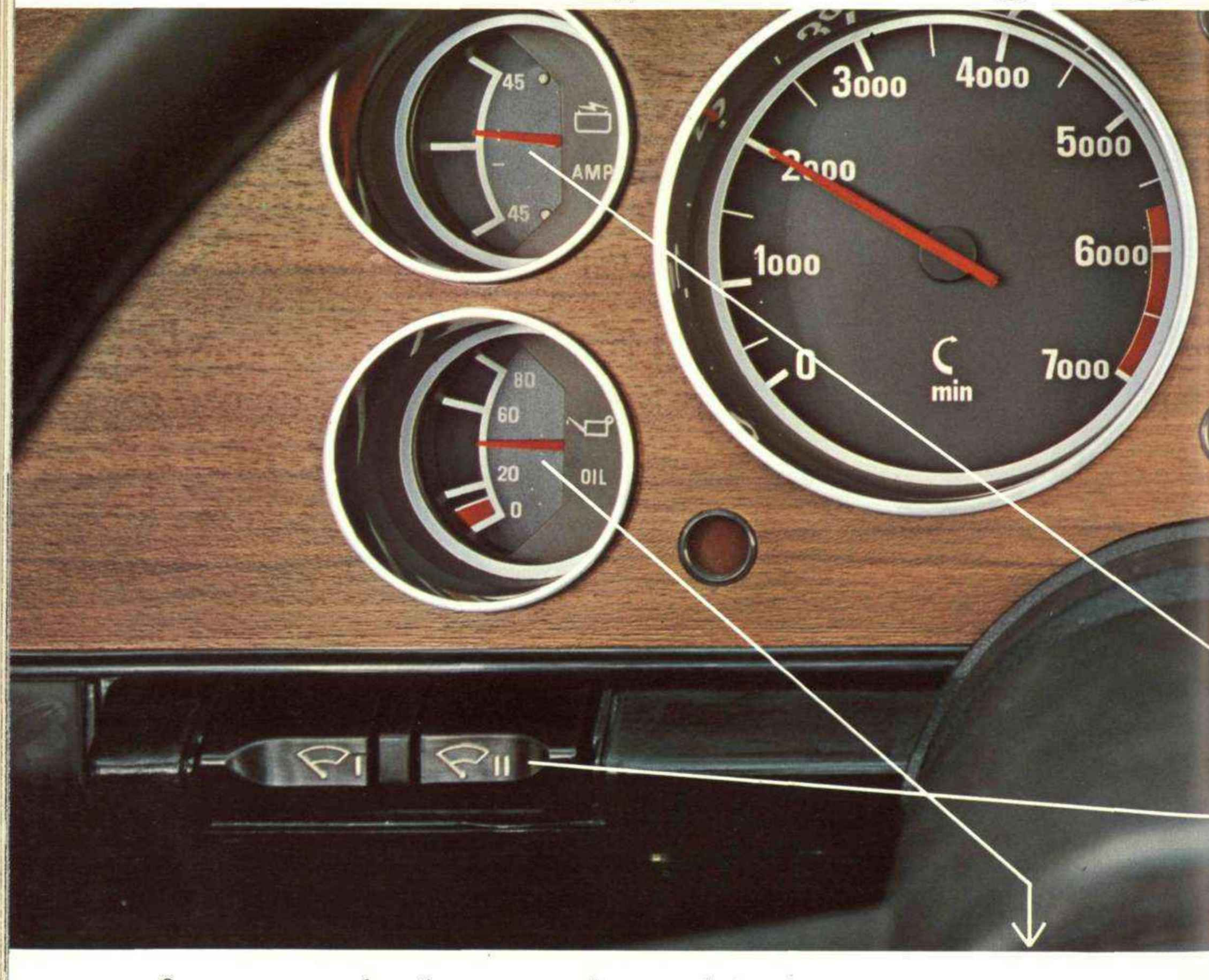



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SPANISH GRAND PRIX

MONTJUICH PARK in Barcelona saw plenty of excitement last month with the running of the Spanish Grand Prix. On the previous page we feature Emerson Fittipaldi on his way to his somewhat lucky victory. Note that his right rear tyre is concave as it was in the process of going flat. Pictured left is Fittipaldi's team-mate Ronnie Peterson who looked so certain of victory. His John Player Lotus (No. 2) is captured as it takes off over the bumps past the pits. In the later stages of the race Carlos Reutemann in the new Brabham BT42 (No. 18) started to challenge for the lead. But he was also in trouble, note his right front tyre as he leads Howden Ganley's Iso through the hairpin. A drive-shaft ended the Argentinian's run. In only his second ever Grand Prix George Follmer picked up a useful third place for the Shadow team in car No. 20. After the race Fittipaldi, second man Cevert and Colin Chapman are pictured as they stand to attention for the national anthem. Jacky Ickx raced the new 1973 B3 Ferrari for the first time in Spain and the bright red car, No. 7, looked impressive but ran into brake trouble.

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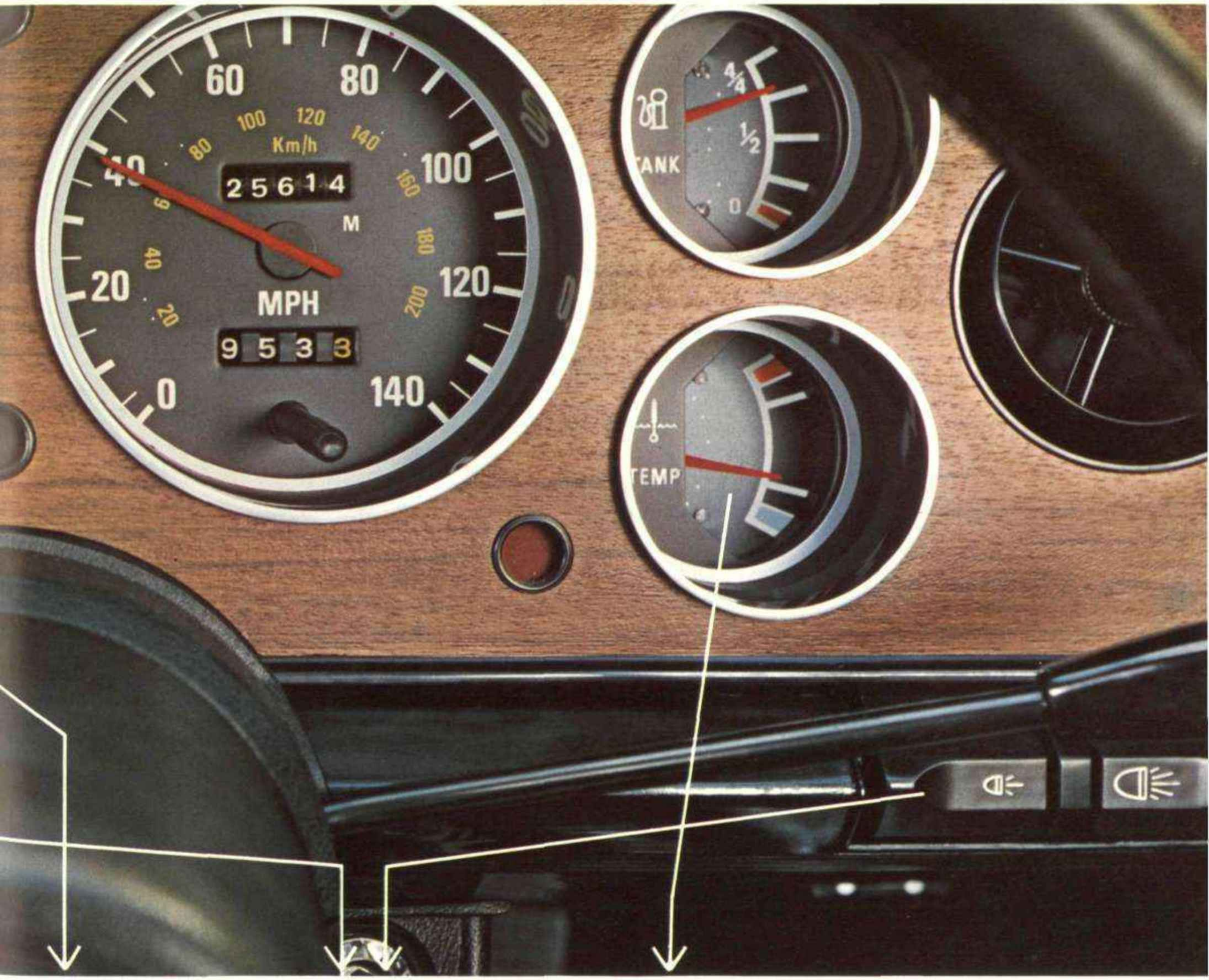
Cleaning



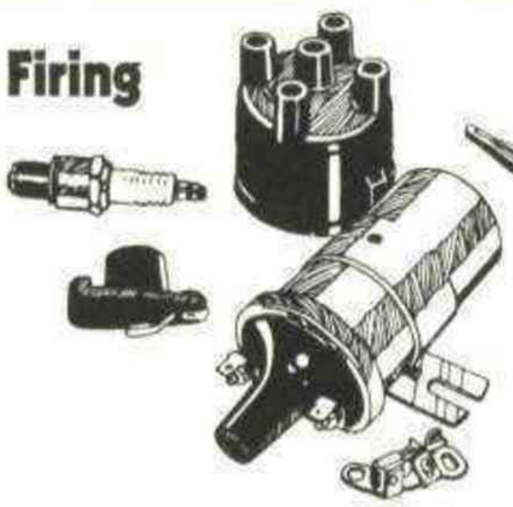
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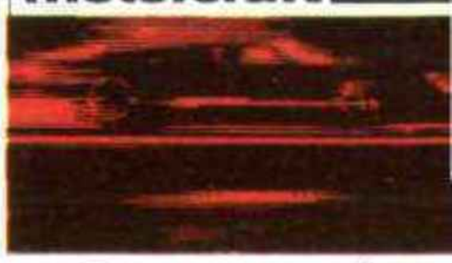
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SPA 1000 KMS GULF-MIRAGE WINS.—After a season and a half trying to get the cars reliable, the Slough team finally found reward in a 1-2 victory at Spa-Francorchamps. Hailwood's car had a puncture early in the race so he was paired with Bell (pictured) and they profited from the problems encountered by Ferrari and Matra. Hailwood also shared the second-placed car with Ganley and Schuppan.

GERMAN CONTEST.—The Alpina-entered BMW driven by Lauda and Stuck had a close battle with the works Porsche 911 Carrera driven by van Lennep and Mueller, the better placing going to the Porsche which had been entered as a prototype.

DEBUT MARRED.—After innumerable delays the Autodelta-entered Alfa Romeo flat-12 prototype made its *debut* at Spa. Stommelen lapped it impressively inside the existing 3-litre sports-car record. Tyre failure caused an accident during practice, and it could not race.

FERRARI BEATEN.—Both the Ferraris had gearbox failures due to oil leaks and Schuppan's Gulf-Mirage, in this photograph, had little difficulty in passing Pace's Ferrari which had lost 4th and 5th gears in the latter part of the race. Schuppan helped Hailwood and Ganley to finish second in this car, Pace/Merzario claimed fourth place at the finish.

MATRA MISHAPS.—Two Matras were run at Spa, but both dropped back in the first quarter of the race with repeated failures of the front tyres. Pescarolo, Larrousse and Amon eventually finished third, but the sister car driven by Hill, Amon and Pescarolo had engine trouble while making up time, and retired. This car was badly damaged by fire during the second practice session, but was skilfully restored in less than 48 hours to take the start.

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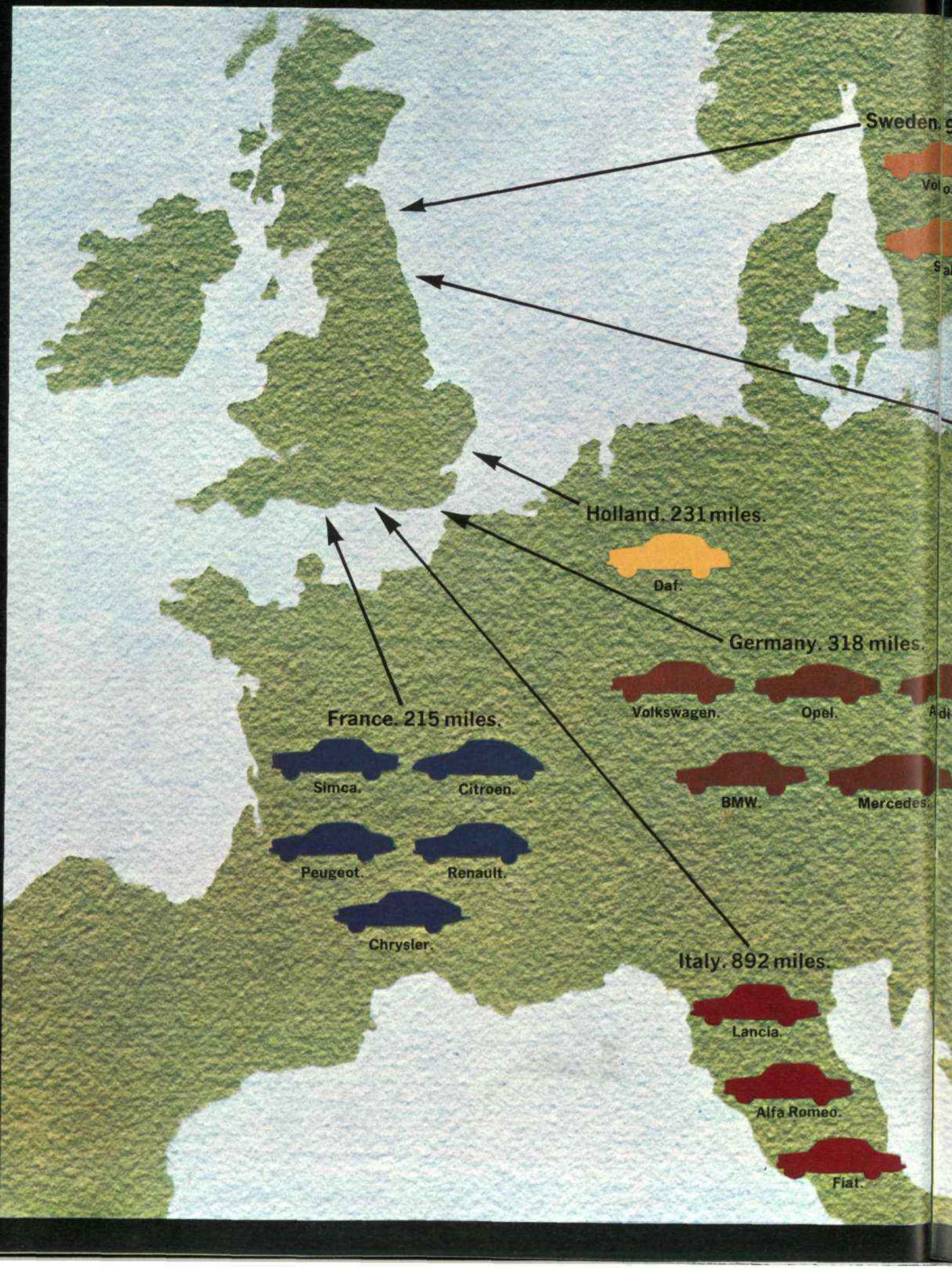


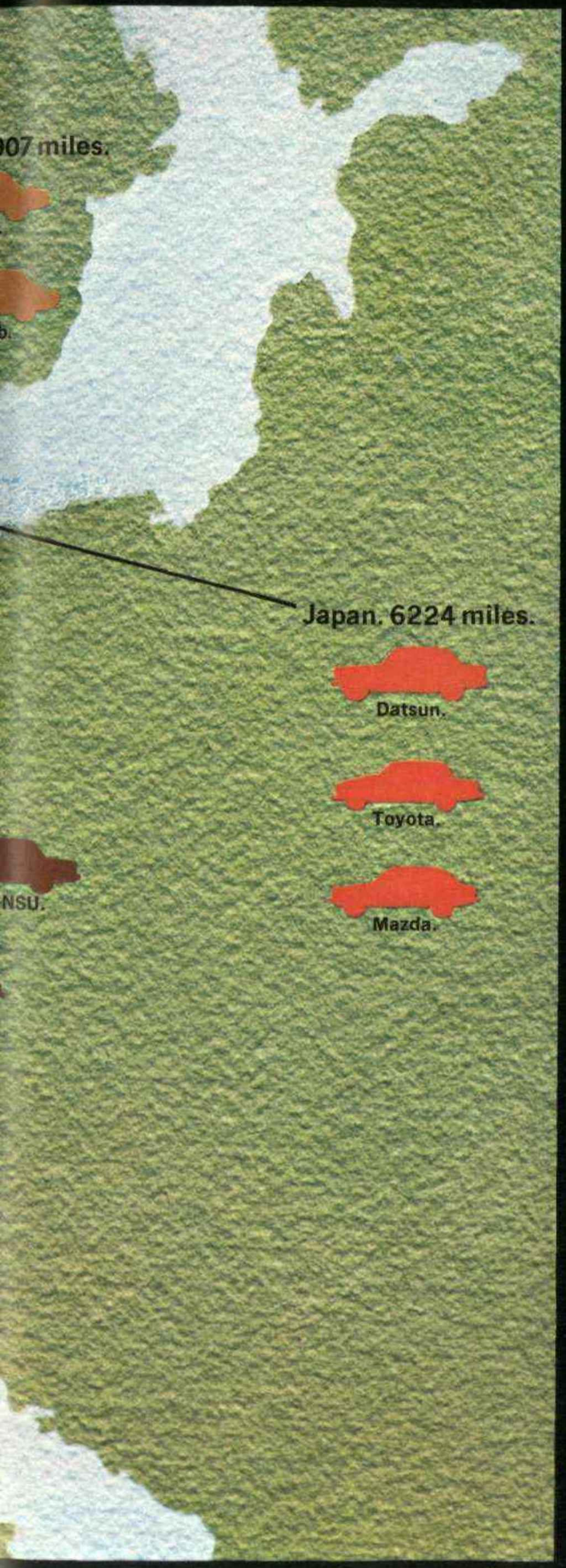
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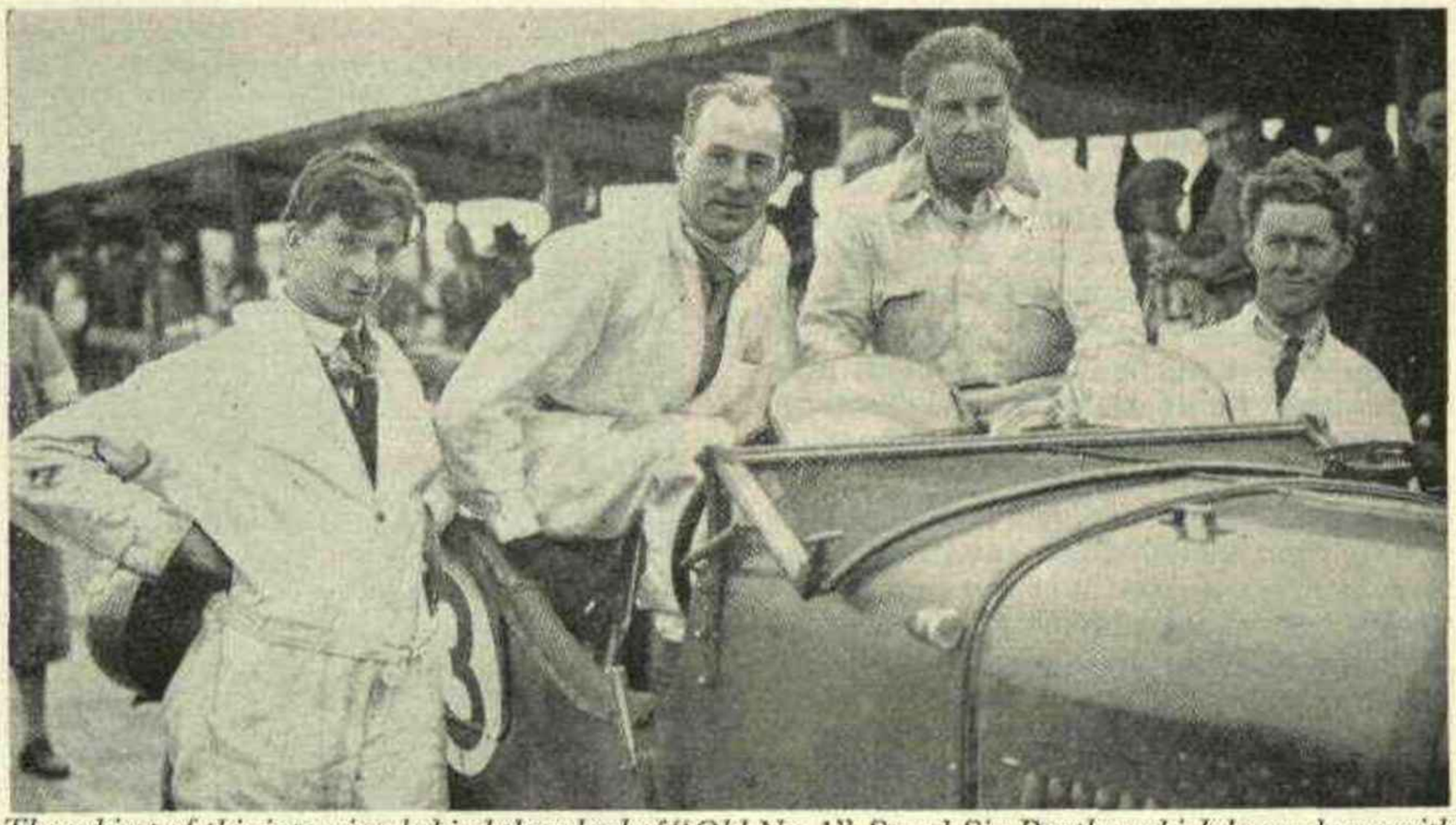
Now, maybe, we'll no longer be hearing unusual language from drivers of foreign cars.

LUCAS

FORMULA TWO THE FORMULA TWO season is now under way and following the two early victories by March-BMWs, the pendulum has swung in favour of Ford-powered cars. On Easter Monday at Thruxton Gerry Birrell in his works Chevron (No. 65 above) looked all set to win when he tangled in the *chicane* with Mike Beuttler's March-BMW, allowing victory to go to Henri Pescarolo's Motul M1. The winner at the Eifelrennen the following weekend was former Lotus and BRM Formula One driver Reine Wisell, who scored an excellent victory for the newly formed Picko Troberg team of GRDs sponsored by Pierre Robert. But the non-graded section was won by Patrick Depailler in the French Alpine-based but British-run Elf 2 team.

Jack Dunfee's Racing Days

The Editor Lunches with a well-known "Bentley Boy" and Brooklands Outer-Circuit Driver



The subject of this interview behind the wheel of "Old No. 1" Speed Six Bentley which he co-drove with Woolf Barnato (on his left) to win the 1929 BARC Six Hours Race. Walter Hassan is standing on the off-side of the Bentley, Stan Ivermee on its near-side.

"Jack and Clive Dunfee were the tall, good-looking sons of Col. Vickers Dunfee, C.B.E., a well-known figure in the City, where he was responsible for the creation of the City of London Police Reserve, and became its Commandant. . . ."—W. O. Bentley, in his Autobiography (Hutchinson, 1958).

I WANTED to meet Jack Dunfee and talk about his motor-racing days, because he was a successful driver on the Brooklands outer-circuit, apart from being a "Bentley-boy"—a keen amateur competitor following, as it were, in the professional wheeltracks of Parry Thomas, one of my indelible heroes. A meeting was arranged after Mr. Dunfee had read my sorting-out of the 1924 GP Sunbeams, one of which he raced to very good effect. So one Monday we set off in a Ford Consul 3000 GT to drive to his beautiful manor house and farm in the Cotswolds, where many of the rooms contain paintings and photographs from Dunfee's motor-racing days.

Before I could ask him how his interest in motoring was kindled, Jack Dunfee had recounted it himself—how, during the First World War, he and his brother used to creep into their parents' motor-house and play about in the family Panhard-Levassor, jacked up "for the duration". Eventually they got the engine running and it's a wonder they didn't topple the old car off its war-time pedestal.

After the war Mrs. Dunfee had a sporting Straker-Squire two-seater and her sons acquired a series of motorcycles. Dunfee says this was good training for subsequent fast driving because, in the early 1920s there was so much dust on the roads that when riding in convoy it was advisable to be the leader of the column. One such occasion, he recalls, was when four motorcycle combinations set off for Dorset one Easter, the white cloud swirling about and behind them, so that one tried to get ahead of one's companions, if only in order to be able to see where one was going. . . .

The Dunfee parents did not encourage the boys to go to motor races, but this did not deter Jack and Clive from finding their way to Brooklands, where, watching as ordinary members of the crowd from the public's side of the railings, they were stirred by the performances of drivers of the calibre of Count Zborowski, Ernest Eldridge and Parry Thomas, etc.

Although not parentally encouraged, for at home to go to motor races was "not done", the seed was planted, by these youthful excursions on bicycle and by train, to the Track, and it wasn't long before Jack Dunfee bought his first car. Naturally, it had sporting pretensions, being a Calthorpe possessed of a round brass petrol tank in lieu of a tail, which he considered a very dashing car on the road. It was a great event for Dunfee when he entered the Calthorpe for a minor race—"first occasions are always tremendous", and he still remembers the faster exploits of Whale in a very slim red car of the same make.

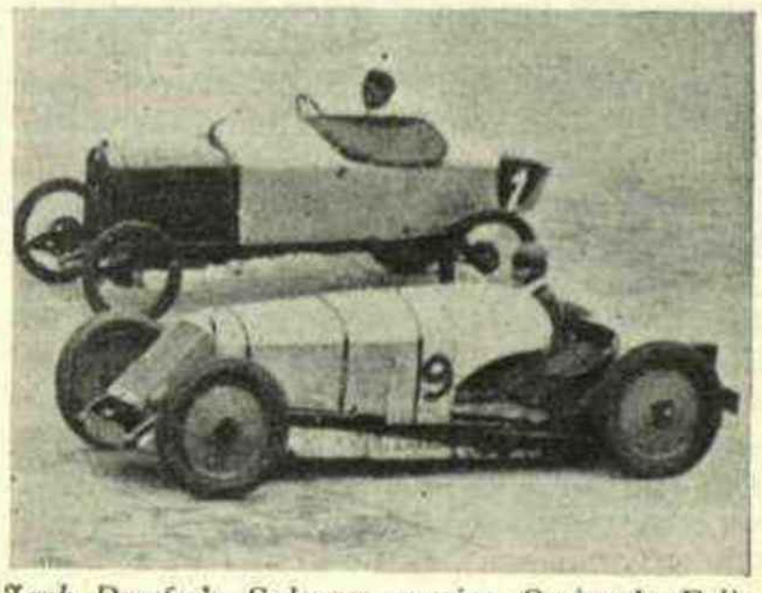
Requiring a faster car, Dunfee invested in a Salmson. He feels to this day that these cars have earned too little credit for their splendid achievements at around this time—their successes in long-distance events, Goutte's 114-m.p.h. Brooklands lap, and their early adoption of supercharged, straight-eight engines for racing. So, like Dr. Benjafield, George Newman, O. Wilson-Jones, Capt. Hazlehurst and other British drivers, Jack Dunfee joined the Salmson clan. By Easter of 1925 he had a cream two-seater, with its blue chassis and wheels. In its first BARC race, the Private Competitors' Handicap on that Bank Holiday, it came home second to Purdy's well-known 12/50 Alvis, lapping at the excellent speed of 79½ m.p.h. Then, to show this was no fluke, Dunfee won the 75-m.p.h. Long Handicap, the re-handicapped Salmson doing its flying-lap at over 80 m.p.h., to show Alf Depper's works Austin 7 and Purdy's Alvis its pointed tail.

Suitably impressed, Dunfee went over to the factory at Billancourt and invested in a San Sebastian Salmson, delivered unpainted, which later appeared in green, with a red body band.

At Easter he took a second place in his aluminium-hued Salmson and might have won the 75-m.p.h. Long Handicap had he not been so intent on battling with Jackson's 12/50 Alvis that both drivers failed to turn into the Finishing straight, allowing Benjafield's blue Salmson to win. After this the handicap stiffened, this remarkable little French car being able to lap Brooklands at almost 90 m.p.h.

Dunfee began to embark on long races in the summer of 1925, finishing a most creditable fourth in the *News of the World* 100-Mile Handicap at the August Brooklands Meeting, beating the "works" Salmson driven by F. J. Clark. Armand Bovier was controlling his car from the pits and when he thought the tyres had had enough, would show his driver a wheel devoid of a cover. This he did to Dunfee, towards the end of the race, but the private-owner refused to stop, making a sign to Bovier which, all the World over, is recognised as meaning "get lost". Later, seeking a "works" drive, Dunfee confronted Bovier, who said "When I call you in, you go ——". "Now you ask for a drive, I say ——." It is significant that in this 100-Mile Race Dunfee was beaten only by Parry Thomas, Capt. Douglas and Woolf Barnato, in Thomas Special, Aston-Martin and Bentley cars, and that at the time, in his first racing season, he was level with Malcolm Campbell in the Hartford Cup competition, although no marks were awarded for Private Competitors' handicaps.

Denied a "works" drive, Dunfee continued to race his own Salmson; he had to scratch from the 200-Mile Race when the flywheel became loose on the crankshaft in practice, but finished third on Formula in the 1927 Essex MC Six Hours Sports Car Race. At the beginning of the 1926 season he had a very busy Easter Monday at Brooklands, driving the orange 2-litre Austro-Daimler belonging to J. P. Turner, who ran the car business of Thorne's of Great Portland Street and had bought the car from Mr. Luther of Beardmore's, in four races. Dunfee gained a second



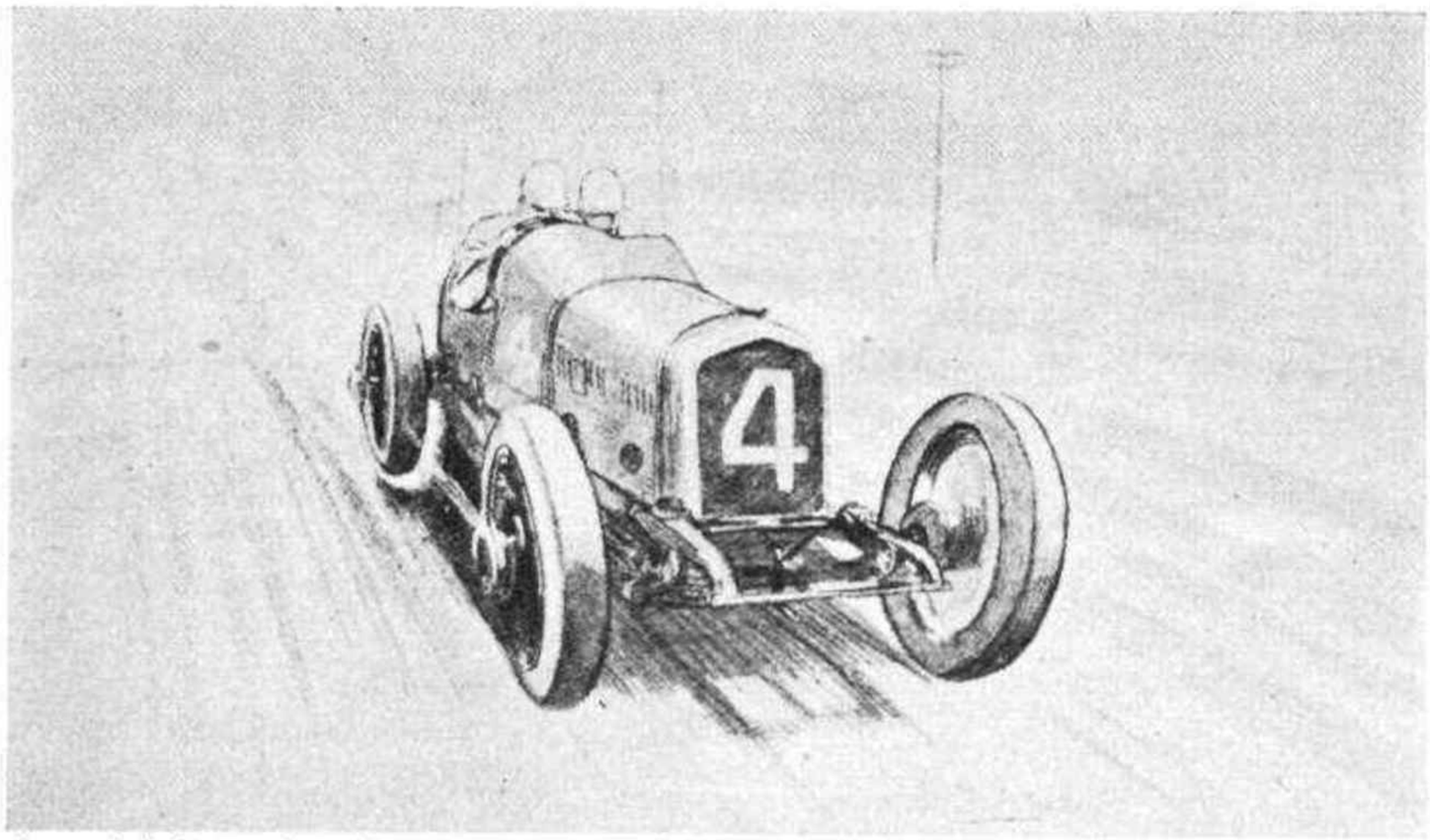
Jack Dunfee's Salmson passing Scriven's Felix at a 1925 Brooklands Meeting.

place, lapped at nearly 100 m.p.h., but retired from the last handicap. This car was to figure in one of Brooklands' dead-heats. It was probably Jack Dunfee's association with it that led his brother Clive to race a very handsome crimson 3-litre Targa Florio Austro-Daimler from 1927, bought from George Newman, but that is another story.

After this useful encounter with a faster car Dunfee continued to race a Salmson, painted blue, with a red bonnet. In these small cars he used to wear a seat-belt. The season wasn't particularly successful, Dunfee retiring from the 200-Mile Race, the second with artificial corners, due to carden-shaft trouble, but in the *Evening News* 100-Miles Handicap in August he improved on his 1925 performance in this long outer-circuit race, finishing second to Capt. Douglas' Type 37 Bugatti, with the "works" Salmson of Du Marnier and the "big names" nowhere. Then Dunfee's father died and he was able to invest in an even faster car, thus sensibly furthering his racing career. This was a 1920 3-litre straight-eight Ballot, bought from Malcolm Campbell. Dunfee has always thought that it was the car in which Ralph de Palma finished second in that tough 1921 French GP at Le Mans which was won unexpectedly by Murphy's l.h.d. Duesenberg. At some time a rod had forcibly left the crankshaft but the Ballot factory had effected a watch-maker's repair of the rent, using innumerable copper rivets. By 1927 the Ballot was already regarded as a venerable car, with drip-feeds in the cockpit attending to the lubrication of its roller-bearing engine and two magnetos driven, Bugatti-fashion, from the rear ends of the twin overhead camshafts. Nevertheless, it served Dunfee well for six seasons at Brooklands, its appearance, tail cocked-up and able to contain the spare wheel, improved by aluminium discs on its back wheels. Eventually, in 1930, Dunfee got it round Brooklands at 113.77 m.p.h., or 6.37 m.p.h. faster than the best Campbell had done five years earlier, a tribute to Thomson & Taylor's, who maintained the Dunfees' racing cars.

This Ballot won five first, eight second and three third places in BARC races alone, and was subsequently owned by Miss Joan Richmond, A. S. Heal and M. Crowley-Milling.

In its very first race, painted blue with yellow wheels, the Ballot finished third, lapping at well over 103 m.p.h., and coming out immediately afterwards, was second to Meeson's 30/98 Vauxhall, by which time it had completed three flying laps at exactly the same speed, proof that by now Jack Dunfee knew his way round Brooklands. Its first victory came at Whitsun 1927, when it vanquished the lavender and purple Vauxhall in the Lightning Long Handicap. Before the year was out the Ballot had been repainted blue, but the yellow wheels were retained. Its further successes included winning the Founders' Gold Cup race, in 1928, the old Ballot lapping consistently at around 110 m.p.h., now in green paintwork, and many others. It was able to lap at over 110 m.p.h. when eleven years old and its achievements are quite remarkable, especially as Dunfee was driving other cars as well, so that the old Ballot's later appearances were infrequent. On one occasion it lost a handicap dual with



An artist's impression of Jack Dunfee's consistently successful 1921 3-litre GP Ballot taking the Railway straight at Brooklands.

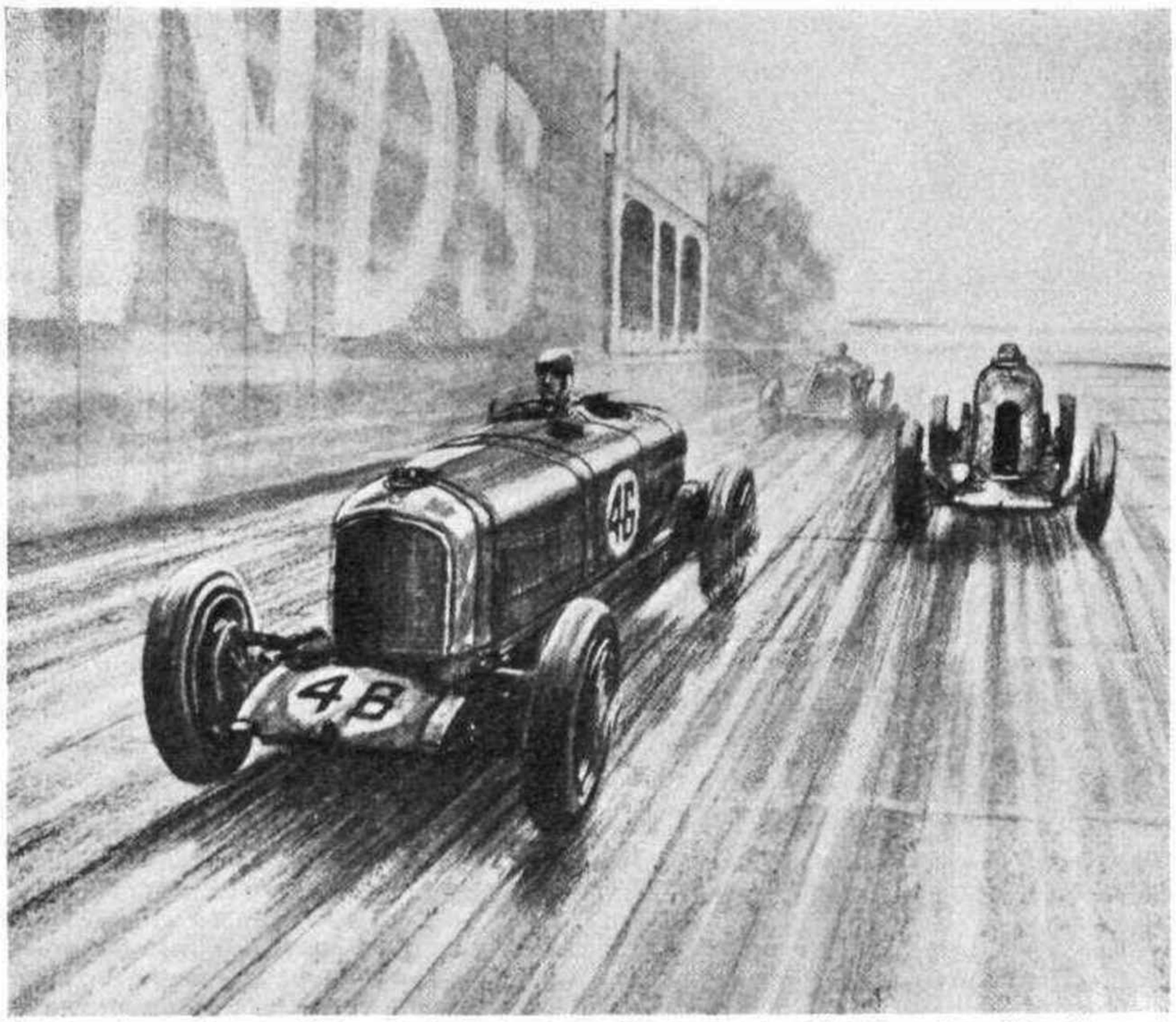
K. Don's GP Sunbeam but in a dual against a motorcycle, which Mr. Ebblewhite had requested during a BMCRC Meeting, Dunfee decided it would be nice to allow the two-wheeler to win, when, as he eased off, the rider opened up, making the Ballot look silly on that occasion. Although reasonably easy to drive and mainly reliable, the Ballot was a quick car for its age and it once came close to ramming Newman's Salmson when coming up on it on the Home banking. Incidentally, in spite of his regular attendance at Brooklands Dunfee got on very well with "Ebby", the famous handicapper—"the wonderful little man with his pipe and watches was very agreeable".

Graduating to ever faster cars, Jack Dunfee drove E. L. Bouts' 4.9-litre Indianapolis Sunbeam at the Track in 1928, "a real wicked devil of a car". It was tricky to drive, and both occupants had to hang on if they were not to be flung out over the bumps, the mechanic being provided with a strap for this purpose, and it went all over the place. By being sufficiently brave not to lift off for the entire circuit, Dunfee lapped in this ancient Sunbeam at 117.46 m.p.h., which was 3.75 m.p.h. faster than the car's owner took it round—indeed, Dunfee was appreciably quicker than all the many drivers timed by Ebby in these cars, Segrave, Campbell, Miller and Don among them.

Kaye Don had been exceedingly successful with his 2-litre GP Sunbeam "The Cub" (it is now in the National Motor Museum at Beaulieu) and when he suggested that Dunfee should have one, telling him the No. 1 car in which Dario Resta had been killed in 1924 was available, Jack agreed. He went to Sunbeam's racing department in Wolverhampton and found the Sunbeam completely stripped down. However, Bill Perkins had it reassembled and taken to Brooklands and it served Dunfee extremely well. He gained many successes with it and in the 1929 Gold Vase race his red Sunbeam and Don's sister car were flagged away together. Dunfee's standing-start lap was 0.62 m.p.h. slower than Don's, both bettering 101 m.p.h., but his flying lap was 0.32 m.p.h. faster, Don just getting ahead on the Railway straight to win by a narrow margin. Dunfee earned his 120-m.p.h. badge in this Sunbeam, with this 125.77-m.p.h. lap. The car was, indeed, really fast, Dunfee reckoning to do around 137 to 138 m.p.h. down the straight when conditions were favourable. In spite of its age and complex design it was quite reliable, but the brakes were no good. Dunfee used it to take Class E records; he always used Dunlop tyres but recalls an occasion when, raising his right arm to wipe his goggles, a chunk of tread flew off a back tyre and broke his arm. Towards the end of 1930 the Sunbeam was kept at Montlhery, which gave Dunfee an excuse to visit Paris, and where it took more Class E records and then some in Class D, the engine having been enlarged for the purpose and Dudley Froy enlisted as co-driver. On these occasions Perkins was in attendance and Jack Scales was very helpful.

Pursuing his penchant for long-distance racing, Dunfee drove an Alfa Romeo in the 1929 JCC "Double-Twelve" but retired with stripped timing gears. He made up for this by sharing the winning "Old No. 1" Speed Six Bentley with Woolf Barnato in the BARC Six Hours Race, in which they averaged 75.88 m.p.h. The signal honour of being Barnato's co-driver arose because Birkin's allegiance was now with the blower-4½s. Dunfee was also a member of Victor Riley's team of Brooklands Riley Nines in the first Phoenix Park Grand Prix, with Don and Eyston. They took a spare car with them and Dunfee finished seventh at 66.6 m.p.h., behind Eyston but ahead of Don. He then shared the Hon. Richard Norton's original 4½-litre Bentley "Old Mother Gun" in the first BRDC 500-Mile Race. Alas, an untrained mechanic muffed the pit-stop, putting in too little oil, and the engine blew-up.

Thus Jack Dunfee became one of Barnato's legendary "Bentley Boys", although he entered the GP Sunbeam with his brother Clive for the 1930 500-Mile Race, because by then Bentley Motors had ceased to race, but with no success, for a half-shaft broke and the rear wheel attached to it rolled across the Fork. At Le Mans in 1929 Dunfee was co-driver with Lt.-Cmdr. Glen Kidston in a



Jack Dunfee passing the Vickers sheds in the Speed Six Bentley in which he and Cyril Paul won the 1931 BRDC 500-Mile Race at Brooklands at over 118 m.p.h.

4½-litre Bentley. They finished second to the victorious Speed Six, Kidston having flown Dunfee to Le Mans in a DH Moth.

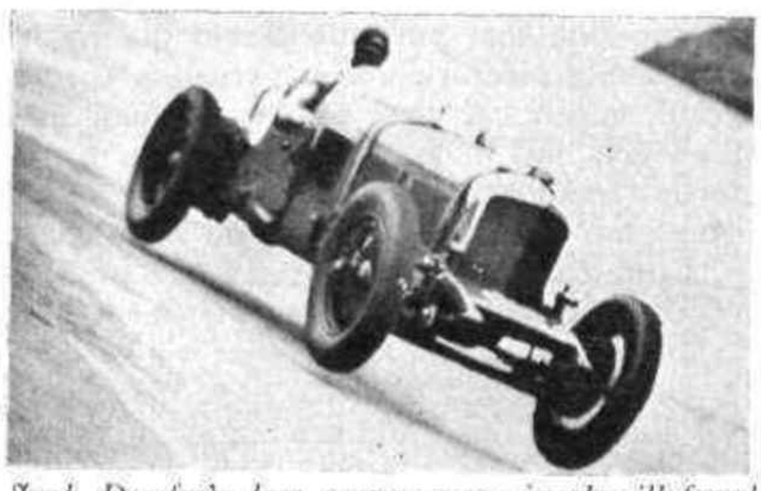
Jack Dunfee was very interesting on the subject of driving the Bentley at Le Mans. It was comparatively easy to drive and not really fast, so that, in spite of the road camber and grit verges which had to be watched when overtaking, he considers that racing the Sunbeams and single-seater Bentleys at Brooklands was more dangerous. "It was enormous fun, however, although we were not paid to drive—there was absolutely no starting money."

For the 1931 500-Mile Race Dunfee shared "Old No. 1" Speed Six Bentley with Cyril Paul, the car being equipped with a single-seater body and tuned by Hassan. They had a marvellous victory, winning at a record average speed of 118.39 m.p.h. and lapping at 126.09 m.p.h. In practice the car didn't seem fast enough to Dunfee, and he recalls W. O. Bentley driving round to the bay at Brooklands in which they had parked. The bonnet was opened by Hassan, W.O. gazed at the engine, then walked to the back of his resplendent 8-litre Bentley and got something out of the tool-kit. "Now", thought Jack, "we shall see some magic worked on the engine". Instead, W.O. checked the wheel-nuts of his own car for tightness and then, saying that he considered the car fast enough, drove off round the Track. . . .



"Old No. 1" Bentley on its way to a magnificent victory in the 1931 500-Mile Race.

The Bentley rebuilt by Walter Hassan, which had won the previous year's "500", was entered and driven by Dunfee in the 1932 BRDC British Empire Trophy Race. In the heat, Dunfee was second to Eyston at



Jack Dunfee's last motor race, in the ill-fated 8-litre Bentley, which crashed, killing his brother Clive, in the 1932 500-Mile Race.

121.17 m.p.h. In the Final he was running third behind the fiercely duelling Delage and Panhard-Levassor of Cobb and Eyston, when a rear tyre burst on the last lap, the Bentley skidding down the Byfleet banking. A Steward waved Dunfee off the Track, although the car could have crossed the line on the flat tyre, so he lost his third place. To compensate him, BRDC members presented Jack with a suitably-engraved silver cigarette case, which is one of his most treasured possessions. When the Bentley was examined by Hassan after the race its chassis was found to be broken in half on both sides and it was never used again.

Also in 1932 Dunfee drove Barnato's Speed Six single-seater in a short handicap and in the "500" he shared with his brother Clive (who had done a good deal of racing with the forme Bentley team) the same single-seater, now with an 8-litre engine, "a - - - of a car to drive". The result was tragic. After lapping at 127 m.p.h. and averaging 120 m.p.h. in spite of refuelling stops and tyre changes, Jack Dunfee handed over to his brother. Soon afterwards the Bentley went over the Members' banking when trying to pass Cobb's Talbot and Clive Dunfee, who was married to actress Jane Baxter, was killed instantly. Jack never raced again, devoting himself to fast boats so far as mechanised sport was concerned, his name also appearing often, as W. O. Bentley said, "on theatre programmes". Geoffrey Dunfee raced an MG at Donington, thus following in the path of his better-known brothers. He was killed flying night-fighters for the RAF.

I asked Jack about the cars he used for ordinary motoring. He bought from D.B.K.M. Shipwright the 2.7-litre SPA, which had been raced occasionally at Brooklands. It had a very beautiful aluminium Hawker body but "absolutely no performance, being gutless and also very heavy". There was a Boulogne Hispano-Suiza—"a marvellous car", his 30/98 Vauxhall coupé, and a Speed Six Bentley, in which Dunfee was in the habit of going to the Track from his home in London.

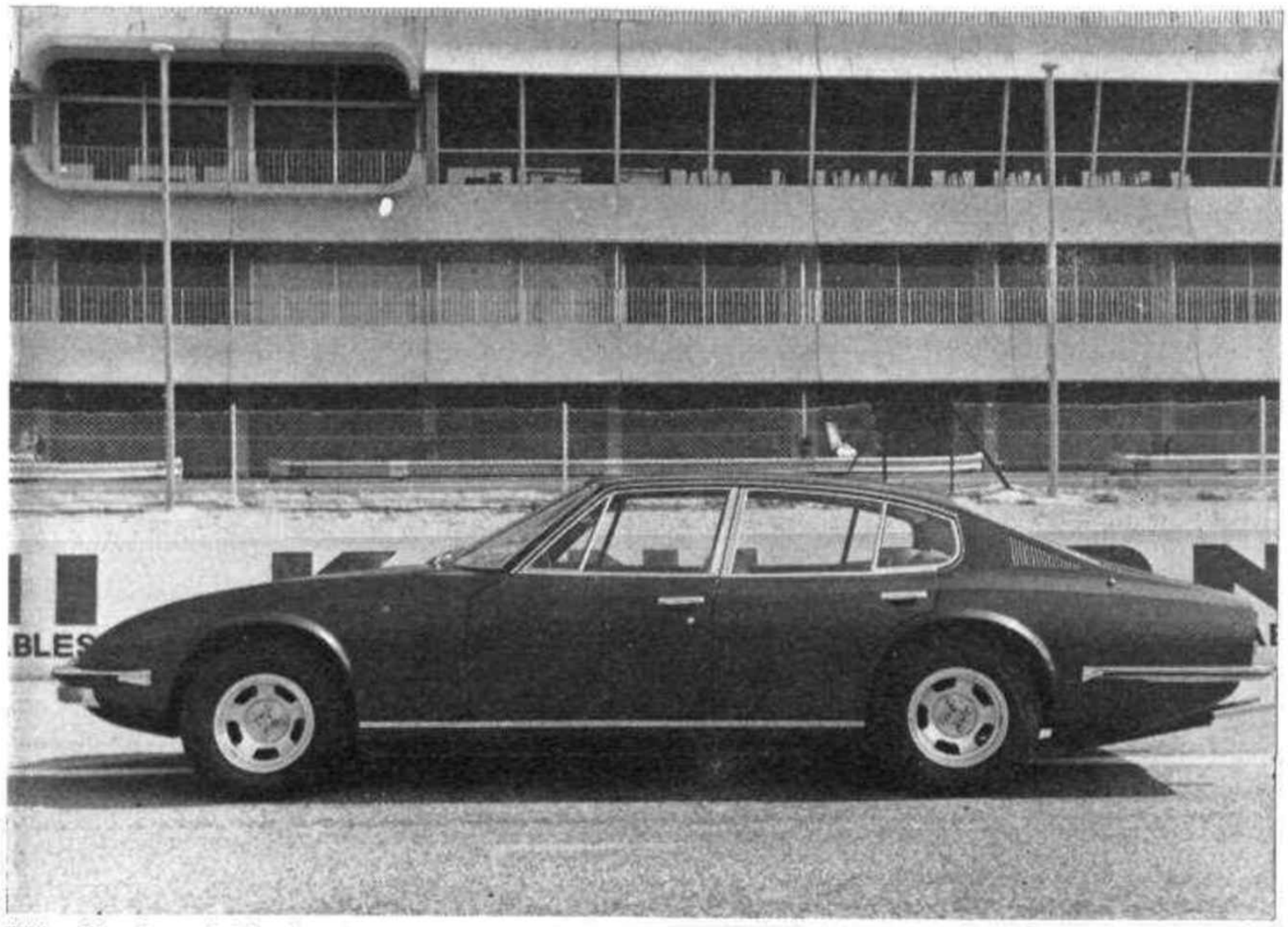
After the war he had a Mk. VI Bentley, then a Park Ward R-type Bentley Continental, off the Motor Show stand (only five were built), followed by two Jaguars, a 2.4 and then a 3.4. These obviously found favour as Dunfee next bought a 3.8-litre Jaguar E-type, a metallic car for which George Eyston was prevailed upon to supply Castrol oil which gave the aroma of the old "R". On one occasion, Dunfee recalls, someone followed him closely in London and, at the first red traffic lights, rushed from his car to say what memories the magic scent aroused! By now Dunfee was a Jaguar addict; he bought a 4.2 E-type but it was slower than the 3.8. He then had an XJ6 which he kept for three years. Today wishing to drive fast but not wanting to be conspicuous, he drives an Austin 1300 Countryman with "hot head" by grace of Downton Engineering. This has proved very satisfactory and enables the ex-Bentley Boy to get from his country house, where he keeps hunters to chase the fox with "The Heythrope Hounds", to his flat in Piccadilly in a surprisingly short space of time.

"But", reflected Jack Dunfee nostalgically, as we prepared to leave, "It's not as much fun as it was. Why, in the old days people actually liked being dusted up by a racing car, along the Seven Hills road to Brooklands, for example, as we frequently drove the cars on the road. . . ."—W.B.

D & LOC National Rally

AT Stanford Hall, near Rugby, the Daimler & Lanchester Owners' Club will hold their Ninth National Rally on Sunday, 10th June. The event includes *Concours* for all models of the Daimler and Lanchester range of cars. The gate opens at 10 a.m.

Continental Notes



This side view of Monica shows the proportions of the car rather well. The tapering front has headlamps concealed by sliding shutters and radiator air enters under the nose.

Monica

THERE ARE many young designers who eventually achieve their aim in life by designing a racing car, be it a Formula Ford or a Grand Prix car, and others who design sports cars for racing, and even for limited production, but those who design a luxury four-seater saloon car of high performance must be few and far between. This rare achievement has been accomplished by Chris Lawrence in the form of *Monica*, a full four-seater luxury saloon of high performance and high breeding, now in production in limited numbers in a French factory. Lawrence will be remembered for his racing with Triumph TR engined Morgans, his Lawrence-tune performance firm and various specials known as Deep Sanderson. A few years ago, while racing one of the last of his long line of Morgans at Le Mans, he was approached by a French Industralist to undertake a design study to produce a new French car. This man was Monsieur Tastevin, whose company produces all the rolling stock for the French National Railways, and he was interested in getting involved with motorcar manufacture, rather like Signor Lamborghini did in Italy.

The proposed project was not as ambitious as Lamborghini, but more in the line of the Facel Vega of the mid-fifties. The projected car was to be a four-door, four-seater, with chassis and suspension derived from competition knowledge, and at first it was to have an engine of 2.8-litres, to which end Lawrence developed his own version of the Martin all-alloy V8. In fact, the first six cars to be built, all experimental prototypes, used this engine, but subsequently it was decided to go for more performance so a Chrysler V8 coupled to a ZF gearbox was incorporated into the design, and the seventh model to be built had a Chrysler V8 engine. The basic car has been unchanged since Lawrence started on the design, having a square-tube space frame to which the all-steel body is welded to form an integral structure. Front suspension is by wishbones, with the upper arm working on the rocker principle operating an inboard coil spring/damper unit. At the rear the supension is of the de Dion layout, giving a low seating layout to the rear compartment and a capacious boot. Originally the fuel tanks were in the door sills, but this feature has been changed for a fuel tank across the rear of the car, between the rear seats and the luggage compartment.

While the initial building was done in Lawrence's own small works in London, the subsequent development moved to Monsieur Tastevin's factory in Balbigny, west of Lyon. The car is named *Monica* after Madame Tastevin, and made its first public appearance at the Paris Show last Autumn, and then at the Geneva Show, when a finalised version was on show. Last month, two cars were made available to a small group of press people at the Paul Ricard circuit for closer scrutiny and practical appraisal. These two cars, numbers 8 and 9 in the prototype and pre-production line, were powered by 5.6-litre Chrysler V8 engines, but future cars will have 5.9-litre versions of this American production engine, and already the next six cars are awaiting these larger units. In *Monica* there has been no attempt to build a sports saloon, a GT car or even a 2 + 2. It is a four-door luxury car in the class that the French refer to as *Grand Standing*, like the Maserati *Quattroporte*. The detail finish and the appointment of the all-steel body is one of comfort and luxury, allied to a performance and handling that puts the car in the High Performance category, and the result is a very elegant saloon car that will waft along the Motorways and main roads of Europe in an effortless manner. Driving such a car on a racing circuit provides little or no knowledge of its true character, but it is indeed a praiseworthy project in these days of the cheap and shoddy for the masses, for *Monica* is a car for the connoisseur and the rich, hand made like good gloves or boots, and exuding quality and refinement; a very welcome addition to the Motoring seeene.

* * * *

Ligier

At the moment France seems to be abounding with interesting new cars as a sort of antidote to the tin boxes being churned out by Renault, Simca and even Peugeot, all pretty orthodox by French standards and rather uninspiring. Last year Guy Ligier, who used to drive in Grand Prix events for fun, started producing a neat GT coupé powered by the Citroën-Maserati V6 powerpack from the Citroën SM. It was tuned through 180-degrees and mounted in mid-engined layout, with transfer gear units reversing the drive, and the whole car anticipated the new Maserati "Merak" by more than a year. Ligier began this project with his friend Jo Schlesser, who was unfortunately killed at Rouen in the air-cooled Honda V8 Formula One car, before the project got under way. When Ligier got the first car built he called it the Ligier JS, and began activity with a racing and rally version, having some successes in small national events. Road versions of this compact mid-engined 3-litre are being built in small numbers, but sufficient for them to be seen on the public roads occasionally. At a recent French race there were two side-by-side in the public car park, which is a very different thing from seeing them in the paddock.



A Ligier JS coupé seen in the car park at Dijon. This neat coupé with Citroën-Maserati V6 engine/gearbox unit amidships is built in limited numbers in a factory at Vichy.

In competition form the Maserati engine, enlarged from 2.6-litres to 2.9-litres for the Ligier, with the co-operation of Maserati and Citroën, has a distressing tendency to blow head-gaskets. However, at the Dijon sports car race the Ligier JS driven by J. P. Jarier put up quite a good performance while it lasted and lapped faster than the works Porsche Carrera RSR. We tend to look upon any Porsche as providing a standard by

which to judge others, and Porsche history justifies this, so Guy Ligier must have been very pleased when Jarier lapped the Dijon circuit in 1 min. 11.0 sec., compared to the best of the Muller/van Lennep works 3-litre Carrera RSR which lapped in 1 min. 12.0 sec. The Ligier will never become a vast empire like Porsche, for the Frenchman builds the cars and races them as something of a hobby, for motor racing has always been a passion with the stocky man from Vichy. As a small-volume production car it is a nice antidote to the dull and uniform, as practised by Renault.

* * * *

Matra-Simca

When the French *Engins Matra* embarked on their gigantic racing programme, with Government financial backing, they made it clear that the end product was to be a luxury V12-cylinder car in the Ferrari image. However, as time went on the racing V12 got further and further removed from a possible production engine and an economic study by Matra decided that the days and the life of such a car were numbered. The intention was still that *Engins Matra* should branch out in the motor car industry and there appeared the rather *bizarre* Matra 530 coupé with Ford Taunus V4 engine amidships. It was not a roaring commercial success, but at least it introduced Matra to the industrial world of car production and marketing, with all its difficulties and pitfalls. In an attempt to solve some of the problems the Matra motor car project was amalgamated with Simca, and almost immediately Simca amalgamated with Chrysler, as Rootes had done in England. It was obvious that the Ford V4-powered Matra could not go on for long, and now the new Matra has been released, under the name Matra-Simca and called the "Bagheera". It is almost wholly Simca in design and construction, though no doubt benefiting from Matra's experience with the Ford-engined car, for it is a fibre-glass coupé of mid-engine layout. It is powered by the 1.3-litre Simca unit from their front-wheel-drive model, and many of the mechanical parts are standard Simca. It is quite a neat looking coupé and has the unusual arrangement of seating three abreast, the driver in a bucket seat on the left and two passengers in a pair of aircraft-type seats with a fixed division between them, on his right.

While the "Bagheera" Matra-Simca is an interesting little sporting car in the medium-price range, as yet not on the British market, it is a far cry from the original concepts of *Engins Matra* when they first appeared on the racing scene.



The latest road car bearing the famous Matra badge is this Matra-Simca called "Bagheera" with a 1.3-litre Simca engine mounted centrally.

* * * *

Zandvoort

The Dutch Grand Prix is due to take place on July 29th, after being cancelled last year, and the Zandvoort circuit is in the throws of a major face-lift in order to comply with FIA requirements of safety and conditions. The basic layout is not being changed, but certain corners are being reshaped and given spacious run-off areas, and a new corner is being added to the back section of the course which will reduce the entry speed onto the main straight. Resurfacing, widening, etc., is naturally going ahead, and the pit and paddock area is being rebuilt, with a much wider pit road, while new time-keeping buildings are being provided. We hope some new time-keeping apparatus or new operators will also be provided for the time-keeping at Zandvoort has always produced some suspect times during practice.

Not long ago the Zandvoort circuit had its pits moved bodily back a bit to provide more space in the pit road, and almost before the cement was dry the size of Grand Prix cars almost doubled and the pits were again hopelessly cramped. This time they should be all right for it looks as though the width of cars and tyres has reached its limit and there are signs of reductions being made in tyre widths and track widths. The return of the Dutch Grand Prix will be welcomed by everyone and the tidying-up of the Zandvoort circuit will not be a bad thing, for like the Nurburgring it was beginning to show its age. One wonders how much longer the Brands Hatch and Silverstone pits can remain acceptable to officialdom, for they both get zero rating from the competitors.

* * * *

Monte Carlo

The Grand Prix of Monaco round the streets of Monte Carlo is due to take place on June 3rd and at the time of writing (mid-May) the lower part of the circuit is one huge building site. The whole sea-front of Monte Carlo is undergoing a huge rebuild as part of a town improvement plan, so naturally the Grand Prix circuit is affected. The sea-front road and the famous tunnel has all gone, to be replaced by a new road, wider and straighter, with the town stretching out over it, not so much providing a new tunnel, as an underground road. On the harbour front a new road has been built running from the quay-side out into the harbour and back again, so that the pedestrian promenade which was used for the racing circuit, providing the downward leg to the famous Gasworks Hairpin, can now be used for a pit area, thus being on an "island" between the new road that arrives at the hairpin by way of four sharp corners, and the return leg up towards Ste. Devote. No doubt many people will mourn the passing of the famous tunnel, but oddly enough few people noticed when the railway was buried under the town or the station disappeared completely, nor did they notice when the Gasworks was demolished removing the *raison d'être* for the naming of the hairpin bend. Indeed, Monte Carlo has been undergoing continual change over the years, but this year will be a landmark, for the new circuit will be the beginning of a new era.

* * * *

The Belgian Grand Prix

Ever since Jackie Stewart "fell on his head" so to speak, due to inexperience, in the 1966 Belgian GP on the Spa-Francorchamps circuit, he has had a mental block about the circuit. He has been so vociferous in his expounding of the dangers of the circuit that he has brain-washed other drivers into agreeing with him even though some of them have never raced at Spa. One current Formula One driver was recently going on about the "dangerous Spa circuit", when to my knowledge he has never raced there; but he is a close friend of Stewart. Fortunately the anti-Spa brigade have not stopped the racing or killed the circuit, as they intended to do, for each year the 1,000-kilometre sports car race is run, as is the 24-hour saloon car race and the Motorcycle Grand Prix, and with sports cars turning laps at over 160 m.p.h. and saloons at over 135 m.p.h. Spa-Francorchamps is getting along very nicely without the Formula One circus.

Last year the Belgian GP was held on the newly-built circuit at Nivelles-Baulers, south of Bruxelles, and while it was a neat and tidy race, not many people felt it was a representative Belgian Grand Prix. Belgium is sharply divided into two factions, the Flemish speaking and the French speaking, and while the Belgian GP was held at Spa-Francorchamps there was no "feeling" as the circuit was accepted as the natural home of the Grand Prix having started there in 1925. However, once it had been wrested away from Spa, "feeling" burst out, and having been held on an essentially *Wallone* (or French speaking) circuit at Nivelles there was agitation to move it to a *Flamand* (or Flemish speaking) circuit for 1973. This was the Zolder circuit about midway between Antwerp and Liège (or Luik to be Flemish and precise), and oddly enough there was no great outcry, the change being acceptable to the Formula One circus providing the circuit met the necessary requirements of safety and amenities. It would seem that having deserted the Spa-Francorchamps circuit, nobody was very worried where the Belgian Grand Prix was held.

After a lot of last minute discussions and an enormous programme of work involving relaying the track surface, improving the pits and the paddock, and uncertainty right up until the last moment, Zolder was got ready to receive the Belgian Grand Prix for the first time on May 20th. A report on the race will appear in our next issue, the 20th of the month being just too late for our printing schedules, MOTOR SPORT being a glossy magazine and not a loose-leaf newspaper. The agreement in Belgium is that the race will return to Nivelles in 1974 and back to Zolder in 1975, meanwhile Spa-Francorchamps continues with its three big meetings each year. The Motorcycle Grand Prix takes place on July 1st and the 24-hour saloon car race on July 22nd.—D. S. J.

Notes on the new cars at Barcelona

IN THE aftermath of Jo Siffert's tragic accident at Brands Hatch in 1971 came a resolution to make Grand Prix cars safer against fire risk, particularly in the case of side impacts. This culminated in regulations being drawn up by the CSI which were to finally come into effect at the 1973 Spanish Grand Prix. The regulations required deformable side structures and the text of the actual rules was reproduced in the April issue of MOTOR SPORT. They also required new stronger fuel tank bladders, but because of the unavailability of these tanks, this rule has been put back to a date yet to be determined. Constructors have been introducing their new cars to comply with the rules since the Italian Grand Prix last year, but there was still a rush by some teams to have the new regulation cars finished in time for Spain.

The new deformable cars from Surtees, McLaren, Brabham and Shadow had already been seen, Lotus, Tyrrell and BRM sidestepped the challenge to an extent by producing "safety cladding" to add to their existing cars. This left only Ferrari, the Frank Williams team, Tecno, March and new F1 manufacturers, Ensign to show off their new machines in the paddock at Barcelona. In the end Tenco failed to make it, for, while they had completed a new car for Chris Amon to drive, the engine gave trouble on the test bed. This has prompted Tecno to change from copper head gaskets to Cooper's sealing rings. The Tecno chassis which was ready to race and had been tested was the one designed and built by New Zealander Alan McCall, who has since split with Tecno. The second design that Tenco will try is that of Gordon Fowell who has had a chassis built up by John Thompson of TC Prototypes, who was responsible for the Ferrari monocoques. This car is still being completed and it remains to be seen which of the two completely different models Amon will eventually drive. Just to add further to the confusion Tecno are now developing a flat-8 3-litre engine as well as the flat-12.

The Cosworth V8-powered Ensign commissioned by Rikki von Opel was also on the entry list but failed to appear. Constructor Morris Nunn is obviously finding that building a Grand Prix car is very different from a Formula Three and we expect that von Opel will find the same about the driving.

The non-appearance of these two Grand Prix contenders was more than compensated by the fact that there were two brand new Ferraris in the paddock. Maranello does not produce a new Grand Prix model very often and, when they do, it is worth dropping everything else and taking a long hard look. As has been written many times before the new B3 was built around what the Italians chose to describe as "a British-type monocoque construction". All previous Ferraris of recent years have been constructed of tubes with aluminium sheeting wrapped around them. They were neither space frame nor monocoque sections but what Ferrari described as an "aero-monocoque".

Thus the new B3 broke new ground for Ferrari and, because of the continued trouble with strikes by the Italian metal workers unions, it was decided to have at least the first two chassis built to the Italian design by TC Prototypes of Northampton. Once back in the Maranello race shop, the bare monocoques were built up into racing cars. In the paddock at Barcelona they looked like Ferraris through and through.

Early testing with the first car showed that the side radiator lay-out was troublesome and overheating was occurring. The ducts were extended in an effort to collect more air but this didn't help much either. Thus a decision was made to adapt one of the cars to a front radiator lay-out and this necessitated various body changes. A new nose, with an opening for cooling air, was necessary to replace the rather McLaren M23-like nose of the side radiator car. New side panels were also required as it was no longer necessary to duct air to the side radiators. On the Ferrari the deformable structure is a detachable sandwich of foam and fibreglass unlike the McLaren, for instance, which has the foam injected between two layers of aluminium. At Barcelona one car (chassis 010) had a front-mounted radiator and a second car (011) was fitted with side radiators. This car also had a more recent and neater rear wing mounting arrangement. Although Arturo Merzario's name was on the entry list, both cars were reserved for Jacky Ickx to make a choice. The Belgian soon plumped for the front radiator car.

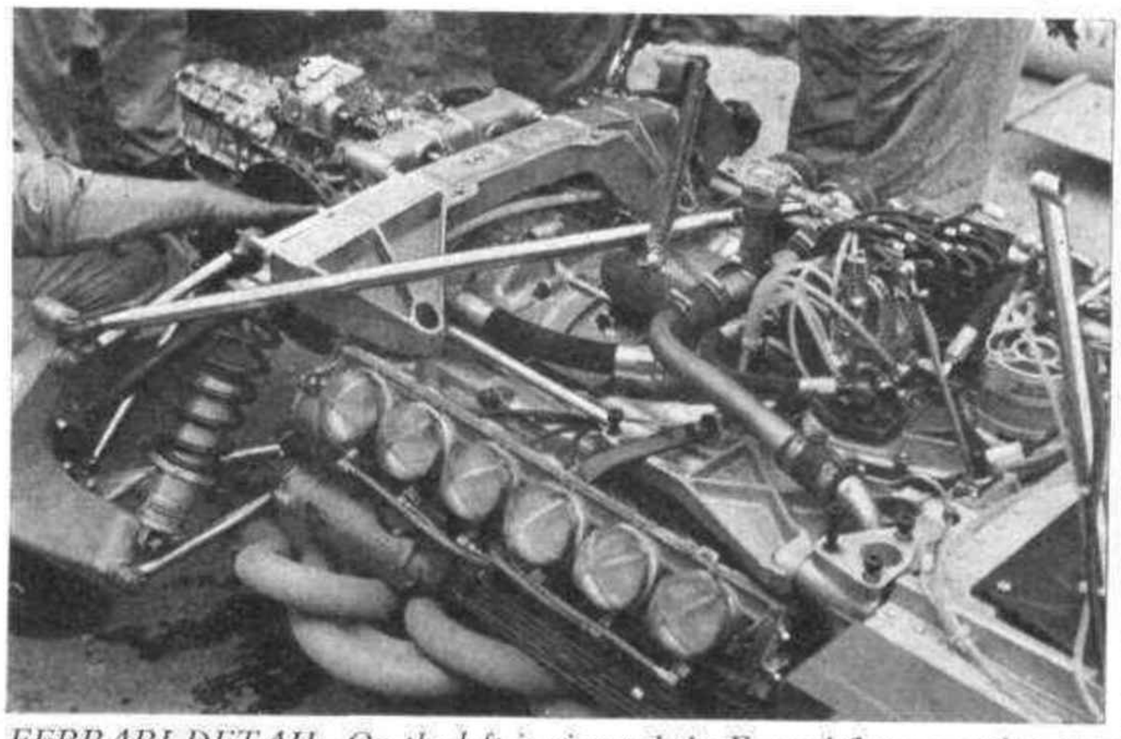
On overall dimensions the new Ferrari looks rather larger than any of its competitors but Ing. Colombo says that it is close to the weight limit and Jacky Ickx is very happy with the handling, having had to struggle somewhat with the B2 which tended to be unpredictable.

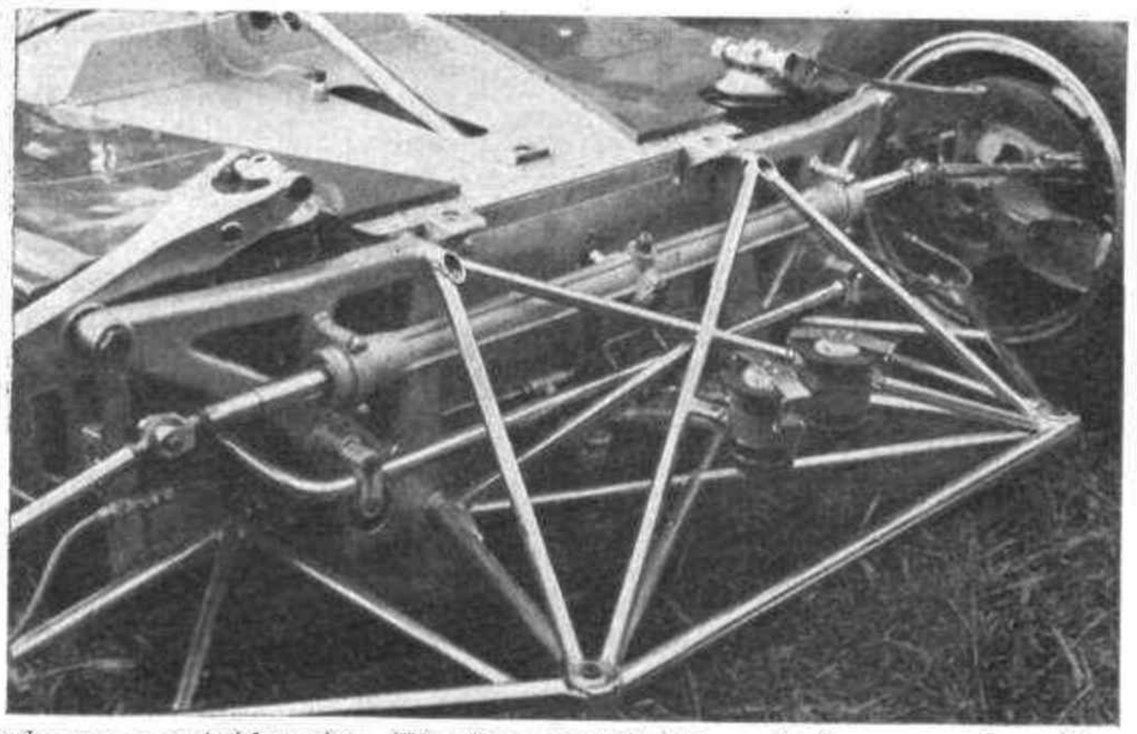
An interesting feature of the car is the extensive use of magnesium alloy castings in the front suspension, the mounting of the engine to the chassis, for the crossbeam and the rear suspension. British firms tend to use fabrications but then no British racing car constructor has its own foundry.

The front suspension consists of fabricated rocker arms and wider based wishbones sprung on inboard spring damper units. Two roughly triangular-shaped castings bolted to the front of the monocoque provide location for the steering rack and anti-roll bar as well as the pivot point for the rocker arms. Also mounted to these two castings is a tubular frame which locates the forward mounting point of the lower wishbones, as well as carrying brake and clutch master cylinders and, in the case of the front radiator car, carrying the radiator core. The front uprights carry outboard ventilated discs tucked well in the wheel and thus air scoops are fitted to assist cooling.

An enterprising feature is the steering wheel which is mounted completely vertically to the ground and thus the column is horizontal, until a point some 12 inches from the wheel where a u/j. directs it at a steep angle to the rack which is mounted well in front of the driver's feet. The monocoque itself is fairly straight-forward with the fuel contained in tanks either side of the driver's hips.

Both the B1 and B2 flat-12 Grand Prix cars had their engines hung from "a beam", thus making access to the metering unit, and distributor a tricky task. On the B3 engine is a completely stressed member and the flat-12 is now very much easier to work on while *in situ*. An alternator is also now fitted on the top of the engine.





FERRARI DETAIL. On the left is pictured the Ferrari flat-12 engine, note the cast rear bridge-piece. The disconnected radius rods lay across the engine. On the right the front suspension, showing again the use of castings as described in the text.

Directly between the back of the monocoque and the engine is a cast magnesium sandwich plate which is bolted to the back of the chassis. Onto this, two engine bearing plates are bolted and then, in turn, the engine is bolted to these plates. The sandwich plate also provides location holes into which the roll-over bar slots. The roll-over bar has both front and rear support bars.

At the rear another large casting forms the bridge-piece across the engine and this provides the top location points for the outboard mounted spring damper units. Further strength is provided by tubular supports. The bridge-piece also provides support for the gearbox which accommodates inboard mounted ventilation discs and drives through the usual Ferrari shafts which are splined on the inboard end. Very long radius rods, which locate on the chassis, give additional support to the rear uprights. The lower support is provided by a reversed wishbone, mounting under the engine, plus rear facing tie rods which are located on a special casting, bolted to the gearbox.

Both cars were fitted with what were patently brand new engines and, though Ferrari were keeping quiet about this aspect of the car, it would seem that some of the castings at least have to be drilled differently if not completely re-designed for this latest application.

All the bodywork was finished in the usual shade of bright red with no signs of commercial involvement apart from a collection of neatly placed decals mainly concerning direct suppliers like Lockheed, Borg and Beck and Goodyear. A real Grand Prix car.

Officially Italian, although built in Britain, was the second design to come from the Reading workshops of Frank Williams Racing which is called the Iso-Marlboro in deference to the cigarette company and exotic car manufacturers who are joint sponsors of the project. The first "Williams Special" was, of course, the car originally know as the Politoys and designed by Len Bailey. It took rather a long time to build and never showed any great potential, although later in life—for 1973—it became known as an Iso-Marlboro. The new car is the work of John Clarke, formerly of March Engineering, and now on Williams' staff. He has produced what he describes as basically a very simple design, box shaped as are most of the cars to the new regulations, but featuring twin water radiators mounted just behind the front wheels, which seems to be a fairly sensible place to put them. Two of these new cars were on hand at Barcelona, both virtually untested for Nanni Galli and Howden Ganley. Galli's car had a monocoque section built outside while Ganley's was built on the premises. The suspension is British standard outboard wishbone and link, the rear wing mounted by a single strut rather like the McLaren M23.

March Engineering turned up with a pair of cars which ostensibly were brand new and built to the latest regulations, but were in fact their last year's cars fitted with the compulsory crush proof cladding and the 1973 design of bodywork. This had the effect of making them look much more like proper Formula One machines than Formula Two cars with a Cosworth DFV bolted on the back. Some changes had been made to the monocoques, including the provision of forward-facing roll-over bar stays. There were two Marches entered, one for Henri Pescarolo, who was stepping in to replace Jean-Pierre Jarier (occupied at a Formula Two event) and the other for privateer Mike Beuttler. The red works STP car in fact had a re-profiled nose but Beuttler's 721G had the same nose as one could find on a March F3 car. Robin Herd had decided to make a few slight alterations to the suspension, mainly reducing the track at the rear. Overheating front brakes soon proved a problem on both cars and the noses were hacked about to allow in more air. Pescarolo drove 721G/4 while Beuttler's car was not his last year's car but, in fact, last year's works spare which is 721G/2.

While the 1973 Brabham BT42 was first seen at the Race of Champions, its debut ended disatrously when John Watson crashed into the Armco. The chassis of the car was completely destroyed in the accident so Ecclestone's Motor Racing Developments firm had to burn a good deal of midnight oil to produce two further examples of the angular Gordon Murray design in time for Carlos Reutemann and Wilson Fittipaldi to race at Barcelona. In fact Reutemann's car had not turned a wheel before arriving in Spain. The cars were basically to the same specification as the damaged prototype although the oil coolers, which gave trouble at Brands, had been re-located. Brabham also brought along the ex-W. Fittipaldi BT37/1 for Andrea de Adamich and this was covered in Ceramica Pagnossin advertising which also found its way onto Reutemann's car. Apparently de Adamich and his sponsors had fallen out with Team Surtees and Ecclestone was pleased to welcome them to the fold. The BT37 was fitted with cladding as already seen earlier this year.

Of the other teams McLaren had also been busy and there were three bright shining Yardley-McLaren M23s in the paddock. Denny Hulme and Peter Revson retained their regular cars but the spare was brand new and there "just in case". Hulme's car had been modified in respect to the mounting of the rear anti-roll bar to the same specification as Revson's—the idea of the mounting being to accommodate a new all-enveloping engine cover which has yet to appear.

Don Nichols Advanced Vehicle Systems team of Shadows were unchanged with the regular pair of sinister black UOP-sponsored cars, although further circuit testing had brought worthwhile improvements. For the first time there was a third Shadow but painted in the white and red colours of Embassy Racing and with Graham Hill as the driver. The chassis of this car was built by TC Prototypes (busy boys!) and assembled by Hill's own team of mechanics to Shadow specification. It bore chassis number DN1/3A.

Team Tyrrell had their three Tyrrells, the new-at-Silverstone 006-2 for Jackie Stewart, 006 for Cevert and 005 as a spare. Team Surtees had their regular pair of TS14As (03 for Pace, 04 for Hailwood). BRM brought along four of their P160s in latest deformable structure E-trim for Messrs. Regazzoni, Beltoise and Lauda. The spare, which Lauda tried briefly, had revised front suspension geometry but otherwise all four were to the same specification. Rather than design a new car, further examples of the P160E are being built at Bourne. The last year's P180s have been consigned to the scrap heap although, in its latest form, the P160's suspension is mainly that designed for the P180.

For no good reason we have left the Lotus 72s to the end and there were three examples at Barcelona, one arriving in the middle of Friday practice direct from Zolder, where it had been tested by Emerson Fittipaldi. The World Champion started with 72/7 which was fresh from a complete rebuild at the factory, where it had been converted to deformable structures and had the suspension modified to the specification first seen at the Race of Champions. But the Brazilian was unhappy with the handling of the car and switched to his old faithful 72/5 for Saturday practice and the race. Ronnie Peterson was using the newest of the 72s, No. 8, and was absolutely delighted with it.

Thus, in total, there were 27 cars in the paddock available for the 22 drivers but only three different types of engine and only two different makes of tyres. Nevertheless it was still a very healthy array of machinery.

A.R.M.

SPA 1000 kms—Continued from page 631

Results :

1,000 KILOMETRES OF SPA—Groups 2, 3, 4 and 5—Francorchamps—71 laps—1,001 kilometres—Dry and Overcast—May 6th

*1st	D. Bell/M. Hailwood (Gulf Mirage M605-Cosworth V8)	Group 5	Entran.: Gulf Research Racing, England	4 hr. 05 min. 43.5 sec.—244.443 k.p.h
2nd	M. Hailwood/V. Schuppan/H. Ganley (Gulf Mirage M602-Cosworth V8)	Group 5	Entrant: Gulf Research Racing, England	2 laps behind
3rd	H. Pescarolo/G. Larrousse/C. Amon (Matra-Simca MS670—V12)	Group 5	Entrant: Equipe Matra-Simca, France	3 laps behind
4th	C. Pace/A. Merzario (Ferrari 312P—flat-12)	Group 5	Entrant: Ferrari SEFAC, Italy	4 laps behind
5th	H. Muller/G. van Lennep (Porsche Carrera RSR—3-litre flat-6)	Group 5	Entrant: Porsche Systems Eng., Germany	8 laps behind
*6th	C. Santos/C. Mendoza (Lola T292-Ford 1.9-litre)	Group 5	Entrant: Ecurie Bonnier, Switzerland	9 laps behind
*7th	H. Stuck/N. Lauda/B. Muir (BMW Alpina—3.2-litre CSL)	Group 2	Entrant: BMW Alpina, Germany	9 laps behind
8th	N. Lauda/B. Muir/H. Stuck (BMW Alpina—3.0-litre CSL)	Group 2	Entrant: BMW Alpina, Germany	10 laps behind
9th	C. Dubos/Mlle. C. Beckers (Chevron B21-Ford 1.8-litre)	Group 5	Entrant: Dinitrol Total, France	10 laps behind
*10th	G. Follmer/R. Joest (Porsche Carrera RSR—3-litre flat-6)	Group 4	Entrant: Porsche Systems Eng., Germany	11 laps behind

* *Class winners.*

Also Classified : C. Haldi/B. Cheneviere (Porsche Carrera RSR), 14 laps behind; T. Pilette/R. Bond (Ferrari Daytona), 14 laps behind; A. Birchenough/P. Kaye (Lola T290), 15 laps behind; C. Schickentanz/J. Fitzpatrick (Porsche Carrera RSR), 16 laps behind; J. Hine/R. Howlings (Chevron B23), 16 laps behind; C. Gaspar/J. Pinhol (Lola T292), 19 laps behind.

Fastest Lap : H. Pescarolo (Matra-Simca MS670) in 3 min. 13.4 sec.—262.461 k.p.h. (163.09 m.p.h.)—*Outright record.*

Retired : J. Ickx/B. Redman (Ferrari 312P); C. Amon/G. Hill/H. Pescarolo (Matra-Simca MS670); M. Raymond/P. Humble (Chevron B23); R. Heavons/C. Leguellec (Chevron B23); P. Smith/D. Welpton (Chevron B23); I. Harrower/J. Bell (Chevron B23); T. Twaites/W. de Selincourt (Chevron B21); A. Goodwin/M. McDonough (Dulon); J. Fitzpatrick/P. Keller (Porsche Carrera RSR); Barrios/J. Uriarte (Chevron B21); Christmann/Kautz (Ford Capri).

27 *starters* — 16 *finishers.*

Around and About

Avon Motor Tour hots up

WITH JUST a month to go the Avon Motor Tour of Britain looks like living up to the reputation of the event that it emulates—the Tour de France. There are some vital differences however. First 1973 is very much a pilot year so that only Group 1 cars are eligible, unlike the French event which includes Matra MS670 sports-racers and the like, while the final route, around Britain and Wales, does not include any hill-climbs, which is rather a shame.

The 1,000-mile route does cover five circuits and seven rally-type special stages, although these are expected to be mainly tarmacadamed. It is going to be very interesting to see how the racing drivers fare on unseen roads and how the rally drivers adapt to circuit racing, for this event offers a unique combination of both.

There are top names from both spheres on the entry list. Among the racing brigade will be Grand Prix drivers Graham Hill, Vern Schuppan and Howden Ganley, not to mention top saloon-car dicers like Frank Gardner, Dave Matthews, Tony Lanfranchi and Gordon Spice. But equally the big names of the rallying world are also on the list, including Roger Clark, now at the peak of his career, Wheelbase/Kleber Scholarship winner Chris Sclater, Tony Fall, Irish contender Adrian Boyd (who is my outsider for victory), and promising up and coming British talents like Mike Hibbert, Bob Bean and Andy Dawson.

To add to these top drivers there are several publicity "names" as well as umpteen motoring journalists taking part—mainly in the co-driver's seat. But the Duke of Kent will definitely be at the wheel of a works Ford and aviator Sheila Scott will co-drive one of the Huxford Fiats.

Various manufacturers' teams, be they from the works, concessionaires or dealer associations, seem to be taking plenty of interest in the event. Ford has entered a full complement of four cars and will obviously be going all out for victory, while BMW has a particularly strong team of their 3.0 Si models as raced in Group 1 by Tony Lanfranchi and Roger Bell. Chrysler Dealer Team will have a Hunter and an Avenger for Bernard Unett and Colin Malkin, and Dealer Team Vauxhall will be running a trio of their Firenzas including one for Gerry Marshall. Under the banner of Huxford's of Fareham there will be a team of three Fiats which will receive some works backing. The team will run a 127, a 128 and 124, two with lady crews including women racing champions Alison Davis (co-driven by Sheila Scott) and Jean Denton (co-driven by motoring journalist Sue Baker).

The British Datsun importers are expected to announce a competition policy within the next few weeks and are rumoured to be bringing over some racing Datsun Cherries for Japanese drivers for the British Grand Prix. Meanwhile one of their newest distributors, Datsun (Baker Street) Ltd., is fielding a very strong trio of Bluebirds in the Avon Tour with Graham Hill/David Benson, Frank Gardner/John Davenport and Tony Fall/Mike Wood as the crews. British racing champion Gardner has already spent considerable time setting up the cars but they are aiming for a class rather than overall victory.



RACING FIAT.—Alison Davis in the Huxford Fiat 124ST she will drive on the Avon Tour.

The class structure is the same as in Group 1 racing with the divisions made by price rather than cubic capacity. Most of the big names are in the two more expensive divisions, which leaves the two smaller classes open for the Clubman. Avon, themselves, are offering a generous bonus scheme which will make the event very worthwhile for the drivers in the lesser categories who do not have a chance of overall victory. There will be a total of 80 competitors, 20 in each of the four classes. Naturally the cheapest class is dominated by Moskvitch's, including a team from the concessionaires.

Just about the only disappointing aspect of the event has been the lack of foreign interest but this will surely come as the event grows. Tentative plans are already being made for a bigger and better Avon Tour next year but meanwhile we look forward to seeing if those rally drivers or the racers come out on top.

The Future of the 7

There has been a good deal of talk in recent months about the possible demise of that great enthusiast's car, the Lotus 7. In the middle of last month Colin Chapman hosted a Press conference about its future. Basically, Chapman said the trouble was that volume was no longer great enough for the car to be built by Lotus and VAT also brought problems, but he was reluctant to kill off the Seven. Thus he had come to an agreement with Graham Nearn of Caterham Car Sales for them to assemble Sevens at their Surrey premises. Caterham have, of course, been long-time supporters and major distributors of the Lotus Seven. They will assemble the Super 7 Series 4 to virtually the same specification as Lotus and will offer for sale two versions. There will be a powerful version with a Lotus big-valve twin-cam engine which will sell at £1,500 while a 1300 GT push-rod powered model will cost £1,195. Caterham expect to build about five cars a week. Of course, with the advent of VAT, the kit car became obsolete and these prices are for complete cars.

World Cup Rally

As we close for press I understand that the World Cup Rally, which created such tremendous publicity in 1970, will be on again in 1974. Full details are not yet to hand but I understand that the event will be sponsored by United Dominions Trust Ltd. and Tony Ambrose will again be involved in the organisation.

Rumours suggest that the event's route will be confined to the Europe and Asia land mass and will journey through Russia. Of course the announcement of this third "marathon" type event will promote plenty of controversy. Many critics reckon that these type of events are just too costly even for the most wealthy works teams.

"Formule Libre" British GP?

The British Grand Prix at Silverstone on July 14th will be open to any single-seater car complying with the CSI safety requirements, according to the regulations issued recently. This move is all part of the protracted industrial battle between the GPI (representing the organisers) and the Constructors' Association. The GPI ranks have already been broken by the Spanish GP organisers but Silverstone is still holding out and thus have taken this unusual step.

In reality it means that entrants of Formula 5000 and Formula Two cars in particular can take part in the Grand Prix along with the Formula Ones but at the moment none of the cars in these lesser categories comply with the safety requirements. Of course, it is possible that Lola, Chevron and other 5000 manufacturers could build the latest deformable structures to their cars, although it is still unlikely that fuel tankage could be increased sufficiently to allow the cars to go the full distance.—A.R.M.





MONZA 1000 KMS. FOLLOWING their consecutive defeats at Vallelunga and Dijon, the Ferrari sports-car team bounced back with a win in the Monza 1000 Kms. held on the Wednesday just after Easter. Above, pictured on the pace lap, is the winning car of Jacky Ickx, with Henri Pescarolo's Matra alongside, and the rest of the field fanned out behind. Looking unusual in blue and white was the Alfa Romeo 33TT3 of Carlos Facetti/"Pam" (No. 16), which finished fifth. The British Gulf-Mirage team was out of luck and both cars retired before mid-distance; Derek Bell is pictured in car No. 4. Matras' chances disappeared when bent stub axles were discovered; here Pescarolo's car is checked as the green-helmeted driver watches.



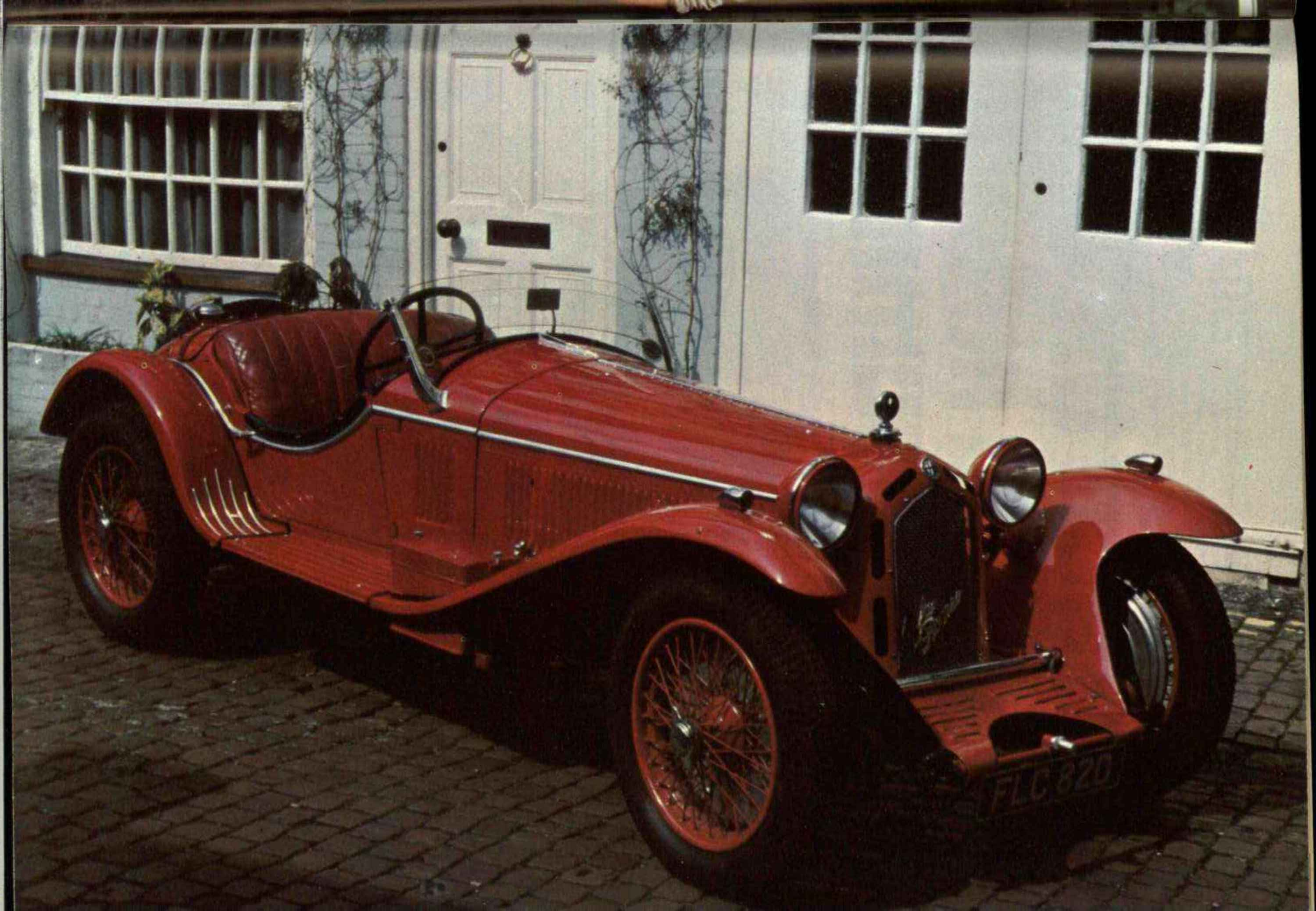


Pure protection from Duckhams.
If you think all motor oils are the same, ask a man who knows about engines.

Ask Alan Dewen.
He's a director of Davidson Autos Ltd., Doughty Mews, London WC1.

DUCKHAMS




FTC 20

You're not the only one getting hot and sticky this summer.

Summer. Runs in the country, trips to the coast. All great fun. But summer's also a time of heat and traffic jams. Which is bad news for your engine.

Because all that increased mileage means your fuel system's had a chance to pick up more dirt. And when dirt gets together with varnishes and so on, things begin to get a bit gummed up.

You see the result in little things – fading power, loss of performance, lack of zest.

This is where STP Petrol Treatment comes in. Added to your petrol, it's like a spring clean for your fuel system.

Used regularly it helps to keep things running smoothly – because naturally, a cleaner engine is a healthier, more efficient engine.

And, for a really quick tune-up, here's a tip.

Just pour a can of STP Petrol Treatment slowly into the carburettor air intake, with the engine running and watch the results.

Either way you use it, add a can of STP Petrol Treatment next time you fill up. And give your car a chance to come into Autumn ready for anything.

Treating your engine with STP is treating it with respect.

STP



IDEAL PAIRS —Conclusion



A. F. Rivers Fletcher used to own this pair—a Mk. II Jaguar and this Jaguar-engined HWM.

THE "Ideal Pairs" correspondence was so prolific that an extra session is required to conclude it. The first letter on this second pile of such letters is from a Retford reader who runs a Renault 4 and a 1939 Jowett flat-twin saloon. He considers these represent a good economy, ancient-and-modern pair, the comfortable Renault being borrowed from his wife for long journeys and both giving good m.p.g. From Halifax comes a car and a motorcycle pair—a Lister-Bristol, raced in historic sports-car events by Clive Doyle, and his 1938 racing cammy Norton. Both, as he says, "hairy-chested" machines.

Someone from Hallatrow opts for a pair of Sunbeams, in the form of Sunbeam-Talbot 90 saloon and an Alpine roadster. Both are solid, comfortable, reliable and give good accommodation, with closed/fresh-air permutations. This reader insists his pair could only be approached by an RM Riley and a Riley roadster of the same period. A Leigh-on-Sea writer dreaming of an "Ernie" share-out meanwhile derives satisfaction from a Ford Escort 1100L, which lives in the open and provides "commonplace, uncomfortable, economical, reliable and sensible travel," while within the garage there is a 1938 Cadillac Fleetwood which is "rare, comfortable, thirsty and temperamental". Ontario brings a letter from a reader whose present pair consists of a Peugeot 504 and a Fiat 124 coupé, both purchased new, the Fiat in 1969. The Fiat replaced a DKW 1000, then paired with a Volvo 544 and later a Volvo 122S. The DKW was replaced when more room was needed by a 1968 Renault R16, which the Peugeot succeeded, chosen after contemplating a Volvo 144S, Renault R16, Ford Cortina 2000 GT, Audi 100LS and a Chevrolet Chevelle. The Peugeot is the family car, for getting away in and towing an International-14 sailing boat in summer. The Fiat is used for driving tests and ice racing. This gentleman, who emigrated with the "Brain Drain" of 1962, would buy BMW/Porsche if he had the chance but would be happy to replace the Fiat 124 with other Fiat models, Datsun 240Z, Porsche 914-4, Renault R17 coupé or a Ford Capri 2000 or 2600.

Another "dream" pair, ideal for a reader in Port Talbot, is quoted as an Aston Martin DBS V8 (*not* a plain V8) and a Dino Ferrari or Ford GT40. In reality, a 1970 Ford Cortina 1600E has to do—"I'm very satisfied with it and think it very good value for money".

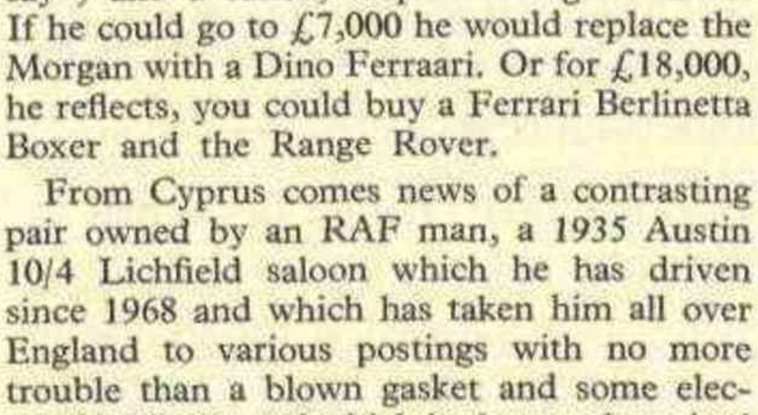
A. F. Rivers Fletcher writes to remind us that he has frequently had paired makes in his motoring life. For instance, a pair of 1934 Austin 7s, a saloon with an Arrow four-seater, then his Jaguar Mk. II saloon and HWM-Jaguar single-seater and, more recently, R-type Bentley and replica-style 4¼ Bentley two-seater. Now he says he has a pair of pre-war Alvis cars "in the oven". A London reader uses a 1932 Riley 9 Gamecock and a 1952 2½-litre RMB Riley saloon, "a fine top-gear car" if you possess an oil-well, a refinery and a half-shaft tree in the back garden!" However, this pair cost only £220, the Gamecock bought for £95 in 1966, the RMB for £115 eighteen months ago.

On a more flippant note—no, I believe he is serious!—a writer from Todmorden praises his two-some, an ex-London FX4 Austin taxi and a 1949 Leyland PD 1/3 58-seater coach, and quotes their respective speeds in gears as 10, 18, 28 and 15-50 m.p.h. and 6, 10-15, 20 and 33 m.p.h. As he remarks, he puts safety before speed. From Ely comes a letter from someone who says he will no doubt immediately be branded a "filthy capitalist", because he has two pairs of cars. He adds that these are a 1963 MG-B used for 50-miles-a-day fast, comfortable and economical commuting, and a 1939 MG-B for week-end motoring and as a standby. Having a family causes complications, so they use a 1962 Austin A40 Countryman, recently given to them, and a 1946 s/c MG TC is used for racing, complete with wide wheels, racing boots, negative camber, roll-over bar, etc. It is towed by the MG-B. This collective enjoyment cost £420. . . .

John Atkins of Banstead finds the ideal in a Company Range Rover ("four vehicles in one, as the advertisements rightly say") and a tuned, 5-speed Morgan Plus-8. If he could go to £7,000 he would replace the Morgan with a Dino Ferraari. Or for £18,000, he reflects, you could buy a Ferrari Berlinetta Boxer and the Range Rover.

From Cyprus comes news of a contrasting pair owned by an RAF man, a 1935 Austin 10/4 Lichfield saloon which he has driven since 1968 and which has taken him all over England to various postings with no more trouble than a blown gasket and some electrical bothers; and which is about to be paired with a new VW 1303L. This reader says he is awaiting delivery of his new car but "if it lives up to its reputation I shall have no complaints", which shows how Volkswagen's good name for quality continues to bring them sales. Finally, a 12-year-old boy weighs in with a couple of imaginary pairs—a "109" Land Rover/BMW 3.0 CSL Alpina or a Range Rover/Triumph 650, adding that he cannot afford either, having only just enough money for next month's MOTOR SPORT—shades of my own youthful enthusiasm. . . .!

I hope this pairing of motor cars has intrigued you. If it has done nothing else it shows that MOTOR SPORT has a far-flung readership of truly keen car owners, with a great diversity of motoring tastes and requirements. It will be difficult to start another topic of discussion likely to arouse as much interest as this one. But, in view of escalating prices and living costs, perhaps some of our younger and/or less affluent readers may have some hints and tips for reducing the financial liability of running a car (yes, we can already visualise what the humorists will do!)? Or who have bought a sound car cheaply, even in recent times—like the person who got a Wolseley 18/85 with an overhauled engine at a farm auction sale last year, for £13.—W. B.



Fast pair!—Lister-Bristol and cammy Norton.



Rileys—1932 and 1952. A pair bought for £220.

An airship over England

THOSE readers interested in airships will find the following itinerary of the Goodyear's "Europa", as submitted to us by the Goodyear Tyre & Rubber Co. Ltd., worth noting—along with weather reports on the days involved :—

The Goodyear airship "Europa", built at Cardington, is returning to the United Kingdom for a month during the summer. She will land at Ashford Airport, in Kent, after crossing the Channel on Tuesday, 19th June, and will leave to return to France from the same airport four weeks later, on Tuesday, 17th July. The day after her arrival holiday-makers along the south coast will get their first view of the airship as she flies from Ashford along the coast as far as Bournemouth. On Friday, 22nd June, "Europa" will leave Ashford for Leavesden in Hertfordshire where she will be based for the next week, taking part in the Leavesden Air Show on Saturday, 30th June. The following day "Europa" will fly north across the Midlands and will be seen over Derby, Nottingham and Chesterfield before she turns south again to land at the East Midlands Airport, Castle Donington.

On Monday, 2nd July, the airship will head north-west, flying over Manchester, Liverpool and Southport *en route* for Blackpool where she will be based for two pays. On Wednesday, 4th July, "Europa" will fly south for the West Midlands, passing over Wolverhampton, the home of Goodyear Great Britain, before landing at RAF Cosford, near Wolverhampton. She will remain at Cosford for four days and on Saturday, 7th July, the entire day will be reserved for Goodyear employees at the company's Wolverhampton headquarters.

The following day "Europa" will leave Cosford to appear at Newbury Air Tattoo in Berkshire, being based for three days at RAF Greenham Common. On Wednesday, 11th July, the airship flies north-east to Cranfield in Bedfordshire, only a few miles from her birthplace at Cardington, where the BBC television cameras will be installed ready for the filming of the British Grand Prix at Silverstone on Saturday, 14th July. The next day "Europa" will fly to Ashford Airport to make ready for her cross-Channel flight to France on Tuesday, 17th July.

Lord de Clifford

Under the heading 'Cars In Books" last month, when referring to Lord de Clifford's case before the House of Lords, we said he was driving a Frazer-Nash. We should have said he was in collision with a Frazer-Nash. At the time of the accident his Lordship was driving a Lancia.

Apologies

We offer apologies to those readers whose May issue of MOTOR SPORT arrived late, due to May Day Strikes.

Letters from Readers

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

Dennis Hulme

Sir,

In your article "Trio at the Top—Three Future Champions" in the April issue, it is mentioned that there are four World Champions still racing. It is also stated that it is likely that this year's champion will come from two of them—Fittipaldi and Stewart. Included in the four is John Surtees who can hardly be said to be still racing. Missing from the four is 1967 Champion Denny Hulme. Not only is he a past champion who is still racing, but while he may not be favourite for this year's title, he is still a serious contender. Last year he was third in the championship and at present is lying in the same position this year.

Personally, I would rate Hulme in the top five GP drivers along with Fittipaldi, Stewart, Ickx and Amon.

Cambridge N. A. THREADGILL

Stop Clobbering Us

Sir,

I was delighted to read of your magazine's efforts on behalf of Motorists to have the 3-endorsements rule reconsidered. How refreshing it is to find someone having a go!

The significant points to my mind in your April Editorial are the mention from the solicitor's letter, namely:

1) The speeding offence is classified as a "Criminal" offence.

2) That it has been my experience on four occasions to find that Police, far from being sympathetic to the motorist, regard motoring at large as some sort of big game hunt where all is fair in love and war.

I am a thrice-convicted "speedster", where in each case the maximum "exceedence" was by 12 m.p.h. I am also a responsible business man who makes pretty massive contributions to the Inland Revenue. Upon that criterion I put myself forward as a stable, reasonable citizen of this country. However, over the past five years I have been alarmed and disturbed by the attitude of Police Officers in their interpretation of their duty when applying the Law towards motorists. In two instances, about one of which I wrote to you at length last year, it has been to an absurd point and, had I not in both instances taken the opportunity to cross-summons the officers in question, proceedings could have become protracted, to say the least.

What concerns me most it that in two separate parts of the country treatment and attitude of the Officers concerned has been identical; boorish, officious, contemptuous. On the last occasion, Sunday night January, my wife and I were stopped for exceeding 40 m.p.h. through a village in the Pembrokeshire outback (52 m.p.h.) and were to be detained indefinitely pending enquiries as to whether our car was stolen and also for a road-worthiness check. I was polite, my hair is short, my wife's car was a perfectly respectable 1.5 Riley. This case I ultimately took to the Home Secretary and enclose for your perusal my contribution towards such behaviour in the local Press.

It is high time someone started to dismantle in rational manner the jungle quagmire of rules, regulations and legislation pertaining to the motorist. Since its conception, the motor-car has been viewed by people in Authority as some unreasonable monster which must be bled to death, persecuted, hounded together with those who enjoy them through either pleasure or necessity. We in this country have gone legislation mad, with a result that over the years it is impossible not to commit at least two dozen offences in driving to collect the Sunday papers! It is truly a pathetically fatuous situation. It is a situation, however, which is becoming cancerously dangerous and it is manifest that such Laws are now outraging decent, respectable citizens who, but for them, would never see the inside of a Court room in their whole lives.

Speed limits are only sensible when they are rational in the area in which they are applied. The 30 m.p.h. or the 70 m.p.h. on Motorways are, in this age, utterly futile. How can anyone respect a law which is flagrantly disregarded in every major city in the UK? London traffic flows in and out of London at some 50 m.p.h.

Motorway traffic flows at at least 80-90 m.p.h. This is not speeding but is a sane, safe and competent speed set involuntarily by the average motorist. How completely insane to 20-ton lorries to proceed at a legal 70 m.p.h. and yet restrict well-engineered family saloons to the same speed! Yea, the Law is truly an ass!

Such Laws are bad laws; I do not know whether we are in need of another war or similar to occupy the minds of these dreamers in Authority, but my blood boils when I am subjected to these legislative opinions—for that is simply what they are—which are imposed on me and other responsible and clear thinking people. Another example is the recent hoo-ha concerning making the wearing of seat-belts compulsory. It really is enough to make a man emigrate. In Heaven's name, and disclaiming all the fors and againsts, if a person chooses not to wear a safety belt that is his or her personal responsibility. It is a choice made which affects no other person but him or her and in any subsequent claim surely a Judge could take such item into consideration in awarding damages? To be forced by Law to wear safety belts is iniquitous and to my mind a monstrous liberty and an intrusion on privacy in life. It is akin to stipulating airbeds shall be placed either side of one's bed in the event of falling out!

In point of fact the motor-car is here to stay. It is a highly desirable and necessary piece of equipment to all in this day and age and the sooner Authority appreciates this, the better. People will not tolorate infringements of their personal freedom and liberty, to go where they want when they want and, above all, to go without being hounded and persecuted by every police force, traffic warden force, 'Q' cars or whatever throughout the country. The situation today has gone far enough and it is time for the public to realise that it is they who decide the laws of this country, in the ultimate.

It may sound melodramatic, but in the name of freedom—for God's sake let's hear you speak—all of us!

Manorbier P. H. PRANKERD

Laurence Pomeroy Vindicated

Sir,

I have just finished reading your excellent article on British Leyland's "new" car. Studying the late Mr. L. Pomeroy's theories, there can only have been one car for him, the V4-engined front-wheel-drive Saab 96 with rear wheels designed to stay parallel under any cornering conditions.

Saab's rally successes must prove that Mr. Pomeroy was quite correct when extolling the virtues of front-wheel drive in BMCs and of vee-engines in Fords.

Thank you for your first-class magazine.

Locks Heath P. WIGNALL

We are Blushing!

Sir,

If my aunt in Beds. hadn't given a Christmas present of a subscription to your marvellous magazine I would never have bought the 1934 Lancia Augusta March Special tourer advertised on page 1397 of the December issue. I stopped subscribing to similar American magazines and even dropped out of the Vintage Sports Car Club after 21 years, because MOTOR SPORT has everything I want to read in one magazine. I am glad to be back in your "fold". I used to subscribe in 1947 to 1951.

But besides praising your magazine, I need help in locating a purely ornamental part that is missing from my Lancia. I wonder if any of your readers could furnish me with photos, pictures, or drawings of the fin that originally graced the boot-lid. Two other similar cars are also shorn of this aesthetic touch of the Earl of March.

I will be driving the car at the Lancia Club's Reunion at Beaulieu and Oxford from July 16-21. I founded the American Lancia Club in 1956.

Delaware, USA HAYDEN SHEPLEY

[Can anyone help?—ED.]

Overfull Sumps

Sir,

The Ford Escort Service Manual reads—"The oil should be topped up before the 'Min' mark is reached. Filling above the 'Max' mark will result in a high oil consumption and external oil leaks"—which is just what one would expect.

If an excess pint of oil can quickly ruin a set of bearings, as stated by Mr L. J. K. Setright, it seems quite extraordinary that Fords do not strongly emphasise this point in their manual, instead of which they do not even mention it. The truth is, of course, that it could not possibly have this effect, which is a very good and sufficient reason for NOT mentioning it.

I am also rather puzzled about the trouble with the early BL 1800s referred to by Mr.

G. S. C. Smith in your April issue. Experiments with bore finish to try and overcome the trouble must surely indicate piston seizure, but if the crankshaft "dipped" to this extent the cylinder walls would undoubtedly be flooded with oil, and I would have expected serious complaints of excessive consumption and fouled plugs. The only possible explanation seems to be that the oil temperature was increased appreciably, which in turn affected piston temperature to a point where on any cylinder with piston/bore clearance on the extreme bottom limit, seizure could occur. Piston clearance is usually kept as low as possible to avoid complaints of piston slap, but there is always some tolerance, and once a piston "tightens up" even slightly the temperature increases, which causes further expansion and further tightening, and final seizure is inevitable.

A. C. SAVILE

[I read it as meaning that BL were puzzled by the engine seizures and coupled them automatically with piston problems instead of faulty dipsticks.—ED.]

Circling Paris

Sir,

What is Mr. N. E. Hawkes of West Ella talking about?

"Boulevard peripherique"—he surely doesn't mean the Paris "South Circular"? Compared with London's cart track (South Circular) the Paris one is a road as roads should be made. I cross Paris several times a year and seldom have to reduce speed below 50 m.p.h.! Mr. Hawkes had better find the right road, even in the "rush hour"; barring accidents, I have seldom been held up.

I try always to drive British, preach British and wish a few more would back our country, but on the subject of roads by what I have seen the last few years it is *we* who are the load of peasants!

New Romney J. E. SLEAP

Alvis Memories

Sir,

I bought three Alvis cars in about two years, the last a Grey Lady drophead coupé body by Tickford. I paid cash, £1,850, in New Zealand, against picking the car up on arrival in England.

On arrival my mail contained a letter from the shippers informing me that my car would not be ready on the 14th but would be on the 23rd, but it would be no use attempting to pick it up until I paid their bill, some £14. This I did, but what a welcome! On arriving by train at Coventry I went to the Alvis works. An old codger said "That's 'er over there, I put 2 gallons of petrol in. That'll be 6/9d." (I am not quite sure of the amount now). This made me furious. I had bought three Alvii in two years or so, and they charged me for the lousy two gallons of petrol, I said "Two gallons? What the hell is the use of that? Fill the bloody thing up." He looked flabbergasted but did so. On enquiring the price he told me "£2/14/3½d" (again, not sure of figures now, except the halfpenny). I made out a cheque and said "you don't want the halfpenny do you?" "Oh yes," he replied. I nearly dropped dead, but solemnly gave him the halfpenny. After leaving the works at Coventry I found that the number on the engine did not correspond with that of the papers, etc.; took the car back, and they actually filed the number off the engine and made it correspond with the registration papers. My Hat. I took the car back to Warwick and next day drove her to Birmingham. She got steaming hot, oil boiling out of every joint. I crawled home to Warwick and spent all Saturday trying to get the works on the 'phone.

Naturally I hit the roof, and later the Sales Manager contacted me and sent a team out on Sunday morning to tow my lovely new car back to the works, "Stuck thermostat"t. They fixed that. I drove to Carlisle in pouring rain, got wet to the knees with rain pouring down the scuttle joints, and there was a hell of a rattle in the driver's door. I took it to the Agents who were co-operative. They filled the leaks up with "goo" and told me to take the car back to Tickford's to get the rattle eliminated, "That would drive anyone mad," the Manager said. It surely would! At Tickford's they could not find the cause so filled the door up with OIL. That cured it, until the oil ran out. I asked Tickford's why their cars got smothered with dust inside? They said they had no complaints. I said "No, you have no bloody dust, we have." Looking under the wheel arch we found a hole about an inch square, in each arch. "We've been doing that for centuries," said the man. "You'd better stop doing it if you want to sell cars in NZ," I said. I landed in NZ. The car had preceded me on an earlier boat, and a very angry man met me at the wharf. "What bloody sort of rattle trap have you got now?" He was wet to the knees and the rattle was worse than ever. We fixed the leak in a few minutes and as quickly found the rattle, a spot weld come adrift. Can you wonder that I bought six Porsches in a row after that lot?

Havelock North, NZ E. V. OGTHERR

The Donington Collection

Sir,

Prompted by your coverage of the Donington Collection, I diverted off the M1 to see the results of Mr. Wheatcroft's efforts and was extremely impressed.

After hesitating for a milli-second over the £1 required for admission, I was astonished (and pleased) to find myself the only visitor on a snowy April afternoon, and a leisurely hour with half a million pounds worth of racing machinery was a remarkable experience. Perhaps a glimpse of some restoration work being carried out may have completed my enjoyment but that may be asking too much. As Denis Jenkinson is currently asking—"when did you lose interest in GP racing?" may I suggest a visit to Donington as a reviver?

Worsley Mesnes A. R. JONES

The MG Midget

Sir,

I was most interested to read Mr. Nigel Pratten's letter concerning the joys of owning one of the late-model MG Midgets. Like Mr. Pratten, I own one of these cars, a September 1966 model, one of the last with the 1,098 c.c. engine, and I have had nothing but pleasure from it. True, insurance can be expensive, though my last premium of £78, for a 22-year-old, with clean licence and one year NCB is not too bad, speaking relatively of course!

My car has 56,000 on the clock, 14,000 of those being put on by myself in the 14 months' period of my ownership. During this period, it has proved itself to be most reliable, and great fun to drive, though performance may not be in the Morgan Plus Eight class. I have never once been stranded, though a couple of worn water hoses (discovered the hard way, upon addition of anti-freeze) caused me to have to leave the car at my parents' home in Leeds and rely on British (F)rail for a homeward journey. Most replacements have been of the usual items (tyres, exhausts, etc.) and all have given good service.

So I am a well-satisfied owner. The car is economical and reliable, and a treat to drive, especially with the top removed(real air-conditioning!). The only problem is of a replacement when the time comes (suggestions and offers welcome), but until then I shall be happy to remain in the ranks of Merry Midget Owners.

Finally, my thanks to you for producing one of the few motoring monthlies worth reading. Long may your pages be graced with sensibly-written articles and forthright opinions echoing the thoughts of we enthusiasts.

Congleton CHARLES R. BARNETT

Children's Car

Sir,

I was sorry to read in your "Rumblings" column that you did not like my little child's Bentley, exhibited at the National Motor Museum, but I know you like to be factual and I thought I would therefore mention that your reference to a cut-down Mark VI radiator shell is incorrect.

The car was designed by my late uncle, Donald Wilcock, a Droitwich dentist, and given to me on my 10th birthday in 1937 to use on private roads at our home in Angmering, Sussex. My uncle built the chassis and the coachwork was supplied by Mulliner's, a special radiator shell bearing a Bentley badge was fitted, as the car shared the garage with my father's 3½ and 8-litre Bentleys. The basis of the radiator was material provided from a 1936 3½-litre (Derby) Bentley.

"Oddity" if you wish, but I can assure you that it gave the 10-year-old Wilcock a very great deal of pleasure and invaluable training but, in fairness to both Mulliner and my uncle it was never intended to be a scale replica of an existing Rolls-Bentley. As a matter of interest, its pedal-driven predecessor was a Roesch Talbot, complete with proper dashboard instruments, my father being Auditor of Clement-Talbot Limited, but it regrettably no longer exists today.

St. Helier, Jersey F. M. WILCOCK

Opposites!

Sir,

Re. your April letters, my husband and I thought our pair of cars might be of interest in that they are radical opposites, but make a fine pair.

My own is a 1953 Austin Somerset which draws admiring looks on every shopping trip and remarks such as "I used to have one of them, best car we ever had", "They don't make them like that any more". It is vastly roomy, economical, easy to drive and starts first time every morning in spite of having to

sleep out. Performance is moderate, but then, so are the current legal limits.

My husband shows a curious preference for his Aston Martin DB5. It has a five-speed gearbox, 1st and 2nd are usable, 3rd, 4th and 5th are totally illegal and will earn you respectively a lecture from your local Bobby, an endorsement to decorate your licence, and a six month (compulsory) rest from the rigours of driving. It is temperamental in traffic, rough at low revs, cramped for four people, heavy to steer when parking and uses petrol as if it were free. He considers these to be sure signs of its "Pedigree".

I suppose it takes all kinds to make a motoring world. On that we both agree.

Huddersfield SHEILA M. BROGAN (MRS.)

Ideal Pairs

Sir,

As I lie in bed browsing through the "Ideal Pairs" correspondence, I am, for the first time in my life, tempted to put pen to paper and write "a letter" to "an editor".

An ideal pair for a relatively impecunious enthusiast? Well, my pair are a 1962 Series II Lotus Elite and a 1964 overdrive Triumph 2000. The Triumph makes a very relaxed, over the speed limit, motorway cruiser with excellent fuel consumption. It has, unlike the Elite, proved to be exceptionally reliable.

And the other half of the pair; as any true Lotus enthusiast will gladly confirm, the Elite is perhaps the most beautiful and temperamental of all Colin Chapman creations. Where else, for a sum of £600 to £1,000, does one obtain a 119 m.p.h., 40 m.p.g. grand touring car which does not rust and is appreciating in value?

Provided you are a born mechanic with limitless patience, and prepared to rebuild the rear suspension in the centre of Kings Norton in the rain, or be towed 100 miles after stripping a timing gear and bending six out of eight valves, you need look no further for a truly stimulating motor car.

Just for fun I also have a 1931 Austin 7, but that is a thousand pieces, and by the time the restoration is complete, the correspondence will have got as far as the "Ideal Three". Thank you for many evenings enjoyable reading.

Dunstable ROBIN LONGDON

[This correspondence is now closed—but see page 661.—ED.]

DIY

Sir,

I would like to reply through the medium of your columns, to Mr. Beswick's letter concerning his Rover 3500's expeerience. Mr. Beswick's approach to DIY servicing typifies all that is appalling to me. Does he not realise that Motor Manufacturers spend years of testing and countless thousands of pounds, to determine optimum oil filter change periods? This is particularly important on a performance engine of the type in question. After all, the cost of a gallon or two of oil and a filter every 6,000 miles surely won't break the bank.

The implications of this sort of approach to DIY servicing are positively terrifying on a wider scale. The sight of those with a little knowledge "overhauling" brakes, steering or wiring on a Sunday afternoon on the lawn with little in the way of equipment should be enough to send shivers down the spine of all MoT testers and safety fanatics.

Incidentally my pair of cars is not "ideal" but is a result of economics and a dislike of modern machines which depreciate so rapidly. A rather fast and much modified 1954 Standard 8, plus a 1950 YA MG which has been almost completely rebuilt makes up my humble stable. Whereas the Standard is fun to drive, the MG is pleasant, having excellent steering and brakes.

Thanks for an excellent magazine; with an estimated circulation of 140,000, your total number of readers must exceed a million—quite an achievement.

Peterborough R. L. HARRISON

Triumph TR6

Sir,

As an Englishman living in Belgium I try to wave the flag a bit, so accordingly I drive an English car. The car is a Triumph TR6 assembled here in Belgium at Mecheleu.

The car broke down the day it was delivered after driving 5 miles, I was towed back to the garage and after having a beverage to bring back my confidence I was informed everything was in order, so off I went, the car broke down after 5 miles. During the 1st week of ownership I had to hire a car (at my expense). To list all the problems I have had would fill your admirable magazine for two weeks, so I shall give a brief résumé.

The fuel injection has never worked properly in 2½ years of ownership, the first time I used the horn the whole assembly fell out of the steering wheel, the gearbox has been out twice, the engine had to be rebuilt after 25,000 miles, the universal joint on the steering cracked (which luckily for me was spotted before it broke entirely), the wiring caught fire, the fuel pumps have been sent to Lucas (which cost another week's car hire), the body is rusting generally, the chassis member which retains the right hand side front wheel assembly broke off at the weld (which failed to kill me), the alternator had to be replaced, the car was fitted with the wrong type of tyres etc., etc., etc.

At the moment of writing the car is sitting in the garage with a smashed piston after a valve dropped.

I have spent some £700 in 32,000 miles of motoring. British Leyland have inspected the car on two occasions and their so-called experts promised some action but nothing happened. After the latest catastrophe I went to the assembly plant with a fistful of bills. They will once again inspect the car and when the total damage is assessed we shall come to an agreement about costs, which indicates that at the best I will be saddled with probably 50% of the bill.

When the car is repaired I shall sell it immediately for obviously nobody wishes to drive wondering "is that universal joint on the steering OK?" is a chassis member likely to fall off? etc.

Thank you for your magazine, at least by reading it I see that some people have troublefree motoring.

My next car will be a BMW 2002.

Bruxelles B. LOVICK

[A member of the staff could tell a similar tale of TR6 woe. A pity, for hairy British sports cars are few and far between.—ED.]

A Succession of Cars

Sir,

I am in most things a most patriotic Englishman, but where motor cars are concerned my allegiance changed some time ago.

In 1965 after 10 years' motoring in a variety of British cars, including two brand-new ones, I rebelled against faulty workmanship and shoddy service. At that time, as now, I relied on a car for my livelihood and I became sick and tired of being let down either by the car or poor service.

Accordingly, I bought my first foreign car, a Volkswagen Beetle. I quickly began to appreciate the unique design features and superb engineering and finish. The car covered just over 55,000 miles before I sold it—and not one single part had needed replacement, even the tyres were good for at least another 10,000 miles. This was over a 2½ year period, and the bodywork and general appearance of the car was still "as new". Now, I know this is not at all unusual for a Volkswagen—we've all heard about owners who regard 100,00 miles on the clock as nothing—but the fact remains they are built to last and they do give a certain pride of ownership. Since then I have had a fourth-hand Volvo 121 saloon which had recorded 47,000 miles when I bought it and after nearly 50,000 miles of completely trouble-free motoring I fell in love with a VW Karmann-Ghia coupé, again second-hand.

I now own my second Karmann-Ghia, a delightful machine which fulfils all of my present motoring needs and attracts admiring glances wherever I go. And I get very cheap motoring. In between the two Karmann-Ghias I had a year with a BMW 2000 and the only criticism I would make is the high cost of servicing and spare parts. But at least one gets what one pays for, and there is nothing shoddy about the car or the servicing.

Perhaps the keen interest in British vintage and veteran cars reflects a yearning for the quality of bygone days, for better quality and individual attention. Certainly the modern car fails to generate much enthusiasm unless one is in the fortunate position to afford one of the more exotic makes in which this country still excels.

No, the failing seems to be in the mass-production market where it seems the very last person to be considered is the long-suffering customer.

I am told that the continental buyer is more discerning, that he expects his car to perform with the minimum of servicing, to last longer and to hold its value longer.

Perhaps with motor cars, as in other things, the British merely accept poor quality without complaint. After all, the purchase of a foreign car is the only way one can effectively register a protest. I for one, would much prefer to buy British if only I could get what I want without endless argument and aggravation. I am frequently grieved when in the company of my German friends by their obvious delight at everything German, a deep pride in the quality of goods manufactured in their country. If only we could capture the same spirit in England we would once again take our rightful place among the great trading nations of the world!

Yours sincerely, a would-be British Motorist.

Epsom MAURICE GRUNDY

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FOR SALE

ALVIS D.H.C. Grey Lady, 1954; as on page 118, February issue; good engine; tyres, body and hood. Stored last three years. £290 o.n.o. Tel.: Nottingham 66987. (6342

LOTUS CORTINA, automatic. Only a few made by Borg Warner and believed the only remaining one. Gearbox rebuilt and Sprint engine just overhauled; aluminium panels and leaf spring conversion Cosmic wheels; radio; tax and M.o.T. Body needs grooming. £490 o.n.o., part exchange Lotus Seven or similar. Finance and insurance arranged. Tel.: Ripper, Wolverhampton 52175 (daytime) (6345

1932 LANCHESTER 18 saloon; six cylinders; pre-selector gearbox. Mulliner coachbody; sunshine roof; good condition, some spares. £650 o.n.o. 40 Rushgreen Road, Lymm, Cheshire. Tel.: 5402. (6346

LANCHESTER 14 HP, 1952. Perfect running order. £100 recently spent. M.o.T. and Taxed October 1973. £250. Tel.: Chichester 83619. (6361

TRIUMPH TR6 PI. Dark blue; overdrive; spot and fog lamps; sheepskin covers; airhorns; overdrive and fuel injection, just overhauled; new pads and shoes. Baby and company car force sale. £1,000 o.n.o. Tel.: Bletchley 77180 (after 6 p.m., except *Wednesday*). (6362

M.G.-B GT 1967. Blue, overdrive. Fog light two owners; 43,000 miles. Good condition. £780. Tel.: 01-727 2677 (evenings). (6364

TWO HEALEYS 100/4's. One car good. The other needs care and attention. Many spares. £300 for the brace. Tel.: Bridgnorth 4096. (6365

PORSCHE C, 1964. Special Super 90 engine. Very fast, immaculate. Full history; Ball blue. Reluctant sale, owner going abroad. £825 o.n.o. Tel.: Poulton 5968. (6366

JAGUAR "E-TYPE", 2 + 2, Nov. 1969 "H" registration. Director's car; sunroof, tinted windows; radio/tape; air horns; c.w.w.; h.r.w. Sable/Fawn. Immaculate £1,650. Tel.: 01472-4690 (day); Epping 4762 (evening) (6367

1925 V.D.P. 3-litre Speed model Bentley. £4,500. Hyper Leaf in bits. Offers. Tel.: Romsey 512100. (6368

1929 2-SEATER/dickey Leaf 12/40. Engine in bits. 1959 ex-works Austin Healey crashed. Offers. Tel.: Romsey 512100. (6368

PORSCHE 911S, 1969. Actual winning car in the 1969 Acropolis rally. Porsche mechanic maintained from new, and in superb condition. Completely tractable road car, with modifications which give superior handling and performance. £1,950 o.n.o. Tel.: Littlewick Green 2916 (Berkshire). (6372

M.G.-B, 1966. White with wire wheels. New sills and bodywork in very clean condition. Well serviced and fitted new clutch. New Motorola. £525. Tel.: Weald 527. (6374

2 ASTON MARTIN convertibles. Enthusiast offers either the ultimate and extremely rare DB6 Volante, 1967. 325 b.h.p. Vantage engine; manual 5-speed ZF, LSD; chrome wires; power hood; electric windows; stereo, etc., and impeccable; or DB5 convertible, August, 1964, 5-speed ZF, chrome wires, electric windows, etc., and superb. £2,750 o.n.o. and £1,450 o.n.o. respectively. Tel.: Littlewick Green 2916 (Berkshire). (6371

ALFA ROMEO Roadster 1600 Spyder; 5-speed. Chassis No. AR383368. Grey with red inside. Radio; one private owner. 1966-67. Guaranteed mileage 14,000 odd. Believed one of 40 Alfa chassis with this body. Made in right-hand drive. About £800. Chadbourne, Broadstone. Tel.: 2969 (Dorset). (6373

ASTON MARTIN DB2, 1952. Good mechanically, coachwork slightly untidy; M.o.T., tax. £425 o.n.o. (Bought E-type). Tel.: Henham (027-975) 246 (Essex). (6375

FOR SALE—continued

MARCOS, 1969. 3-litre. Silver blue; sunshine roof; electric windows. Mag. wheels; overdrive. Lovely condition. New exhausts and tyres just fitted. £1,100 o.n.o. Armstrong, 11 Coronation Crescent, Distington, Cumberland. (6376

1275 COOPER S, 1968 "G"; blue, white roof; low mileage; tax and M.o.T. Absolutely immaculate throughout including many extras. Offers, part exchange possible. Tel.: Welwyn (Herts.) 4895 for details. (6377

1968 ALFA ROMEO, 2600 Sprint; Aubergine with white hide interior; 50,000 miles. Only £1,025. Flt. Lt. Down, Tel.: Finningley 364. (6434

LANCIA FULVIA Rallye coupé 1300, 1969. Blue; radio; very good condition. Genuine sale. £975 o.n.o Tel.: 0482 655545 (after 6 p.m.). (6435

DAIMLER DART SP250B, 1961; B.R.G.; soft-top, full and half tonneau; c.w.w.; taxed, M.o.T.'d March 1974. £800 o.n.o. Tel.: Brookwood 2219 (days), Brookwood 2826 (evenings and weekends). (6436

COMMERCIAL COLLECTORS: 1947 Austin 3-ton lorry, needs some attention. Highest offer over £50 secures. G. Gifford, Thickwood Farm, Colerne, nr. Chippenham, Wilts. Box 2329. (6437

M.G.-B, 1971. Blaze; radio; extras; year's tax. Perfect. £950, H.P. Tel.: 061-681 6715. (6440

PORSCHE 911S, 1967; brown; radio; low mileage; just had service. Absolutely beautiful. Very quick, £1,995. Tel.: Chelmsford 380 382 (office hours). (6438

JAGUAR XK150, 1959; red, black int.; overdrive; chrome wires;. An outstanding example of this beautiful machine. £850. Tel.: Chelmsford 380382 (office hours). (6438

ALVIS TF21. *Penultimate car made and one of the only five built with 5-speed ZF gearbox.* All usual Alvis extras including chrome wire wheels, electric windows and aerial, Reutter seats, tow bracket, dark blue, light blue interior. A great deal has been spent to maintain its prime condition. £1,650. Tel.: Ripley (Surrey) 2262 (evenings). (6439

SAAB 96, 1971. Red; radio; Weber carb.; S.A.H. exhaust; wide wheels, etc. Used road only. £875, H.P. Tel.: 061-681 6715. (6440

LOTUS SEVEN S3, 1969 1300 GT; 32,000 miles. Very good condition. £725. Livesley, 15 Walker Ave., Bolton, Lancs. (daytime) Skelmersdale 24422. (6443

M.G.-B GT, 1970. Glacier white; o/d; w/w. Excellent condition, M.o.T. Feb. 1974. £925, Tel.: Barrow-in-Furness 20790. (6445

TRIUMPH RENOWN. 1951; black; ideal for preservation. Investment at £175. Tel.: Ilkeston 6383. (6456

DAIMLER SP250 B spec. Two months only since over £400 spent on rebuild by specialist. New modified and strengthened back axle, new rear hubs, gearbox and clutch rebuilt, rear brakes rebuilt with new discs, rewired, new hood, new exhaust, new XASs; bills available. Engine fast and reliable, low mileage believed genuine. Work required on steering to make car an outstanding investment. Owner going abroad. Left-hand drive, therefore give-away at £700 o.n.o. Tel.: Robin Ball, Dover 204245 (evenings). (6442

HEALEY 3000 Mk. I, 1960; 2-seater; hard/soft-tops, tonneau; w/wheels; few spares. Offers. Must go. Also hard-top for 2+2. R. Duxon, 8A Penrith Rd., Keswick. Tel.: Keswick 73320. (6444

MERCEDES-BENZ 190SL Sports coupé. Very well maintained; r.h.d.; taxed. M.o.T. Jan. 1974; hard- and soft-tops; Motorola radio. £725 o.n.o. Tel.: 01-788 5217 (evenings and weekends). (6446

LUMO 170S Capri 3000E "K" 1971. One owner; 26,000 miles; excellent original Goodyear tyres; engine Lumo-tuned from 144 b.h.p. to 170 b.h.p.; modified suspension; twin balanced exhausts; engine fully balanced; 6J GT wheels; Kenlowe fan; many bills, articles; radio; h.r.w.; 8-track stereo; sunshine-roof. Other extras cost £2,117. Exceptional value for enthusiast. £1,395 o.n.o. Tel.: Denham 2794. (6447

TVR VIXEN S3, 1971. Yellow; alloy wheels; radio; tinted r. screen; 26,000 miles. Excellent condition. £1,150 o.n.o. H.P. arranged. Marriage and mortgage forces sale. Tel.: Cardiff 758647 (after 6 p.m.). (6448

SPECIAL MK. III Sprite, 1964, 1098 c.c. E-type type bonnet; fast-back hard-top; radio; tonneau, soft-top; taxed and M.o.T.; just resprayed, recent overhaul. £270 o.n.o. Tel.: Brighton 23641 (day), 556481 (evening). (6449

AUSTIN HEALEY BN2, 2.6-litre, 1956; wire wheels; o/d; ice-blue. No rust. Splendid motor. Second car. Must sell. £450. Tel.: Bexhill (Sussex) 1849, Bexhill 6000 (*evening*). (6450

SPACE NEEDED so 1934 Rolls-Royce 20-25 Hooper drophead needing complete repair/restoration, £850. Ex-racing Invicta 4½-litre in chassis form and dismantled, £650. Also incredible miscellanea of similar parts, chassis and cars. Please S.A.E. for details. Bowman, Wappingthorn Lodge, Steyning, Sussex. Tel.: 814197. (6452

GILBERN, 1972; metallic green; Invader; 13,000 miles; 14 in. x 6 in. alloy wheels; overdrive; stereo; radio, etc. Well cared for. £1,650. Bennett, Tel.: 01-560 4141 ext. 44 (day). (6453

FOR SALE—continued

MARCOS MANTIS, 1971. Rare 2+2 saloon, 2.5 PI engine; every extra; 2 owners; metallic blue. £1,900 o.n.o. Tel.: Sheffield 304339 (evenings) (6454

RILEY, 1953 R.M.E. 1½-litre. Good condition; new roof; light grey, red trim; M.o.T. Feb. 1974, taxed. Three owners only £270. Particulars Sutton Coldfield, 021-354 5063 (6455

HEALEY 3000, 1963. First class condition throughout; overdrive; B.R.G./black interior. Haggle around £625. Kidner, Balcony Flat East, Forest Court, Englefield Green, Surrey. (6466

CAPRI 3000 GT XLR. Black and gold livery, Weslake heads; Bluespot tape player; Radiomobile; Kenlowe fan; sunroof; 1600E wheels; 4,000 miles since major engine overhaul. Bills available. *Offers around £890 (will haggle).* Large Muscular mortgage forces sale. Tel.: 0642-782769 (anytime). (6499

M.G.-A, F.H.C., 1959. Long M.o.T. Good ZX's; B.R.G., bargain £160. Tel.: Burnham 62565. (6501

RILEY RMA, 1951 1½. Pine green; body excellent; engine rebuilt; new clutch; rechromed; new carpet; 5 good tyres plus 2 unused covers, workshop manual. £585 o.v.n.o. Tel.: 01-254 2626 (day), 01-653 3652 (evenings). (6502

PORSCHE 911S, 1967. Finished in Tangerine, full specification; tintend screen; Blue Spot radio. £1,845. Part exchange; H.P. Tel.: Ware 5123. (6503

BENTLEY S1. Complete engine and auto gearbox in running order. £300. Two front wings, aluminium (Derby Bentley/Park Ward). Also four Ace discs complete for same. Tel.: 01-841 8047 (Northolt) (evenings). (6505

1939 S5 JAGUAR, 1½-litre saloon. In good running order plus dismantled 1939 1½-litre drophead coupé. £450. 19 Whitehicks, Letchworth, Herts. (6506

ALVIS TC21. 4-seater drophead, 1954. New battery; new tyres; taxed, M.o.T. A solid, sound, Alvis in good condition for only £400 o.n.o. Tel.: Worcester 640437. (6507

HEALEY 3000, Mk. III, 1965. O/d; wire wheels; radio; boot rack etc. Full history; 15,000 miles on new engine. £850 or any offers? Tel.: 01-876 3101. (6508

RELIANT SCIMITAR GT, 3-litre, V6, 1968 "G" registration. Down white, overdrive; heated rear screen. £830. Tel.: 021-422 2600. (6509

1958 TR3A. White with red interior; hard- and soft-tops; tonneau; wires; radials; S.A.H. exhaust, special shockers; A/R bar. Immaculate condition (original), no rust or fibre glass. Possibly one of the best left. M.o.T. November 1973. Nearest offer to £650 accepted, might take part exchange. Tel.: Caterham (Surrey) 45641. (6510

LOTUS CORTINA, 1967 "F", White, green flash. Rebuilt engine, new radials; 49,000 miles. One owner last three years. £460. Tel.: Norwich 44676. (6511

ASTON MARTIN DB6, June 1967. In midnight blue with 5-speed gearbox; tinted glass; electric windows and aerial, radio and 8-track stereo. Ex-property of Queen's equerry, supplied and maintained by H. R. Owen. Currently at factory undergoing 40,000 mile overhaul and service. Recent replacements include new clutch, exhaust system, rear axle, Selectaride shock absorbers and tyres. In truly immaculate condition, but too heavy for lady owner. £2,200. Tel.: 01-723 5839 (after 7 p.m.). (6512

M.G.-B 1969. Red, overdrive; w/wheels; radio; tonneau; many extras. Buying house, must sell quickly. Superb example. Offers. Tel.: Rickmansworth 76387. (6513

PORSCHE 912 in tangerine with 5-speed gearbox; 5½J wheels and Blaupunkt radio. Recent bills for over £500 including overhaul at AFN and complete de-rusting. New parts include clutch; tyres; exhaust; steering and drive shafts. A fast and reliable two owner car in far above average condition. £1,200. Tel.: 01-723 5839 (after 7 p.m.). (6514

OFFERS PLEASE, 1933 Vauxhall 12; spares, rewired. Mount, Silver Crest, Hogmoor Road, Bordon, Hants. Tel.: Bordon 2827. (6515

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DAIMLER DART, 1960. Hard-top; new brakes; rear axle, pipes £500. Tel.: 996 (High Wycombe) 26770. Ask for Room 79. (6517

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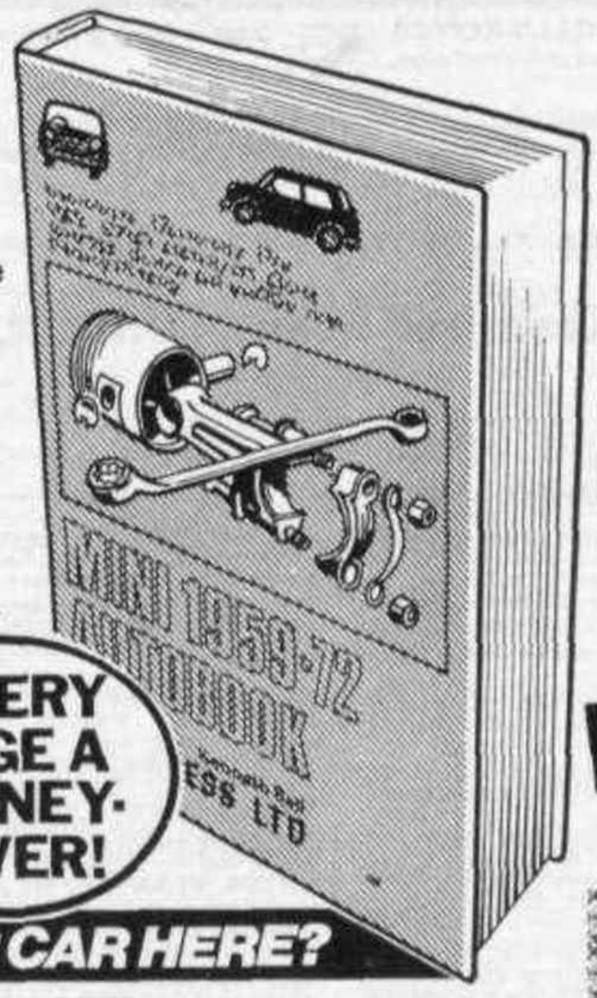
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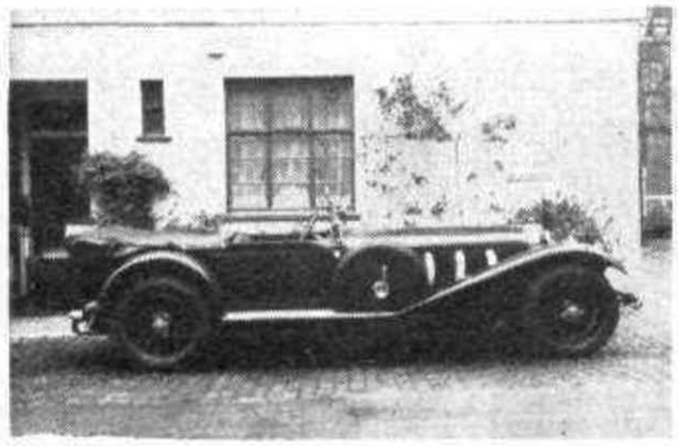
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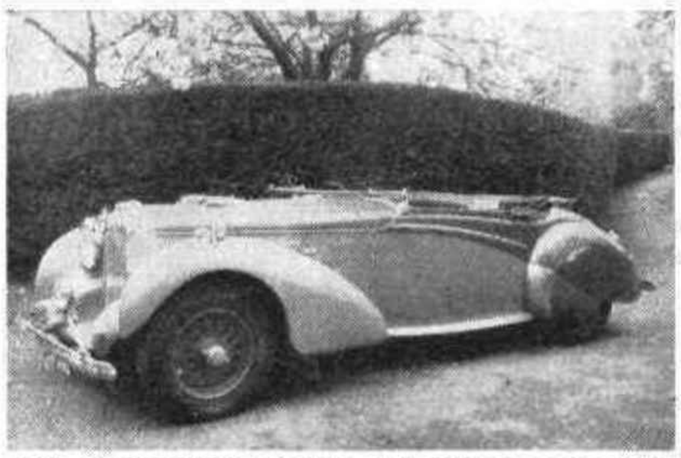
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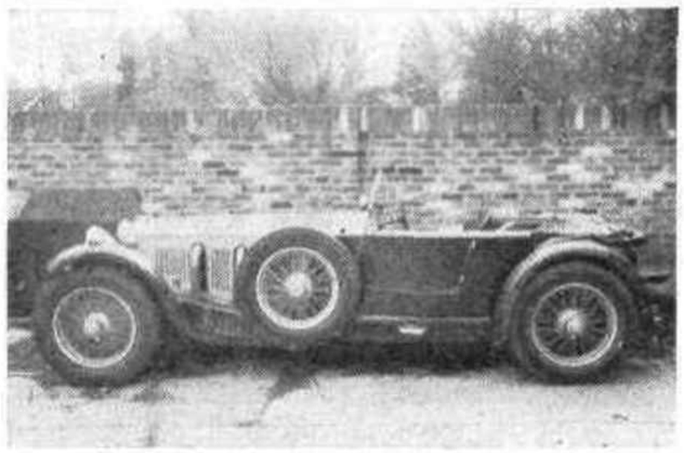
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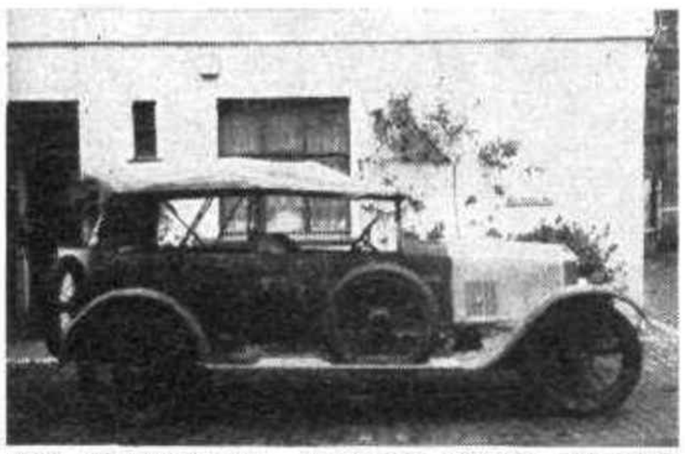
1927 MERCEDES-BENZ "S"-type 36/220, 4-seater tourer, fine original example.



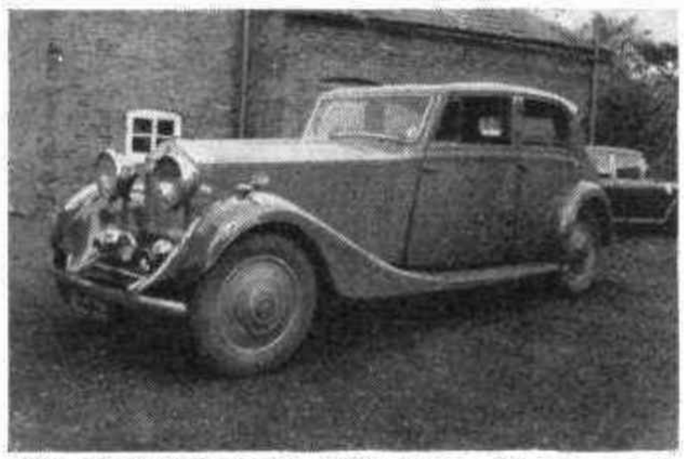
1939 LAGONDA Rapide V12 2/3-seater roadster, one of the rarest models extant.



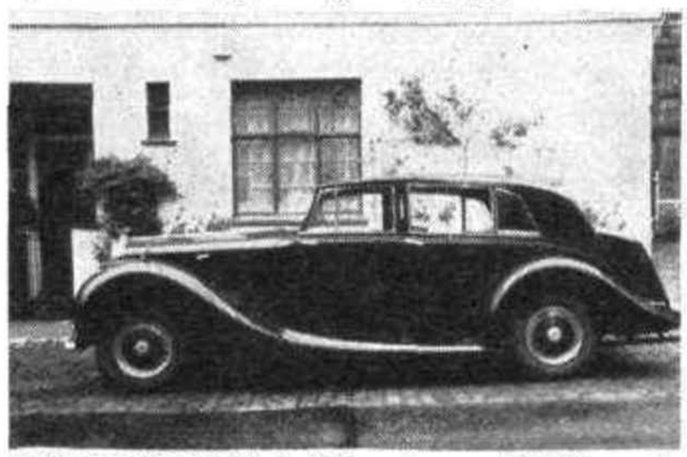
1930 INVICTA 4½-litre 100 M.P.H. low-chassis 2/4-seater tourer, good original example.



1922 VAUXHALL "D"-Type 4-litre side-valve tourer, new beaded edge tyres, Auster rear screen; ready for restoration.



1935 ROLLS-ROYCE 20/25 James Young sports saloon, sound condition.



1948 BENTLEY Mark II Freestone and Webb coach-built saloon, excellent cloth interior, good chassis.

1929 BENTLEY 4½-litre Vanden Plas tourer; **1931 RILEY Brooklands, 1934 ROLLS-ROYCE 20/25** drophead coupé by Gurney Nutting; **1936 LAGONDA LG45** 4-seater tourer; **1934 BENTLEY 3½-litre** fixed-head coupé by Hooper; **1939 BENTLEY 4¼-litre MR series** sports saloon by Park Ward and many others. **1936 ROLLS-ROYCE 20/25** sports saloon by Hooper.

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FOR SALE—continued

TR3A, Some extras, some rust, still capable of genuine 100 m.p.h. I want £220 but absolutely any offer considered. John Kay, Sunbatch, Draycott, Cheddar, Somerset. Tel.: Cheddar 742648. (6649

GOOD FROGEYE SPRITE, Excellent condition, new clutch, tyres, tonneau, re-sprayed Laurel green. Taxed, MoT tested. Company car forces sale, £200. Mr. Cosford, 98 Croyland Road, Wellingborough, Northants. Or Phone Rushden 56341, office hours. (6650

RILEY DROPHEAD Coupe 2½-litre. I wish to sell this car to provide finance for XK rebuild. At £850, no offers will be entertained as condition warrants price. Cheap part-exchange considered. Tel.: Cooden 3852 (Sussex). (6651

HEALEY 3000 Mk 3 1965. Ice blue, wires, overdrive, Motorola, long MoT, taxed, recent hood, brakes, exhaust. Cinturatos, excellent mechanics. £690, (HP possible). Tel.: Great Dunmow 820135. (6652

TR3A 1960. Immaculate signal red, re-trimmed black interior, hardtop, hood, tonneau, radio, belts, MoT, taxed. Rebuilt engine. Growing family forces sale. Haggle around £295. Tel.: Whitley Bay 29015 (after 6). (6653

HEALEY 100/4 1955. 1 year MoT, immaculate white body work, new hood, Tonneau, rechromed, Blydenstein head, 3000 clutch, overdrive requires attention. £225 o.n.o. Tel.: Stock, Norwich 29571, daytime. (6654

MG YB 1953. Excellent condition, workshop manual and parts list. £200 o.n.o. Tel.: Wolverhampton 753404. (6656

DB5 1964. Rebuilt engine, new radials, recent exhausts, radiator, servo. £1,100. Lagonda 3-litre, 1957, £400. Wanted Dormobile. Lowson, University Hall, Holly Road, Liverpool. Tel.: 051-263 3959. (6657

1956 JENSEN Interceptor. Aluminium body recently resprayed, new carpets, good mechanics, MoT. £350 or exchange interesting sports car, cash either way. Tel.: 061-740 7002. (6658

ROLLS ROYCE Phantom II XJ Series; complete chassis, £850. 1933 Phantom II Chassis £675. Phantom II engine and gearbox complete with all accessories but no head, £145; Another complete as above but with sound head, £300; 20 h.p. engine and gearbox all accessories, no head, £110; Dashboard clock £20, Klaxon horns £20 to £45, Ghost and Phantom wheel spanners and crank handles £20 and £15. Willow Lodge, Church Road, Warton, Nr. Preston, Lancs. Tel.: Freckleton 633320 (STD 0772). (6659

FOR SALE—continued

DAIMLER EMPRESS 1951, 2½-litre 6-cylinder. Classic Hooper aluminium coachwork, rare appreciating asset. £395 o.n.o. Turnbull, 39 South Street, Durham. (6660

E-TYPE ROADSTER, 1967. Silver grey, radio, excellent condition, new clutch. £950. Tel.: Bristol 624020. (6662

AUSTIN HEALEY 3000 Mk. III, 1966. Red, black leather upholstery, wire wheels, radio, overdrive tonneau. New clutch, top, brakes, carpets, etc. £825. Phone Alan Beckett on 061-962 2231 (day); 061-248 6669 (evenings); 0742-53043 (weekends). (6663

LOTUS CORTINA convertible, Reg. December 1968. Very rare model, radio, 8-track stereo, air-horns, twin spots, Rostyle wheels. £795. H.P., P/X. possible. Tel.: 061-428 6301 (daytime), 061-224 5878 (evening). (6666

1968 SCIMITAR 3-litre GT, certified 33,000 miles. Bill for £139 at Tamworth along with Works road test. Overdrive, radio. Finished in golden sand with black trim. £855, H.P. available. Tel.: 061-428 6301 (daytime), 061-224 5878 (evening). (6666

MIDGET, 1970, low mileage, underseal, w/w., tonneau, radials, spots. Fine example. £650. Tel.: Farnworth (Lancs.) 74333 (daytime). (6667

RILEY 8/90 V8, 1937. Good original condition, requires new carpets and headlining. All complete and running. Chance of a lifetime to obtain one of these extremely rare Rileys. Less than six exist out of twenty made. Tel.: Colwyn Bay 44566 for further details. (6669

MG TD II, 1953. Good condition. Radials, screens, hood, tonneau, heater. New battery and knuckle joints. Regularly serviced, long MoT. £530. Tel.: Glan Conway 530. (6670

1938 ALVIS 12/70. Sound body, d.h.c., coachwork by Mulliner. Goes very well, 80 m.p.h., 25 m.p.g. New hood, wire wheels. Taxed, long MoT. Over £100 spent. £600 o.n.o. Tel.: Cirencester 3594 (evenings). (6672

PACKARD, 1934, 1100 series. Custom four seater *sedan with curved sliding partition*. Deserves restoration. Tel.: 01-994 2197. (6674

UNUSUAL 1955 FORD Popular, under 13,000 miles (no misprint!), virtually one owner; completely original condition, appreciating. £135. Tel.: East Horsley 2932. (6675

VOLVO P1800, 1966, white, red upholstery. Radio, overdrive. Above average. £730. Wheeley, 71a Endcliffevale Rd., Sheffield 10. Tel.: Sheffield 23301 (office). (6676

BRISTOL 405. Very good condition, overdrive, radio, seat belts, front discs. MoT. Still about £600. Please telephone Huntingdon 52832. (6677

BMW 2002, 1969. New tyres. Year's tax and test. £995. Private sale, finance possible. P/X. cheaper car. Tel.: Worcester 423674 (any day). (6778

FOR SALE—continued

JENSEN CV8, 1966 (November). Tremendous performance. Non-rust body and full four-seating. Recently recellulosed in white, excellent red hide interior. New tyres, shockers and £100 on brakes (bills available). £1,200. Short, 10 The Close, Red Bank School, Newton-le Willows. (6679

FERRARI 330 GT Mk. II Pininfarina 2+2, 1966, 52,000 miles. 5-speed, Borrani wire wheels, radio, electric aerial, windows. Red. Superb example of appreciating car. £1,950 or first sensible offer. Tel.: Overbury 348. (6680

TRIUMPH TR6. White, wire wheels, overdrive, radio. Certified 17,000 miles only. Superb car. £1,050. Tel.: Horsham 60290. (6681

LOTUS ELAN S4, S/E., 1970. White f.h.c. Radiomobile. Company car forces sale of this beautiful and reliable motor car. Tel. (Birmingham) 021-454 6216 (office). (6682

1931 MORGAN boat-tailed sports family. Original except modern brakes and lights. Excellent condition. Matchless MX2 engine. New interior trim. Ideal touring Mog. £1 for set colour prints. Realistic offers: Buckland, 3 Holly Bank View, Brereton, Staffs., WS15 1JD. (6683

CITROEN GS Club, fitted works radio, h.r.w., headrests. Jersey trim. 12,000 miles by one careful owner. £975. Tel.: (Birmingham) 021-354 7130. (6684

TR4A, 1967(F). Green, black trim, extras; low mileage. £595. Tel.: Burgess Hill 42283 (Sussex). (6685

CIVILISED GP Super Buggy. Fully sorted out. Complete July 1972. Violet metal flake. 10,000 miles. Minnow Fish/balanced 1500/camshaft/Brabham Lukey, 1302S electrics, divided circuit brakes, instrumented, laminated screen, 2-speed wipers, air-horns, hazard, Motolita, Motorola, heating, Monza seats, Spax, ER70s, two hoods. Very fast and tractable. Garaged. Excellent order. Parts cost £1,000. SAE for colour photo and full spec. £595. Fauchon, 30 Warner Rd., *London, N8 7HD. Tel.: 01-340 1736.* (6687

MG-B GT, 1966. BRG, black interior. PB radio. Carefully used and well maintained. £560. Tel.: Ascot 23018. (6688

1955 AC ACE 2-seater sports 2-litre, AC engine. BRG. New hood, tonneau, carpet, battery, etc. etc. Good condition. HSCC eligible. £775 or swap MG TC. Tel.: Woburn Sands 2651(Bucks.). (6689

UNIQUE 1928 ROLLS 20-h.p. Immaculately restored throughout. Barker tourer body. Was prominent in recent TV series. This car only needs to be seen. For details and arrangements to inspect contact Box 3899. (6981

1930 ASTON MARTIN International. This rare and much sought after car that represents the peak of prestige and investment. For details to view contact Box 3899. (6981

FOR SALE—continued

MG ZB, 1958. Original condition, black and green. Present owner 6½ years. Taxed and tested/1974. £245 or offers. Tel.: Wakefield 75300. (6775

TRIDENT VENTURER V6, 1972. 7,000 miles. Metallic claret, Wolferace wheels, twin QH lights, sun-roof, tinted glass, h.r.w., overdrive, electric aerial and windows. £2,000 o.n.o. Tel.: Bristol 294891 (day). (6776

SUNBEAM TIGER, 1965, low mileage. Red, hard/soft-top, new brakes and suspension. Very powerful. £600 o.n.o. Tel.: 01-589 1963 (evenings). (6777

MG-A MK. 2, 1962. Iris blue. New hood, tonneaux, radio, l/rack, oil-cooler. MoT, taxed. Good original condition. £475 o.n.o. Tel.: Gloucester 67478 (evenings). (6778

ASTON MARTIN DB2/4, Mk. II, with a 3-litre engine. MoT April 1974. Taxed. History available. A fine example of an outstanding car. £550. Tel.: Gt. Barton (Suffolk) 547. (6779

1934 MG. Light blue. MoT. Immaculate throughout. £450. Tel.: Coventry 466405. (6780

1948 ROVER 75, JOC 82. Green. Excellent condition. Radio. 12 months' MoT. £395. Tel.: Coventry 466405. (6780

'E'-TYPE JAGUAR 4.2 l.h. coupé Mk. 2, 1970. Just 19,000 careful miles from new. Used as second car and always garaged. The whole car remains in sparkling showroom condition and is one of very few unmarked specimens in existence. Regency red with beige hide interior. Chrome wire wheels, white band tyres, h.r.w., and fully undersealed. Motorola radio. Private sale price of £2,150 includes spare set of chrome wire wheels. Serious enquiries to Mr. Davies, Tel.: 05646 (Earlswood) 2252 (any time). (6781

TVR GRIFFITH V8 4.7-litre, 4-barrel Holley. Spax adjustables. Dark blue. £1,050, exchange considered. Tel.: West Wellow 22310 (Rod Noble). (6782

ARKLEY SPRITE, 1971 Lenham Conversion on Midget body. Extremely sound. 948 engine, £475. Tel.: Reigate 49623. (6783

SUNBEAM ALPINE GT Mk. V, late 1967. MoT March 1974. Overdrive. Very good condition. £475. Tel.: Wigston 7608 (Leicester). (6784

ASTON MARTIN DB4. Excellent condition. New Cinturatos. Owner emigrating. £675—quick sale. 38 Cuthbert Ave., Levenshulme, Manchester, M19 3DG. Tel.: 061-225 9661. (6785

1930 SINGER 8 saloon, 4-door. One owner. Spare engine, gearbox, rear axle, radiator, shoes and drums. Best offer. Tel.: Norwich 47719. (6786

TVR VIXEN. Never raced, faithfully cleaned, regularly serviced. Bahama yellow, radio, new radials. Superb condition, must be seen. £850 o.n.o. HP arranged. Tel.: Formby (Liverpool) 77987. (6787

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FOR SALE—continued

1938 AUSTIN Big 7. Reconditioned engine, chassis. Needs new floor. 99% complete. Ideal for first restoration. £80 o.n.o. 376 Sharrow Vale Rd., Sheffield 11. (6788

1953 MG YB 1½-litre saloon, 44,000 miles-Immaculate. One owner. Reg. No. OUO 1. Colour silver grey. £350 or near. Moss, Queen's Sq., Colyton, Devon. Tel.: 0297-52776. (6789

LOTUS EUROPA Twin Cam, 1972, 11,000 miles. White. Special wheels, tinted glass, air-horns, aerial and speakers fitted. Beautiful condition. £1,550. Tel.: Sheffield 362143. (6790

SAINTLY VOLVO 1800S, 1965, excellent condition. Blue/black interior, 59,000 miles, usual extras, overdrive, servo brakes, oil-cooler, etc. £585. Consider cheap sports p.x. Tel.: Otford 4198 (Kent). (6791

TRIUMPH TR6, June 1972. Pimento red/black *Excellent condition. Overdrive.* £1,500 o.n.o. Tel.: Peterborough 69418. (6793

DAIMLER SP250, 575 COY. 1964 "C" specification. Approx. 55,000 miles. New clutch, gearbox just rebuilt. New hood (white), body dark blue in good condition. £950 o.n.o. Tel.: Eastbourne 30594. (6794

MG-A, 1956, 1,500 c.c. Very good condition throughout for year, a collector's item. Taxed, MoT. New tyres. Also 1963 Triumph Herald 1200—£545 o.n.o. or will exchange for modern saloon. Tel.: Peacehaven 4025 (evenings). (6795

MG-A 1600 Mk. II f.h.c., 1962. Body, engine very good condition. Top overhaul and new tyres Nov. 1972. Luggage rack and radio. £425 o.n.o. Works tel.: Portsmouth 22351 Centurion ext. 2234. (6796

TR4A, 1965. Black, w/w., overdrive, tonneau, Michelins. Maintenance records and manual, 32 m.p.g. One owner. Immaculate. £525. Tel.: RIV 8226 or Windsor 69241 (day). (6797

MINI 1275 GT, September 1971; bronze yellow/dark blue trim; 19,000 miles. Air-horns, h.r.w. inertia reel belts, SP68s. Company car forces regretted sale, £700 o.n.o. HP arranged, cheaper interesting/unusual part exchange considered Pope, 16 Eagle Close, Weston-super-Mare, Somerset. Tel.: Brimscombe 2570 (day). (6798

RILEY 1½, 1954, RME. Excellent condition, original paintwork, superb interior. Many service parts replaced, MoT May 1974. A super buy at £350 o.n.o. Morris, Tel.: Market Harborough 5886 (Leicestershire). (6800

HIS AND HERS. My 1968 Daimler Sovereign 4.2 automatic, silver grey metallic, dark blue interior; believed approximately 50,000 miles. Smooth power and comfort for £850. My wife's MG-B GT, 1971, in white with black interior, push-button radio, only 13,000 miles from new, excellent performance, £1,150. Tel.: Mortimer 332065. (6801

ALFA ROMEO 1750 saloon, December 1970, 29,000 miles. Dark blue with tan upholstery. Motorola radio. Beautiful car. £1,295. Tel.: Epsom 22067. (6802

FOR SALE—continued

ALVIS TE21, 1964. Pampered for years by a titled gentleman's chauffeur. My elegant grey saloon represents a unique opportunity to purchase a refined, luxury car in superb condition for only £1,450. Tel.: Bidford-on-Avon 3708. (6803

V12 "E"-TYPE, 1971, manual f.h.c., one owner, low mileage; fastidiously maintained, absolutely superb throughout. £2,599. Finance and part exchange arranged, anything considered, preferably Cooper "S" or Radford. Tel.: Walton-on-Thames 26586. (6807

LOTUS SEVEN 1600 GT, 1970, 27,000 miles. Offers over £700. Write: 18 Eden Close, Daventry, Northants. (6808

DAIMLER SP250. Resprayed in Regency red, retrimmed. Front suspension rebushed; new shockers, brakes, tyre, exhausts, etc. All bills available totalling £180. A beautiful car. Price around £550. Tel.: 061-980 2301 (in most evenings). (6809

MG-B, November 1964, BRG. Five-bearing engine, oil-cooler, overdrive, wires, radials, radio. 12 months' MoT. £425 o.n.o. Tel.: Cambridge 62513 (evenings). (6811

DAIMLER DART SP250, registered 1964. Hard-top, hood, most extras. Recent overhaul, resprayed red. Offers over £850. Tel.: Thanet 24350. (6814

ROVER 2000 TC, Nov. 1967, h.r.w., p.b. radio. VGC, any inspection invited. £725. Tel.: Dover 201727. (6817

RILEY 1952 2½. Smart, properly maintained and in sound order. Well worth inspection by enthusiast looking for a good Riley. £270. Clemence, Tel.: 01-501 0991 (Ilford). (6818

LOTUS SEVEN Series II, Cosworth 1500. Excellent. Long MoT. Must be seen, £540 o.n.o. Tel.: Dronfield 5633. (6819

LANCHESTER 12.6. Purchased from Harrods in 1935 this car is in mint condition. New roof professionally fitted. No body rot. Current MoT. Bills of £300. Offers over £600. Dobson, The Grange, Waters Upton, Telford, Salop, TF6 6PA. (6820

TR4—MINT condition, Surrey top, overdrive, *radio, wire wheels; hand-built and sprayed* maroon. £720 o.n.o. Tel.: 051-334 3639. (6821

MG-A, RARE 1961 de luxe roadster. Completely original. First class example. History and bills for £300. £375. Tel.: 01-373 4023 (evenings). (6822

MG-B GT, 1966. This car has all the extras: overdrive, radio, tinted screen, leather wheel, reversing lamp, etc., with virtually unmarked blue bodywork, average mileage, and a head overhaul 500 miles ago. This must be a good buy at £635. Peter, Tel.: 01-942 2087. (6823

MARCOS GULL-WING sports/racing car. Exciting machine in everyday road use. Must sell for best offer. Tel.: Polmont 2845. "Cedarview", Standrigg Rd., Wallacestone, Falkirk, FK2 0EE. (6825

FOR SALE—continued

GILBERN INVADER, reg. August 1970. One owner, approx. mileage 30,000. Colour orange, black trim. Overdrive, electric windows, radio. Magalloy wheels, recently reshod with XAS tyres and new exhausts. Director's car, well maintained and in excellent condition. A 1973 version would cost in excess of £2,600. Offers around £1,400. Tel.: Newcastle (Staffs.) 562955. (6824

MORGAN 4/4 Comp., 1968 "G" reg., 39,000 miles. Flame red, wire wheels, all extras. Immaculate. £925 o.n.o. Tel.: 051-526 0535. (6827

SS1, 1933, four-seater open tourer. In excellent original condition at 37,000 miles. Only 400 miles since last MoT in July 1969 when bought from original owner. Offers about £3,200 for this appreciating asset. See Montagu's book, page 29. Tel.: Leeds 676801 (weekdays) or Longworth 371 (where car garaged). (6828

1969 JULY "E"-TYPE manual 4.2 2+2. White with blue trim. Radio/cassette player. Chrome wire wheels. Tinted and heated rear window. One owner since new. New tyres, brakes, battery, etc. Very good condition. Consider good Bentley or Rolls-Royce similar condition in part exchange. Private, £1,625. Williams, Porlock House, Inkberrow, Worcs. Tel.: 792 560 (evenings). (6829

FOR SALE—continued

XK150 F.H.C., immaculate original condition 32,000, documentary evidence available. £1,750. Wanted, XK120 roadster in similar condition for cash. Warburton, "Struan", Storrs Park, Windermere. Tel.: 3065. (6830

MG-A 1600 Mk. II f.h.c. Good condition, Gold Seal engine, ZXs. In use daily. £350 o.n.o. Macpherson, Tel.: 041-332 8211 (day), 041-423 3789 (evenings). (6831

ASTON MARTIN DB4 Vantage, Nov. 1962. Resprayed pale blue with red hide. Only 6,000 miles since complete overhaul. Fitted with overdrive, Blaupunkt radio, stereo, spots, etc. £1,475. Tel.: Dublin 693561. (6832

ASTON MARTIN DBS-6, 1969, automatic, p.a.s. Guaranteed 37,000 miles. Tinted glass, radio, electric windows. Taxed, MoT. Caribbean pearl metallic, chrome wire wheels. Superb *car. £2,650. W. Quint, Fox Farm, Brook Lane,* Timperley, Cheshire. Tel.: 061-928 2922. (6833

BRISTOL 409 saloon, Nov. 1966. Dark grey/silver, radio. 12 months' MoT. Excellent condition, £1,250. W. Quint, Fox Farm, Brook Lane, Timperley, Cheshire. Tel.: 061-928 2922. (6833

1953 MG TD3, red, red interior. £450. Tel.: Coventry 77302. (6837

MORGAN +4, 1963, 2-seater. Dark blue. Excellent condition. £550 o.n.o. Tel.: Alsager 5136 (Cheshire). (6840

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SPITFIRE Mk. 4 1971	Red, overdrive, radio, 13,000 miles	£845
SPITFIRE Mk. 4 1971K	Sapphire blue	£825
SPITFIRE Mk. 4 1971	Pale blue, radio	£795
SPITFIRE Mk. 4 1971	Laurel green, radio	£785
SPITFIRE Mk. 3 1970	Red, overdrive, 16,000 miles	£725
SPITFIRE Mk. 3 1970	Valencia blue, overdrive, 20,000 miles	£675
SPITFIRE Mk. 3 1969	Damson wire wheels	£585
SPITFIRE Mk. 3 1969 (model).	Dark blue, w/w., overdrive, radio, hard/soft-tops	£575
TR6, 1971.	Dark blue, overdrive, radio, 13,000 miles	£1,245



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FOR SALE—continued

1947 TRIUMPH roadster for renovation. Good body, chassis and woods; interior and engine need attention. This car is a 2000 luxury soft-top for only £130. Tel.: Nottingham 283725 or 01-435 6849. (6839

MG TD. Completely rebuilt from chassis. Re-chromed and upholstered; new carpets, hood, wiring looms, tonneau; reconditioned engine; thoroughly overhauled, battery, plugs, points, distributor, etc., all new. A full year MoT. £700. Tel.: Brentwood 216514. (6841

FIAT 2300S Ghia coupé, 1964 model. Midnight blue, red hide interior; three-speaker radio, reclining seats, electric windows. Mechanically and bodily in excellent condition. Taxed and MoT to August. £400. Tel.: 01-622 6360. (6842

BUGATTI TYPE 35 Grand Prix, dismantled, many parts rebuilt, plain bearing engine. Rare opportunity. Substantial offers. Consider part exchange. Ward, Ousterne Lane, Fillongley (Tel.: 40455), Warwicks. (6843

"E"-TYPE ROADSTER. Beautiful car, lots extras, including hard-top. "G" registration. £1,350, exchanges considered. Tel.: Stevenage (0438) 3772. (6844

LOTUS CLIMAX. Present owner from new. Unused last four years. Exceptional condition. Offers. Tel.: Woking 60641 (evenings). (6845

GTM MID-ENGINED two-seater. Looks like Europa but Mini mechanicals. Tuned 95-b.h.p. engine, Weber 45DCOE, LCB exhaust, SCCR gearbox, alloys, SP Sports. All new. Professional trim and instrumentation. Second car use only since late "K" regd. Cost £700+ in parts alone. Offers? Tel.: Reading 478188. (6846

FOR SALE—continued

SCIMITAR GT 2,553 c.c., 1966. Blue/black. MoT. W/w., overdrive, Radiomobile, halogens, triple SUs. 33,000 miles recorded. Recent bottom overhaul. VGC. £650 o.n.o. Consider Fiat 124/5 saloon p/x. 18 Tyrrell's Close, Harwell, Berks. (6847

MG-B ROADSTER, 1972(L). Glacier white/navy, overdrive, servo brakes, tonneau; 11,000 miles. £1,325. Tel.: Streatham 01-769 2627 (after 6 p.m.). (6848

FIAT 124 Spyder, 1968, sports convertible, l.h.d., 5-speed gearbox, radio; one owner. Must sell, £400 or offers. Tel.: Chalfont-St.-Giles 3224. (6849

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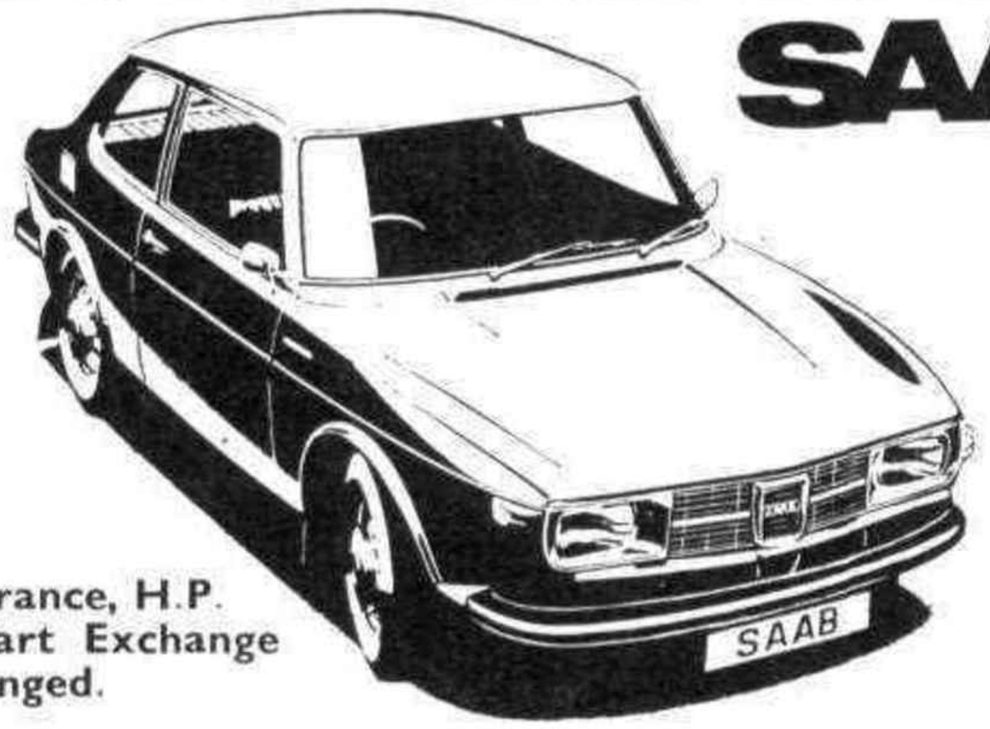
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JAGUAR

1972 V12 'E'-Type roadster, 'L' Reg., 6,000 miles with one owner; radio, headrests **£3,345**

1972 V12 'E'-Type 2+2 Automatic, in Carmen red, one owner; stereo, tinted glass ... **£3,295**

1971 V12 'E'-Type 2+2, November 'K' Reg., fitted chrome wheels, radio, h.r. window **£2,895**

1971 V12 'E'-Type 2+2, primrose with navy trim, sun-roof, tinted glass, stereo **£2,895**

1970 'E'-Type 2+2 Auto., 'J' Reg., extras include chrome wire wheels, h.r. window, radio ... **£2,245**

1970 'E'-Type 2+2, one owner from new, radio, stereo tape deck, Regency, tan trim..... **£2,145**

1970 'E'-Type f.h.c., with heated rear window, chrome wheels, radio, rec. seats..... **£1,995**

1970 'E'-Type roadster, only 22,000 miles from new, Carmen red with black trim, detachable hard-top..... **£2,145**

1969 'E'-Type 2+2 Automatic, very attractive car with power steering, chrome wheels, electric sun-roof, Sundym glass, radio, electric aerial, etc. **£1,995**

1969 'E'-Type 2+2, local 2-owner car, extras include radio, chrome wire wheels, h.r. window **£1,795**

1969 'E'-Type f.h.c., only 26,000 miles from new, 'H' Reg., fitted tinted screen..... **£1,795**

1969 'E'-Type f.h.c., in primrose, sun-roof, chrome wire wheels, radio, h.r. window..... **£1,695**



1969 'E'-Type roadster (*similar to above*), with tinted windscreen, radio, new brake pads, silencer, etc. **£1,645**

1967 'E'-Type 2+2, finished in silver grey, red trim, radio, wire wheels..... **£1,295**

1966 'E'-Type f.h.c., Carmen red, wire wheels, radio, new clutch fitted, suspension o/hauled **£965**

MG

1973 M.G.-B roadster, only 2,800 miles, harvest gold, black trim, overdrive, tonneau..... **£1,345**

1972 M.G.-B roadster, one owner from new, overdrive, Rostyle wheels, velour trim..... **£1,245**

1971 M.G.-B roadster, extras fitted include overdrive, radio, reclining seats..... **£1,165**

1970 M.G.-B roadster, in flame red with black trim, *wire wheels, overdrive, seat belts*..... **£1,025**

1968 M.G.-B roadster, 'G' Reg., two owners from new; all-synchro. gearbox, overdrive..... **£765**

1973 M.G.-B GT, latest model, 4,000 miles only, tinted glass, overdrive, h.r. window; white with navy trim **£1,595**

1972 M.G.-B GT, in green mallard, 11,000 miles, overdrive, sun-roof, radio, stereo unit..... **£1,495**

1970 M.G.-B GT, one owner from new, extras include overdrive, wire wheels, h.r. window... **£1,185**

1968 M.G.-C GT, 'G' Reg. (Nov.), fitted overdrive, chrome wire wheels, h.r. window, radio..... **£945**

1968 M.G.-C GT, Automatic, O.E. white, black trim, fitted radio, wing mirrors, radials..... **£945**

1972 M.G. Midget, L.H.D., 4,000 miles from new, Rostyle wheels, radio, tonneau cover..... **£795**

1970 M.G. Midget, one lady owner, wire wheels, detach. hard-top, bronze yellow..... **£725**

TRIUMPH



1972 TRIUMPH TR6 PI (*similar to above*), one owner, extras include overdrive, wing mirrors, reclining seats **£1,525**

1972 TRIUMPH Stag, 'L' Reg., 7,000 miles, hard- and soft-tops, overdrive, alloy wheels..... **£2,445**

1971 TRIUMPH TR6 PI, 'K' Reg., 9,000 miles from new, fitted overdrive, detach. hard-top..... **£1,425**

1970 TRIUMPH TR6 PI, signal red, black trim, wire wheels, overdrive, radio..... **£1,145**

1968 TRIUMPH TR5 PI coupe, fitted overdrive, hard and soft Surrey tops, XAS tyres..... **£895**

1971 TRIUMPH GT6 Mk. III, 13,500 miles from new, overdrive, h.r. window, radio..... **£1,195**

1968 TRIUMPH GT6 Mk. II, white with black trim, overdrive, wire wheels..... **£725**

1972 TRIUMPH Spitfire Mk. IV, 7,000 miles from new, pimento with black trim, tonneau..... **£995**

1971 TRIUMPH Spitfire Mk. IV, 'K' Reg., extras include wire wheels, radio, seat belts..... **£895**

1970 TRIUMPH Spitfire, in white, one owner, 'J' Reg., tonneau, leather rim wheel..... **£695**

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1967 ASTON MARTIN DB6 Volante, power hood, radio, tinted glass, navy with tan trim... **£2,745**

1969 ASTON MARTIN DB6, fitted chrome wire wheels, h.r. window, reclining seats..... **£2,695**

1966 ASTON MARTIN DB6 Automatic, with radio, tinted glass, chrome wire wheels..... **£1,545**

1969 ASTON MARTIN DBS6, in silver birch, radio, stereo unit, h.r. window; one owner... **£3,395**

1972 JENSEN HEALEY, 'L' Reg., one owner from new, fitted alloy wheels, headrests..... **£1,695**

1973 RELIANT Scimitar GTE, latest model reg. March, fitted overdrive, radio, h.r. window, chrome alloy wheels **£2,495**

1972 RELIANT Scimitar GTE, in Mexican red, 12,000 miles from new, overdrive, radio..... **£2,345**

1971 RELIANT Scimitar GTE Automatic, extras include sun-roof, alloy wheels, stereo tape deck **£1,895**

1970 RELIANT Scimitar GTE, 'J' Reg. Oct., one owner, overdrive, h.r. window, rec. seats... **£1,695**



1969 RELIANT Scimitar GTE (*similar to above*), in Manhattan blue, 32,000 miles, overdrive, stereo **£1,495**

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+2S.130/5. Lagoon blue, black trim, radio, h.r. window ..... **List**

+2S.130. Tawny, champagne trim, alloy wheels, h.r. window ..... **List**

+2S.130. Lotus yellow, black trim, tinted glass, radio ..... **List**

ELAN Sprint d.h.c., Lotus yellow, radio, air-horns ..... **List**

1973 LOTUS +2S.130/5, only 1,700 miles from new, extras include alloy wheels, radio..... **£2,645**

1969 LOTUS Elan 2+2S, 'H' Reg. Oct., fitted heated rear window, radio, chrome k.o. wheels **£1,545**

1973 LOTUS Europa Special, one month old, 5-speed gearbox, Brand Lotus alloy wheels... **£2,295**

1972 LOTUS Europa Twin Cam, 'L' Reg., one owner, alloy wheels, air-horns, power windows **£1,795**

1972 LOTUS Europa Twin Cam, in Pistachio, oatmeal trim, radio, stereo, wing mirrors..... **£1,595**

1971 LOTUS Europa, only 13,000 miles, 'K' Reg., fitted tinted screen, Minilite wheels..... **£1,295**

1970 LOTUS Europa, 'J' Reg., in French blue; two owners, radio, SP Sport tyres..... **£1,145**



1971 LOTUS +2S.130 (*similar to above*), one owner from new, tinted screen, stereo tape deck, h.r. window **£1,945**

1972 LOTUS Elan Sprint d.h.c., Nov. 'L' Reg., 2,300 miles, radio, tonneau cover..... **£1,745**

1971 LOTUS Elan Sprint d.h.c., 15,000 miles, 'K' Reg., radio, pistachio, black trim..... **£1,445**

1971 LOTUS Elan Sprint f.h.c., one owner 17,000 miles, tinted glass, k.o. wheels..... **£1,445**

1970 LOTUS Elan d.h.c., in carnival red, fitted SP Sport tyres, tape deck..... **£1,145**

1969 LOTUS Elan f.h.c., in French blue, new couplings, front suspension overhauled..... **£1,045**

1970 LOTUS Seven Series 4, fitted alloy wheels, heater, 1600 GT unit, flame orange..... **£895**

1966 LOTUS Cortina, chrome Rostyle wheels, radio, *bills available for clutch, etc*..... **£445**

1970 MARCOS 3-litre, aubergine, black trim, V6 with overdrive, sun-roof, alloy wheels..... **£1,345**

1971 AUSTIN Sprite, 'K' Reg., one private owner, radio, tonneau, rec. seats..... **£765**

1968 AUSTIN HEALEY Sprite, 'G' Reg., in white, detach. hard-top, wire wheels, radio... **£525**

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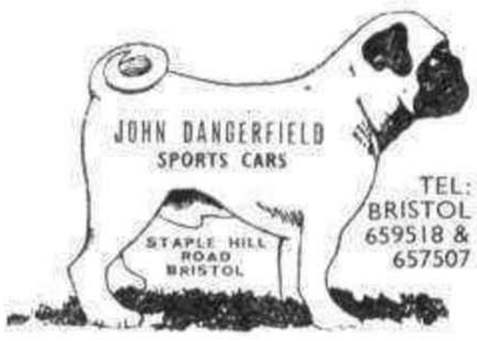
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1970 M.G.-B. Bronze yellow. Fastback hard-top, soft-top. O/d., new SP Sport tyres. 34,780 miles, one owner **£1,150**

1970 M.G.-B GT. B.R.G. Two owners. New XAS tyres, wires. 27,908 miles **£1,225**

1970 SPRITE. Bronze yellow. Tonneau, wires, 'X' tyres; one owner **£735**

1969 M.G.-B. Mineral blue. Overdrive wires. New SPs, tonneau. One owner **£1,050**
Another similar in black ... **£1,050**

1968 TR5. White. Radio, new XAS tyres **£900**

1967 M.G.-B GT. Grey. O/d., wires, radio, Cinturatos. Excellent service history, two owners. Children's safety belts in rear **£900**

1967 ALPINE. White. Overdrive, wires, five new G.800s; 27,200 miles **£825**

1967 M.G.-B. White. O/d., wires, tonneau, Abarth exhaust. Supplied and maintained by us... ... ... **£825**

1967 M.G.-B. Red. XAS tyres, radio, tonneau, Abarth exhaust, etc. Reconditioned engine. New clutch ... **£775**

1966 MERCEDES 220SE convertible. Dark blue, grey hide. Many extras. Full service history **£1,850**

1966 SPRITE. Red. Approx. £250 worth of extras. 31,000 miles only. **£625**

1964 ALPINE GT Automatic. Wedgwood blue. Engine and gearbox reconditioned. Newish tyres, battery and exhaust system, etc. **£600**

1963 AUSTIN HEALEY 3000 Mk. 2. Old English white. O/d., chrome wires. Full details available **£1,250**

1961 DAIMLER Dart. Metallic blue. Hard/soft top. Full details available **£1,400**

1959 TR3A. Primrose. Previously supplied by us **£450**

1953 M.G. TD. Red. Original log and hand-books. Full details available **£1,000**

Another similar in B.R.G., also **1953** **£850**

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1966 **M.G.-B roadster,** mineral blue, o/d., wires, radio, good hood. Nice car. **£595.**

1965 **Sunbeam Tiger V8,** red/black. Hard-top, radio, etc. **£595.**

1970 **Lotus Super 7,** yellow/red roll-over bar, etc. **£745.**

1968G **Triumph Spitfire Mk. 3,** blue, white hood and interior etc. **£545.**

1961 **Healey Sprite,** hard-top, radio, B.R.G., fibre glass front, tidy. **£195.**

1970 **MG-B roadster,** o/d., w/w, 26,000 miles only. **£995**

1960 **TR3A,** red, hard-top/soft-top, tonneau, overdrive, radio. Outstanding. **£395.**

1970 **Lotus Elan S.4, S.E., fixed-head,** white; recent extensive overhaul. Superb. **£1,195.**

1971 **Porsche 911E,** orange, elec. windows, etc.; full history available on this beautiful car. **£3,450.**

1964 **'B' Reg. VW 1200,** white. Recent new engine; taxed, etc. **£345.**

1967 **Aston Martin DB6 Vantage,** silver birch, dark blue leather, Sundym, chrome wires, radio, etc. **£1,795.**

1966 **M.G. Midget,** B.R.G., wire wheels, etc.; very taut example. **£395.**

1966 **M.G. GT,** special black finish with "John Player" gold lining, wire wheels, modified engine, radio, etc.; outstanding. **£795.**

1972 **Capri 3000E,** sapphire blue metallic, Minilite wheels, vinyl roof, metal sun-roof, radio, etc. **£1,295.**

1968 **Herald 13/60** convertible, damson, radio, 5½J wheels and radials; really nice. **£495.**

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1972 TRIUMPH GT6. Pimento. This car has the lot, one owner, undersealed, sun-roof, heated rear window, radio and of course overdrive **£1,245**
1968 M.G.-C roadster, two owners, only 38,000 odd miles, a new Lenham hard-top and four new Cinturatos recently fitted; extremely good value ... **£745**
1969 BOND 2-litre convertible, two owners, metallic blue/black interior **£695**
1969 BOND 2-litre GT. Beige/black, fitted overdrive and wire wheels ... **£675**
1965 SUNBEAM Tiger 4.7-litre. Respray in original blue, fitted hard-top and new Esso radials on Cosmic wheels; shattering performance **£850**
1969 M.G. Midgets, two cars fitted most extras including wire wheels, from **£575**
1965-on TRIUMPH Spitfires, four cars, one overdrive, two with radios from **£325**
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1963 HEALEY 3000 Mk. 2A convertible. Red/black flash, black interior. Very nice car to drive, fitted all extras including radio **£635**
1971 FIAT 128, fitted Radbourne conversion, 24,000 miles **£695**





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1970 M.G.-B. Wire wheels, overdrive, SP radial tyres, Waso steering and ignition locks, 5-p.b. Radiomobile. Two owners, 23,000 miles only. Finished in glacier white with black trim ... **£1,095**

1969 M.G.-C roadster sports. Wire wheels, overdrive, radio, SP Sports radials, reclining seats, Motolita leather wheel, tonneau cover. Finished in white with black trim **£895**

1968 M.G. Midget, 1,275 c.c. Radial tyres, tonneau cover. Leather steering wheel. Two owners. 36,000 miles. Finished in Basilica blue with black trim **£550**

1970 ('J' reg.) M.G. Midget 1,275 c.c. Mk. III. Wire wheels, ZX radials, twin spots. Finished in white with black trim... ... ... **£695**

1970 RELIANT Scimitar 3-litre GTE Mk. II. Manual, overdrive, heated rear window, 5-p.b. Radiomobile, inertia reel belts, Cinturatos; 27,000 miles only. Finished in Mexican red with black trim **£1,595**

1972 TRIUMPH Spitfire Mk. IV. Hard-top, low-profile tyres. One owner, 16,000 miles. Finished in damson with black trim **£895**

1967 M.G.-B. Wire wheels, tonneau cover, radials; two owners. Finished in black with black trim **£725**

1969 M.G.-B. Wire wheels, radials, twin spots, Blue Spot radio. Finished in pale primrose, black trim ... **£845**

1969 M.G.-C GT. Wire wheels, overdrive, radials, air-horns. Finished in sandy beige, red trim **£1,045**

SPORTS SALOONS

1970 HILLMAN Hunter GT. Overdrive, Rostyle wheels, radials. Tahiti blue, black trim **£695**

1971 CORTINA 2000 GXL, 5-p.b. radio, h.r.w., inertia reel belts; one owner, 16,000 miles. Metallic blue, black trim... ... ... **£1,095**

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MG-B GT, 1971. Green. Overdrive, radio	**£1,315**
MG-B GT, 1971. Yellow. Overdrive, radio	**£1,295**
MG-B GT, 1971. Blaze. Overdrive, radio	**£1,315**
MG-B GT, 1968. Blue. Overdrive, wires, radio	**£880**
MG-B GT, 1967. Green. Overdrive, wires	**£800**
MG-B, 1971. Green. Overdrive, radio	**£1,165**
MG-B, 1971. Bedouin. Overdrive, radio	**£1,165**
MG-B, 1970. White. Overdrive wires	**£1,045**

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•	450-19	8.06	1.40
	475/500-19	10.14	1.51
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1969 2-litre MARCOS. Silver blue, reconditioned engine, sun-roof, electric windows, alloy wheels.

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1967 1500 MARCOS. Bahama yellow, sun-roof, radio, wire wheels.

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1971 TRIUMPH Spitfire. White, white hood, immaculate **£765**

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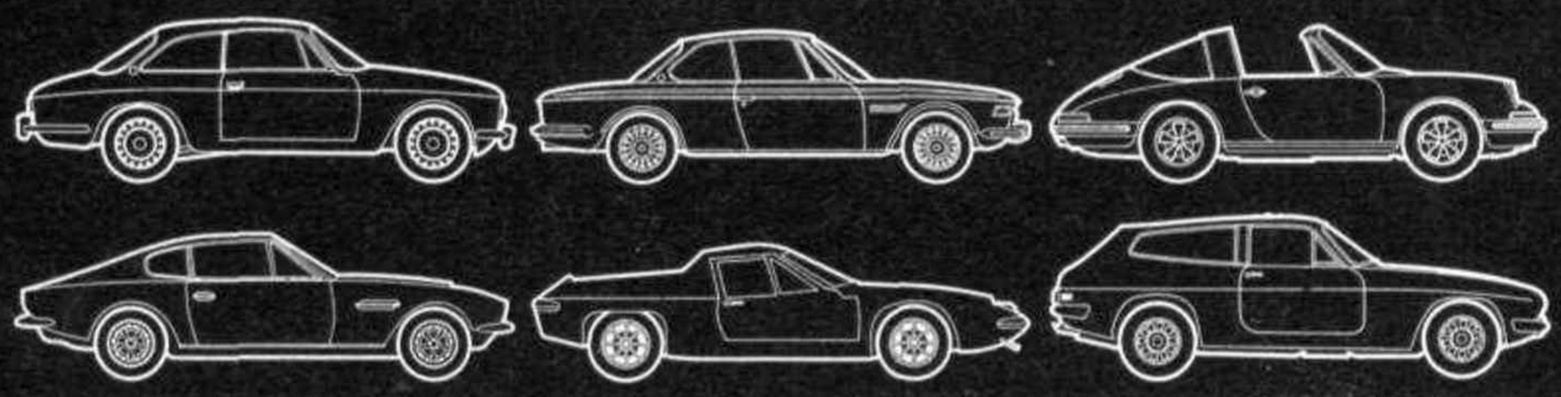
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1962 OGLE Mini. Aubergine, collector's piece. Registration No. 2 HGA **£650**

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1971 ALFA ROMEO 1750 saloon, finished in beech with tan trim, fitted radio; supplied and maintained by ourselves from new. **£1,595**

1970 ASTON MARTIN DB6 Mk. II Automatic, finished in silver with blue trim, fitted power steering, Sundym glass, chrome wire wheels; 17,000 miles. **£3,695**

1968 FERRARI GTB 4-cam, finished in metallic burgundy with light pigskin trim, fitted h.r.w., radio; recorded miles 45,000. **£4,995**

1973 LOTUS Europa John Player Special, finished in black with oatmeal trim, fitted 5-speed gearbox, tinted glass, alloy wheels; just 200 miles. **£2,495**

1971 'K' LOTUS Europa Twin Cam, finished in pistachio, fitted alloy wheels, tinted screen; supplied and maintained by ourselves from new. **£1,695**

1971 'K' reg. LOTUS Europa Twin Cam, finished in red, fitted alloy wheels; 9,000 miles. **£1,645**

1972 'L' registration PORSCHE 911T Targa, finished in tangerine with black trim, fitted h.r.w., front 'S' spoiler. L.H.D. **£3,895**

1971 PORSCHE 911S 2.2, finished in metallic dark blue with black trim, fitted Recaro seats, headrests, electric sun roof, electric windows, Sundym glass, h.r.w., rear wiper, 8-track stereo unit; 21,000 miles. **£4,245**

1972 'L' reg. RELIANT GTE Automatic, finished in Wessex green with tan trim, fitted alloy wheels, radio/ one owner, 12,000 miles. **£2,445**

Mayfair showroom
25/27 St George Street
off Hanover Square W1
Telephone 01-409 0108

Highgate showroom
26 North Hill N6
Telephone 01-348 5151

Service
Dukes Head Yard
2/8 Highgate High Street N6
Telephone 01-340 3431

FOR SALE—continued

RARE VOLVO 445 van. Only four imported. Previously owned from new by Volvo agent, who fitted 122S engine/gearbox. Now has windows, Konis, Cints., servo brakes, radio, belts, custom roof rack. Healthy, rugged, fast, economical. Regretted sale, about £160. Tel.: Bishop's Waltham 2749. (6944

TRIUMPH TR4A, 1965. Two owners, 46,000 miles, excellent condition throughout, hood bag, tonneau, X's, taxed September, MoT March 1974. £485. Consider exchange more mundane mode of transport (stork imminent). Tel.: Northbourne 6745. (6945

CUTLER, Regd. 1947 (believed 1937). Only model ever made. 2/4 seat tourer. Fast, economical, re-upholstered, new hood, new pistons and big ends last season. MoT, ready for road, spare engine and other parts. Migration forces sale. £500 o.n.o. Tel.: Stourbridge 76101. (6946

GTM, MID-ENGINED Mini based GT. 5,000 miles since complete rebuild. Cooper engine, "S" gearbox, latest rear suspension. Adjustarides, blue, blue/black trim, £500 o.n.o. Details ring Wainstones 321. (6947

LOTUS ELAN 1968. Beautiful pale blue convertible, maintained from new regardless of expense, director's personal car, original paintwork, knock-on wheels, electric windows, £765. Matching hard top £30. Grays, 539 Coventry Road, Birmingham. (6948

PORSCHE 356C, 1965. Two owners, engine bills for over £300. New door pillars, completely resprayed, radio, ski rack, new tyres, a thrill to drive. £770, terms. Part exchange considered. Tel.: 01-529 2763. (6950

190SL MERCEDES-BENZ, 1963. One of the last, £400 spent, extras, dark blue, custom built hard top, soft top, beautiful at £1,000. Tel.: 01-660 0675. (6951

TR4A, 1967. Genuine 35,000 miles. In outstanding original condition, finished Wedgwood blue. Hard/Surrey-top, radio, overdrive, w/w. HP available. £775. Ring Farm Hill Garage, Sutton Scotney (Hants.) 253. (6952

SUNBEAM TIGER, Left-hand drive, 1966. 4.2-litre V8. Midnight blue, black interior, hard and soft tops, 43,000 miles only. Cints., whole car in extremely good condition, positively no rust, £625. Would arrange export shipping if necessary. Consider interesting part exchange. Tel.: 01-764 1252 (London). (6953

AUSTIN TEN Litchfield, 1935. Beautiful original paintwork, mechanics, interior and sun roof. MoT'ed, Taxed, rewired, no rust, radio, £350. Tel.: 01-883 5494. (6957

FOR SALE—continued

LANCIA APPIA pillarless saloon, 1964. 1090 c.c., V4, taxed, tested 1974, recond. engine and clutch. Excellent performance 30 m.p.g., low cost insurance, r.h.d., usual refinements. Smart appearance, £145. P. Isaac, 42 Rooley Crescent, Bradford 6, Yorks. (6956

RAILTON STRAIGHT 8 drop-head coupé and Railton 10 h.p. drop-heead coupé. Surely the rarest and most desirable of "his and her" cars. Both complete and original and ready for straightforward restoration. £1,000 o.n.o. Tel.: Chew Magna (Bristol) 2543 (6954

BMW 3.0S. First registered 26-11-71. 19,000 miles, one owner. Polaris grey, blue cloth upholstery, tinted glass, heated rear window, p.a.s., Michelin tyres, radio (self-seeking), £3,100. Tel.: Mr Jones, Shrewsbury 4674. (6958

LANCHESTER LD10, 1947. 51,000 miles, one registered owner. MoT tested, exceptional condition. £155. Tel: Exeter 71075. (6959

1936 SINGER Le Mans fixed-head coupé. Recorded mileage 48,000, believed genuine. Engine partially overhauled, needs running in, retrimmed interior, year's MoT, original paintwork. Bargain at £525. Phone Exeter 71075. (6959

1966 AUSTIN HEALEY 3000. Red, wire wheels, overdrive, tonneau, radio, low mileage. Very good bodywork £850. Tel.: 01-856 5555. (6960

LOTUS PLUS TWO, 1968. Red, two owners, 20,000 miles since engine overhaul, tyres good, usual extras. Well maintained, tax, MoT February 1974. £1,025. Tel.: Farnborough (Kent) 53355, ext. 277 (day), Orpington 29313 (evening). (6962

BENTLEY MK. VI. Immaculate duo-tone blue, restored and maintained regardless of cost. Excellent value at £800. Tel.: Rye 3062 day, Sandhurst 386 evenings. (6964

MG-A Mk II, 1962, f.h.c. Red, immaculate car in every way. Marriage sadly forces sale to highest offer over £300. Tel.: 01-727 8275. (6965

"J" REGISTERED LOTUS Cortina. One owner, low mileage, good condition. Marriage forces sale. £835. Tel.: Southport 78795. (6966

LOTUS EUROPA Twin Cam, 1972. Immaculately maintained and serviced by one doctor owner. Second car, low mileage. Owner leaving country, low price for quick sale. Phone after six. Edinburgh 667-9599. (6967

ELAN SPRINT drop-head coupé, April 1971. 17,300 miles. Silver, radio. Acquired by Solicitor from bankrupt client in lieu of fees, hence £1,200 for quick sale. Tel.: 01-959 7473 (day). (6970

FOR SALE—continued

LOTUS CORTINA, 1963. Good condition for year, offers for quick sale. 6 Oxford Road, Cleveleys, Lancs. Weekdays after 6 p.m. all Saturday. (6972

MG-B GT, 1972 "L", Under 7,000 miles. Harvest gold, manufacturers' warranty, Sundym glass, radio, radials, o/d., h.r.w., undersealed. Bargain £1,480. Would consider E-Type in p/x. Butcher, 75 Ermin Street, Swindon, Wilts. (6973

ROLLS PHANTOM II Continental touring saloon, 1934. As illustrated on foot of page 181 "Those Elegant" and described in Autocar and Motor road tests. In exceptionally original order and exactly to the invoice specification as it left the showroom 86,000 miles ago. £6,000. Box No. 3902. (6974

MG TF 1250 c.c. Monza red, new hood, very good condition, £900. XK 150 drop-head coupé, 1959. Excellent mechanical and body condition, £1,075. Apply Box No. 3903. (6975

RELIANT SABRE Six, 1964, f.h.c. Taxed, MoT June, many new parts, £275. Tel.: Marchington 353. (6976

LOTUS EUROPA, 1972. 6,000 miles only. Finished in Pistachio green, immaculate condition throughout, £1,640. Phone Formby 73342 daytime, Formby 74858 evenings. (6977

FIAT 124 Sports coupé, 1971. 25,000 miles. Finished in Monza red, immaculate condition, radio, etc., £1,350. Phone Formby 73342 daytime, Formby 74858 evenings. (6977

1929 STANDARD Teignmouth 9.9 h.p. fabric saloon. Believed one owner for approximately 34 years, and only two survivors of this particular model with additional bumpers, front and rear quarters. Beautifully renovated over a three year period, this car has won many prizes, including the Butterworth Cup and 5th Vintage Car of The Year show. MoT, offers. Telephone Cardiff 60984, daytime only. (6978

VOLVO P1800S, 1964. Yellow, recon. engine by specialist (April 1973), sun roof, stereo, radio, electric aerial, electronic ignition. As new radials, very good condition. Sale for house purchase, £580. Tel.: Trowbridge (Wilts.) 5251. (6979

PORSCHE 356A. Recent SPs, a classic car in well above average condition, really must be seen and tried. £395 o.n.o. Tel.: Downton (Wilts.) 21119. (6980

DAIMLER DART SP250, 1963. Cream, excellent condition, second car, h/s. tops, new MoT. £800 o.n.o. Tel.: Baldock 2649. (6982

GILBERN INVADER, Mk. I, July, 1970. Metallic blue, overdrive, sunroof, electric aerial. £1,200. Tel.: Redhill 62869. (6983

FOR SALE—continued

MORGAN 4/4 1600. Nov. 1969 (1970 series). Special yellow, undersealed, radio, heate., new tyres. 37,000 documented miles. Mechanics, coachwork in excellent condition. Regretted sale due to stork. Offers Tel.: 01-467 6767. (1836

LOTUS CORTINA, 1968, Mk. II. White, entirely rebuilt flowed engine; Power Max pistons, radio; Cosmics; Konis. Exceptional unmarked example, 45,000 miles; two owners. £585 o.n.o. Tel.: Iden (Sussex 079 78) 223 (evenings). (1837

RILEY 2½-LITRE, 1949. Very good bodywork and mechanically sound. MoT. £285 o.n.o. Tel.: 01-660 2081 (Purley, Surrey). (7206

ASTON MARTIN, DB4. Series IV. Dark blue, excellent condition, h.r.w.; f.s.d. New tyres, full MoT. Photo available. Full history from new £1,100. Tel.: 01-590 5916 (Essex). (7207

1970 LOTUS Europa. Bahama yellow, black trim; new tyres; exhaust; twin Weber conversion. Factory built car. Inspection invited, excellent condition. £1,020 o.n.o. Tel.: Skelmersdale 22080 (day), Parbold 2900 (night) Lancs. (7208

MK. I SPRITE. BRG, hard-top, steel body; radio, oil cooler. MoT, tax. Very smart and reliable. £250. Tel.: Esher 63269. (7209

TVR 2500, 1971 "K", Silver Fox, sunroof; radio; Sundym alloy wheels, 17,000 miles. £1,475. Tel.: Derby 47591 (weekdays) or Ripley 44480 (evenings & weekends). (7210

HEALEY 3000, Mk. III, 1966. Ivory; overdrive, wire wheels; new suspension; tyres. Battery etc. all bills available. £950. Tel.: Sandiway (Cheshire) 888448. (7211

MG-C ROADSTER (Dec. 1967) Red, hard-top; overdrive; tonneau; radio; spotlamps; w.w.; l/rack; Cints., fine condition. £725. Tel.: Rushden 55544 (evenings). (7015

MG-B NOV. 1965. V.g.c., radials cooler. Tel: Rugby 832672. (7016

ROLLS BENTLEY SI. Reg. No. KXF 7. Just recellulosed in original sand with champagne interior. In absolutely pristine condition. Complete down to the last spanner in the tool kit. History makes interesting reading. Just serviced, has full MoT and is taxed. I want a good price but an exchange like a Mercedes 230 SL or E-type would be nice. Tel.: 021-440 4940 or 021-455 9120 (evenings). (7017

ASTON MARTIN DB2/4, 1954. White first class condition; MoT March 1974. Taxed, August 1973. £650. Dr. Sconce, Tel.: Bradford 33901. (7018

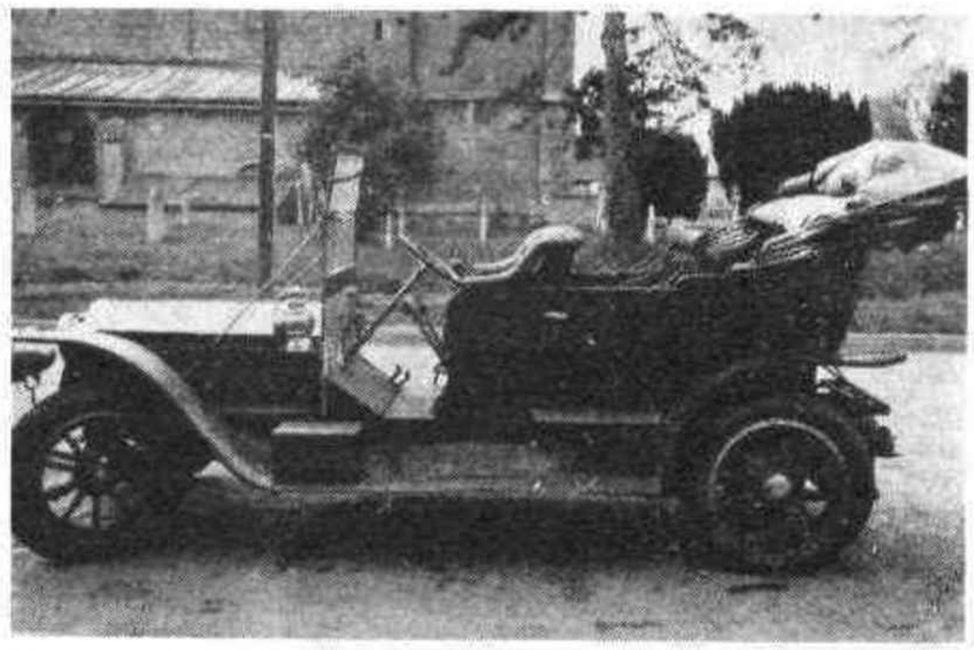
1954 STANDARD Vanguard, Phase 2 saloon. One present owner since new; 51,000 miles, generally in exceptional condition. Seen New Milton, Hants. Offers. Box 3908. (7043

ANTIQUE AUTOMOBILES LIMITED offer :

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Fitted with "Roi des Belges" type touring body.
This car is in running order and is absolutely original in all details.

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Telephone Greatford 288



FOR SALE—continued

VIVA GT. 1968. Blue, ZX's, radio, v.g.c., £500 o.n.o. HP arranged. 01-520 5204, Ingatestone 2785 (evenings). (7555

BSA Scout, f.w.d., 1938. Chassis, engine block and other spares. Tel.: Boroughbridge 2318, 8 a.m.-7 p.m. (Yorkshire). (7557

1921 IVY THREE solo motorcycle. Restored as new, offers to Syd Plevin, 40 Scarth Hill Lane, Ormskirk. (7558

AUSTIN 8, 1939 Sixlight saloon. In family use since new, in good condition, reconditioned engine, MoT until December 1973. £180 o.n.o. Box No. 3910. (7578

AUSTIN HEALEY 3000, 1962. Overdrive, hard-top, soft-top, tonneau, wires. Above average condition. An investment at £425 o.n.o. Tel.: Derby 670383 (evenings/weekends). (7852

MG-B "K" registration. 1971, overdrive. Absolutely pristine condition. £1,075. Tel.: Iver 1264 or Ruislip 35864 (Middlesex) (7579

RILEY 2½, 1951. Excellent condition; tax, MoT December. £400 o.n.o. Mr. Rowe, Tel.: 01-995 1411 (daytime) (7580

LOTUS EUROPA Special, carnival red; 1,000 miles, 1973. Just completed careful running in. Manufacturer's guarantee effective. £2,100. Tel.: Preston (Lancashire) 35686. (7581

1939 MORRIS Series E. Two-door saloon. Completely rebuilt 18 months ago. Interior retrimmed and reupholstered. Immaculate condition. £375 o.v.n.o. Tel.: Preston (Lancs.) 53528. (7584

DUTTON DDD 333K. Professionally built with Triumph 1296 c.c. Full weather equipment, cheaper and better than similar Lotus 7 at £650. For details Tel.: Moreton-in-Marsh 50323. (7583

1969 "H" ELAN + 2S. 26,000 miles trouble-free; sundyn screen; h.r.w. Exceptional opportunity. £1,450. Tel.: Macclesfield 26353. Also available London by arrangement. (7586

IVORY MG TD. Engine rebuilt 10,000 miles and new red hood otherwise beautiful original condition. Best offer over £850 secures. Caithness. Tel.: Aylesbury 85131 (working hours), Beaconsfield 3201 (home). (7587

LOTUS ELAN +2, 1968, 34,000 miles. Orange/black coachline. Usual extras. No reasonable offer refused. Must sell. Tel.: Holmer Green 3757. (7588

JAGUAR XK150. F.h.c., 1957. SE model. Nice condition. MoT Nov. £695. Will deliver anywhere in the world. 60 New Cross Road, Guildford, Surrey. Tel.: Guildford 77906. (7589

ZA MG MAGNETTE. 1955. Quite good condition. £90 o.n.o. 79 Agbrigg Rd., Wakefield, Yorks. (7590

AUSTIN-HEALEY 3000, Mk. III, 1966. White; overdrive; wires; radio. Good condition throughout. £650 o.n.o. 5 Green Park, Bagillt, Flintshire. (7591

ALFA 1300 TI, 1969. Fast and comfortable. New Michelins, good body and mechanics. £775. Tel.: 01-866 5182. (7592

IMMACULATE MUSTANG. Mach. I, 1969. Automatic, 351, V8, 4B carb. Duel exhaust; radio, tinted windows. £1,490. Tel.: North Weald 2353. (7593

LOTUS ELAN. F.h.c. S3 1967 blue; 45,000. Complete rear end overhaul including: new 3.55 diff., shockers, springs, bearings and exhaust. An unspoilt 2-owner car. £750. Tel.: Caernarvon 3174. (7594

LOTUS ELAN S1. Red and white. Recent engine overhaul. Good condition. Long MoT. £495. Tel.: Chesterfield 850559. (7595

DAIMLER CONQUEST saloon 1957. Years MoT, taxed; 2,433 c.c.; 65,000 miles believed genuine. Very good all round condition. Reg. No. 8 DPJ, nearest £185. Tel.: Worthing 30426 and 35887. (7617

5 CLO on 1961 Humber Super Snipe. MoT. Good condition. £85. Tel.: Worthing 30426 and 35887. (7617

MASERATI CLUB. Magazine editor regretfully offers his very rare 1961 Maserati 3500 GT f.h.c., one of only 30 right hand drive examples built. This car was fitted with a new five-speed gearbox 1,000 miles ago and has just been decarbonised. Price £985 includes one year's subscription to the Maserati club. Fit-Lt. Painter, RAF Oakington, Cambs. (7618

FOR SALE—continued

MG-B. Bermuda hard-top, 1965. BRG. Excellent condition, £40. 17 Ravensdale Gardens, Walsall. Tel.: Walsall 21998. (7619

SUNBEAM MK. III, 1957. 59,000 miles. 3 owners; overdrive; sunroof; heater, radiator blind; radio good tyres 23 m.p.g., tachometer. £175 o.n.o. Tel.: Birkenhead 051-652 4795 (evenings). (7620

AUSTIN ATLANTIC, black sports saloon. Good condition, best offer around £100. Tel.: Coedpoeth 330. (7621

MG-B 1965, BRG; overdrive; MoT August. £420 o.n.o. Tel.: Camberley 25920. (7622

SUNBEAM TIGER, 1966. L.h.d. Rebuilt engine, new clutch and exhausts. H/S-tops. £450. Tel.: 051-426 6232. (7623

LOTUS SEVEN, S11 1600 GT X-flow, 40 DCOE's; c.r. gearbox, 5½ Js; new hood and screens. £650. Can be seen London or Portsmouth. Tel.: 01-998 4266 (evenings-weekends). (7624

DAIMLER BARKER Special Sports 1951. MoT, taxed. A really special and beautiful car; two-tone black/regal red; mechanically perfect, reconditioned engine. Good hood, rechromed, and repolished wood. No rust. Vast quantity spares including complete worm drive back axle. Appreciating fast. £650 or offers. Mr. Chard, Tel.: Wokingham (Berks.) 784630. (7625

MG-B 1971 "K". O/d, servo, headrests, 5 push-button radio; radials; b/yellow, regularly serviced. £1,080 o.n.o. Tel.: Wilmslow (Cheshire) 23454 (after 6 p.m.). (7626

MARCOS 3-LITRE (Ford), 1970. 20,000 miles. Excellent condition; chrome yellow, o/drive; radio; sunroof; alloy wheels electric windows spots. Must be one of the finest examples around. £1,400 o.n.o. Tel.: Wormelow 527 (Hereford) (evenings). (7627

BENTLEY CONTINENTAL S1. Mulliner Flying Spur 4-door, dark blue; auto; power steering; tinted screen; glass roof panel; self seeking radio. Excellent condition throughout. £2,250. Tel.: Farnham 21786 (Surrey). (7628

AUSTIN HEALEY Sprite, 1960, Mk. I. Old English. White all steel body; radials, servo, new hood. £195. Many spares and hard-top, offers. Tel.: Southrepps (Norfolk) 388. (7629

MG TC, 1949. White, completely original; new hood, tonneau; flares etc. £1,000. Baker, Tel.: 01-647 3385. (7630

LOTUS ELITE, SE. Metallic green front, rear suspension and engine rebuild. Retrimmed and repainted, c'wire wheels. £850 o.n.o. Full details. Tel.: Stratford-upon-Avon 66083. (7631

GILBERN INVADER. October, 1970; 22,500 miles only. Yellow Gold, o/d radio, S/R electric aerial. £1,400. Tel.: 01-393 6092 (evenings). (7634

1969 ALFA ROMEO, 1750 c.c. Berlina saloon; radio; sunshine roof. A superb example of this marque. £915. Tel.: Bedford 870232. (7635

1937 A.C. 2-litre Airline saloon. Similar to picture in Profile. 2-door fastback. Body and wings rebuilt and resprayed; KO centre-lock; wire wheels respoked and stoved; new tyres. The car is a runner, but requires detail mechanical work and interior trim to complete for use. Garage space is required for other urgent work, so I have to reluctantly dispose of this charming PVT Sports saloon. £430. Rivers Fletcher, Kineton, Warwick. Tel.: Kineton 337. (7636

SUNBEAM TIGER, 4.2, 1965. One private owner from new. Arctic white with black interior. Hard- and soft-tops. Latter has only been used once. Splendid condition throughout. Faultless mechanics. £695. Tel.: 01-736 3501 (evenings, Mon.-Fri.). (7637

TWO TRIUMPH Mayflowers and spares. For spares or renovation. 2 Gelosia Close, Weston Zoyland, Bridgwater, Somerset. Tel.: Weston Zoyland 519. (7638)

1933 ALVIS SB. Speed 20 d.h.c. Rare opportunity to acquire one of the finest cars ever produced by Alvis, beautiful condition, genuine reason for quick cash sale at £1,500. Tel.: Hornchurch 48445 (after 6 p.m.). (7639

LOTUS ELAN 2 + 2 S. Feb. 1971. Ferari yellow. Excellent condition. 26,000 miles. £1,725 o.n.o. Tel.: Melbourne (Derbyshire) 2480. (7640

FOR SALE—continued

MERCEDES 190SL. Red, hard/soft-tops. Many extras, in good condition. L.h.d. £450. Flt/Lt. McAuley, Officers' Mess, RAF Coningsby, Lincs. (7641

EXECUTORS SALE: 1954 Alvis TA21, sound but tatty, bought for restoration by former AOC member daily use. £175 or very near. 1961 Austin-Healey Sprite Mk. I, daily use, sound, new hood; w/s; 4½'s on rear, needs respray. £190 o.n.o. Also quantity MG YA spares. No time wasters please. Jeremy Cave, Tel.: Richmond (Yorkshire) 3133 (after 7 p.m. or at weekends). (7654

"M"-TYPE MG, 1931. Rebuilt except for body. Every part (including body), original, new or reconditioned. No time. £300. Tel.: Royston (Yorks.) 2537. (7679

MERCEDES-BENZ 300D, 1960. Only about 150 of this rare pillarless saloon built; l.h.d.; Webasto roof; imported UK 1969; MoT 1974. Lovingly restored, very good condition throughout. Only £800. Tel.: Flushing 664 (after 6 p.m.). (7680

MG-B 1969. White overdrive; wire/w; radio; 36,000 miles. Excellent condition. £865. Tel.: Chester 44762. (7681

FOR SALE—continued

SUNBEAM TIGER, V84.2, 1965. Hard/soft-tops, white. Immaculate, carefully driven, low mileage car; history. Just fully serviced and tested. New alloys available; house purchase forces sale. £575 or offers. Tel.: Leeds 667200 or 665026 (before 9 p.m.) (7687

HARRINGTON COUPE. Very rare version on Series IV Sunbeam Alpine. Elegant fastback with lift-up tailgate. 1964 but exceptional bodywork, resprayed metallic blue; black roof; interior much retrimmed. Only 16,000 miles on sensibly modified 1725 c.c. engine fitted brand new by Hartwells; new gearbox; wire wheels, all reconditioned, many new parts; spot, fog, reversing lights radio. You don't find a later or better example. £600 or sensible offer. Hinchliff, Tel.: 01-508 6129 (evenings). (7682

AUSTIN HEALEY 3000, Mk. III Sports convertible, 1965. Red; overdrive; wire wheels; Cinturatos; radio, etc. Little used by owner and in excellent condition. £695. Tel.: 0532-40841 (Leeds) (9-5), 0423-82124 (Harrogate) (after 6 p.m.). (7683

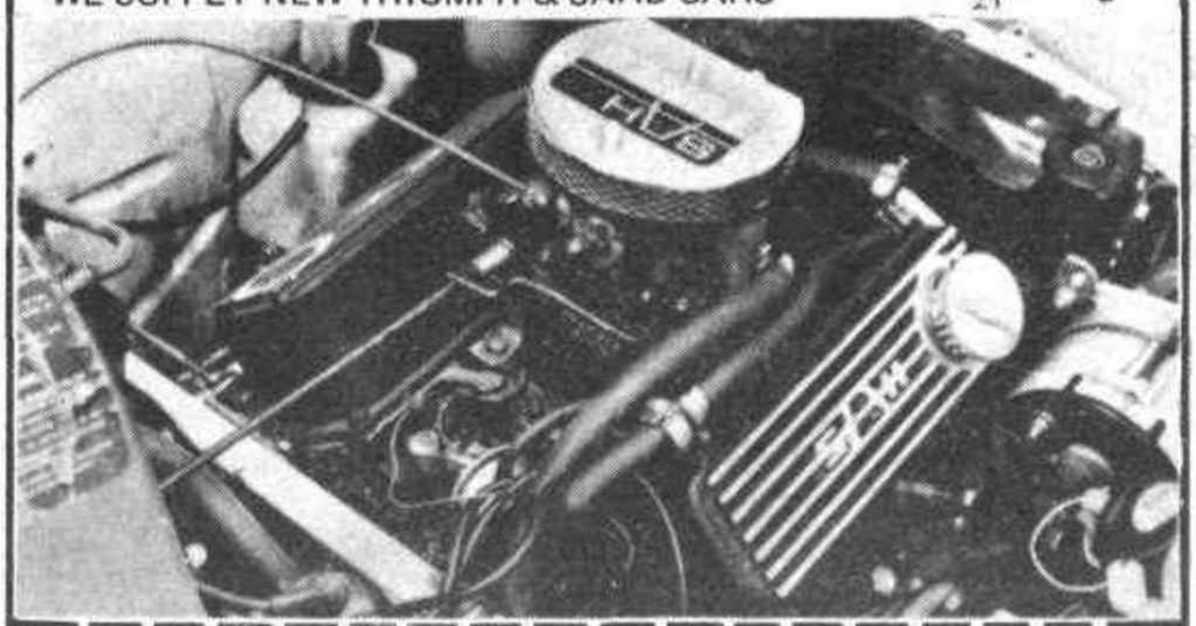
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FOR SALE—continued

ASTON MARTIN, DB6, May 1968. Dark blue with maroon interior. Power steering, radio, Sundym electric windows; manual gearbox. Only 41,000 miles. Two owners. A superb motor car. For quick sale £1,900 o.n.o. Tel.: Spalding 5581 (office hours please). (7019

E-TYPE 4.2. F.h.c. Completely rebuilt, i.e. engine; clutch; gearbox; steering. All brakes, exhaust. £250 respray. All re-chromed; completely re-upholstered in hide; new headlining; new doors; chrome wires; h.r.w. A beautiful example, £995 Aston Martin, purchase forces sale. Tel.: 0782-616657 (Stoke). (7020

100E FORD Prefect, 1956. 47,000 gentle miles. Gleaming black/chrome, undersealed. Body and mechanics superb. Tended with loving care. Full history available. Tel.: Crowmarsh (Berks.) 4110. (7044

GINETTA G15, "K" reg. 15,000 miles. Monaco blue. Wife or car must go. £890 o.n.o. Carr, 16 Oriel Grove, Moreton-in-Marsh. Tel.: 50836 (daytime only). (7045

MUSTANG 1966. Fastback "F" reg. V8 engine. All green, many extras, only 2 owners. Bargain at £625 o.n.o. Tel.: Great Glen 2084 or Cadby 3356. (7046

AUSTIN 7, Ruby 1937. A little beauty, plenty of spares. £200 o.n.o. 31 Middle St., Foxton, Market Harborough, Leics. (7047

FIAT 124 Sports Coupé 1600, 1972. Reg. EUD 2K. 19,000 miles; Mediterranean blue, sunroof, radio; h.r.w. Excellent condition. £1,450 o.n.o. Scott. Tel.: Oxford 46843 (office). (7048

AUSTIN HEALEY 3000, Mk. 1. Completely rebuilt; engine, gearbox; overdrive; exhaust. Resprayed old English white, H/T, S/T; tonneau. A beautiful car in immaculate condition. Tel.: Little Haywood (Staffs.) 510. (7049

1932 SINGER Junior. Partly restored. Enthusiast to complete, some spares needed. Offers: D. Applegate, Cassis Halfway Lane, Trowbridge, Wilts. (7050

MARCOS 3-LITRE, V6, "H" reg. Bahama yellow, resprayed March; 6,000 on clock since engine rebuilt. Balanced and Uren conversion; new tyres; sunroof, radio; mags, electric windows/aerial. Bound to be best example. Compare others offered, one previous owner only. £1,299 o.n.o. Brown. Tel.: 061-832 5974. (7051

MORGAN 4/4, 1969. 1600 comp. Excellent condition throughout. Finished in Royal Ivory. Many extras including wire wheels and new G800s. £1,050 o.n.o. Lucas, 101 Bewdley Rd., Stourport-on-Severn, Worcs. (7148

RILEY KESTREL 12/4 engine/body spares. Pirelli calendar 1972. Tel.: 061-483 7728. (7152

GOOD HOME wanted. White frog-eyed Sprite. Good mechanics, bodywork. Extras including radio, tax, MoT. Mortgage forces reluctant sale of second car. £225. Tel.: Cowden 351 (Kent). (7153

XK150 F/H BRG. One year's MoT; wires; overdrive. Good condition. Drive away. £425 o.n.o. (Exchanges). Tel.: Sheffield 41141 (9 a.m. to 6 p.m.), Sheffield 873419 (after 6 pm.). (7154

JAGUAR E-TYPE convertible, 1970. Finished in metallic silver; black interior. Hard-top, chrome w/w, white wall tyres; Sundym windows, radio-cassette player; electric aerial; 1 owner; 18,000 miles. Excellent throughout. P/E considered. HP possible. £1,900. Tel.: Caterham 42444. (7154

AUSTIN 7-BASED Formula 750 car. Aluminium body; independent front suspension, tuned engine c/r gear box. Competitive race or road car. £80. o.n.o. Richard Standinger, 46 Eagle Rd., Guildford, Surrey. (7155

LOTUS EUROPA Twin Cam 1972. Yellow with many extras including tinted glass and special trim. £1,650. Tel.: Canford Cliffs 78209. (7156

A CAR in a million, 1958 Aston-Martin, Mk. III; o/d; BRG, beige interior; chrome wheels and exhausts. 2 owners and only 29,000 repeat 29,000 miles since new. There is no question that this is the finest Mk. III in existence. It is absolutely immaculate. £1,500. Tel.: Byfleet 47853. (7214

FOR SALE—continued

XK 120 ROADSTER exported new in 1952 to Singapore. R.h.d, reimported in 1962 apparently by the original owner, since then owned by myself. White with new black hood. Mileage under 65,000, rust-free body, engine excellent. £1,650. Might take modern l.h.d. car in part exchange. N. Harvey, 24 Wilford Lane, West Bridgford, Nottingham. Tel.: 0602 865943 (home, before 11 a.m.), 0602-866381 (business). (7157

AUSTIN HEALEY, 3000, Mk. III, 1966. Immaculate condition; wirewheels; overdrive, silver blue; MoT 1974; SPs. £1,150. Mr. W. Montagu, 9 Grosvenor Street, London, W11. (7158

AUSTIN HEALEY Sprite, 1966. White, hard-top; radio, extras. Good condition; MoT. £375. Tel.: Shelford 3641. (7159

FROGEYE SPRITE 1961. Cherry red, really exceptional condition. Enthusiast's car, many sensible extras. To good home only. £325 o.n.o. Taylor, Elmhurst, Gwendrock, Wadebridge, Cornwall. Tel.: 2699. (7160

LANCHESTER LD10, 1947. Good overall condition, no haggling, £70. Fowler, 66a George St., Hastings, Sussex. (7153

1955 BENTLEY "R"-Auto James Young coachbuilt saloon; low mileage, £1,250. 60 Southway, N20. (7152

LOTUS ELAN Sprint "K" reg. yellow. Big valve engine. £1,495. Sapsford, 122 Roebuck St., Preston, Lancs. (7155

BSA 3-WHEELER for restoration. Another for spares, £185. Tel.: Compton Dando (Bristol) 546. (6998

ATTRACTIVE, appreciating classic. Year's MoT. £225. Tel.: Chew Magna (Bristol) 2543. (6998

DAIMLER CENTURY Mk. II, 1957 automatic. Engine overhaul 5,000 miles ago; gearbox recently. £480. Clegg, Aldsworth Vicarage, Cheltenham, GL54 3QZ. Tel.: Aldsworth (04514) 203. (7213

REFINED and effortless GT motoring in the last MG-C GT made. "H" registration. Primrose yellow, black leather interior; reclining seats; sunroof; wires. Excellent condition and well maintained by MGCC owner. Bargain £840. Tel.: Heckmondwike (Yorkshire) 6475. (6984

SUNBEAM TALBOT, Mk. IIA coupé 1954. Collector's car, outstanding condition, mechanically and bodily perfect; very carefully maintained; MoT, taxed; radio. £400 o.n.o. Tel.: Watford 32921. (6985

E-TYPE 1969 2 + 2. Finished in Regency red, black upholstery with chrome wire wheels; heated rear window; radio; fully reclining seats; 42,000 miles; taxed. Regretfully must sell this much-loved and cared for car or would part exchange for smaller, cheaper, sports car. £1,495. Tel.: Winkfield Row (Berks.) 4719. (6986

MG-A 1958. Outstanding condition. New engine recently fitted. New hood. 5 good tyres, two owners. Genuine reason for sale. Long MoT. £295. Tel.: 061-483 3658. (6987

XK 150 FHC, 1960. Good looking, sound running; MoT. £500 o.n.o. Tel.: 021-706 6571. (6988

1931 AUSTIN 7 box saloon. Mechanically complete but engine disassembled, wheels reconditioned and new tyres fitted; starter and dynamo reconditioned. Most of interior trim missing. Present owner unable to continue restoration. Price £150 (to include many surplus spares). Tel.: Beckington 278 (weekends). (6624

MG-B GT 1970. Blue, w/w, radio. Reclining seats. 32,320. Exceptional condition. £1,040. Tel.: Tunbridge Wells 32996. (6989

MG-B GT, "J" regd. Immaculate; one owner; bronze yellow; radio, etc. £1,075. Tel.: Wilmslow (Cheshire) 25105. (6990

PIPER GT Sport, 120 b.h.p. "H" regd. Luxury interior, tinted glass, sunroof, alloys, etc. Finished in Bahama yellow. Engine up-rated 5,000 miles ago. Drive this car and watch the heads turn. Private reason for sale as will be explained to purchaser. P/X considered. HP arranged. Offers around £1,300. Tel.: 01-500 2176. (6991

LOTUS ELITE Series II, condition excellent. £675 o.n.o. Owner going home to Australia and needs finance. Tel.: Ipswich 53181 and ask for Alice. (6992

FOR SALE—continued

HEALEY SILVERSTONE "E". Very good order throughout. Sensible offers only for this rare historic car. Box 3904. (6993

ALFA ROMEO, 1750 GTV, June 1971. White with black trim; taxed Dec. 1973. 21,000 miles. £1,595. Tel.: Caton (Lancs.) 770124 (evenings). (6994

MG VA. 1936 saloon, dismantled for renovation. £100. R. Tasker, Tel.: Dunstable 68361 (office). (6995

MG-B GT 1971. "K" regd., 19,000 miles. Red, black interior; overdrive; h.r.w.; headrests, vacuum gauge; amp and volt meters; 4 months tax. Superb condition. £1,250 o.n.o. Genuine sale, owner needs large van for business venture. Tel.: High Wycombe 26449. (6996

VINTAGE ARROL-JOHNSTON, needs restoring. £380. Box 3905. (6999

MG-B 1963. Cambridge blue, Oxford blue, hard-top, tonneau, radio; lighter; spots. £150 on 1973 body; fast and reliable. Prescott 66 sec., nearest £300. Nock, Weston, Towcester. Tel.: Sulgrave 553. (7000

ALVIS TA14, 1948. Black saloon, good working parts, body needs attention. To repair or as spares offer near £200. View garage Finmill, Nock, Weston, Towcester. Tel.: Sulgrave 553. (7000

MG-B 1963. Hard-top, Oxford blue Body Cambridge; 63,000 miles. £150 spent on body, 1972. Any test. Offer £300. Nock, Weston, Towcester. Tel.: Sulgrave 553. (7001

RILEY 1½-LITRE, 1949. Body exceptional condition. Mechanically excellent. MoT, Mar. 1974. £400 o.n.o. Tel.: Grimsby 823790. (7002

MG TC 1949. Red, black trim. Complete rebuild, superb condition. £1,000 o.n.o. D. Earp, 166 Wyggeston St., Burton-on-Trent, Staffordshire. (7004

MG-A. Some frontal disfigurement, otherwise reasonable. £130 o.n.o. Also Daimler Century breaking. Taylor, Danygraig, Uppercwmbran Rd., Cwmbran, Monmouthshire. Tel.: Cwmbran 4288. (7006

XK 150 JAGUAR, 1959. 3.4 FHC. White, MoT, second car. £675. Tel.: Brentwood 8366. (7007

VAUXHALL 1938. 6 cylinder sunshine saloon; 30,000 miles only. Licensed and driven till November 1972. Good condition mechanically and fair bodywork. Offers. Tel.: Eye (Suffolk) 326. (1174

CITROEN GS Club. 1,015 c.c. Sept. 1972. White-red interior; 8,600 miles; h.r.w.; company car forces sale. £1,050 o.n.o. Tel.: 061-483 8983. (6640

MARCOS 2-LITRE, 1970. Steel chassis. Immaculate tangerine coachwork and interior. Extras include radio, 8-track stereo, c.w.w. electric windows. Must be one of the best examples around. You will not be disappointed even at £1,375. Tel.: York 20104 (day), Coneysthorpe 365 (evenings). (7258

NEW BUSINESS venture forces sale of my 1965 Volvo P1800S. All usual Volvo extras. Taxed and MoT. Offers around £450. Tel.: Nottingham 57788 or Sandiacre 5208. (7259

JAGUAR SPORTS car. This superbly constructed car is offered for sale with trailer and racing spares. £650 o.n.o. Bryant, The Riffel, Sunbury Hill, Torquay. Tel.: 0803 28105. (7260

1951 ROVER 75. V.g.c., 4 new tyres. £200 o.n.o. Tel.: Bishops Stortford (Herts.) 57361 (after 6 p.m.). (7261

MASERATI 3500 GT. Superleggera; l.h.d. Four speed model. Very good condition, very rare. Must sell due to unforeseen circumstances. No reasonable offer refused. Tel.: Newquay (Cornwall) 4661 or write Hotel Tregella, Island Crescent, Newquay, Cornwall. (7262

CRAYFORD CORTINA. Convertible XL. 1972. One owner, only 7,500. Red with black interior and soft-top. Motorola stereo, radio and cassette player. Immaculate condition. As new £1,350 o.n.o. Tel.: Stalybridge 3528. (7263

DAIMLER DART, 1960. Reg. 590 AXX. Red with black hard-top. Resprayed and overhauled. Family pressure forces sale. £675. Tel.: Swynnerton (Staffs.) 677. (7264

FOR SALE—continued

RILEY 1½-LITRE, 1954 saloon. Very well maintained by enthusiasts. Immaculate. Recent overhaul, over £75 spent; MoT, taxed. Insured £475 o.n.o. Hewlett, 19 Moisty Lane, Marchington, Uttoxeter Staffs. Tel.: Marchington 461. (7265

MINI COOPER S, Mk. III, 1971 "K" registration. Must be one of the last made. Certified mileage 10,600 only ever used as second car, no competitions; no accidents. Absolutely as new, many extras, best offer over £1,000. Tel.: 021-354 5829 (day), 021-373 3246 (evenings). (7266

FACEL VEGA HK 500, 1958/9. Manual gearbox; electric windows; aerial; disc brakes. £200 just spent on new braking system, carburetter, distributor, water pump, new MoT. Clean body £545. Tel.: 01-540 9109 (SW19). (7268

MG-B GT, Ivory and black. Director's 3rd car. BMC approved, Downton Stage 3 conversion; extras include radio, heated rear window, etc. Registration No. CDF 903K. Present recorded mileage 9,523. Expensively maintained and immaculate. £1,350 no offers, no time wasters. HP arranged if required. Tel.: Churchdown 713187 (business hours only). (7269

ISO RIVOLTA. Under 20,000 miles from new in 1967 and absolutely immaculate throughout. Everything works perfectly, including air conditioning; automatic aerial, electric windows, etc. £16,000. Tel.: St. Albans 66666. (7272

DB5. One owner most of life and absolutely immaculate throughout. Very pretty. Everything works; and fitted towbar and trailer wiring. £1,300. Tel.: St. Albans 66666. (7272

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VINTAGE AUSTIN Chummy, 1928 recon throughout. £500. (Feltham). Tel.: 01-890 0344 (after 5 p.m.). (7275

UNIQUE VINTAGE car. Lancia Augusta 1934. Aluminium/ash coachwork requires special attention, otherwise fine vehicle. Tel.: 01-444 7707 (offers for quick sale). (7277

1937 AUSTIN 7 Ruby. Two owners from new, original, complete with handbook, spare parts etc. Offers over £285. 1929 Morris Isis illustrated, spare parts book, £3.75. "Highfield", Swindon Rd., Malmesbury, Wilts., SN16 9LU. (7278

LOTUS SEVEN IV, ANR 8K. Orange, black trim; 1600 GT, c.r. box; heater; reverse lights, air horns; stereo latest specification, one owner, moderate mileage. £925 o.v.n.o. Tel.: Leicester 52511 (business), Thurnby 3098. (7279

DAIMLER 250 V8, 1969. Manual gearbox; o/d; power steering; chrome wire wheels. Heated rear window; radio. Cinturatos. Dark blue with light blue leather. Above average mileage, but more than compensated for by condition and price of £875. Tel.: Edenbridge 2130. (7270

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1969 ZODIAC estate, make ideal tow car; radio and power steering; immaculate **£1,095**

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XK 140 COUPE, 1956. BRG, 70,000 miles. Thought to be genuine; new MoT. Excellent condition. Offers invited in excess of £1,250. Tel.: Edenbridge 2130. (7280

SMART MAROON Alvis, TD21 auto, 1959. Well shod and maintained; Motorola, Kenlowe fan. Realistic at around £600. McAllister, Brook Cottage, Hinders Lane, Huntley, Glos. Tel.: Longhope 640. (7281

MG TF 1250, immaculate; BRG, engine reconditioned 1500 miles ago. £925. Clarke, Tel.: Hemswell 404 (Lincoln). (7282

MORRIS COWLEY 1929/31. Dismantled and rebuilding started from chassis. With extra chassis, two engines and extra wheels, all parts original but bodywork requires complete renovation. £200 the lot, buyer collects J. B. Chapman, 27 Redwing Lane, Norton, Teesside. Tel.: 554341. (7283

AUSTIN HEALEY 3000, Mk. III, 1964. Overdrive w/wheels. £725. Tel.: Chichester 88872. (7284

YMG 5 registration on good 1952 "YB" MG saloon, original log book, much work done. £220 o.n.o. Tel.: 01-892 3274. (7285

MG-B 1969. Red, 36,000 miles, immaculate condition w/w; radio taxed, new MoT. £825. Tel.: Redhill 61617. (7289

FOR SALE—continued

MG-B GT, June 1972. One owner, aqua blue, overdrive; servo; sunroof; heated rear window; alarm system and twin Cibie lamps. Tel.: Swansea 57831 or Reynoldston 331. (7287

XK150 ROADSTER S-type; 3.8. Rare model; 36,000 miles believed genuine. Very original. Interior, immaculate; bodywork very good except for usual rot in door pillars; MoT, taxed. Offers over £1,200. Box 3906. (7286

AUSTIN HEALEY BN1. Immaculate after 40,000 miles; 3 owners. One of three cars, only used in fine weather. Factory installed 4-speed gearbox, c/w overdrive. Unique opportunity for enthusiast at £850. Tel.: Sittingbourne 71385. (7359

FACEL VEGA. King pin and bushes full set. £25 or per stub axle, £13. Also Facel Vega, HK 500 for sale. Tel.: 01-540 9109 (SW19) (7360

HEALEY 3000, Mk. II. O/d, new engine. £400 o.n.o. Tel.: Edinburgh 031-447 8373 (evenings), Inverkeithing 3265 (day). (7361

PORSCHE 356C, Nov. 1964. Tax and MoT, Jan. 1974. Really sound bodily and mechanically. Details on request. £775 will haggle. Tel.: 0632 676181 (evenings). (7363

FOR SALE—continued

MG TC dismantled. Many parts and 5 new tyres, etc. Offers. Tel.: OTO3 23522 (evenings). (7362

MG TD II. Red, black tonneau cover, new black hood cover; newly reground crankshaft, recent respray. Reasonable offer. Box 3907. (7364

DAIMLER SP250 Dart. Wire wheels; Goodwood Green; mechanical overhaul by qualified engineers; bills available. MoT. Used in summer months only. New hood. Price £700 o.n.o. Tel.: 061-368 1253. (7765

IMMACULATE VINTAGE, 1929 fabric Morris Minor. Fastidiously restored regardless of expense. Galvanised chassis. Rebuilt mechanics not yet run in. Professionally retrimmed inside and out. Must be seen to be appreciated. £625 o.n.o. Tel.: 0562 81 227 (North Worcestershire). (7367

TVR VIXEN S3, 1970 (Dec.). Mid blue, tinted windows; alloys; p/b radio; 20,000 miles. £1,075 o.n.o. Tel.: Tunbridge Wells 21561. (7368

XK120 FHC. Fitted wire wheels and disc brakes. Good grille. External bodywork good, some rot especially wheelarches, easily restorable. £500. No offers. Tel.: 021-705 7280. (7373

FOR SALE—continued

TWELVE YEARS ago I purchased a 1928 Standard 14 h.p. 4-door fabric bodied saloon from the estate of its only owner since first registered. It had not been run since before the war. I started a restoration programme, pressure of business curtailed this and the vehicle is still in a dismantled condition. Anyone interested in purchasing and continuing the project? Tel.: Cobham (Surrey) 563. (7493

BMW 2000 Tilux 1968. The ultimate 2000 with every extra. Electrifying performance. New dampers and brakes; unmarked silver grey. £950. Tel.: Tring 4293. (7374

MG-B ROADSTER, 1967. Superb with perfect mechanics, new radials; MoT. £545. Sally, Tel.: Tring 4810. (7374

MG J2, 1934. Genuine investment; unfortunately Ford engine. Fun car, or rebuild. Mackenzie, Tel.: Staplecross 289 or office Cranbrook 2147 (Kent). (7491

DAIMLER DART, SP25. Regretful sale of my car due to possesive woman who loves me and not my car. So she is going to win. I want £550 for my Dart. It wants some work doing to the trim inside but is very sound otherwise; MoT until Sept., workshop manual; new hood, tonneau, clutch so if you Tel. me, Stuart at Bedford 711493 (STD 0234) I will tell you more. (7492

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AUSTIN 10, 1936. Very sound and clean unused for several years. Offers. Tel.: Cranleigh (Surrey) 5115. (7850

LOTUS ELITE, 1963. Recent full rebuild, must now sell quickly. First reasonable offer. Write: Rob Ansten, 3 North Parade, Derby. (7851

UNIQUE LANCIA Astura, 1939 by Pinin Farina, reputedly for famous Italian nobleman. Complete but in need of restoration. Hill, Harracles Mill, Rudyard, Leek, Staffs. Tel.: Rudyard 202. (7852

DAIMLER SP250, 1964. White. Rebuilt engine, front suspension; wire wheels. Excellent throughout. Sensible offers only. Tel.: Tadworth (Surrey) 2085. (7853

TRIUMPH GT6, Mk 2, "H" reg. Red with black trim. Lovingly care for, £735. Please Tel.: Scotby 541 (Carlisle) after 6 p.m.). (7854

TRIUMPH ROADSTER 2000, 1949. In metallic grey, taxed and tested May 1974. Original and in very good condition. £450. Park House Farm, Liverton, Loftus, Saltburn-by-the-Sea, Yorks. Tel.: Loftus 40341. (7855

FIAT 125 Special. May, 1971. Grey, 1608 c.c. twin-cam engine, 5-speed gearbox; h.r.w., QI lighting, rear fog lamps. Superb performance and in excellent condition. Company maintained from new. £820. HP arranged if required. Tel.: Blackburn 60831 (day), Clitheroe 22928 (evening). (7857

LOTUS ELAN Sprint, 1971. 23,000 miles; yellow, radio, perfect throughout. £1,350 o.n.o. Tel.: 01-654 6319. (7858

DAIMLER SP250, 1960. Less than 40,000 miles. Exceptionally fine condition, £475. Kent, 37 Market Place, Salisbury. Tel.: 3571. (7859

1935 MORRIS 8 Series I. Extensively renovated; many spares. £170. Snelling, 33 Hillsview Rd., Ainsdale, Southport, Lancs. (7860

FORD ROCHDALE, GT Special, 1960, engine runs, inside needs finishing and out side needs respray. £50 o.n.o. or exchange for VW Beetle parts. Tel.: Toddington 2440 (after 6 p.m.). (7861

UNREGISTERED LOTUS Elan, D.h.c. SE SIII. Good condition, less engine and gearbox. £600. Tel.: Kidderminster 5531. (7862

FERGUSON FORMULA Ford Zephyr Six saloon, 4-wheel-drive. Maxaret breaking. Fantastic traction, "H" reg. Taxed years MoT, white, low mileage. £675 o.n.o. Possible HP and part exchange. Tel.: Harrogate 770077. (7863

1970 PLYMOUTH Barracuda. Fastback, r.h.d. Executive type car, maroon. Small American sports with 5?-litre engine, less than 30,000 miles from new, cost over £3,000. Special right hand drive model; new brakes; tyres, radio; tinted screen. £1,500. Will exchange for 912 Porche, Lotus Europa or w.h.y. Tel.: Swinderby 224 (Lincolnshire). (7864

1964 DAIMLER SP250 (C. spec.). One owner, low mileage. Fantastic condition. A rare collectors item 67,000 miles only. Opalescent blue. Tel.: Aylesbury 82784 (office), Offley 428 (home). (7866

CORTINA GT (Lotus) prototype engine. Only 19,000 miles, unique car for enthusiast. Magnificent performance. Bargain £650. Villiers, Tel.: 01-937 6721. (7867

JAGUAR XK150. F.h.c., 3.8S-type. 2 owners from new; last owner 10 years. Genuine 31,000 miles. Only used twice a year, to go on continent. This is not a restored car in any way, as it is in the same original perfect condition as when it left the factory in 1960. Radio, taxed, MoT. Offers over £1,600. Box 3914 (Lancs.) (7868

ROVER, 1963, Mark III. Seats wanted, front only. Complete with head rests, ideally, red and in good condition, frames as well. Michael J. Murray, Quarry House, Auchterhouse, Angus, Scotland, DD3 0QX. (7869

VAUXHALL VIVA, GT, 2000 c.c., 1969. Fitted sunroof alloy wheels. Exceptional throughout. £635 o.n.o. Tel.: Yeovil 4630. (7871

FOR SALE—continued

MARCOS 3-LITRE, 1969. Maroon wine, black trim; wire wheels; sun roof, radio, electric windows. Immaculate, sacrifice due to sailing commitments. £1,295. Tel.: (Sutton Coldfield) 021-308 1901. (7870

SUNBEAM ALPINE GT, 1967. Mk. V, blue, overdrive, new clutch. M.o.T. March 1974. 39,000 miles. £450 o.n.o. Tel.: Dunstable (0582) 66877. (7872

MG-A T/CAM, 1960 coupé. MoT 1974. £340. Tel.: High Halden 374 (Nr. Ashford, Kent). (7873

BMW 1600 coupé. "F" reg. Carefully maintained with excellent coachwork and mechnical condition. Red with black upholstery. Radio, sun roof; radial tyres. MoT Jan. 1974. £625. Tel.: Wokingham 783683. (7875

ONE EXCELLENT 1950. Riley 1500 RMA. Black and cream with red interior. £325. Tel.: Malmesbury 3689. (7877

1957 DAIMLER Conquest Century saloon. 86,000 miles recorded, believed genuine. Pre-selector gearbox; MoT April 1974. Excellent all round condition for year. £350. Must go to best offer. Tel.: Reading 50168 (daytime). (7878

VELOCETTE 500. Excellent general condition, unused two years; needs minor attention for MoT. £100, no offers. Tel.: Reading 50168 (daytime). (7525

MG-B 1966. W/w, reconditioned engine; new hood; v.g.c. £470. Tel.: 01-883 8115. (7881

1949 MG TC. A unique opportunity arises to buy this classic model that has been fully restored by MG "T"-type specialists. The car is in old English white with mockled beige leather interior, black carpets and double duck hood; side screens and tonneau cover. Other extras include Stage Two head and fully balanced engine; push-button radio with twin speakers; electric screen washers. Collectors item, £2,250. Tel.: Leeds 651199 or write Ross, Flat 8, Lakeview Court, Roundhay, Leeds 8. (7882

ALFA ROMEO 1600 GTV, 1968. Insurance forces sale. £300 just spent. Bills to prove. Tel.: Birtsmorton 396 (Worcs.) or Rainsbrook 358 (Rugby) during week. (7884

ALVIS TD21, Series I, 1963 automatic. In outstanding condition. Pale blue with good oil pressure, suspension and tyres. £550. Tel.: Gerrards Cross 86761. (7885

FERRARI 330 GT. Red, black interior, Borani wheels. Mechanically excellent, having been recently restored. Rebuilt engine, wheels, clutch, tyres. Absolutely no rust; bodywork in first class condition. £1,900. Tel.: Milton Abbas 411 or 675. (7886

MERCEDES 230 saloon, 1966 L.h.d. Automatic PAS; one owner; maroon. Excellent condition. Reconditioned gearbox. £375. Tel.: Milton Abbas 411 or 675. (7886

JENSEN 541R. Webasto, radio; G800s; some spares, manuals. £490. Tel.: Sunbury-on-Thames 89452. (7887

1951 ALVIS, 3-litre TA21, for sale. Complete but body rotton; engine runs. £40 o.n.o. for restoration; spares or will break. All letters answered. (7888

MG-C GT, 1968. British Racing Green, black trim; sun roof, w/w; genuine mileage 28,0000. Superb and immaculate. £880. 14 Lindale Close, Northampton. Tel.: 41471 (evenings). (7889

LANCIA ARDEA saloon, V4, O.h.c. 903 c.c. 5-speed box. Excellent condition believed only one in country. Regd. 1955 but could be about 1940. New tyres, 50 m.p.g. £350. Offers, Tel.: West End 2096 (Southampton). (7890

MG-B—1967's best example. One owner, low mileage; wires, overdrive, radio; Abarth. Offers, Tel.: 01-422 4528. (7891

SUPERSPEED 2000 GT Escort. Maize with black interior. Motorola, LWA6K plates, well maintained; never raced or rallied. 16,000 miles since new. View Sheffied or London. Cost new £1,500, accept £1,095 or exchange Morgan. Peter, Tel.: Sheffield 53627 (office hours). (7892

SP250 August, 1964. 2 owners only. Mountain blue; black interior; wire wheels, hard-top, soft-top. Gearbox rebuilt by Daimlers exceptional condition. £850. Tel.: Enfield 01-363 3140. (7893

TWO ALVIS large pre-war saloons. Details from Peter Black, Tel.: Pleshey 213 (Essex). (7955

FOR SALE—continued

BENTLEY "R" TYPE 1954 by Freestone and Webb. Black and white, very good condition, MoT, taxed, radio. £1,650. No waste of time. Tel.: 01-348 4517 (7954

1929 MG M, Ideal MGCC events. Stage 3 TD 1380 c.c. engine. K/O wires, hydraulics, 11 cwt. Road equipped. K3 performance for £500. Curtis, 16 Dartry Rd., Dublin 6. (7956

LOTUS EUROPA, 1972. Factory built, blue, mags., SP Sports, radio, beige interior, 9,000 miles, excellent condition. £1,650. Tel.: Broadhaven 483 (Pembrokeshire) (7957

FOR SALE, MG TD Mk. II. Taxed, tested. Addition to family induces reluctant sale. £400 o.n.o. Tel.: Bath 29481 (day) or Box (Wilts) 2627 (evenings). (7958

1947 RILEY 2½-litre. Much loved and pampered car, last owner since 1964, change of occupation, hence sale. 65,000 miles only believed genuine. Over last two years, original wiring, starter and dynamo overhauled, brakes, steering, big ends, new exhaust valves, tyres, top respray, new headlining, carpets, seats remade. A really beautiful specimen of this class car in weekly careful use. MoT April 1973, neareest offer to £500 secures. Mr. P. G. Allen, 41 Wishings Rd., Brixham. Tel.: 4787. (7959

LOTUS SEVEN. Recent re-build, 1600 crossflow twin 40 DCOE's alternator. 4½ J front and spare, 5½J rear, all radials, full weather equipment, etc. £475. Tel.: Pontefract 3830. (7960

FACEL-VEGA HK 500, 1959. "Motor" Road Test Car. Taxed, MoT November. £550 o.n.o. Also Reliant Sabre 4, 1962, v.g.c. £280 o.n.o. Interesting p/ex on either or both. WHY, Kellaway, 30 Coventry Rd., Burbage, Leics. Tel.: Hinckley (0455) 39262. (7961

LOTUS SEVEN Series II. Completely rebuilt last year, 10-gallon tank, strengthened r/axle, half-race 1500. Weather equipment, road car only. Beautiful condition, £650. Tel.: Ottery St. Mary 2323. (7962

TRIUMPH TR6, Sapphire blue, late 1971. Overdrive, tonneau cover, hard/soft top, one owner, excellent condition. £1,305. Tel.: 01-508 8654. (7963

BENTLEY 1936, 3½-litre Park Ward Saloon. Mechanically good, body sound. Needs Tidying. £800. Laycock, 43 Langholm Cres., Darlington, Co. Durham. (7964

FIAT 124 Sport Coupé, 1600 c.c. Dec. 1970. Italian red with black sunshine roof. Genuine 17,500 miles by one lady owner, radio, immaculate. £1,325. Tel.: Wokingham 751643. (7965

MG-C GT. First reg. February 1970. 33,000 miles. Finished in primrose, black trim; radio, wire wheels. Beautiful condition. £1,050. Tel.: Grindleford 30744. (7966

MORGAN 4/4, 1946 Series I 2-seater. BRG, good condition, spare standard engine. £400. Tel.: York 795949. (7967

1965 E-TYPE, FHC. Fine condition, c.w.w., maroon, beige interior radio, only 38,000 miles. Size of family reluctantly forces sale. £1,050 o.n.o. 01-368 2620. (7968

SUNBEAM ALPINE Mk. V, 1967. White, black interior, fitted radio, reclining seats, servo brakes, radials, oil cooler, recent MoT, new exhaust, alternator, hard and soft tops, tonneau, makers oil pressure, immaculate inside and out. Fast, reliable car, quick sale required, hence price, £395. Apply, Clark, 3 Callow Croft, Burbage, Marlborough, Wiltshire. Tel.: Marlborough 3317 (daytime) (7969

MORRIS COWLEY Half folding roof saloon, 1931. In beautiful condition, offers please. For full description and colour photograph contact, Clark, "Dormers", Tutton Hill, Colerne, Chippenham, Wilts., or Tel.: Box 2203. (7970

ALVIS TE21, August 1965. Dark blue saloon. Webasto roof, w/w, power. Suspension, clutch, starter, transmission, steering recently overhauled. Tel.: 01-839 3634 (day) or 01-948 1135 (evenings). (7971

HILLMAN FOURTEEN 1930. Engine, clutch, gearbox £15. Also other spares. Tel.: St. Albans 55775. (7973

MG TD, 1953. Very good condition, red with black hood. £650 o.n.o. Tel.: Fordingbridge (Hampshire) 52692. (7974

FOR SALE—continued

MG-B, 1971. Bronze yellow/black, radio, tonneau, new radials, 25,000, excellent condition. £970 o.n.o. Tel.: Bledlow Ridge (Bucks) 248. (7975

DVF 2K, 1972 TVR Vixen Triumph powered. Athens yellow, sunroof, Sundym's all round, 15 x 5½ alloys, new tyres. Motorola radio, twin speakers and electric aerial plus all thte extra equipment necessary to make this the superb example it is. Maintained in immaculate condition by one owner. Under 20,000 miles. Must go in preference to a new wife? £1,250 (offers for car only). More details contact Paul, Tel.: St. Germans 306 (Norfolk). (7976

FACELVEGA HK2, 1964. Manual, metallic blue, beige leather, wire wheels, 30,000 miles genuine, 150 m.p.h., one owner. This car has been exhibited at the 1972 Paris Car Salon, in concours condition £3,000 or exchange for vintage plus eventual cash complement. Toder, 42, Bld. Maillot, 92 Neuilly Sur Seine, France. (2961F

MG MAGNETTE, ZA/B Series for sale. All spares. Box 3923. (7657

MG-B ROADSTER, 1965. Blue, unblemished bodywork, reliable mechanics, garage kept, all bills. MoT. Hard/soft tops, radio. £440. Tel.: Weybridge (Surrey) 43382. (7979

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LOTUS Elan Sprint d.h.c., 1971 (K). One owner, 20,000 miles. Yellow with black trim, fitted radio. Service history..... **£1,395**

LOTUS Elan Sprint f.h.c., 1971. 15,900 miles, one owner. Brilliant yellow, black interior. Radio and host of extras. Outstanding..... **£1,445**

LOTUS Europa Twin-Cam, 1972. 14,000 miles, one owner. White with special oatmeal trim. Alloy wheels, tinted screen. Excellent example..... **£1,595**

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JENSEN Interceptor, 1969. Ice blue with black leather trim. Extremely low mileage two-owner example. Fitted auto transmission, power steering, h.r.w., Sundym windows, radio..... **£3,150**

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LOTUS Elan S.4, S/E, 1970 f.h.c. Recent £100 overhaul. A superb example, therefore..... **£1,225**

OPEL Manta Rallye SR, 1971. One owner, low mileage. Fitted wide ovals and sports deck.... **£1,195**

VOLKSWAGEN 1500 Beetle, 1967. Two owners. Immaculate..... **£485**

AUDI '70', 1966. Very clean example..... **£395**

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ASTON MARTIN DB6, 1969, finished in aquamarine with navy hide interior, fitted with chrome wire wheels, Sundym glass, Selectaride, radio; all the usual Aston Martin refinements **£2,695**



TVR 1800S, 1967, finished in Roman purple and silver. Fitted with wide wheels, overdrive and a radio ... **£795**



LOTUS Elan +2S, 1970, finished in Brun Scarabee metallic with silver cabin and fitted with radio, heated rear screen, tinted glass and chrome wheels; low mileage. A very pretty car **£1,695**



TVR 2500, 1971, finished in Monaco red with black interior, fitted with sunshine roof, mag. wheels, laminated rear screen, radio, steering lock and 4-way flashers. A genuine low-mileage car **£1,395**



LOTUS Cortina, 1969, finished in white with green flash. Fitted mag. wheels. One owner from new. A first class example **£795**



COOPER 1275 'S', 1969, finished in tartan red with black roof and interior, fitted with radio, sun-roof, Kenlowe and black glass **£745**



LOTUS Elan S4 S/E fixed-head, 1969, finished in white and fitted with electric windows, radio and knock-on wheels **£995**



SAVAGE Cortina V6, 1969, finished in fern green metallic with black interior (1600E). Fitted Rostyles and radio. Bullet gearbox; low mileage ... **£1,075**



LOTUS Elan S4 S/E drophead, 1969, finished in white with knock-on wheels, electric windows, etc. **£1,095**



MARCOS 2-litre, 1970, finished in ermine white with black interior, fitted with mag. wheels, radio, electric windows; guaranteed 16,408 miles since new. Must be the finest example on offer **£1,395**

TRIUMPH TR4A, 1967, Surrey top, finished in light blue and fitted with overdrive, wire wheels and a radio; requires some tidying **£595**

LOTUS Elan +2S, 1969, finished in metallic red with silver cabin and black interior, fitted with chrome wheels, heated rear screen, radio, electric windows and sun-roof **£1,495**

COOPER 'S' 1275, 1967, finished in gleaming black with black glass, fitted with 5½J rims, spats and new Rally special tyres; a real eye-catcher **£595**

LOTUS Elan S4 S/E drophead, 1969, in "Sprint" coachwork, black and white, knock-on wheels, electric windows. Very pretty **£1,095**

JAGUAR XJ6 4.2, 1969, automatic transmission, power steering, radio, finished in dark blue ... **£1,795**

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1972 LOTUS Elan Plus 2S 130, 4,000 miles. Grand Brand wheels, radio. White/silver, h.r.w..... **£2,385**

1972 LOTUS Elan Plus 2S 130. Maroon/silver, radio, h.r.w., special wheels..... **£2,285**

1972 (model) LOTUS Europa T.C. Maroon. One owner..... **£1,695**

1972 LOTUS Elan Sprint f.h.c., 9,000 miles only, one owner; 8-track stereo, Sundym..... **£1,795**

1972 LOTUS Elan Sprint d.h.c., 10,000 miles only, one owner; h.r.w., Sundym..... **£1,795**

1966 LOTUS Elan S.3 convertible. White, radio **£785**

1965 LOTUS Elan S.2 convertible, one owner. Blue, radio..... **£795**

1970 JAGUAR 'E'-Type f.h.c. 2+2, radio, h.r.w. White..... **£2,095**

1970 JAGUAR 'E'-Type f.h.c., 25,000 miles only **£1,895**

1969 (model) JAGUAR 'E'-Type Mk. 2 f.h.c. Flame orange..... **£1,695**

1972 M.G.-B roadster, one owner 10,000 miles only; overdrive, Rostyle wheels..... **£1,295**

1969 M.G.-B GT, overdrive, wire wheels, radio, h.r.w..... **£955**

1972 M.G.-B GT, 11,000 miles, h.r.w., overdrive **£1,455**

1972 M.G. Midget, one owner..... **£855**

1970 RELIANT Scimitar GTE, overdrive, radio **£1,635**

1972 TRIUMPH TR6 P.I., overdrive, radio; 6,000 miles only..... **£1,525**

1971 TRIUMPH TR6 P.I., overdrive; one owner, 12,000 miles..... **£1,325**

1970 TRIUMPH TR6 P.I., overdrive, radio; one owner..... **£1,195**

1968 TRIUMPH TR5 P.I., overdrive, w/wheels **£855**

1970 TRIUMPH Spitfire, 9,000 miles..... **£795**

393-395 Hendon Way London NW4 LP3 telephone 202·8011/2

FOR SALE—continued

LEA-FRANCIS 1951, 14 h.p. saloon. Exceptional mechanical condition. Body good, tyres nearly new. £250 includes spares desired from identical crashed car. Box 3911. (7658

RILEY 1½, 1948. All mechanics good. Recent complete engine overhaul; roof very sound. £95 includes spares from 1953 1½ Riley. Box 3911. (7658

ASTON MARTIN, DB6 Vantage saloon. Actual show car and tested by "Motor" at 147 m.p.h. in superb condition, makers oil pressure. Fitted with c.w.w., electric windows; h.r.w. 5-speed box. Quarts lights; Motorola radio, etc. Excellent reason for sale. £1,450 o.n.o. Tel.: Burnley 25468. (7659

MORGAN 4/4 four-seater 1600 competition, November 1969. Deep blue; 72-spoke wire wheels. Full tonneau. Children's seat belts, etc. Excellent. £1,100. Tel.: 06754-331. (7660

1966 PORSCHE. The insurable and economical 912; recent overhaul makes well above average. Selling reluctantly for £999. Tel.: High Wycombe 32972 (could view Southampton). (7661

SUNBEAM ALPINE 1725 convertible, 1968. One of last made. Excellent condition throughout. Ful history, £685. Tel.: 01-603 2158 (evenings/Sunday) (7662

MORGAN 4/4 yellow 2-seater sports, complete rebuild with new 1500 c.c. GT engine first registered April 1970. HP available, usual extras, offers over £800. Reason for sale, graduated to +8. Tel.: 65678 (Scarborough) (day) or 4884 (evenings). 7664

XK150, COMPLETELY REBUILT for wife who can't handle it. Expenditure: bodywork £400, retrim interior/hood, £235; *Mechanics, £450, engine to be run in.* Paintwork, stoved-in ICI low bake signal red (bill to come), not concours. 2 days, a screwdriver and a few £s to complete; radio. Sell £1,565 or exchange Morgan Plus 8, Elan Sprint, TR6. Allen, 9 The Poplars, Gosforth, N'land. Tel.: 0632 852863. (7665

MG-C ROADSTER, 1969. British Racing green, black leather interior; wire wheels; push button Radiomobile; full and half tonneaux. Excellent condition throughout, £745 o.n.o. Part exchange possible. Harris, Tel.: Beccles (Suffolk) 713324 (office) or Southwold (Suffolk) 2007 (home) (7666

PORSCHE 1600SC, 1965. £200. Engine overhaul just completed. Excellent interior, £795. Tel.: Nottingham 256484. (7667

1936 AUSTIN Light 12/4 Ascot, 4-door tourer. Very good original condition throughout current MoT. £475. Tel.: Basingstoke (0256) 850070. (7668

LOTUS EUROPA 1972. Big valve Special engine, alloy wheels; radio; tinted glass; 5 speed gearbox; available offers. Tel.: Norwich 26478. (7669

AUSTIN 10 HP, Cambridge 1938. Superb original condition previous owner 1938-1972, only 52,500 miles, prizewinner; MoT etc. Offers. Tel.: Wanborough (Wilts.) 526 (evenings). (7670

CV8 Mk. II, 1964. Excellent condition, £795 or exchange, S41. Tel.: Rugby 74222. (7671

SUNBEAM ALPINE, 1968. Red with black hardtop. Very good condition; low mileage, two owners, radio £625. Williams, Denford Manor, Hungerford. Tel.: 2987. (7672

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JENSEN 541R, 1959. Full written history from new. Subject to recent extensive restoration and overhaul by Jensen Motors with bills to prove. Naturally superb throughout. Would accept £600 from someone prepared to give a good home to a fast appreciating and rare motor car. Tel.: St. Albans 54674. 7674

DAIMLER SP 250 (B), 1961. 3 owners, hard- and soft-tops; tonneaus; immaculate red and black body; taxed; MoT Aug. £795 o.n.o. Tel.: North Curry 536. (7676

TR3A, driven regularly, £260. Details: Kavanagh, 35 Park Rd., Gloucester. Tel.: 29522. (7678

FOR SALE—continued

AUSTIN SEVEN Ruby, December 1936. Tyres; battery; steering, new. Roof (sliding) re-trimmed in and out lamps; fittings; chromed. Excellent brakes. Spare engine, etc. Too many real cars, £255. Tel.: 0792-23275 (Swansea). (7677

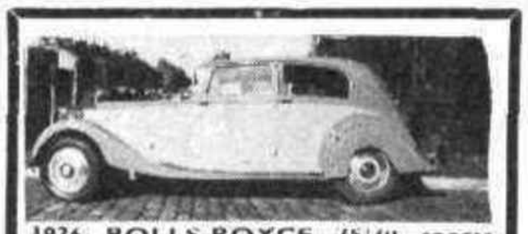
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JENSEN CV8, 1964. Deep blue; red leather upholstery, sun roof. Excellent in and out. Quick and comfortable, new MoT. £750. Part exchange perhaps. Finance available. Tel.: Midsomer Norton 3619. (7697

MASERATI SEBRING, 2 + 2, 3700 P.I. Eng. Borrani wheel; Metallic blue. Fitted radio; r.h.d., 1965; MoT. In excellent condition. £1,150. Box 3912. (7702



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MG-C GT, 1969 (Sept.). Grey/black trim, wires; radio; low milcage; tax/MoT. £925. Lt. Reed, Tel.: St. Asaph (Wales) 582991. (7688

1952 RILEY 1½ original; complete space wanted; bargain £35. Tel.: Poynton 6859 (Cheshire). (7692

VINTAGE CAR, 1928 Austin, 12/4. Open 2-seater with dickey, rare model; Arthur Mulliner coachwork in blue/black. Excellent and original in every respect. Taxed, MoT. £1,075. Tel.: Southport (Lancs.) 67524 (weekends). (7698

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LAGONDA 1956. Aluminium body. Renovate / break. Offers, "Woodmancote", Wheeler Lane, Witley, Surrey. (7703

JAGUAR MK. VII M, overdrive. Genuine 62,000 miles, good history with over £700 of bills, £200 in last year. Tyres, battery, engine overhaul, deep blue with pale blue upholstery. £500 or exchange vintage or other interesting car. Tel.: 01-274 0024. (7656

MG-B GT, 1967. BRG; W/w; radio and many extras. £650. Tel.: Sedgley (Nr. Wolverhampton) 2240 (evenings). (7705

FOR SALE—continued

XK 150 JAGUAR 3.8S, 1960. F.h.c. grey. Webasto roof all extras and bills; bodywork, interior, mechanics, good. £600 o.n.o. Tel.: Chelmsford 52679. (5609

PORSCHE 356B, 1962. Taxed, MoT. Excellent condition. Recent overhaul. Blaupunkt radio; workshop manual. £585 o.n.o. Tel.: March (Cambs.) 3724, Letchworth (Herts.) 6339. (5885

FERRARI 250GT Lusso, 1964; red; 33,000 miles. Immaculate condition, mechanically sound. Offers. Tel.: Hagley (Worcs.) 2661 (evenings). (5990

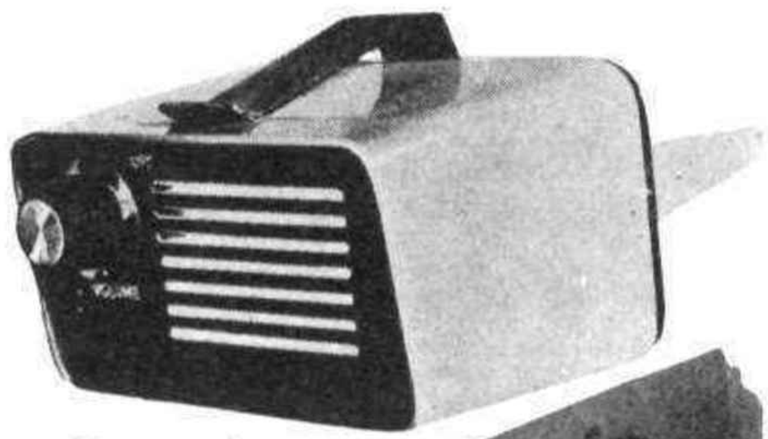
1973 (MARCH) LOTUS Europa JPS; black with oatmeal, 5-speed box; Lotus wheels; airhorns. Offers. Tel.: Sileby 3167 (evenings). (6145

1971 LOTUS Europa S2, "K" registered October 1971; red/black interior, electric aerial; 5½ in. J alloy wheels; 185/70 tyres, twin tanks and fog lights. One owner. £1,185. Tel.: Hitchin (04062) 52781 (day), Letchworth 71069 (evenings). (6249

XK150S, 1960; grey; f.h.c.; all extras, good body work, interior and engine. Requires approx. £100 spending on standing corrosion of brake pipes and steering rack, therefore reduced price, £475 o.n.o. Tel.: Chelmsford 52679 (morning). (6266

SS JAGUAR 1½-litre, 1948 with 1939 spare car. £300. 208 London Rd., Peterborough. Tel.: 65260. (3978

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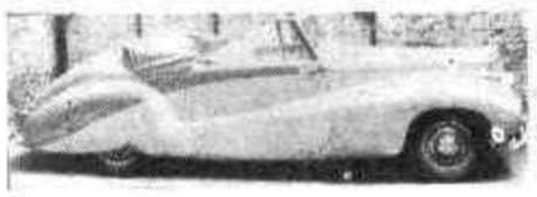
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FOR SALE—continued

HEALEY 3000, Mk. II. O/d. 72-spoke wires; Konis; h/top; s/top. Bills for last 6 years. Offers or exchange, Jensen CV8 plus cash. Tel.: Rugby 4340 (after 6 p.m. June 4th). (7684

GORDON KEEBLE, 1964. 5.3 Chev. fibre glass body; electric windows, radio, etc. Silver fox with red trim; good investment. £1,450 o.n.o. Tel.: Wakefield 55663 (evenings and weekends). (7685

1968 LANCIA Fulvia Rallye coupé. Excellent condition low mileage; service history. £895. Tel.: East Horsley 2932. (7700

M.G. TC, 1949. V.g.c. Offers. Tel.: Uppingham 2327. (7701

FOR SALE—continued

TR3A, 16,000 miles and completely original, even the upholstery and carpets virtually unmarked. Many extras including s.a.h. conversion, overdrive, occasional rear seat, heater, etc. Offers around £925. Tel.: 686 2454. (7977

AUSTIN PRINCESS, 1950. Immaculate in Embassy black, beige hide, new carpets. Mechanically sound, well shod. £250. Rawcliffe, Sutton House, Beasby, Notts. Tel.: Bleasby 296. (7978

MG-C GT Automatic. HRW, wire wheels, Motorola, taxed and MoT December 1973. Absolutely superb car, £850. Cook, Tel.: Chelmsford 56141 (day). (7982



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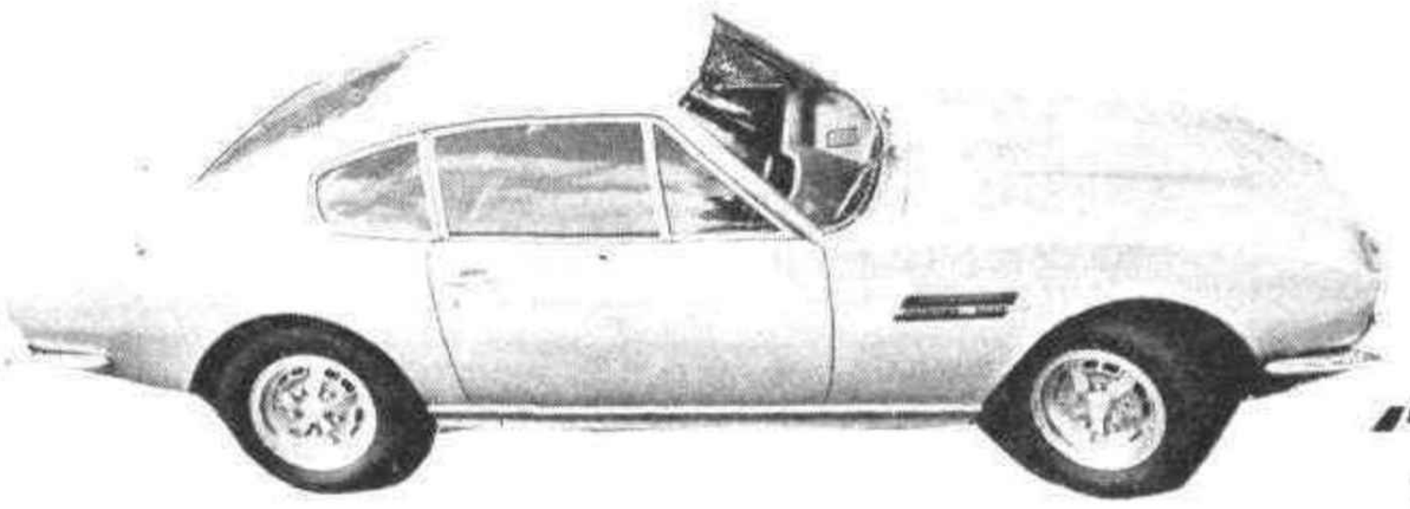
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LANCIA APRILIA, 1938. Very original and in excellent condition, good tyres, taxed, MoT. Should be seen. £275. Tel.: Uxbridge 39100. (7896

HEALEY 3000 Mk. III. Jealous husband forces sale of my beautiful big Healey. October 1966, BRG, wires, XAS tyres, radio, tonneau, luggage rack, low mileage. An immaculate example of this classic sports car, hence £950 o.v.n.o. Mrs B. James. Tel.: Hemel Hempstead 50967 or Luton 31222 (Ext. 277) during office hours. (7897

JAGUAR Mk 5 2½-litre. In good general condition with excellent engine and chassis. Used regularly, tested and taxed. £325 o.n.o. Tel.: Hitchin 50625. (7898

1910 DAIMLER 38 h.p. Roi des Belges Toureer, VCC dated. This car is completely original and in concours condition with full history, offered by retiring VCC member at a realistic price. Tel.: Saltburn-by-Sea 2844. (7899

CITROEN BIG 6H, 1955. Interesting vehicle, with hydropneumatic rear suspension. In need of some attention to restore this car to its original grandeur. £250 o.n.o. C. Clayton, 34 Maxwell Rd., Littlehampton, Sussex. (7900

VOLVO 1800S, 1963. Red, new gearbox/clutch, overdrive, radio. Unbelievable condition. £450 o.n.o. Tel.: 01-289 1276 (evening) 01-836 8055, ext 372 (day). (7901

MFL 13 on Isetta. Best offer, also spares. 280 Cromwell Rd., Peterborough. (7902

JOWETT JUPITOR IIIA. First registered 1959. Complete but requires restoration. Reg. No. VWF 99, mileage 27,014. Offers. Townend, 25 The Meadows, Cherry Burton, Nr Beverley, Yorkshire. Tel.: 040-15-680. (7903

ASTON MARTIN DB 2/4 2.6-litre. Taxed, MoT. £485 o.n.o. Tel.: Bournemouth 48152 (evenings). (7904

VOLVO P1800E Sports Coupé, "K" Reg. 19,000 miles, sun roof and radio. Condition as new. £1,775. Tel.: Ilkley 2231. (7905

TRIUMPH TR2. Outstanding condition, ex concours winner, maintained regardless of cost, well worth £425. Tel.: Mr. Antill 021-622 3241 (daytime). (7907

1953 RILEY 2½-litre RMF. Original coachwork, all mechanical parts meticulously restored by Riley expert. Only small amount of enthusiasm required to bring to concours condition, £400. Tel.: Chesterfield 6386. (7908

MG-B 1964/65. Radio, w/w., etc. Very vast, reliable car in extremely good condition. £325. Tel.: Chesterfield 6386. (7908

1954 RILEY 1½. Black, red leather. Low mileage. Everything works on this beautiful car which is in excellent original condition. £500. Also, 1938 Austin 7 Cabriolet. Only two owners from new! Low mileage and in outstanding condition. £400. Tel.: Kings Lynn 5396 after 6 p.m. (7909

1966 MERCEDES-BENZ 230 SL Coupé. "K" registration, 67,000 kilometres. l.h.d. Grey with tan leather interior, manual, in excellent condition. Owner leaving country. £1,750 o.n.o. Tel.: Gayton 243 or 279. Near Kings Lynn. (Office hours please). (7909

RAG TOP for Spring. White E-Type d.h.c., 1970, "H" registration. Documented mileage 18,000 only. Mag/alloy wheels, radio, boot rack. Beautiful machine in beautiful condition. £1,950. Tel.: 01-262 7920. (7912

TR4A DEC. 1967, Surrey h/s tops, overdrive, Rostyles, red/black interior. Taxed, MoT. Excellent condition. £650. Exchange Cooper 'S' 1275 GT. Tel.: High Wycombe 38787. (7914

MG-B GT, 1966. Absolutely immaculate both bodily and mechanically. Engine professionally rebuilt and tuned. Extras include overdrive, 5½ J Cosmics, Motolita s/wheel, etc. New G800s. £630. Tel.: 0564 823440 (Wythall, Birmingham). (7915

ALFA ROMEO, 1963 Giulia Sprint 1600. Red, l.h.d. Very good condition, 12 months MoT, £350 or best offer. Tel.: Harpenden 64787. (7917

1972 TRIUMPH GT6 Mk. III. Overdrive, undersealed, h.r.w. 13,000 miles, one owner, immaculate condition. £1,195. Tel.: Mr. Smith 01-573 4854 (evenings) 01-863 5611, ext. 2567 (day). (7919

1952 TRIUMPH Renown. Genuine 34,000 miles. One previous owner. Rare model in beautiful condition. 1937 Riley Falcon, original. £500 each. Tel.: Blythe Bridge 2962. (Stoke-on-Trent). (7920

JANUARY 1934 Hillman Minx de luxe. Very good order throughout. Believed genuine 102,000 miles, original engine, log books, hand book etc. Some service history. Taxed and MoT. First offer around £300. Genuine reason for sale. All letters answered. Mr. J. Wallington, 7 Curtis Rd., Norwich, NOR 46N. (7921

GINETTA G15, 1971. Red, Cosmic wheels, radials etc. Good condition. £850. Tel.: Luton 30333 or 33757 (daytime) Luton 55534 (evenings/weekends). (7922

MG-C GT, October 1968 "G". Brilliant blaze, black upholstery (professional respray). Excellent all round. All new Konis. Radio, recent engine de-coke and general check. 41,000 miles. Effortless high speed motoring for £775 or part exchange cheaper car and £400 cash. Chapman, Gladys, Cemaes, Anglesey. Tel.: 040-789 227. (7923

1968 PORSCHE 911T Sportomatic. Tangerine, 59,000 miles. Electric sun roof, radio, very good condition. £1,650. Tel.: Swindon 25189. (7924

RILEY 1½, 1947. 10 months MoT, taxed. Offers for quick sale. Tel.: Wickford 62779. (7925

FOR SALE—continued

ALFA ROMEO 1600 GTV, 1967. 41,000 miles, metallic green, black interior, radio. £790. Tel.: Woking 2255. (7926

XK 120 FHC, 1953. A beautiful, original car inside and out. Bills and known history. £985. Tel.: Havant (STD 07012) 71915. (7927

1929 BROOKLANDS Riley. Treen modified, elegible for VSCC racing. 100 per cent original, immaculate condition. Sell or exchange. Tel.: Gresford (North Wales) 3354. (5060

TRIUMPH GT6, 1967. Exceptional condition throughout. Extras over £400 worth, including SAH engine conversion, overdrive, wires, Koni, Radiomobile, etc. Price £520. Tel.: Derby 841415. (5059

DAIMLER CONQUEST, 1956. In outstanding condition, maintained lasts 10 years by enthusiast. Two tone with dark blue upholstery, 12 months MoT, and engine overhaul just completed. Open to reasonable offers. Tel.: Lower Beeding 485 (W. Sussex). (7934

BENTLEY STANDARD Steel Saloon, R-type engine. Good chassis, radiator, shell. Two new tyres. Body needs work. £195 Break if sufficient enquiries. Tel.: Kegworth 2778. (7928

ROLLS ROYCE Phantom I, 1927. Continental prototype driving chassis. Property of Rolls Royce, 1927-1929, undergoing proving trials at Salamanca, Spain. Bodied, registered, sold in 1929. Now completely overhauled over eight-year period. Ready for bodying. Not the cheapest Phantom I chassis available, but possibly the best. Offers near £2,750. Tel.: Kegworth 2778. (7928

HUMBER 1933 16/60 Six Light Saloon. Partially dismantled but complete. Some new parts, some restoration already done. £125. Burgh Heath (Surrey) 50492 (evenings). (7935

LANCHESTER 14, 1937. Recent £200 engine rebuild, very good order except rear part of body removed. £200 o.n.o. Burgh Heath (Surrey) 50492 (evenings). (7935

ASTON MARTIN, 1958 DB 2/4 Mk. III. Specialist maintained, immaculate condition. Overdrive, radio, low mileage. Well known AMOC car. £1000. Tel.: Epsom 22146. (7937

RILEY 1½-litre RME, 1952. Black, red interior, good condition. £350 o.n.o. Must sell. Tel.: Holmer Green (Bucks) 5326. (7938

BARGAIN, 1969 "H" reg. NSU RO90. Fitted radio, cruises at 100. Drive today the car of the future. Genuine reason for selling. Would part exchange if required. Price £970. Tel.: Lechlade (Glos) 581. (7939

JENSEN CV8 Mk. III, 1966. Unmarked metallic silver, black hide. Selectaride, h.r.w., taxed, new XAS's, radio, rechromed, halogen lamps, superb condition. £1,250. Tel.: 01-681 1588. (7940

PORSCHE 912, 1967. Gulf blue with tan interior, factory magnesium wheels, Konis, new Dunlop SP's, radio, electric aerial, two separate anti-theft systems, full history, AFN maintained. £1,225. Tel.: 01-681 1588. (7940

PORSCHE 911 Coupé, 1965. 6-cylinder 1991 c.c. Tangerine, radio, tinted glass, chrome wheels, above average condition. £1,500 R. J. Newton, 135 Aldridge Rd., Birmingham B42. Tel.: (021) 356 5043. (7941

DAIMLER SP250, 1960. 2 owners only, one for 11 years. 62,000 miles. Therefore it is a very original and excellent car. Daimler green with beige trimmings. £750 Tel.: Southport 88277. (7942

TR4A, 1967. Surrey top and soft top, radio, laminated windscreen, leather wheel, air horns, occasional rear seat. 52,000 miles, excellent condition throughout. Offers. Almond. Tel.: (Manchester) 061-980 8114. (7943

MERCEDES 190SL Roadster with hardtop. Radio, in white, a fine example of this beautiful car. £650. Tel.: Chelmsford 380382 (daytime). (7945

PORSCHE 911E 2.2, 1971. 17,000 miles. Luxury fittings, extras include, 5 button Radiomobile, driver's head rest, electric "Golde" sun roof and rear windscreen wiper. £3,800. *Some £2,000 less than the equivalent new machine, if you can get one.* Tel.: Nick Potter, Kenilworth 52043 (evenings during the week). (7946

MG TD, 1952. Good all round condition, rebuilt from chassis 2 years ago, rewired, fully re-upholstered. £600 Tel.: Whitley Bay 31369. (7947

ALVIS 1931 Sports 12-60. 2 seater, Beetle back, with dickey seat. Complete rebuild from bare chassis. Concours. Large quantity Alvis spares, including gear box and rear axle. £1,760 o.n.o. Tel.: 0432 3167. (7948

JENSEN CV8, 1965 Mk II 6¼-litre Automatic saloon. Webasto roof. MoT tested 12 months. £875. Finance arranged. Tel.: Chapel Brampton 3120, Northampton. (7949

JENSEN CV8, 1966 Mk III 6¼-litre Automatic saloon. Low total mileage with regular maintainence, taxed, MoT tested. Jensen Owners Club registered, a fine example of these classic cars, which will more than fulfil one's expectations. Tel.: Chapel Brampton 3120, Northampton. For financial arrangements and further particulars. (7949

MG-B "G" registered, BRG, 54,000 miles, used gently and maintained meticulously by one owner. Second baby forces reluctant sale. Demonstrated anywhere. £650. Tel.: Culloden Moor 358. (7952

MG-B. Powder blue, OUR 19D, wire wheels, outstanding bodywork, unspoiled. £545. Tel.: Newton Abbott 5841. (7953

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TRIUMPH Spitfire Mk. IV, saffron, overdrive, radials, push-button radio; one lady owner, 11,000 miles..... **£999**

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1968 'G' JAGUAR 'E'-Type 4.2 roadster. This specimen has the lot: 4-spkr. radio and stereo 8 unit, chrome wires, hard and soft-tops, boot rack, etc. Just been completely overhauled and new clutch fitted, at a cost of £400 by Devon dealers, receipts available. This month's special offer..... **£1,389**

1969 'H' MORGAN 4/4. An immaculate example, only 18,000 miles from new. It's bright blue, chrome wires, need we say more. The price..... **£1,139**

1969 Race Proved SAVAGE 2.3-litre, V6. Reg. SUT 3H. This vehicle is immaculate, one elderly Q.C. owner from new who confirms in writing the low recorded mileage of 27,000. Finished in fern green. Based on Ford 1600E, every extra, yet it's never been above 60 m.p.h. Cost new £2,000. All bills, hand books, etc., available. Ring for full specification.
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1969 'G' CHEVROLET Camaro. A specimen condition vehicle, one owner from new, who confirms in writing the low recorded mileage of 24,000. Finished in acrylic white with black markings. Fitted AM/FM p.b. radio, centre sports shift, and set off by chrome wide wheels and new thin whitewall tyres. The looks of a £5,000 car for only **£1,379**

1970 TVR Vixen S3, Reg. FGC 4J. An immaculate example, finished in Roman Purple, with black trim, tinted glass, sun-roof, slot stereo, mag. wheels, etc. 24,000 miles from new..... **Only £1,089**

1970 BMW 2002. A faultless example, in red with black trim, Radiomobile 5-p.b. radio. 23,000 miles from new, certified in writing..... **Offered at £1,349**

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1970 FORD Capri 2000 GTXL, Automatic. Finished in light orchid. Fitted Radiomobile 5-p.b. radio and full sports pack. Excellent throughout. Just been completely overhauled.
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1971 LOTUS Super Seven 1600 S4, in red with a black hard-top; 18,000 miles recorded **£995**

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1970 ALFA ROMEO 1750 GTV, in white with black interior, fitted with a sun-roof, radio, h.r.w.; low mileage **£1,595**

1973 LANCIA Zagato Sport 1.6, in white with black fur-lined seats, fitted with a radio and electric aerial, h.r.w., electric windows; 3,000 miles recorded **£2,495**

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1937 **RILEY** Adelphi. Good condition throughout. New MoT, taxed. Lu. 1-5 Lambeth road, London SE1. Offers? Tel.: GI-735 0078 (Room 82). (7980

HEALEY 3000 2+2, 1960. Overdrive, h/s tops, tonneau, heavy duty silencers, big wheels shod 185 Cints., new rear springs, tatty sills. Stored in garage for past two years so presumably still MoT worthy. Unused due to cancer of the wallet. Now terminal unless bank receives transfusion of £285. Car goes to first person offering exactly this amount. Hill, Wellisford Manor, Langford Budville, Wellington, Somerset. (7983

RILEY 1½, 1954. Black, good condition, radio, heater, windscreen-washer, etc. Female owner unable to carry out own maintenance. £350 o.n.o. Tel.: Medway 78184. (7984

HEALEY 100/4. Good condition, wire wheels, radial tyres, original colours. Quick sale needed, hence £170, no offers. Tel.: Bollington (Nr. Macclesfield) 74148 (evenings and weekends). (7986

LOTUS SEVEN, 1971, 1600GT. 18,000 miles, red, not raced or rallied, as new. £850. Tel.: Keighley 64689 (evenings and weekends). (7985

TVR VIXEN S3, "J" reg. 21,000 miles. Cardinal red, alloy wheels, a bargain at £1,195. 12 Bushey close, Capel, Ipswich, Suffolk. Tel.: Bus 0206 78555. (7987

AUSTIN HEALEY 3000. Genuine example, rebuilt, reupholstered. New brakes, shockers, hood, tonneau. New engine not yet run in. Not a load of tarted up rubbish, hence realistic price required, £950. Private sale but HP can be arranged if required. Tel.: 01-597 0952 or Romford 40752 (7988

TVR 2500M, August 1972. 120 m.p.h. luxury sports car, yellow with black interior, overdrive, sunroof, reclining seats and headrests, laminated screen, Sundym glass, alloy wheels, factory serviceed, 15,000 miles, save over £800 with offers around £1,700. Call, write or Tel.: Walton, 23 Alderwood, Harraton, Washington, Co. Durham, Washington 464632. (7989

DAIMLER SP250. Engine and gearbox overhaul just completed. Recent steering box, brake and front suspension rebuilt. Bills available for this classic car. Finished in metallic maroon, £750 or exchange cheaper car and cash. Tel.: Horsham 710449. (7981

DROPHEAD HILLMAN 10, 1948. Sound, reliable, rare, taxed, MoT, only £120. Singer Hunter, 1956, sound mechanics, body, tyres, MoT expired, £35. Tel.: Limpley Stoke 2509 (early mornings), write 211, Conkwell, Bradford-on-Avon, Wilts. (7990

RILEY 1952, 2½-litre RMF. Rebuilt, 2,000 miles ago, so in excellent condition. Fast and reliable motoring but too big for wife so must sell for £300. Tel.: (B'ham) 021-472 3630 (daytime) 021-474 2156 (night). (7991

RED MG-B, December 1966. Radio, wires, overdrive, air-horns, etc. £590. Tel.: 01-589 2320. (7992

SUNBEAM TALBOT 10, 4-door saloon. Extensively restored, £300. Tel.: Kendal 20578. (7993

MG-A 1600 DHC. Gold Seal engine, 19,000 genuine and excellent condition, £350. Tel.: 505 4991, E18 (home). (7994

AUSTIN HEALEY 3000 Mk. II Convertible, 1963. White/black, superb condition throughout, no rust. Genuine 42,000 miles. Two owners only, overdrive, spots, wires, alarm, good XAS tyres, other extras, MoT October. Outstanding example. £700 o.n.o. Tel.: Bewdley 3343. (7995

ROVER 12, 1947. MoT July 1973, bodywork, interior in excellent original condition. Black coachwork, red leather upholstery and carpets, tyres as new. Mechanics in very good condition, engine and many other parts recently overhauled. Sensible offers please. Tel.: Polesworth 3320. May consider exchange small family saloon. (7996

1971 Mk. II MINI Cooper S. 23,000 miles. Immaculate condition, turquoise blue, black roof. Many sensible extras. £850. Smith, Sidegarth, Staveley, Westmorland. Tel.: Staveley 419 (evenings). (8002

LAGONDA V12, Sedanca-de-Ville, 1938. Ex German Embassy. Requirees re-wiring and trimming. Offers over £1,000 required for this fast appreciating classic British car. Tel.: Wentworth (Surrey) 3920. (7997

ASTON MARTIN DB 3, 1958. Blue, fitted overdrive, twin exhaust system, unused for last 4 years. Bills for over £350, offers over £400. Tel.: Wentworth (Surrey) 3920. (7997

1934 AUSTIN Seven for sale. 95 per cent restored. Spare engine and parts, £350. Tel.: Coventry 343498. (7998

MINI COOPER S Mk. III, 1275 c.c., October 1970. Low mileage, carefully driven, white and black, extras. Immaculate condition, £895. Tel.: Kestrel 3127 (after 8 p.m.) Essex. (7999

MG-B GT, 1968. Excellent condition throughout. Finished in BRG with w/ wheels and o/drive. Genuine reason for sale, £850. Tel.: East Dereham 3996. (8000

TRIUMPH TR5, 1968, Drophead. Overdrive, wire wheels, new MoT. Engine and fuel injection in good condition. £850. Tel.: Colwyn Bay 55404. (8001

TR3A, 1959. H/T, s/t, tonneau. Front suspension needs attention otherwise excellent order. Not driveable. £200 o.n.o. Tel.: Tewkesbury 294140. (8003

DB3, 1958. Green, black interior. Jaguar engine. £490 or exchange, cash either way. Tel.: Bournemouth 40034. (8004

ASTON MARTIN DB6, Reg. 1969. Dubonnet with black interior. Chrome wire wheels, new Turbospeed tyres, radio, electric aerial and windows, spot lights, selectoride suspension, Sundym windows, new clutch and exhausts, brake pads. Complete top end overhaul. No expense spared in keeping this car in immaculate condition, so Tel.: Derby 49167 and make me an offer. (8005

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1951 VANGUARD. Cheap, best offer secures. Turner, "Jandyke", Coast Rd., Burniston, Scarborough. (8008

JAGUAR 3.4 Mk. II, 1962. Unique example, no expense spared restoring this car to pristine condition. Specification includes, modified engine, beautiful green paintwork, radio, tax and MoT. Offers, part exchange possible. Details from, Tel.: Welwyn (Herts.) 4895. (8007

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ALVIS SPECIAL. Based on 1955 TC100. Aluminium coachbuilt 4-door 4-seater tourer. Original mechanics and trim. All good condition; MoT, taxed. Photo available, £495. Stonecrop, Kingswood, Sutton Valence, Maidstone, Kent. Tel.: Sutton Valence 2186. (7495

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TR4A. "F" regd. Good condition; Surrey o/d. £625 o.n.o. Tel.: 01-891 0523. (7510

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ALVIS TD21, 1959. Royal blue, wire wheels, new tyres, radio, very sound. Taxed July, tested December 1973. £375 Also MG Midget, exceptionally low mileage of 22,000 for 1969 car, one owner, primrose yellow; any test invited. £575. Tel.: Cleveleys 74943. (7520

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ALVIS TD21, 1960. Park Ward Saloon. Silver grey, automatic, very good condition, wire wheels. £650. Details: Turner, Buckminster, Grantham, Lincs. Tel.: Knipton 393 before 3.30 p.m. (7522

1936 SINGER Le Mans 2-seater Sports. Rebuilt condition with Morris engine and gearbox. £400 o.n.o. Tel.: Bassingham 405. (7523

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LOTUS +2. White, low mileage, 1969. Immaculate throughout, virtually +2S Spec. Evenings 6-8 p.m., weekends, any trial. 35 Hales Park, Bewdley. £1,120. (7528

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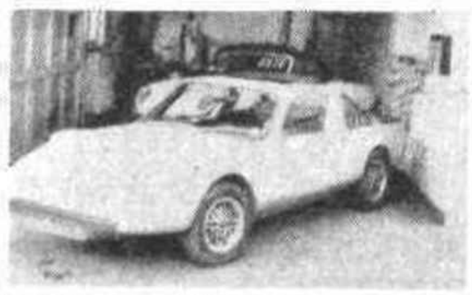
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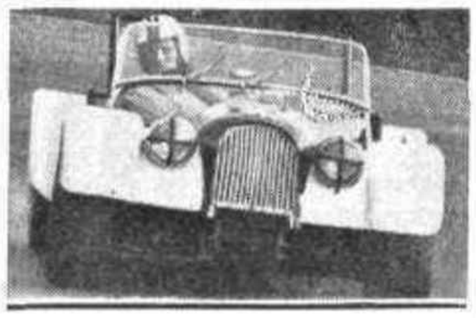
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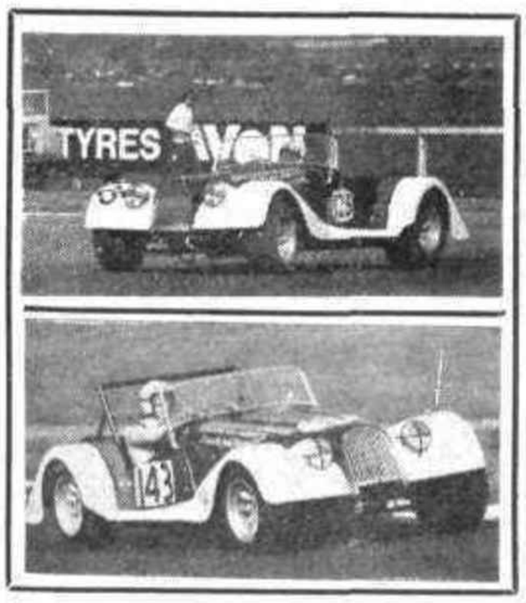
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There is no truth in the rumour that the 'Bard' wrote "Oh for a Mews of fire, etc., etc.", describing our newly decorated Showrooms. However, he would have been more than justified having surveyed the many resplendent colours presently in stock. To be brief (so as to cut down the cost of advertising in this superb but fiendishly expensive magazine), I will now list the cars we have in stock so that you can 'phone up on June 1st to be told that the one you wanted has already been sold. A unique, rare, and really beautiful, '68 +4 coupe, wires, leather, low mileage, etc.; an 'L' registered '72 4/4, 2,000 miles, red leather bucket seats, etc.; a white '72 4/4, 9,000 miles, wires; a lime green +8; two '69 4/4s, one with, one without; a black Dino '72, 13,000 miles, must have been Cyril's; a lime green '70 TVR *mit* Woolferace whatsits; our *concours* M.G.-A which thanks to a certain Mr. Strickland now has a radio to add to its impressive list of extras, it really is magnificent; a '67 black M.G.-B with everything, and what offers for a convertible Morris Minor? Expected in by the time you read this are a 1971 +8 and a '70, colours not known; a red '67 4/4; two chocolate brown '71 4/4s, one with tan leather and a breathed on engine; two '70 four-seaters; a '69 +8, a '67 +4 four-seater in blue and a '65 +4 two-seater with supersports connotations. Don't ask for Douglas, he's in Barbados.



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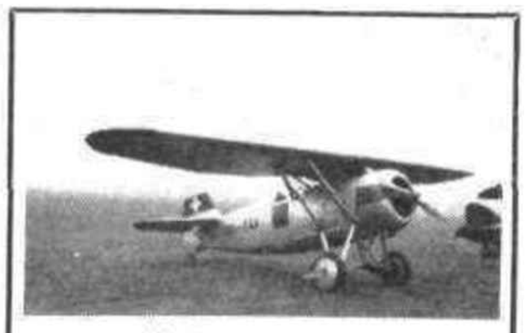
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If you tire of your present steed try one of a sporting breed. **Morgan Plus 8,** 1971, GPO red, stereo, 7,000m. **Lotus Plus 2S 130,** 1972, green with silver top, black interior, radio, electric aerial, heated rear window, £2,095. **Ginetta G15,** 1972, lime green, one lady owner, further details next month. **MG-B GT,** 1971, Bedouin (a sort of Foreign Legion colour), one lady, overdrive, Rostyles, Webasto, radio, Abarth, £1,295. **Morgan 4/4 2-seater,** 1972, royal ivory, bucket seats, 72-spoke wires, rear bumper, louvres, tonneau, one owner (a medical man). Quite a lot of inexpensive cars this month, the two in the picture are: **Morgan 4/4 2-seater,** 1958, excellent maroon body and black interior cloak, extremely tired engine (1,340cc Ford), gearbox (4-speed) and back axle (operatic). Nevertheless, this long-MoT'd, cream-and-brown instrumented machine got me from Brighton to London quicker than my wife in our Maxi crew-car the other weekend, will sell quite cheap as-is to someone who will take advantage of the fact it will now accept a late model Ford unit. Twin-choke Weber and rev-counter are included, plus what the previous owner described as "the remains of a tonneau cover". The **Turner 1500GT** is a 1967, presumably built after the factory closed down, 1,498cc 5-bearing Ford GT unit with all-synchro. 4-speed box 13 in. wires, remains of a radio, £295. **Triumph Dove TR4** 4-seater fixed-head coupé, May 1963, blue, sun-roof, radio, price next month. Remains of a **Triumph Spitfire,** 1964, conifer, new hood, MoT, good in parts (I don't mean by that it's fit for the breaker's yard !), £155. **Morgan 4/4,** 1964, yellow, complete rebuild 1972 with 1,700cc modified crossflow unit, 2000E box, 3,500 miles since. **Morgan 4/4,** 1972, brown and cream, one lady, 9,000m., bucket seats, louvres, radio/cassette player, strap. **Morgan 4/4 4-seater,** 1969, indigo blue, 72-spoke wires, 1½ owners. **Triumph TR4,** year unknown due ghastly stock-list mix-up but late, green, wires, overdrive, air horns, two owners, 11,000 miles on new engine, £495. **TVR Vixen S1,** 1968, yellow, wire wheels, radio, leather rim. **TVR 2500M,** 1972, Aquarius, stereo, overdrive 9,000m. **TVR 1800S,** 1965, bronze, black interior, overdrive, wire wheels, modified MG-B power unit, one owner, £695. **Morgan Plus 8,** March 1973, royal ivory, Rover gearbox, rear bumper. **Morgan Plus 4 4-seater,** 1968, signal red, black leather, wire wheels, leather rim, radio, one lady owner. **Jensen Healey,** 1972L, dark green, 3,000m., £1,725. **MG-B,** 1966, Old English white, wire wheels, radio, £560. **MG-B GT,** 1971, flame red, overdrive, wire wheels, HRW, LRSW, radio, £1,280. **Morgan 4/4,** 1970, green, radio, rear bumper, tonneau cover. **Morgan Plus 4 coupé,** 1959, jasmine yellow, black leather, bonnet strap, TR3A engine, luggage rack, two owners, 54,000m. **Arkley S,** built '71/'72 on 1966 chassis, colour is mistakenly thought by our staff to be pyjama orange. **A/Healey Sprite,** 1971, bronze yellow, radio, radials, £780. **Morgan 4/4,** 1970, broken white, black trim, tonneau, rear bumper. **Morgan 4/4 4-seater,** 1970, flame red, wire wheels, tonneau, Cinturatos. **Morgan 4/4,** 1968, flame red, wires, radio, etc., etc. **Morgan 4/4 4-seater,** 1971, orange chrome, rear bumper, tonneau cover, one strapping lady owner. **Triumph Spitfire,** 1968/69, dark green, steel works hard-top, soft ditto, £495. **TVR Vixen S2,** 1970, flame red, black trim, oversize low-profile SP Sports on alloy wheels, leather rim, inset rectangular spotlamps, £1,130. **Austin Healey Sprite,** 1968/9, blue royale, wires, oil cooler, tonneau, £495. **Porsche 911S,** 1970, 2.2-litre injection engine, alloy wheels leather rim sun-roof, radio, 28,000m., stereo, HRW, rear wiper, £3,395. **TVR Vixen S2,** 1970, orange, alloy wheels, Webasto roof, leather rim, radio, £1,070. **TVR Vixen S2,** black with gold coachline, 1969, long wheelbase, Tuscan bonnet, 5-pb radio, special seats, spot and fog lamps, £995. **Morgan 4/4 4-seater,** 1972, indigo blue, black interior, wire wheels, semi-louvred bonnet (standard on the 4-seater; a full set of louvres might expose the front-mounted battery to weather-induced discomfort), bonnet strap, leather upholstery, luggage carrier. Expecting: **1937 Morgan** in 1967 condition (at 1957 price); 1972L bronze yellow **Mini 1000,** an unspecified **Mini Clubman** and a metallic olive green 1971K **Gilbern Invader Mk. II,** plus heaps more 2nd-hand Morgans and other sports cars. **NEW MORGANS** for immediate delivery (to the wise enthusiasts who filled in our little yellow order form some months ago), for the impatient we have Morgan spares and accessories, Morgan folklore, a fleet of demo. Morgans, and little yellow Morgan order forms. Also brochures, price lists (home and export) and supernumerary extras list. **NEW TVR** 1600M, 2500M and 3000M for delivery within a week or two; please telephone to arrange a demonstration drive. This is necessary as Mrs. JB has a habit of "borrowing" TVR 4, our 3000M demonstrator. **NEW JENSEN HEALEY** in yellow or white for delivery in about 10 days, other colours slightly longer, we are now taking orders (July or August delivery) for Mr. Qvale's svelte machine with tan interior trim in combination with some of the existing colours, and also with tangerine paintwork. **NEW MGs,** MG-B roadsters in stock, few days' delay on Midget and MG-B GT. White Allegro 1500 4-door 5-speed in stock, all other Austins, Minis, etc., to order. **NEW ARKLEY SS,** fully built or in £110 kit form (you also need a Spridget to go with the kit). One or two late model used Arkleys (? Arklies) sometimes available. Please send strong stamped addressed envelope for our 8-page 20-illustration 1-joke 9-mistake Arkley SS brochure, among whose pages the eagle-eyed may find Miss Janet Ogle, our seductive-voiced secretary; Mr. Chris Alford, our Formula Ford driving sales manager; Mr. JB, our peppery proprietor (together with his Wife and their Horse); and Mr Colin Newbold, our patched-anoraked whizz-kid. **NEW GILBERN INVADER MK. III** expected soon in black tulip with cream interior, Italian alloy wheels in flared arches, **V6** power unit, overdrive. **NEW LENHAM HARD-TOPS,** black leathergrain finish, warm cloth headlining, safety glass rear window and quarter lights, resilient weather seal. In stock for Spitfire, Midget, MG-B and (with heated rear window as standard) the Jensen-Healey. Our secondhand sports cars (excepting the oldest) have thorough workshop service and safety check, fresh oil and filter, thickness of brake linings inspected and many other conscientious touches; written guarantee. 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ROLLS-ROYCE, Doctor's coupé or 20 open tourer wanted by private buyer. Elliott, 30 Terminus Road, Eastbourne. Tel.: 27655. (6552

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1973 Jan. (1972 model) TRIUMPH GT6, pimento/black, confirmed mileage 1,085, overdrive, SP Sports, undersealed, one owner **£1,225**



1972 AUSTIN Mini Clubman, green mullard/limeflower, one Dr. owner, certified mileage 11,996, green Sundym glass all round, 5 push-button Radiomobile, adhesive 'hot' window, a most beautiful motor car **£795**



1969 LOTUS Elan S/4 S/E d.h.c., burnt sand, knock-ons, SP spats, Kenlowe, servo, two owners only, quite remarkable condition **£1,045**

1972 NOV. DAF Variomatic 33 deluxe, dark blue/beige, one owner, confirmed mileage 2,340, manufacturer's guarantee ... **£795**

1969 FORD Maverick coupé, blue/blue automatic, l.h.d., compact American car ... **£745**

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1971 LOTUS Europa, one Dr. owner since new, certified mileage 23,450, finished in Lotus racing colours red/white/gold, one of the nicest Europas to pass through our hands **£1,245**

1969 LOTUS Elan S4 fixed-head coupé, white, special equipment model, two owners, 36,491 miles, radio, knock-ons, 'Hot' window, Kenlowe fan, servo discs, a very exceptional example **£1,025**

1965 LOTUS Super VII, 1500 c.c., blaze, new hood, engine rebuilt Dec. 1971, recent SRs, more details on request **£645**

1972 (L) 1966 Model LANCIA Flaminia 3c 2.8-litre 'V6' (just imported). Superleggera touring coachwork fixed-head coupé, the 2/4-seater model (very rare), silver grey with red, recorded mileage only 39,405 km., beautiful classic **£1,195**

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1972 M.G.-B, red/black, one lady owner, overdrive, certified mileage 7,000 miles, superb **£1,195**

1971 M.G.-B GT, blaze/black, one owner, certified mileage 14,359, overdrive, 5 p.b. radio, h.r.w., mirrors, radials, petrol lock **£1,295**

1971 M.G.-B GT, midnight blue, one owner, Rostyles, Cints., air horns, hot window, headrests, 22,405 miles **£1,175**

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1972 MORRIS Marina 1.3 super coupé, white/blue, one family owner, certified mileage 8,946, underseal, reclining seats, mirrors, immaculate throughout **£845**

1969 M.G.-C roadster, red/black, overdrive, Motorola, tonneau, servo, air horns, 5 recent SPs, new batteries, owner (R.A.F.) been posted only reason for sale, exceptional condition **£895**

1970 M.G.-B GT, blue royale/black, overdrive, wire wheels, one owner **£1,145**

1970 M.G.-B, flame red, wire wheels, chrome rack, radio, Cinturatos, one owner, 16,565 miles **£995**

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1968 (G) M.G.-B GT Mk. II, B.R.G./black, two owners only (first one 1968/71), reputed 25,873, we would deem this B to be exceptional **£795**

1953 M.G. TD, bronze/green, full details on request **£945**

1969 (G) ROVER 3½-litre coupé, zircon blue, two owners, confirmed mileage 38,200, just serviced, 5 p.b. radio, 8-track stereo, power steering, hot rear window, exceptional condition **£1,075**

1971 PONTIAC Firebird coupé, off white/white, power steering, Hydramatic, power discs, air conditioning, mag. wheels, 'fat' tyres, tinted windscreen, centre console, one owner **£1,945**

1966 SUNBEAM Alpine Mk. V, rare one owner example, overdrive, tonneau, fog/spot, new black hood just fitted, finished in pale blue with black **£495**

1972 (L) TRIUMPH GT6, saffron, overdrive, radials, one owner, certified mileage 11,458, owner gone abroad **£1,195**

1971 Dec. TRIUMPH GT6 Mk. 3, white/black, overdrive, wire wheels, Blaupunkt radio, h.r.w., 4 new SP 68's, one owner **£1,095**

1971 (Nov. 'K') TRIUMPH Spitfire Mk. IV, white/black, one Capt. owner since new, impeccably kept, certified mileage 15,788 **£845**

1971 TRIUMPH Spitfire Mk. IV, green/black, one owner, radio **£795**

1970 TRIUMPH TR6, saffron, overdrive, radio, heater, twin spots **£1,095**



1971 (Nov. 'K'), TRIUMPH Spitfire Mk. IV, white/black, one owner (Captain), impeccably kept motor car, certified mileage 15,788 **£845**

1965 TRIUMPH TR4A, red/black, two owners only, certified mileage 44,197, overdrive, wire wheels, servo, H.R.G. engine mods., air horns, SPs appreciating asset **£765**

1968 (Nov.) JAGUAR E-type f.h.c., red, chrome wheels, radio, h.r.w., 1 owner. Full service history **£1,175**

1973 MACH, Harvest Gold Export Model. (R.h.d.), 1 owner, confirmed mileage 1,155 miles, o/d, h.r.w., h/rests, servo, s/roof **£1,595**

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BMW 2002 coupé. 1971 'J' reg. A one-owner car, fitted with Webasto roof, alloy wheels, radio, stereo, air horns etc. **£1,445**

TRIUMPH TR6 coupé, 1972. Finished in emerald green with dove grey trim, extras include soft top, radio, stereo **£1,425**

ALFA ROMEO 1750 Spider Veloce, 1969, 'H' reg. Spa white with black trim, radio, electric aerial **£1,395**

JAGUAR E-type roadster, 1968. Primrose with black trim, hard and soft tops **£1,395**

BMW 2002 coupé, 1970 automatic. Finished in mid blue with contrasting trim, fitted p.b. radio, two owners, 34,000 miles from new **£1,385**

M.G.-B GT 1971 automatic. Finished in midnight blue with black trim, fitted p.b. radio, h.r.w., Rostyle wheels, etc. A two owner car 13,500 miles from new **£1,365**

TRIUMPH TR6 Dec. 1970 'J' reg. Extras include wire wheels, overdrive, hard and soft tops. Finished in Carmen red with black trim **£1,225**

ALFA ROMEO 1300 GT. 1970. Alfa red with black trim **£1,175**

M.G.-B roadster 1971. Fitted overdrive, radio, air horns, tonneau, twin spots etc. Finished in teal blue with tan trim **£1,165**

M.G.-B GT. 1970. Full specification including overdrive, mag alloy wheels, radio, twin spots, headrests etc. **£1,125**

FORD Cortina GT 1600. 1972. Finished in Daytona yellow with black trim, cloth seats, h.r.w. Vynide roof etc. **£1,075**

TRIUMPH TR6 roadster. 1969. Finished in damson with black trim, extras include overdrive, radio, excellent throughout **£995**

GINETTA G15 coupé, 1972. Finished in tangerine with black trim **£975**

FORD Mexico. 1971. Red with gold stripe. Whole car in unmarked condition **£945**

TRIUMPH TR5 coupé, 1969. Sebring white with black trim, radio **£935**

TRIUMPH GT6 coupé, 1970 'J' reg. Overdrive, radio, h.r.w. etc. Finished in indigo blue with black trim **£925**

TRIUMPH Spitfire, Mk. IV, 1972. Finished in dark blue with pale blue trim **£895**

FIAT 124 Sport coupé, 1968 'G' reg. Finished in Monza red with black trim, fitted 5-speed box, radio etc. **£895**

LOTUS Elan, f.h.c. 1967. Yellow with black trim, radio, k.o. wheels etc. **£795**

MORRIS Mini Cooper, 1969 'H' reg. Finished in almond green and white with black trim. A very clean attractive example **£595**

M.G.-B roadster, 1965. Carmen red with red trim, fitted works hard top **£525**

AUSTIN Mini 1000, 1969. Extras include mag. wheels, twin spots, special dash. Almond green and white **£495**

TRIUMPH Herald 13/60 convertible, 1968. Dark blue with blue trim **£475**

M.G. Midget, 1965. Extras include hardtop, radio, twin spots etc. Red with black trim **£345**

TRIUMPH Spitfire, 1965. Full length hardtop, wide wheels **£295**

AUSTIN HEALEY Sprite, 1965. Finished in red with black trim **£265**

TRIUMPH Spitfire, 1963 ..... **£195**

JAGUAR XK140 d.h.c., 1955. Two owners, low mileage, but requires attention, bodily offers required.

SALOONS

M.G. 1300 saloon, 1970. Pale blue with black trim **£625**

AUSTIN 1300 saloon, 1970 ..... **£575**



GINETTA G15, 1971 'K' reg. Fitted sunroof, tape player. Daytona yellow with contrasting trim **£875**



DATSUN 240Z, 1972. Red with black trim, h.r.w., radio and stereo **£1,945**



ASTON MARTIN DB6, 1968. Finished in silver fox with red leather trim, manual 5-speed box, sun roof, chrome wire wheels, radio **£2,095**

WANTED—continued

LE MANS Frazer Nash Replica. Healey Silverstone or J2 Allard wanted urgently, condition immaterial. P. H. Betts (Holdings) Ltd., Framlington, Suffolk. Tel.: (0728) 723675. (1587
SHORT or interesting registration number wanted on any vehicle. Box 3921. (1588
WANTED: MERCEDES 190SL, hard-top. Gilbert, Ashe Hill, Etwall, Derby. (7151
WANTED TO BUY. Copy No. 2 of "Automobile Year", in any language. English preferred. E. Vogtherr, 4 Selwyn Rd., Havelock North, New Zealand. (7162
MG-A ROADSTER not twin-cam. Must be excellent. Independent examination reqd. Viewing radius 120 miles Scunthorpe. Tel.: 4396 (day), Appleby (Scunthorpe) 260 (evenings). (6735
SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 223. (7577
WANTED: JAGUAR Mark 1 or early Mark 2. Truly immaculate, original condition; no rust or resprays; genuine mileage under 40,000 from new. Any colour. Details, photo, write. Box 3922. (7578
HISPANO-SUIZA wanted. Preferably V12 but not essential. Please reply air mail to Len Southward, Main Road North, Paraparaumu, New Zealand. (1910
WANTED: OHV conversion for 100E engine and close ratio gears for 100E gearbox. Smith, Tel.: Grimbsy 57571 (day). (7576
WANTED PRE-1930 tourer. Alvis 1250 bullnose Morris, Sunbeam, Lagonda similar. Must be complete and original, photographs returned, cast available. Lucas, 37 Archery Rd., Cirencester, Glos. (7533
BRISTOL 404. Smith's instruments, in excellent working order. 3⅞ in. tachometer/clock; 3⅞ in. combination fuel level/ammeter/oil pressure; 2⅛ in. oil temp.; 2⅛ in. water temp. Will accept factory reconditioned units. Also: w.h.y. for 404? Full details, please, in first instance to: G. F. Towner, RFD 5, Arnold, Md., 21012, U.S.A. (2799
ROESCH TALBOT wanted. Any condition, or chassis frame and bulkhead. Harrison, Tel.: 061-330 3239. (7693
WANTED: LANCIA Flaminia 2.8 engine, condition immaterial. Would consider complete car if cheap or accident damaged car. Peter Mew, Corner Cottage, Rotherfield, Crowborough, Sussex. Tel.: Rotherfield 2660 (home), Tunbridge Wells 29264 (office). (7686
MORGAN THREE-WHEELER F-type or V-twin in reasonable condition wanted by enthusiast. Box 3924. (7632
WANTED: PARTS for Morris Oxford, Series One, with divided windscreen. Same shape as rounded Morris 1000. Tools also for Oxford Series One required, E.g.: ramps. No offers of body panels please. All parts to be mint or just about. No rubbish please. Box 3925. (7582
WANTED PRIVATELY prewar Jensen, any condition considered. Full details please to Box 3926. (7615
WANTED: VSCC/HSCC. Eligible racer. Riley, MG preferred. Details and price to Noble, 2 Cambridge Crescent, Binbrook, Lincolnshire. (7614
BULLNOSE MORRIS or similar. Must be in superlative condition. Immediate cash for good reasonably priced car. Tel.: Hertford 4369. (7882
JENSEN 541 with overdrive. Any condition, but reasonable price please. Also required, front chrome nose moulding for 541 or 541R bonnet opening. Write M. Byrne, 11 Hight St., Tuddenham, Ipswich, Suffolk. (7876
LANCIA ENTHUSIAST will pay good cash price for Flavia 1800 in really good condition. P. J. Hare, Wrington, Bristol. Tel.: Wrington 862262. (6717
ROLLS-ROYCE or Bentley 1926/36 wanted. Any model considered, will collect any distance. Condition unimportant, if price reasonable. 33 Beam St., St. Nantwich, Cheshire. (5817
TOY OR model cars, boats, trains, etc. especially old tinplate items wanted. Also motoring books, prints, pictures, mascots, Dinky toys, etc. Pressland, 43 Lavender Hill, London, S.W.11. Tel.: 01-228 0648. (1884
SALES BROCHURES. Manuals on pre-war American cars, one or entire collections. Price, description. Box 3579. (1056
WANTED GP Maserati, ideally 8-cylinder 2.9- or 3-litre. 1931-1934. Suitable for VSCC Racing, other models considered. Box 3717. (9941
WANTED: XK120 and Rolls-Royce (pre-1932). Spares also required. Any condition considered. Also some XK120 spares for sale. Tel.: Harpenden 68545. (7008
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AMERICAN COLLECTOR will be in London from June 30th till July 10th. Would like to buy clean classic Motor Cars, such as Rolls Royce 20-25 to Silver Cloud III, Bentley, Mercedes, Truimph 2000, etc. Charles D. Obershaw, Box 3932, "Motor Sport", Standard House, Bonhill St., London EC2A 4DA. (2956F
WANTED. Rolls-Royce Silver Wraith. Any age or condition. Box 3931. (7933
WANTED AC Aceca, XK Jaguar or thoroughbred motor car for light towing. Anything considered. McEwen, Ashford, Bakewell, Derbys. (8017
DELLOW 2-SEATER. In any condition. Will view anywhere, cash waiting. Tel.: 061-624 3665 (oldham). (7930
WANTED. Private buyer, good Triumph roadster Alvis d.h.c. Bentley R, S1, etc. Details, photo to Scott, 7 Thompson Gdns., Wallsend-on-Tyne, NE28 8DJ. (7932

WANTED—continued

AUSTIN HEALEY 3000, Mark III, 1967. Good body, mileage not important, cash buyer. Joyce, Greystones, The Warren, Radlett, Herts. Tel.: 7341. (8090
MG PA crankshaft required. Dash panels McMillen ifc, 1SHRDL SHRD CMFWY and instruments also wanted. David McMillan, 172 Canterbury Rd., Leyton, London, E10 6EH. Tel.: 01-556 6142. (8057
ASTON MARTIN, DB2/4 convertible or Bristol 404 coupé. Must be sound. State full details and price. Box 3935. (8046

MISCELLANEOUS

ALVIS 1930 model owners. For sale, Trunk/boot complete with 3 suitcases, very good condition. Offers please. Tel.: Stourbridge 72591 (evenings). (7509
1915 FOUR-BLADED propeller (from BE12 fighter). Reduced to stubs and now containing clock in centre also flying (under) coat and matching helmet. Small but as new condition. Offers. Tel.: Nottingham 54309 (evenings). (7706
ALVIS HARE and Vulcan blacksmith mascots, offers. Veteran early headlamps, also vintage P100s, L140s, MB148s, M134s and others. Large BOA horn etc. Overseas enquiries welcomed, all answered. Box No. 3930. (7931
PATENTED revolving exterior car mirror. Novel, safe, stays clear in rainy weather. £6.40, two £12. Jemco Revmirror, Box 3335, Cape Town, RSA. (5830
VINTAGE, VETERAN, PVT Concours d' Elegance at Linton Fete, 2 p.m. Saturday, *June 23rd*, 1973. *Details from* Mrs D. Peddar, 5 The Furrells, Linton, Cambridge. (6316
RILEY RM CLUB for owners of 1946-55 Rileys. Membership 500. Monthly newsletter, meetings. Details S.a.e. to membership secretary: Neil M. Ross, 7 Stanley Rd., Edinburgh, EH6 4SE. (5244
MOTOR BOOKS and magazines wanted for my collection, especially "Auto Cars", "Motor Sport", etc. Very high prices paid, try me before you sell. Some early volumes of "Motor Sport" exchange. Turntreee House Whittlesey. Tel.: 2685 (2312
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MG PA engine. Exchange L, K or N engine, supercharger or magneto and drive/housings for K or ENV gearbox with cross tube. 7 Bodlyn, Acrefair, Wrexham. Tel.: Ruabon 3838. (6733
NEW SPARES 1925-55. Gaskets, pistons, bearings, k/pins, tyres, c.w.p., starters, dynamos, lamps, wipers, indicators, etc. S.a.e. for list, (Spares) Red Gables, Bangor Rd., Penaenmawr, N. Wales. (6623
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MG-B "J" registration. Excellent condition, 18,000 miles. Overdrive, w/wheels, Downton stage two fitted at 15,000 miles, air horns, half and full tonneau covers. £1,085. Steer, Burnham-on-Sea. Tel.: 3209 (day) 4379 (evening). (6877
FROGEYE. New fibreglass bonnet, hard top, respray, but chassis rusted. Offers please, Tel.: 01-788 1311. (6816
MOTOR SPORT, 1925-49, most available in exchange for December, 1924, April, October 1925, June 1926, March, April 1928, all 1929, March, July 1930, or your price paid for these. Imperfect issues, wartime or earlier wanted, also "Speed" 1939, and Thornton Rutter. Box 3927. (6826
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MOTOR SPORT, March 1954-July 1962. Complete, best offer. Tel.: Nuneaton 5640. (6812
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MISCELLANEOUS—continued

ABARTH Body/chassis, unused, £200 o.n.o. Chris Bottom, Tel.: Sheffield 78555 ext. 55. (6870
MK VII/VIII/XI JAGUAR owner? There's a branch of the Jaguar Driver's Club for you! Local meetings, spares assistance. Details: Richard Felton, Hare Street, Buntingford, Herts. (6804
HANDBOOKS: Rolls-Royce abridged, 20 h.p., 25/30, 40/50 Phantom I, 40/50 Phantom II; Full length 40/50 Phantom III, Wraith, Silver Wraith, 40/50 1916 in French, Bentley: Eight litre, 4¼-litre; also Chrysler Imperial 1933 and Kingston, Triumph Gloria 1936, Opel Cadet 1937, Venguard 1953, Workshop manuals: Sunbeam Rapier 1956, Jowett Javelin and Jupiter. Offers to P. Stuttard, Marsh House, Runcton, Chichester, Sussex. (7511
REAR SCREEN Circa 1920 by "Motor Equipment" Suit large car, Rolls or Bentley. Excellent condition. Offers over £25. Four 5 x 16 wire wheels, MG centres, reversed rims, max offset, stoved black, new unused, £40, Bodley, 2 Trelawney, Pendre Rd., Penrhynside, Llandudno, LL30 3BH. (7506
FITTIPALDI! Official "World Championship" commemoration souvenir sheets from Brazil, 50p. Stewart, Hill, Ickx, Regazzoni, etc. on large official postage stamps. Also many veteran/vintage cars, sets available. Lists, S.a.e. Please, G. S. King, 154 Telfer Rd., Coventry. (7494
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MOTOR SPORT magazines. August 1957 to December 1960, 2 missing. Also 17 different from 1961 to 1963, £5. Parker, Tel.: Redhill 61221. (7518
REGISTRATION numbers. RMO 10 on MoT failed Minx. Also MAB 12 and 27 JFC. Offers over £50. Tel.: Burford 3311 or Charlbury 422. (7161
VINTAGE ELECTRICS. An electronic specialist has now joined the Tony Robinson Coachwork team. We can now accept work from the rewiring of vintage cars (to original specification) to complex prototype systems outside the automotive industry. Letters only to "Z", North Stables, Fulmer Lane, Gerrards Cross, Bucks. (7212
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MG TA, engine/gearbox spares for sale. Wanted: MG PA blower, prefer Marshall w.h.y? A. White, Tel.: Somerton 72467. (7594
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EXCHANGE my 1968 Alpine GT hard-top; overdrive; alternator. Reclining seats; tow bar. Slight rust plus up to £200 for Lotus, Marcos or TVR. Halliday, 144 Addison Rd., Fleetwood, Lancs. (7951
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DBS ASTON MARTIN, 1969. All electric, exchange for pre-war Rolls-Royce or Bentley. R. Cussens, 171 Hertford Road, Edmonton, N9. Tel.: 01-804 1886 (day). (5608
MG-B. First class throughout, worth £450. (Or sell, offer.) Wanted, Morris 1000, Mini, similar. Tel.: Bedford 711 538. (7918
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Sunday, Sept. 9th : National Motor Museum. BEAULIEU, Hants.

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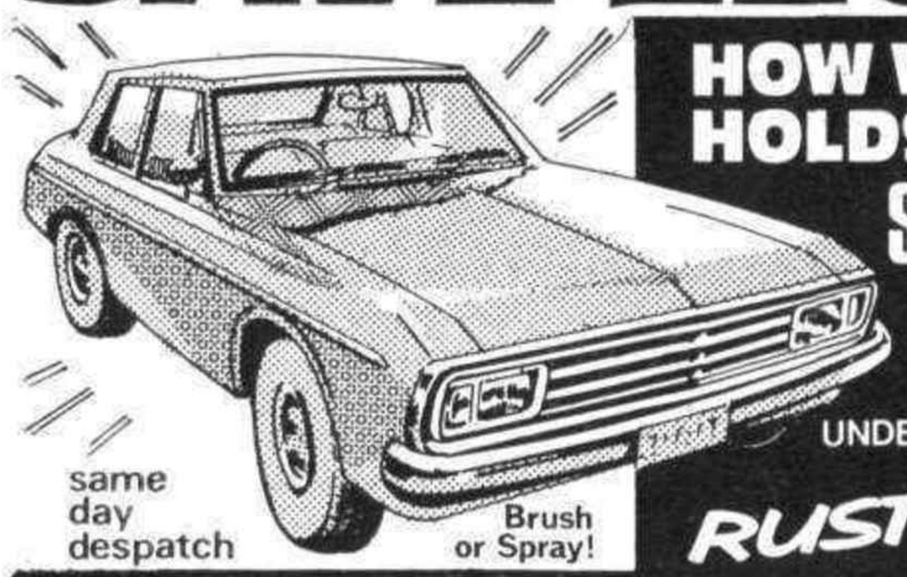
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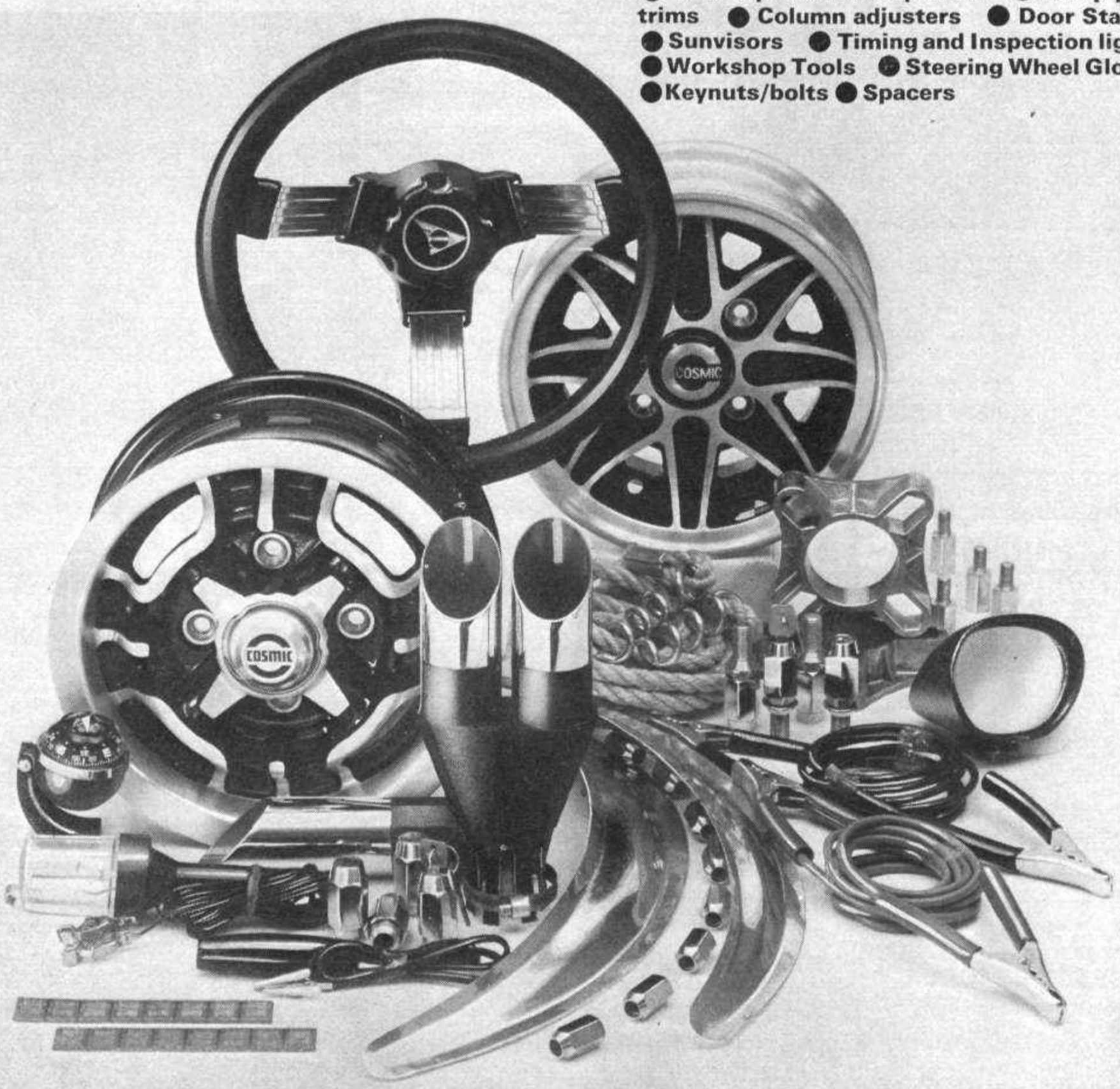
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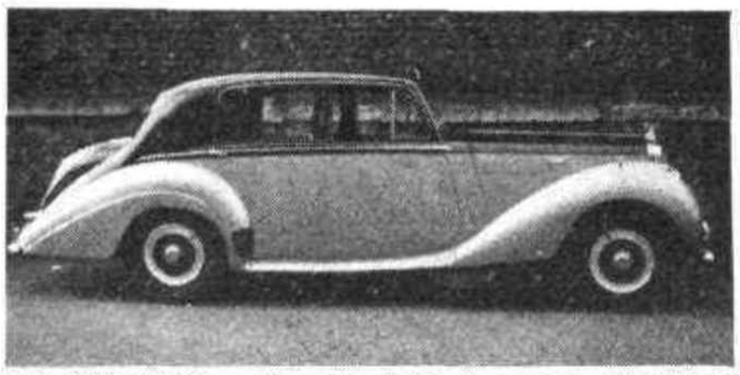
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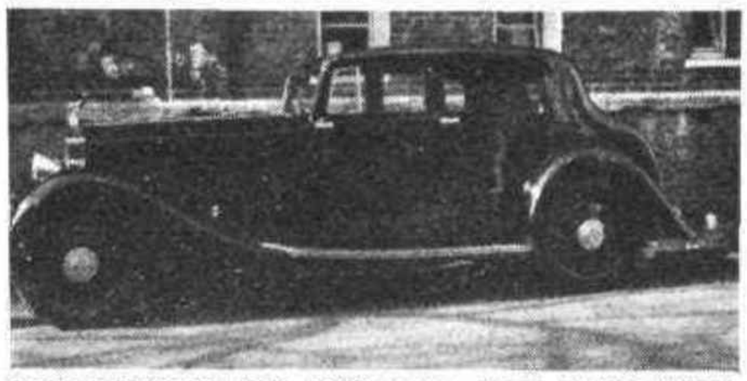
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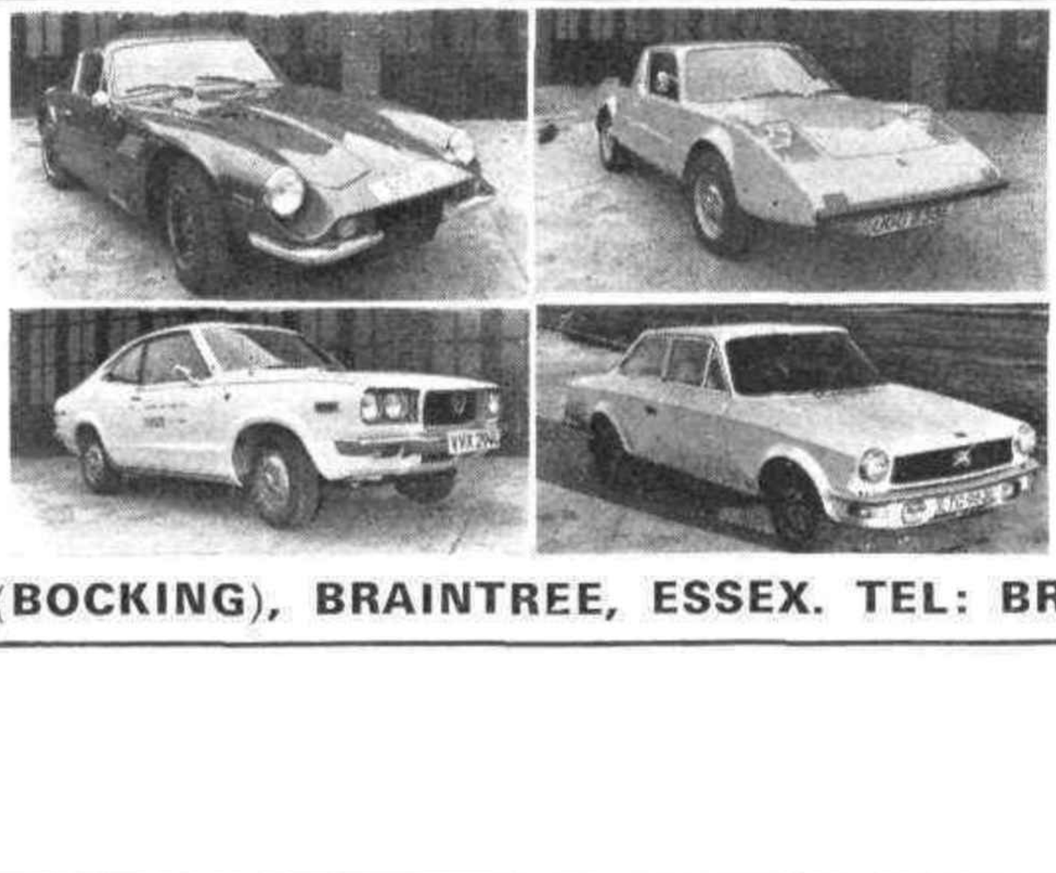
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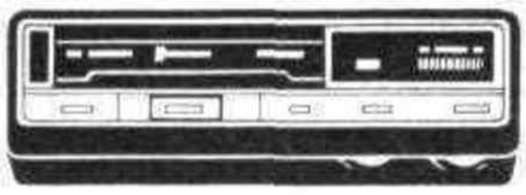
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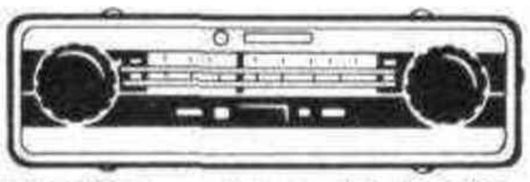
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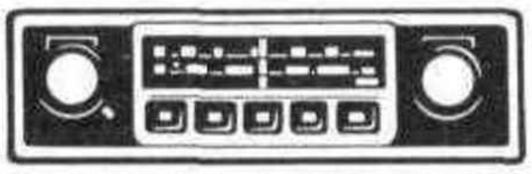


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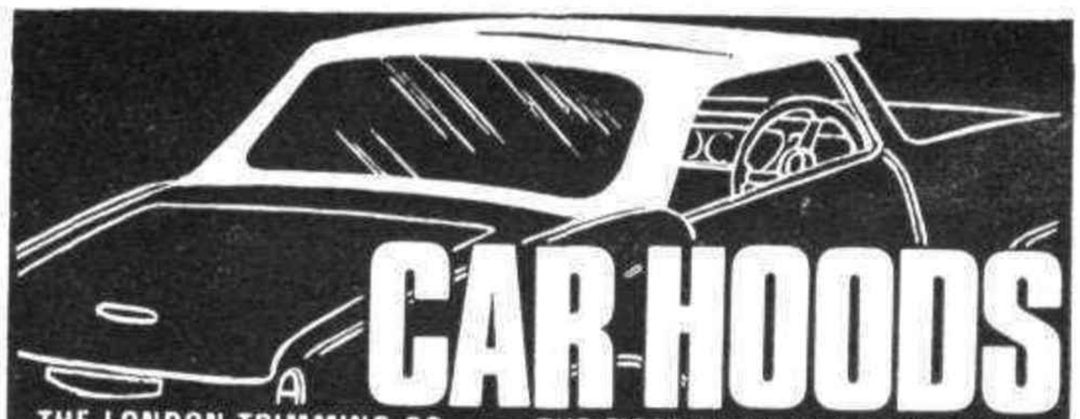
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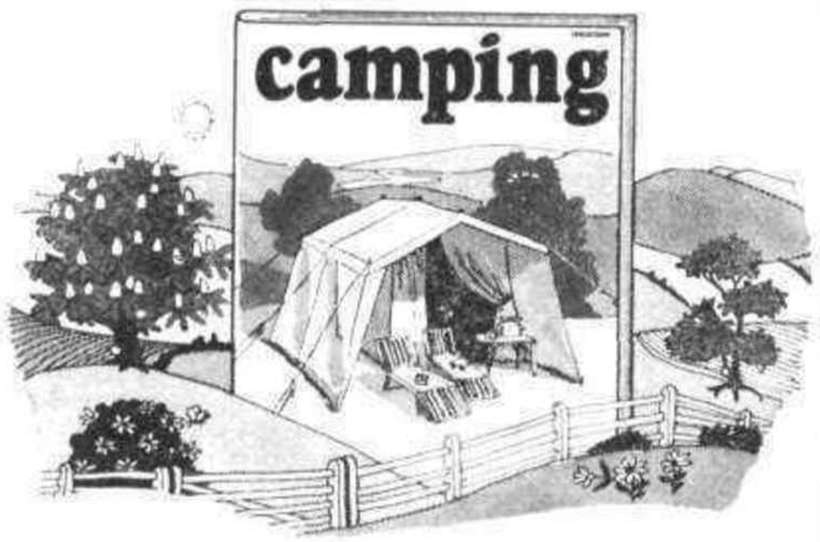
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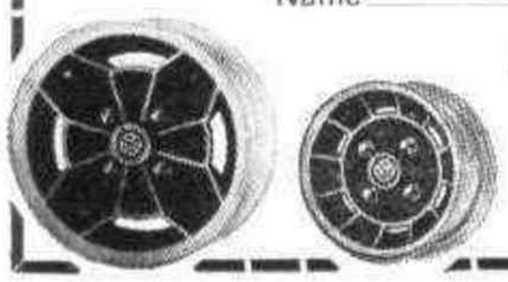
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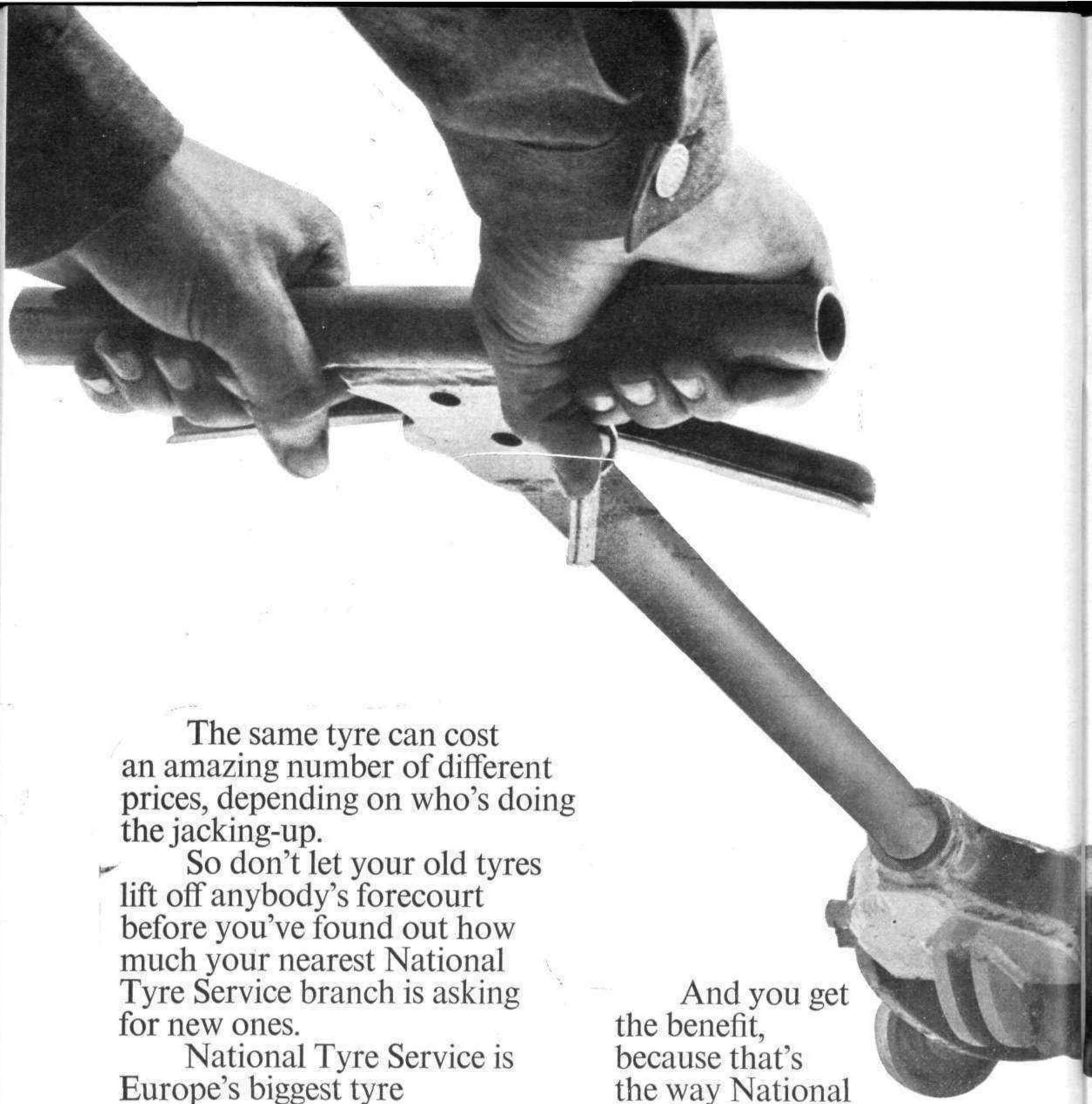
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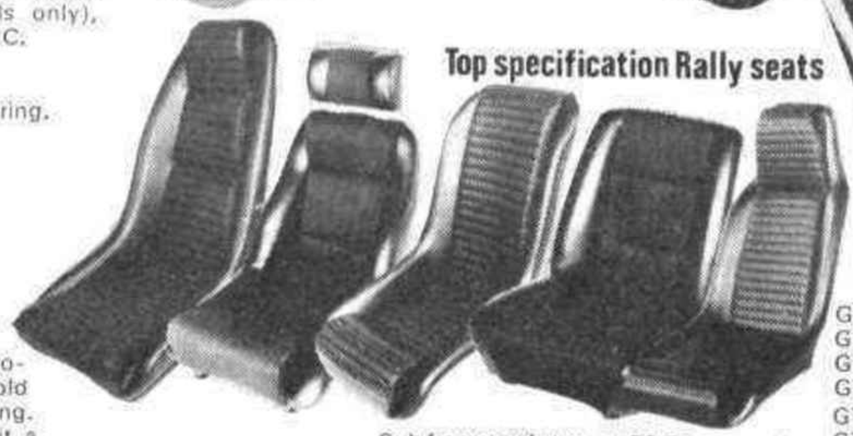


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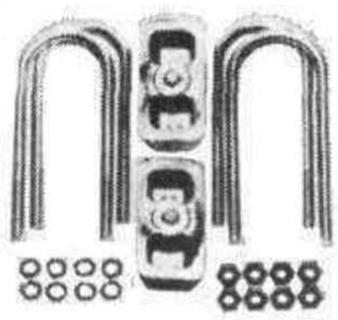


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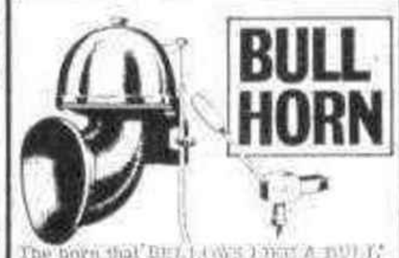
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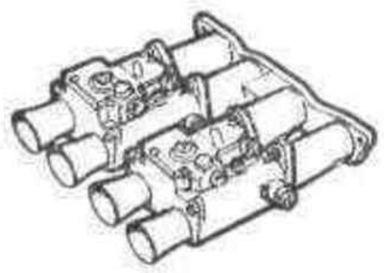
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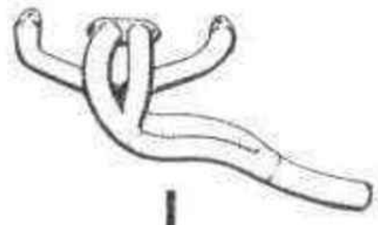
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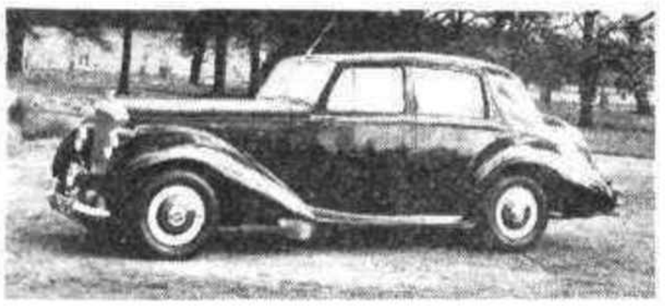
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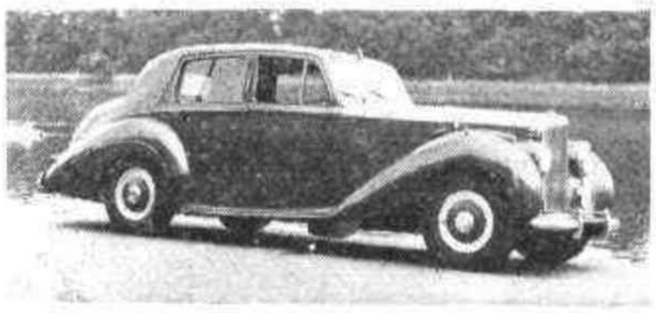
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← **BENTLEY 'R'-Type Automatic.** Special coachwork by H. J. Mulliner. Black 4-door sports saloon — Design No. 7220. Illustrated in Green's Bentley Book page 262 (centre). Supplied new by us in April 1954. Serviced by Rolls of Crewe. A most outstanding original car in unmarked condition. Full history known since new. **£3,250**

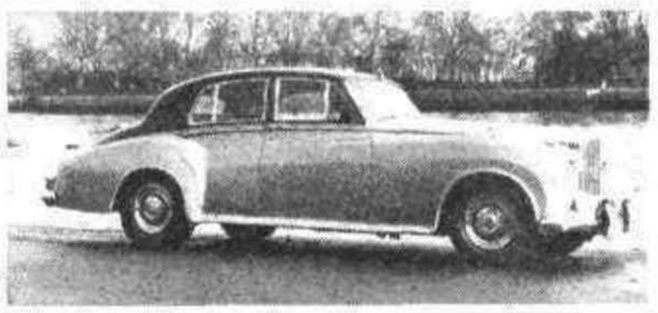
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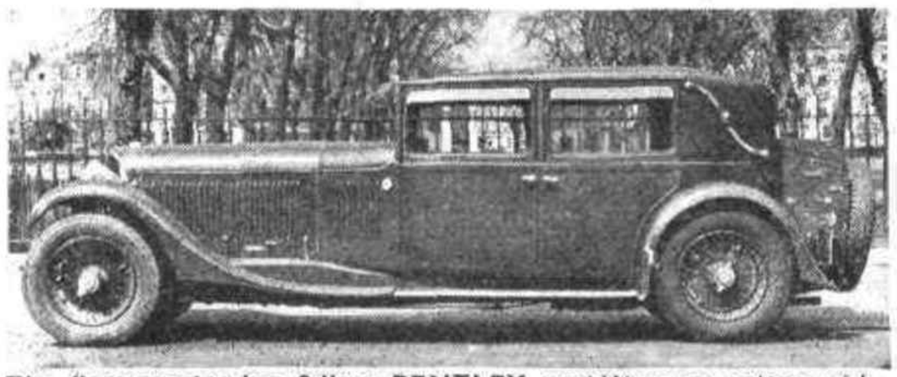
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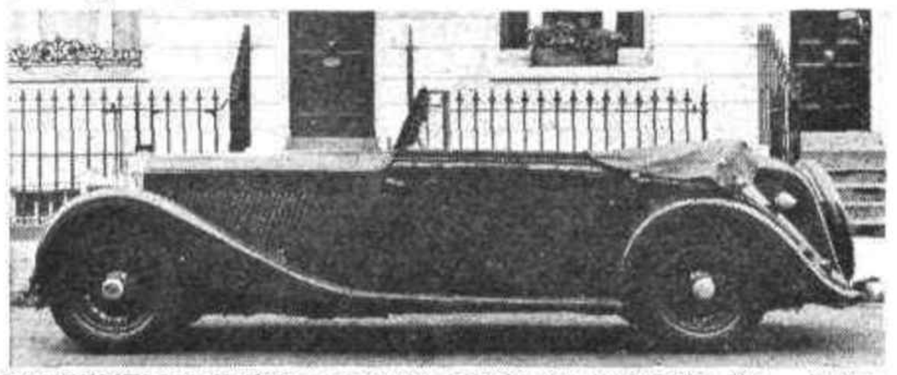
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1932 ROLLS-ROYCE 20/25 4-light sedanca-de-ville by Barker, with black Everflex padded roof over garnet bodywork. New West of England cloth interior to the owner's compartment, beige hide to the front, the whole in *concours* condition in every respect.

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1957 ROLLS-ROYCE Silver Cloud I saloon, nicely finished in sable. Power steering, cream hide interior and in much above average order throughout. Mileage recorded, 60,000 approx.

1960 (Nov.) ROLLS-ROYCE Silver Cloud II, bearing a recorded mileage of only 70,000. Finished in black pearl over shell grey and with blue-grey interior hide trim. A very quiet V8 Rolls in fine fettle.

1939 ROLLS-ROYCE Phantom III, Series DL, touring phaeton by Thrupp and Maberly. Illustrated last month.

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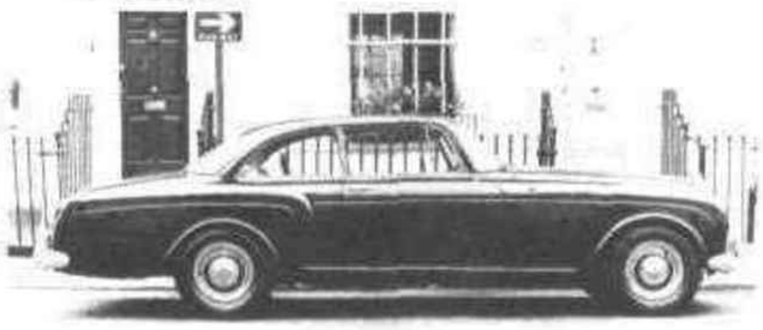
1953 "R"-Type 2-door sports saloon by Abbott. Synchromesh gears. A very good example finished in sand and sable.



20/25 special sports saloon by Park Ward. Full complement of fitted suitcases. Entire car in excellent order. Black.



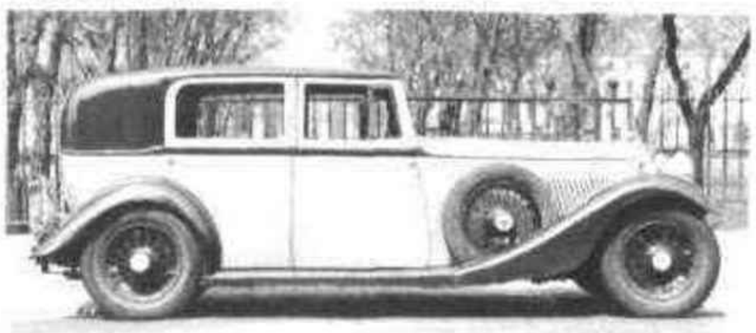
1961 BENTLEY S2 Continental 2-door saloon by H. J. Mulliner. Smoke green with black hide trim. Reutter seats.



BENTLEY 3½-litre "Fisherman" special saloon by Hooper. Removable rear seats—many other special fittings. Silver over royal blue.



BENTLEY S1 by Freestone and Webb. Golden sand over sable with fine tan interior. A fine specimen of this limited edition. 58,000 miles, with documentation.



1939 BENTLEY 4¼-litre four-door steel sports saloon.

1935 BENTLEY 3½-litre 4-door saloon in beige with brilliant red hide interior, thought to be original, coachwork by Thrupp and Maberly. This car has a swept semi fastback tail and is in excellent mechanical condition.

1937 BENTLEY 4¼-litre Gentleman's four-door estate car, finished in British Racing Green and best quality marine varnish to the oak and ash rear section. This Bentley has four doors.

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1965 BENTLEY S3 Continental fixed-head coupé by Mulliner/Park Ward. Most attractively finished to a very high standard in aubergine with random harvest hide interior, and altogether a most unusual car, very few of which were built in 1965.

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