December 1972 Vol. XLVIII No. 12 15p

MOTOR SPORT

Founded in the year nineteen twenty-four



After a night in a cold garage how would you feel about making an early start?

Every motorist knows the feeling. You want to get off to an early start, but when you turn the ignition, your engine just turns over and goes back to sleep.

The reason you probably know.

During the night your carburettors and whole fuel system ice up.

STP have the answer.

STP Petrol Treatment.

One can of it gives your engine a thorough tune-up. The same effect as taking the engine to pieces and cleaning each part carefully.

Add a can of STP Petrol Treatment every 1000 miles and give your car the necessary winter tonic it deserves.

Then you'll avoid carbon deposits building up. Avoid sooted up sparking plugs. You'll be keeping the carburettors clean and most important of all during the winter, you'll prevent the fuel system from icing up.

With STP Petrol Treatment your car will like an early morning start.

Even in the dead of winter.

Ask for a can at Halfords, your local garage, or accessory shop.



STP The racer's edge.

Buy your TVR and Lotus Seven from Caterham NOW!

TVR. 1600M £1,638. 2500M £1,779. 3000M £1,884.

LOTUS SEVEN TWIN-CAM MOTORING STARTS HERE Twin-cam big valve Sprint at £1,271. 1300GT £1,073.

SELECTION OF NEW AND USED CARS

Please telephone to check location of current stocks.

LOTUS



1969 +2S. Radio. Blue..... **£1,575**
1970 Elan d.h.c. S/E., one owner. Red **£1,295**
1970 Elan d.h.c. S;E., one owner. Yellow **£1,225**
1968 Elan +2. Radio. White... **£1,145**
1969 Elan d.h.c. S/E. Silver..... **£1,145**



1970 Europa. Yellow. Radio... **£1,095**
1966 Elan d.h.c. H/t., soft-top. Lime green **£695**

Lotus Seven

Lotus Seven Series III & II. Our stock is ever changing. Always a fine selection of original **Series III 1600GT** from **£650** and a few **Series II 1500** from **£500. 1967** left-hand-drive **Series II 1500,** twin Webers, Carmen red, **£865.**



Lotus Seven Series IV. Choice of 12 models, nearly all one owner and serviced by us from new. Prices start from £850.

TVR



1971 2500. Low mileage, yellow... **£1,395**
1971 Vixen S3 1600. Radio. White **£1,145**
1969 Tuscan V6. Radio. Blue..... **£1,045**
1969 Vixen S2 1600. Radio, extras. Silver **£995**

TRIUMPH



1970 TR6, w/w., o/d. Saffron..... **£1,195**
1968 TR5, w/w., o/d. Blue..... **£945**
1968 TR5, w/w., o/d. Red..... **£895**
1968 Spitfire, o/d., works h/t., radio. Blue **£595**
1965 Spitfire Mk. II. White..... **£235**



M.G.

1968 M.G.-C, o/d., w/w., Downton conversion; one owner..... **£895**
1967 M.G.-B, w/w., h/t. Red..... **£695**
1960 M.G.-A 1600 f.h.c. Blue..... **£385**
1972 M.G.-B GT, w/w., o/d., nominal mileage..... **£1,595**

OTHER CARS



1972 Gilbern Estate, V6, manual, o/d., sun-roof **£1,895**
1969 Marcos 3-litre. Orange, radio, sun-roof **£1,295**
1967 Austin Healey 3000 Mk. III, w/w., o/d. Blue and white..... **£1,095**

1971 Fiat 850 Sport coupe..... **£795**
1967 Sunbeam Tiger V8, h/t., s/t. Blue **£795**
1967 Gilbern Genie, o/d..... **£795**
1956 100/4 Austin Healey, w/w., o/d. **£495**

Send S.A.E. for new car brochures.

See us on stand 51 at the Racing Car Show.

WANTED FOR CASH

Lotus Sevens, Lotus, TVR, Marcos and any first class condition cars of the makes we sell. Hire purchase accounts settled.

VAT ANNOUNCEMENT

There really are very few TVRs and Lotus Sevens in component form. TVRs will be fully built from 1st April 1973, *i.e.*, 1600M approx. £1,980, 3000M approx. £2,278. The Lotus Seven will probably be plus 19% if production continues.

GRAHAM NEARN,
Managing Director.

LOTUS SEVEN SPARES

Telephone Alex Davids — Caterham 42382.

LOTUS SEVEN CLUB

Next meeting — 7th December, 8 p.m., White Hart, Godstone, Surrey.

Caterham Car Sales

OFFICIALLY APPOINTED: LOTUS SEVEN AND FORMULA FORD, GILBERN AND TVR.

SURREY: Town End, Caterham. Tel.: Caterham 46666, Works 42381

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

LONDON: 142 Finchley Road, N.W.3. Tel.: 01-794 9659

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




NEW FORMULA
esso
UNIFLO
SAE 10W/50
SUPER MULTIGRADE
MOTOR OIL
esso
UNIFLO
SAE 10W/50
SUPER MULTIGRADE
MOTOR OIL

Now more than ever, UNIFLO gives more protection than any 20W/50 oil...

10W/20W/50

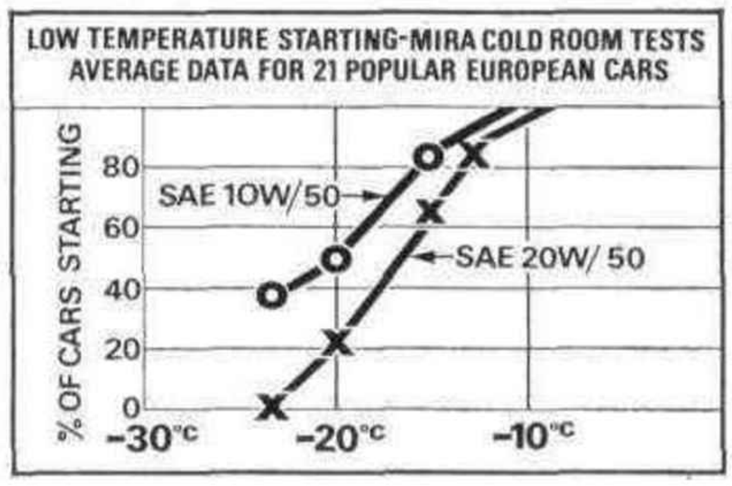


this much more

Uniflo is officially rated SAE 10W/50, which is a better rating than 20W/50. It means that Uniflo not only protects hot engines as well as any 20W/50, but also – because it is a 10W/50 – circulates faster in a cold engine, gives 100% 'cover' of the moving parts much sooner than any 20W/50, and actually helps the engine to start.

And now, Esso have made Uniflo even better. New-formula Uniflo is here, bringing improved performance figures in all these important areas: impressively lower oil consumption; improved hot-engine protection against pre-ignition and power-loss; and less component wear. All this, with fully maintained dispersancy, detergency and cold-start properties.

Easier cold starts

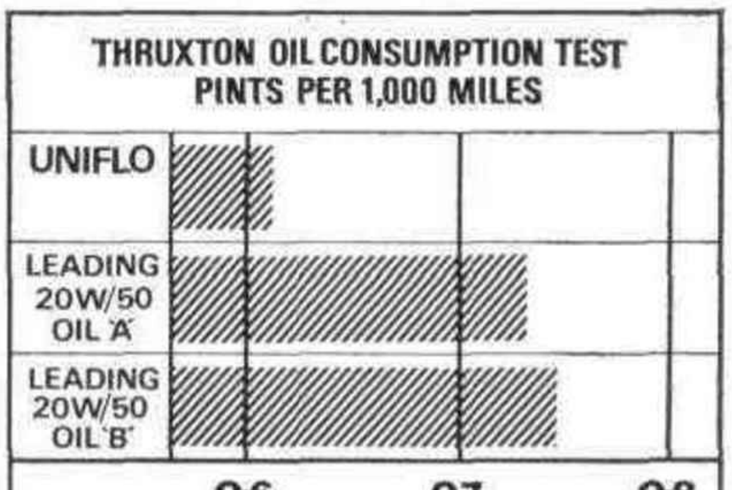


These graphs clearly show how SAE 10W/50 Uniflo actively encourages engines to start when cold. The tests – against leading 20W/50 oils with *low* viscosities – were carried out at the Motor Industry Research Association's laboratories.
Note: against HIGH viscosity 20W/50 oils the superiority of Uniflo would be even more marked.

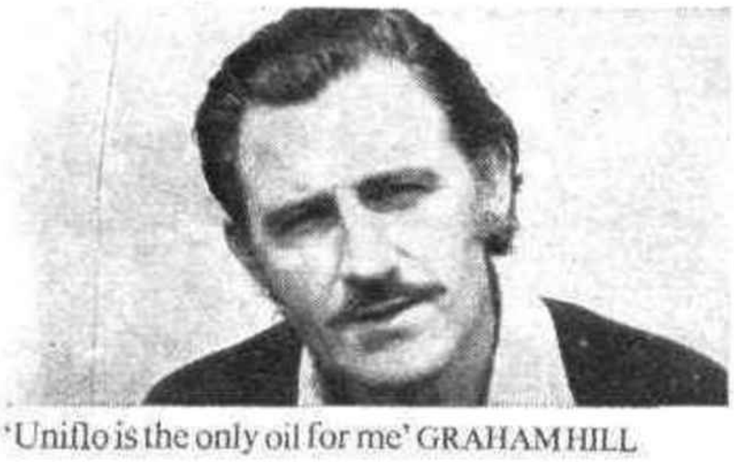


'I've had no engine trouble in any rally this season. Uniflo is a great oil' ROGER CLARK, RAC Rally Champion, 1972.

Better-than-ever economy



New-formula UNIFLO brings you a dramatic reduction in oil consumption. In a series of tests carried out in a wide spectrum of cars, new-formula UNIFLO was proved to be 20-23% better than the two top-selling 20W/50 oils on the UK market.



'Uniflo is the only oil for me' GRAHAM HILL

Esso has more going for you

ESSO

BOOKS BY GRENVILLE

★ **THE AUSTIN SEVEN** edited by W. Boddy
An ideal souvenir for the Jubilee Year of this remarkable British motor car. **75p** postage 7p

★ **The Vintage Years of THE MORGAN THREE-WHEELER** by W. Boddy
Boddy's excellent work of reference tells the complete story of these well-loved cars. **50p** „ 6p

★ **GEORGES ROESCH AND THE INVINCIBLE TALBOT** by Anthony Blight
After years of dedicated effort and intensive research Anthony Blight unfolds one of motoring's most dramatic histories. **£5.25** „ 25p

★ **THE HISTORY OF BROOKLANDS MOTOR COURSE** by W. Boddy
W. Boddy, the recognised authority on Brooklands has written this comprehensive history of the famous Brooklands motor course which covers the period from 1906-1940 **£2.50** „ 25p

★ **THE STORY OF FORMULA 1** by Denis Jenkinson
Denis Jenkinson covers the classic period of 1954-1960 in this uniquely meticulous but always enjoyable book. **£1.25** „ 12p

AVAILABLE FROM BOOKSELLERS or direct from

GRENVILLE PUBLISHING CO., LTD.
Standard House, Bonhill Street, London EC2A 4DA.

FORMULA 1 CUTAWAYS

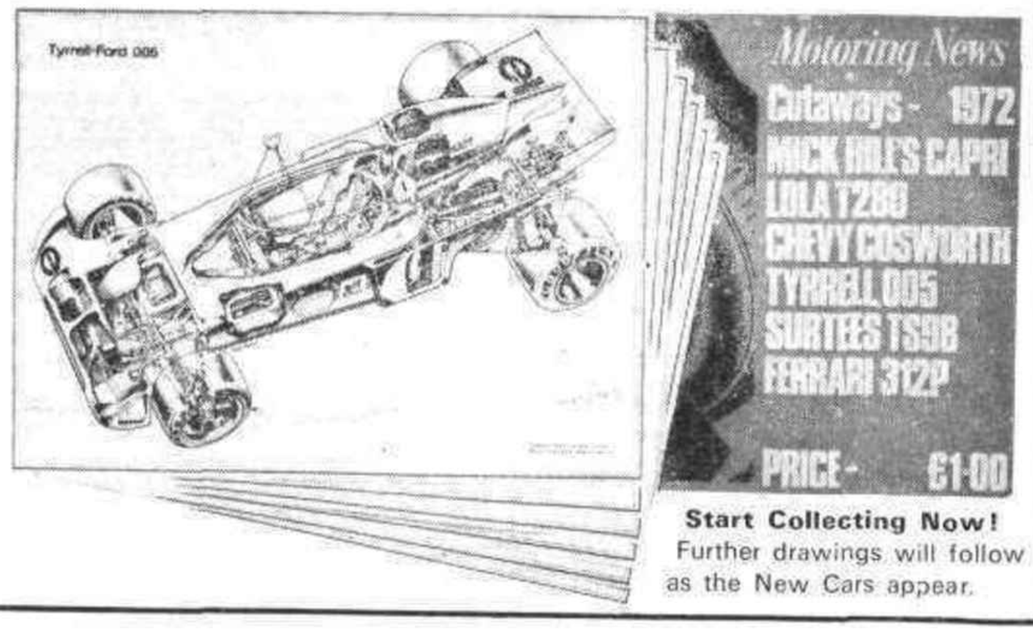
Six cutaway drawings reproduced on smooth cartridge paper in presentation folder 13" x 18". FULL DESCRIPTION OF THE CARS.

These MOTORING NEWS cutaway drawings will make splendid Christmas presents for you and your enthusiast friends.

Price £1 or £1.10 post free from:

LAT.
Standard House, Bonhill Street, London EC2A 4DA.

1972



Start Collecting Now!
Further drawings will follow as the New Cars appear.

THE MGB CENTRE
Langley & Fleming Ltd.



ELPHICKS MEWS
10-13 WEST STREET
FARNHAM, SURREY

Telephone: FARNHAM 24727

Cars fully prepared and serviced
Parts and labour guarantee
After sales service
H.P. and Part Exchange arranged

Hours:
Mon. to Sat. 9-7
Sunday 11-5

1970 MG-B roadster,	blue, w/w., o/d., radio	**£1,100**
1970 MG-B GT,	yellow, w/w., o/d.....	**£1,200**
1967 MG-B GT,	black, w/w., o/d., radio....	**£845**
1967 MG-B GT,	beige, w/w., o/d., radio....	**£845**
1966 MG-B GT,	white, w/w., o/d.....	**£750**
1964 MG-B,	maroon, w/w., o/d., radio.....	**£475**
1961 MG-A 1600 Mk. II,	red.....	**£425**

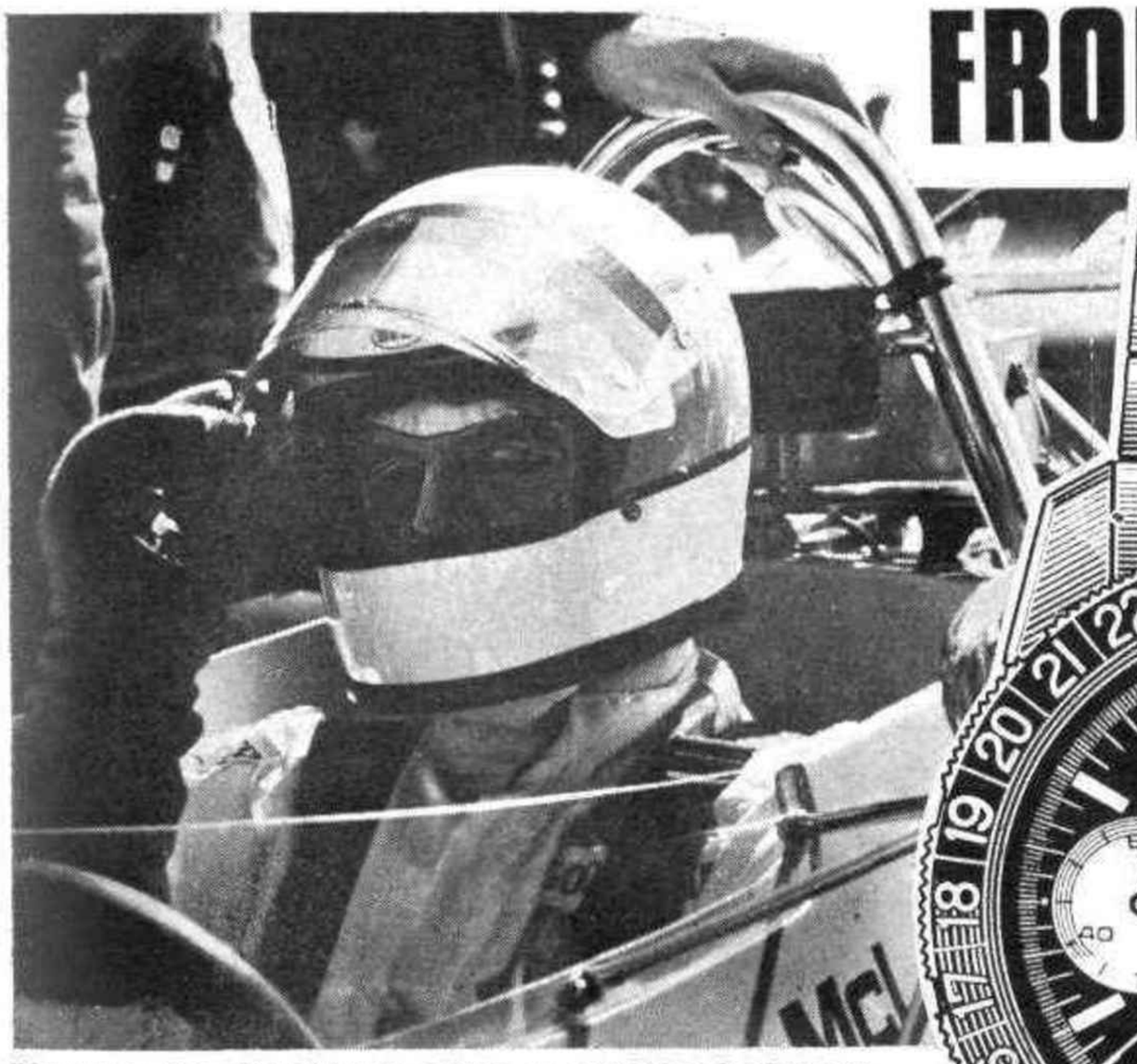
THE SPITFIRE SPECIALISTS

SPITFIRE 1971K	**Mk. 4.**	Sienna, o/drive; 11,000 miles.....	**£935**
SPITFIRE 1971K	**Mk. 4.**	Pimento red; 7,000 miles.....	**£885**
SPITFIRE 1971	**Mk. 4.**	White	**£845**
SPITFIRE 1971	**Mk. 4.**	Saffron, wide wheels, radio.....	**£845**
SPITFIRE 1970J	**Mk. 3.**	White, o/drive; 15,000 miles.....	**£765**
SPITFIRE 1970J	**Mk. 3.**	Dark blue	**£695**
SPITFIRE 1969H	**Mk. 3.**	Primrose, w/w., o/drive, h/s-tops.....	**£665**
SPITFIRE 1969	**Mk. 3.**	Valencia blue, o/drive, h/s-tops.....	**£635**
SPITFIRE 1969	**Mk. 3.**	White, w/w., h/s-tops, radio.....	**£620**
SPITFIRE 1969	**Mk. 3.**	Pale blue, w/w.	**£595**
SPITFIRE 1968	**Mk. 3.**	Red, w/w., o/drive.....	**£545**
SPITFIRE 1968	**Mk. 3.**	Black, w/w., radio.....	**£535**
SPITFIRE 1968G	**Mk. 3.**	White, h/s-tops	**£515**
SPITFIRE 1967F	**Mk. 3.**	Green	**£465**
SPITFIRE 1967	**Mk. 3.**	Dark blue, w/w., h/s-tops.....	**£465**
SPITFIRE 1966	**Mk. 2.**	Red, w/w., h/s-tops.....	**£385**
SPITFIRE 1965	**Mk. 2.**	White, w/w., o/d., h/s-tops.....	**£365**



THREE MONTHS' GUARANTEE H.P. & PART EXCHANGE ARRANGED
GOOD SPITFIRES ALWAYS WANTED
WALKER & DEEKES SPORTS CARS.
SANDRIDGEBURY LANE, SANDRIDGE, Nr. ST. ALBANS
Tel.: St. Albans 61000/58709

BUY A CHAMPIONS CHRONOGRAPH FROM ONLY £2 DEPOSIT





398 SAVE £20!



338 SAVE £15!



336 SAVE £8!



302 SAVE £15!

NEVER SO EASY TO BUY A CHRONOGRAPH

These new all-time low deposits give you the opportunity to own one of these famous brand Chronographs right away, with HUGE SAVINGS. As much as £20 off recommended retail. Each watch Swiss made, robust, stylish & ready to go racing. Each is brand new & supplied with 12 months written guarantee, on a 14 day refund free trial basis. This offer lasts ONLY WHILST STOCKS LAST.

398 HEUER AUTAVIA G.M.T. **£3.80 Deposit**

Favourite of racing drivers, airline & service Aircrew and international travellers. Watertight 17 jewelled lever incabloc Swiss movement, 1/5 second stopwatch with 30 minute & 12 hour recording dials, this chronograph also has 24 hour hand, which makes one revolution per 24 hours, and a 2 colour 24 hour G.M.T. bezel (Red/Midnight Blue), giving 2 world time zones simultaneously. (Steel bracelet £3·50 extra). Offered at £32 cash or £3·80 deposit plus 9 monthly payments of £3·80 (total credit £38·00). Rec. Retail £52·00.

338 ENICAR SHERPA GRAPH **£3.60 Deposit**

The choice of at least two world motor racing champions. Like the Autavia G.M.T. above, guaranteed tested to 20 ATM (100 feet below water), the Sherpa Graph has a 17 jewelled lever movement with incabloc shock protection. 1/5 second stopwatch with 30 minute & 12 hour recording dials, & tachometric average speed scale. Supplied on a top grade leather strap £15 below retail price at £29·95 cash or £3·60 deposit plus 9 monthly payments of £3·60 (total credit £36).

336 MULTISPORT CHRONOGRAPH **£2.00 Deposit**

A very smart chronograph ideal for those who like a smaller slimmer sports watch. 17 jewel lever incabloc movement, 1/5 second flyback stopwatch with 30 minute recording dial. Tachometric average speed and telemeter time/distance scales; supplied with leather strap. Special offer makes this lowest price fully "blown" chronograph available in U.K. at £14·95 cash or £2·00 deposit plus 9 monthly payments of £1·80 (total credit £18·20). Usual retail price £23!!

302 ASTRO-CHRONOGRAPH **£2.40 Deposit**

At least £10 lower in price than its nearest competitor! 17 jewel lever incabloc movement, case tested watertight to 10 ATMS. 1/5 second stopwatch with 30 minute recording dial (with 5 & 10 minute 2 coloured countdown warning zones), tachy average speed & telemeter time/distance scales. Complete with rotating time elapsed bezel with both minute & hour calibrations. Free s/steel bracelet included for £19·95 cash, or £2·40 deposit plus 9 monthly payments of £2·40 (total credit £24·00).

HUGE SAVINGS OFFERED ONLY WHILST STOCKS LAST

We can only guarantee to supply these top brand chronographs at these very substantial reductions in price during the period of this offer or whilst stocks last.

FREE CATALOGUE

Mail the coupon for the exciting Chronosport Colour Catalogue, containing over 100 fantastic watches for the active sportsman. All prices well below retail. Every watch guaranteed. Money refund guarantee on every sale. The biggest selection of sports watches in the world. No wonder all the top personalities shop at Chronosport.



14 DAYS FREE TRIAL OFFER

Mail your order today enclosing the correct amount of money (either total cash or deposit), adding 25p. per watch to cover post packing & insurance.

I enclose £ . . . . . including 25p. post. Please mail watch indicated below. I understand I may return for full refund if I am not delighted.

☐ Tick for Catalogue 398 ☐ 338 ☐ 336 ☐ 302 ☐

Name _____

Address _____

_____

MS9

CHRONOSPORT 21 Old Bond St., Bath.

Clothing for action

Warm in Winter Cool in Summer

'AIRFLOW'* Waterproof but free from condensation

⓭ Internal FOAMLINER
Dunlopreme foam in quilted
Bri-Nylon 4 to 8 ozs
Extra Foamliner for severe cold £1.50



❹ **JACKET with Foamliner 'Airflow'***
Executive or work wear, casual, motoring, sailing
In Dunloprufe 5 oz & lined Dunloprufe 3 oz About 28 oz
Length 33" Five pockets Fitted for hood Styled only for men
NAVY OLIVE SLATE BLACK BLUE ORANGE
Small, Medium, Large £11.00 Extra Large £12.00

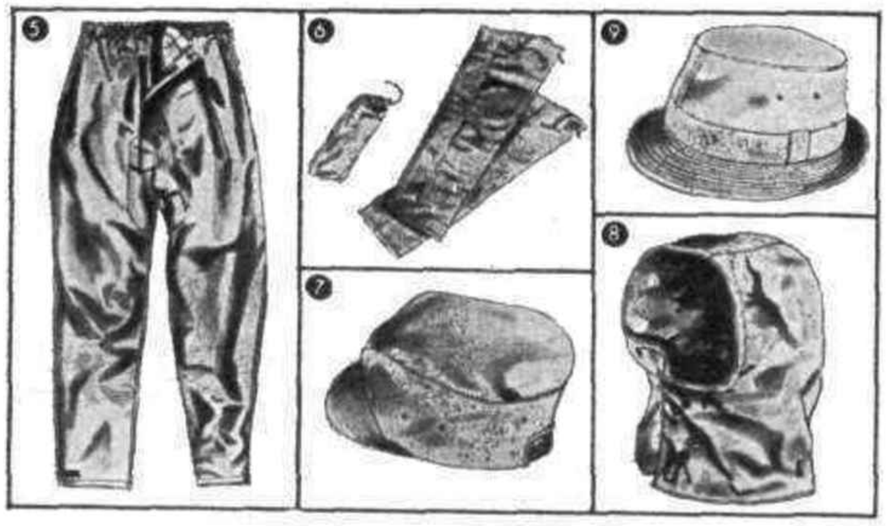
❶ **COAT with Foamliner 'Airflow'***
Executive or work wear, casual, for motor, sea and caravan
In Dunloprufe 5oz & lined Dunloprufe 3 oz About 30 ozs
Length 37" Five pockets Fitted for optional hood & belt and Borg pile Winter Warm Liner - wearable separately
Styled only for men in two shades NAVY OLIVE
Small, Medium, Large £12.50 Extra Large £13.50

and in the same style and six shades
but lighter, weighing only 17/21 oz
for hill & mountain and casual use
in Dunloprufe 3 oz lined Dunloprufe 3 oz
four **LIGHTWEIGHT JACKETS with Foamliners 'Airflow'***
⓫ for Men (33") S, M, L, £11.00 XL £12.00
⓬ for Women (29½") 12, 14, 16, 18, £11.00
⓭ for Boy (29½") & ⓮ for Girl (28") £10.00

❷ BELT Touch 'n' close NAVY OLIVE S, M, L, XL £1.00

❸ WINTER WARM LINER
Borg deep pile, BLACK, with nylon net lining
Small, Medium, Large £3.50 Extra Large £4.00

* PATENT



❺ OVERTROUSERS
Dunloprufe 5oz Large internal patches on seat and front
In NAVY OLIVE BLACK ORANGE

	Small	Medium	Large	Extra Large
Waist	30/6"	34/40	38/44"	42/8"
Inside Leg Length	26"	28"	30"	32"
	£3.50	£3.50	£3.50	£4.00

❻ LEGGINGS
Dunloprufe 5oz Suspend from waistband by elastic
In NAVY OLIVE BLACK
Small 28" Medium 30" Large 32" X Large 34" £1.50

❼ CAP
Dunloprufe 5oz lined Dunloprufe 3oz, with stretch panel
Small 6½-7 Large 7-7½
NAVY OLIVE BLACK £1.00

❽ CONTOUR HOOD
Dunloprufe 3oz lined Dunloprufe 3oz Wired to hold shape
One size fits coat and all jackets
In NAVY Pale OLIVE SLATE BLACK BLUE ORANGE £1.00

❾ TRILBY
Dunloprufe 3oz Showerproof
NAVY Pale OLIVE SLATE BLACK BLUE
Sizes 6½by eighths to 7½ £1.25

BRI NYLON

TO SIZE COAT AND ALL JACKETS

Measure size over shirt or blouse. Coat & jackets fit over chest sizes shown

BOY 30/4"	MAN	Small 34/8"	Med 38/42"	Large 42/6"	X Large 46/50"
GIRL 30/2"	WOMAN	12 - 34"	14 - 36"	16 - 38"	18 - 40"

fit for function

and in **BORG**

⑮ COLD WEATHER JACKET

Sizes as chart
Small, Medium, Large £10.00
Extra Large £11.00



For climbing, camping, ocean sailing, exercise, trackwork and exposed conditions

Wear next to skin. In wet weather or severe cold protect with FUNCTIONAL 'Airflow'* outerwear

Knitted by Borg to FUNCTIONAL requirement in a dense deep pile fabric of RED trilobal Terylene to achieve very high air insulation



COLD WEATHER
⑯ BREECHES
⑰ TROUSERS

To fit	S	M	L	XL
Waist	26/30"	30/4"	34/8"	38/42"
Inside Leg	28"	29"	30"	31½"

S, M, L, £9.00 X Large £10.00

"A really top-class conscientiously made product...the Rolls Royce of bad-weather, keep-warm clothing...clearly the best possible for outdoor work and play..."
Bill Boddy in 'Motor Sport'

the DESIGN CENTRE

FUNCTIONAL

20 CHEPSTOW STREET
MANCHESTER M1 5JF 061-236 2606/7
and at
9 Alfred Place London WC1E 7EB 01-580 4906

FUNCTIONAL make the best Weather Clothing in the world and sell only direct to user

The integrated FUNCTIONAL stock range is standard issue in all British television companies and leading international firms

Waterproof Coat and Jackets are in unique 'Airflow'* construction. You keep as warm as you wish, insulating yourself by layers of air moving between impermeable outer and lining fabrics of coated Bri-Nylon Dunloprufe. One internal foamliner, inserted or removed in seconds, forms three air layers, an extra foamliner makes five

Easy fit and long waterproof life are assured by styling of 'Airflow'* Coat and Jackets from only two main parts - seamfree body and shoulder - joined by a sealed horizontal seam

FUNCTIONAL clothing is durable light and comfortable, made with concern for quality and sold under warranty of fitness for end use

FUNCTIONAL *Please send me under money refund guarantee*

Name _____

Address _____

_____

Illustration number	Shade	Size	Price

Add HANDLING CHARGE (United Kingdom) £1.00
(Overseas £3.00)

I enclose my cheque to FUNCTIONAL for £

MS 2/12

the best Weather Clothing in the world

Chiltern Cars

IIa WATER LANE, LEIGHTON BUZZARD, BEDS.
TEL.: L.B. 2760



BENTLEY R-type Continental H. J. Mulliner saloon (1954 Jan.), in black with brown hide upholstery. The ultimate in sporting carriages. Distinguished, fast and economical. A modern classic to use and cherish. **£2,650.**



ROLLS-ROYCE Silver Cloud II saloon (1962 July), finished in pearl grey over French blue with grey interior. Full history from new. Electrically-operated windows, etc. An appreciating asset yet a delight to own and drive. **£2,650.**



BENTLEY S.2 saloon (1960 Feb.). This very elegant car is beautifully finished in pearl grey with midnight blue top enhanced with light blue hide upholstery and dark blue carpets. Early inspection and trial recommended. **£1,335.**

WE WISH YOU ALL ENJOYABLE MOTORING IN THE NEW YEAR

CENTRAL SPORTS CARS

Kingsbury Road London NW9

TEL: 01-204 7178/9

3 MONTHS OR 3,000 MILES WARRANTY
20% DEPOSIT. 36 MONTHS TO PAY
IMMEDIATE COVER.
PART EXCHANGE WELCOME

LOW INSURANCE RATES





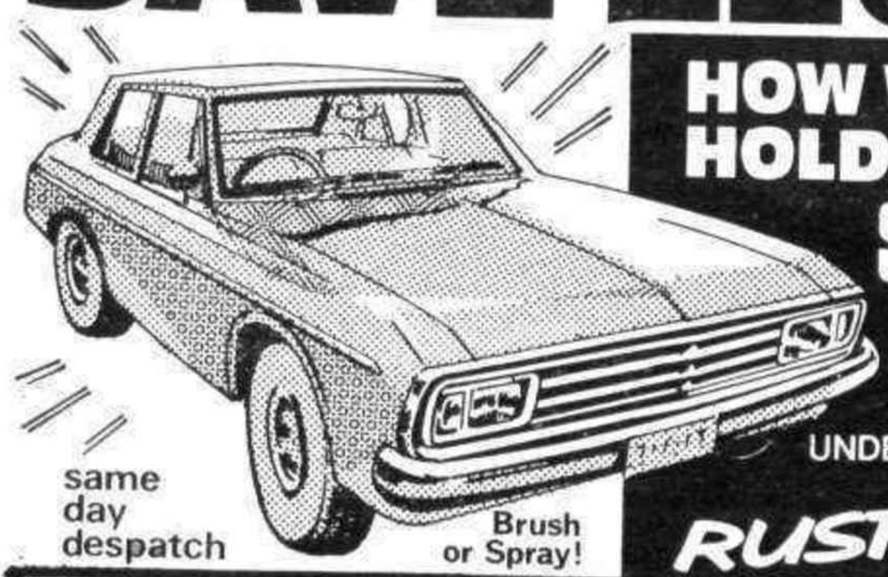


1971 (K) '71 model BMW 2002 TII, red, black trim, 11,000 miles, radio, stereo, as new .. **£2,095**
1971 TVR Tuscan 3-litre, yellow, o/d., radio, sunroof; low mileage, immaculate condition .. **£1,549**
1971 TR6, saffron, o/d., radio; low mileage, as new **£1,495**
1971 TVR Vixen S3, 1600, metallic blue, tinted windows; low mileage, immaculate **£1,275**
1971 (K) TRIUMPH GT6, Mk. 3, saffron, o/d., radio, h.r.w.; low mileage, as new **£1,245**
1971 (K) SPITFIRE Mk. IV, saffron, radio; 5,000 miles from new **£929**

1969 MG-B GT, grey, o/d., wires, radio; low mileage, immaculate **£1,065**
1969 (H) ALFA ROMEO 1750 GTV, white, black trim, radio, electric aerial; one owner, very low mileage, immaculate condition **£1,475**
1969 (H) FORD Capri, 1600 GT XLR, fern green, black trim; low mileage, exceptional cond. **£825**
1968 (G) FORD Cortina GT, dark green, black trim; low mileage **£575**
1967 MG-B GT, blue, black trim, o/d., wire wheels, radio; one owner, low mileage **£865**

INSTANT CASH FOR WELL-KEPT SPORTS AND G.T. CARS

SAVE £20+ RUST-PROOFING YOUR CAR!
USING SPECIAL NEW D.I.Y. INJECTOR!



HOW WAXOYL HOLDS CAR in SHOWROOM CONDITION

BY KEEPING ALL UNDERBODY 'POCKETS'

RUST FREE!

'WAXOYL contains the most up-to-date rust inhibitor known to science. With deadly efficiency it creeps and penetrates into all hidden inaccessible spots — inside hollow sills, doors, box sections, etc. **THE TRADE charges up to £75 for rust-proofing. WAXOYL** (a Hammerite D.I.Y. Formula) does it for **LESS THAN £3.00.** Clean and pleasant to handle (makes hands smooth and soft). Spray-on with ease and speed (only half a day for average car). Then forget corrosion! **WAXOYL** seals for **all time,** every square inch of underbody and chassis. And when you hear that vicious spattering of road salt in winter-time — what a relief to know that **WAXOYL** is doing its stuff!



WAXOYL Rustproofing Compound

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

WAXOYL GIVES A HEAVY COATING. One gallon is equivalent to 30 aerosols. The applicator gives a spray over 3 ft long and will cover a wheel arch in ONLY 30 SECS!

A COMPLETE RUST-PROOF COATING. No OVER-PAINTING NEEDED, RUST DOESN'T GET A CHANCE TO START — EVER! CHASSIS & BRAKE PIPES FREED FROM CORROSION ensures safety! M.O.T. approval. Wet, grit, pebbles, have no effect whatsoever. Not-so-young already rusted cars are made safe, further rusting is prevented.
NO PREPARATION. NO STEAM CLEANING. NO SPECIAL SKILL. Thin dust layers act as 'binding' agent. (Remove heavy mud deposits first.) **WAXOYL** never compacts with age. Normal underbody seals progressively harden: eventually 'flake' off. Splinter-proof **WAXOYL** 'flexes' with any surface movements, preserves water and radiator hose, tyre walls; saves renewals! **Wonderful lubricant! WAXOYL** keeps nuts, bolts, padlocks forever rust-free! **ORDER NOW! Same day despatch.**

WAXOYL dispels water on electrical connections, plugs, distributor; permanently eliminates battery corrosion. No more 'green cotton wool'. Prevents damp weather panic! **NOTHING BUT GOOD** comes from **WAXOYL!** Proved over 7-Year tests. One treatment protects your car for several years. Keeps showroom condition because underside 'pockets' are forever rust-free! Half-hour checks each Autumn under wheel arches maintains winter-long protection. Repair bills saved! Higher trade-in value! Unique advantages! At so little cost. **ORDER NOW! Same day despatch.**

As featured on B.B.C. 'Dayshift' programme and as used on Bus and Ambulance Fleets, Fire Services, Rescue Helicopters etc.

ORDER NOW (only from mfrs.). Use coupon. 1 Gall. £2.50, ½ Gall. £1.75 (add 20p part carr.). Same day despatch incl. step-by-step instrns. **SPECIAL INJECTOR** for screw holes. **70p** (add 10p p/p).
1 PT. TIN to test with your trigger oil-can behind chrome strips (or BRUSH ON), door edges, free brake linkages, etc. Send 50p + 10p p/p.

TRIAL OFFER

USE COUPON!

Rush order (ticked). Encl Chq./P.O./M.O./Cash £.....

☐ **1 Gall.**
☐ **½ Gall.**
☐ **Applicator**
☐ **Trial Offer**

Name (PRINT CAPS) .....
Address .....
..... *C'nty* .....

FINNIGANS LTD. (MSp), **Eltringham Wks., PRUDHOE, Northumberland. Tel.: 0661 32511.**



The sports car doctors prefer.

The Ford Escort Mexico, that notorious red hot rally winner, is beginning to reveal a new side to its character.

When we first supplied a number of Mexicos, fitted with the luxury Custom Pack to one of our specially appointed Rallye Sport dealers, he sold most of them to doctors.

But then the Escort Mexico fitted with a Custom Pack has everything a doctor needs:

An extremely well appointed limousine interior, well in keeping with making an impression on students and patients, and the kind of performance that will zip any doctor round his rounds in next to no time (0-50 in under 8 seconds and over the ton shortly after that—always assuming you can find somewhere to do the ton).

So if you're thinking of changing cars, don't bother going to the garage for advice. Ask your doctor instead.

To: Ford Motor Co. Ltd., Advanced Vehicle Operations, 24/801 FREEPOST South Ockendon, Essex. RM15 1BR.

Please send me the address of my Rallye Sport Dealer, with more details of the Escort Mexico.

Name

Address

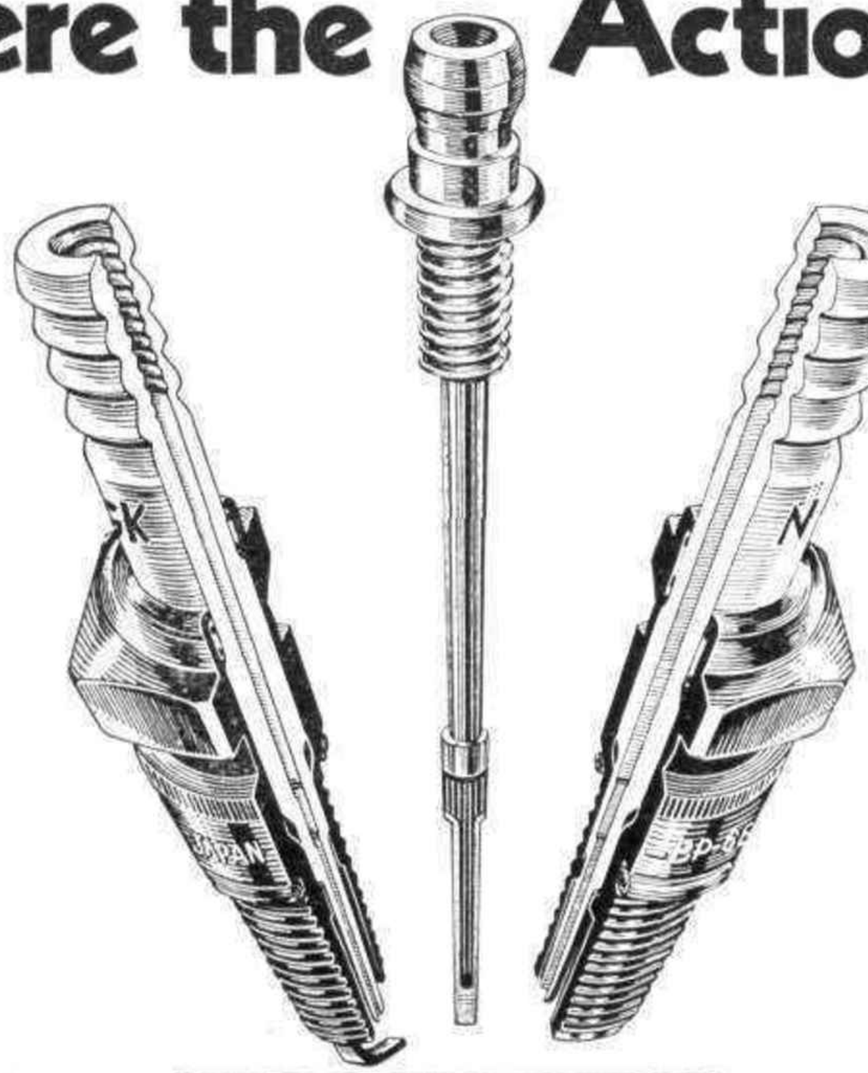
MS

Ford Rallye Sport

Besides the luxurious all-extras-included Custom Pack, the standard Mexico specification includes servo-assisted disc/drum brakes, specially strengthened and engineered body, 1600 GT engine, alternator, Weber twin choke carb and radial ply tyres on 5½" safety rim wheels. Also available is the Escort RS 1600, similar in specification to the Mexico but featuring a 115bhp detuned formula 2 twin overhead cam 4 valve per cylinder engine, which produces a phenomenal 0-50 in 6.4 sec. and a top speed nearly 50mph over the legal limit. The Escort Mexico is priced from £1294.00. The Mexico illustrated is fitted with 'Special Build' flared wheel arches and 6" wheels at extra cost.

NGK's Copper Core....

Where the Action Is!



Action speaks louder than all the words we could write about NGK Spark Plugs...action in your car's engine when NGK is on the job.

What's special about NGK Plugs? Copper! We use it for the center core of NGK Spark Plugs. And copper outperforms iron 5 to 1 in thermal conductivity.

We've also made the copper core *longer—to reach deeper into the* firing end of the similarly elongated insulator nose for quicker heat dissipation, more effective carbon burn-off and less fouling.

NGK makes a wide range of spark plugs designed to put the action back in engines—and keep it there!

NGK SPARK PLUG CO., LTD.
14-18 Takatsuji-cho, Mizuho-ku, Nagoya, Japan

Distributor:
LESTER SIMMS
12 BURWELL ROAD, LONDON, E10 7QG
Tel. No. 01-556 6805/6

Please send coupon below for plug and sale/dealership information.

NGK SPARK PLUG CO., LTD.
LESTER SIMMS
12 BURWELL ROAD, LONDON, E10 7QG
Tel. No. 01-556 6805/6

NAME

ADDRESS

COMPANY

TYPE OF OCCUPATION

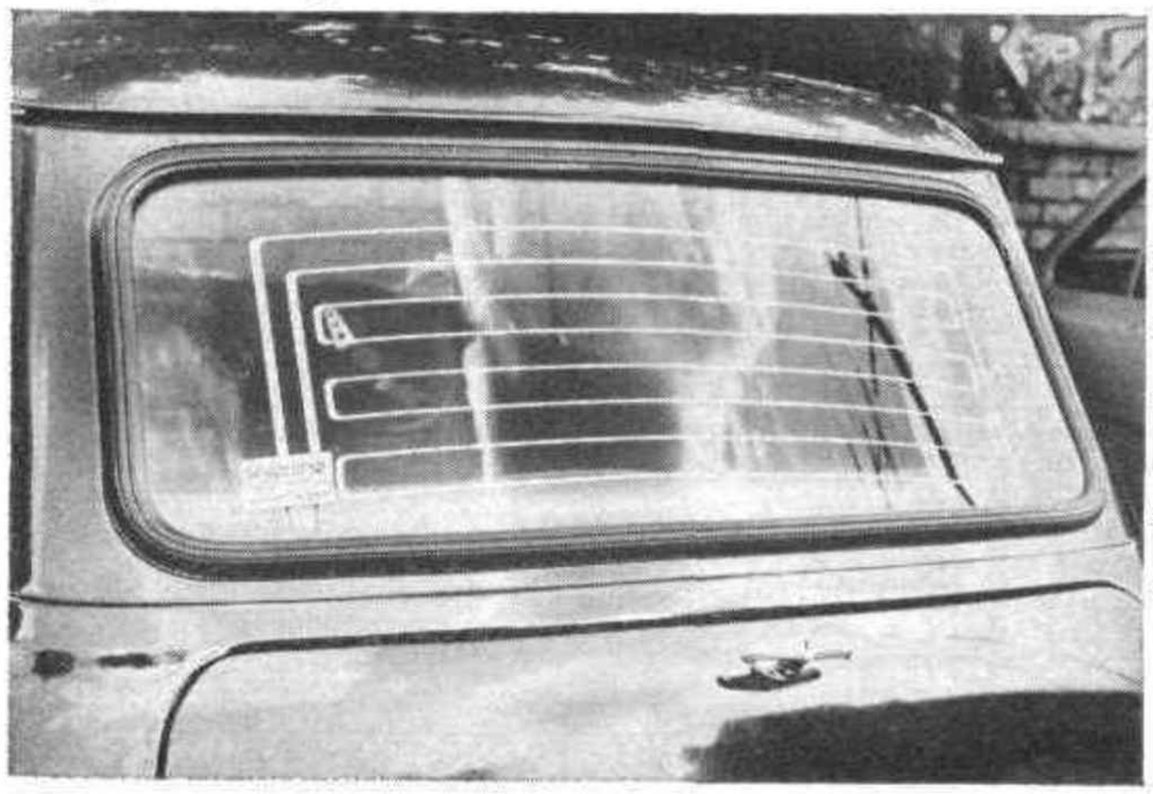
MOTOR SPORT



FROM SILVERLINE

Heated bigger sized rear window panel.

The first product from a new Company in the British Motor Accessory field who are dedicated to offering better than average quality products at lower than average prices — compare the prices charged for this panel with those of other manufacturers.



- *** Safer Winter Motoring**
- *** Metal circuit (no plastic backing)**
- *** Bigger size — 27".**
- *** Complete with switch, panel, warning light, etc.**
- *** Simple fitting instructions.**
- *** Fully guaranteed.**

The Silverline Heated Rear Screen is the first of many accessories representing the finest value in Town today. Look for the bright eye-catching packs from now on.

Switch to SILVERLINE, quality accessories for less!

SILVERLINE PRODUCTS, Arthur Street, Wellingborough, Northants. Telephone 4975

A. B. GELDER AUTOS (SHEFFIELD)

DEMONSTRATIONS AND LITERATURE ON REQUEST

NEW TVRs IN COMPONENT FORM — ORDER NOW

2500M, Mediterranean blue, overdrive, ex-stock . . . **1600M,** yellow, ex-stock . . . **1600M,** red, ex-stock . . . **1600M,** aquatic jade, ex-stock . . . **1600M,** silver, ex-stock . . . **1600M,** red, delivery **Dec.** . . . **1600M,** white, **Dec.** . . . **3000M,** white, **Jan.** . . . **3000M,** red, **Jan.** . . . **3000M,** silver fox, **Feb.** . . . **3000M,** marigold, **Feb.** . . . **3000M,** aquatic jade, **Feb.** . . . **3000M,** red, **Mar.** . . . **3000M,** yellow, **Mar.** . . . **3000M,** silver fox, **Mar.** . . . **3000M,** red, **Mar.**

NEW CLAN CRUSADER'S IN COMPONENT FORM — ORDER NOW

Crusader, brown, alloys, sun-roof, delivery **Dec.** . . . **Crusader,** yellow, alloys, sun-roof, delivery **Dec.** . . . **Crusader,** green, alloys, sun-roof, delivery **Jan.** . . . **Crusader,** blue, alloys, sun-roof, delivery **Jan.** . . . **Crusader,** red, alloys, sun-roof, delivery **Feb.** . . . **Crusader,** yellow, alloys, sun-roof, delivery **Feb.** . . . **Crusader,** green, alloys, sun-roof, delivery **Mar.** . . . **Crusader,** blue, alloys, sun-roof, delivery **Mar.**

THE SPECIFICATIONS ON THE ABOVE CARS CAN BE ALTERED, I.E. 1600M TO 2500M, ETC.
List prices : 1600M £1,638, 2500M £1,779, 3000M £1,884, Clan Crusader £1,165.



1972 TVR 2500M, carnival red, one owner; overdrive, sun-roof, alloys, black roof lining, reclining seats; 6,000 miles from new **£1,765**

1971 TVR Vixen S3, tangerine, 11,000 miles from new, alloy wheels; one lady owner **£1,325**

1971 TVR Vixen S3, claret, 17,000 miles, one owner; alloys **£1,250**

1971 TVR Vixen S3, marigold, 18,000 miles, one owner; alloys **£1,225**

1970 TVR Vixen S2, bronze, alloy wheels **£1,095**

1970 TVR Vixen S2, light orange, alloys, twin Webers **£995**

1969 TVR Vixen S2, light orange, alloys; 28,000 miles, A.A. report **£1,035**

1969 GILBERN Genie, Bahama yellow, alloys, overdrive; A.A. report **£1,195**

1970 GILBERN Genie, metallic green, alloys, overdrive **£1,295**

1970 LOTUS Super 7 Mk. 4, yellow/black **£885**

1967 SUNBEAM Alpine Mk. 5, dark blue, recent engine overhaul **£545**

1967 TRIUMPH TR4A, dark blue, overdrive, wires; Motorola **£725**

1966 TRIUMPH TR4A, white, overdrive **£645**

1965 TRIUMPH TR4A, red, Surrey top, overdrive **£545**

1968 TRIUMPH GT6, Valencia blue, radio; 45,000 miles **£715**

1967 TRIUMPH GT6, red, wire wheels **£595**

1966 M.G.-B roadster, overdrive, red at the moment but could be resprayed to customer's choice for **£565**

1965 M.G. Midget, Atlantic conversion, 1,500-c.c. Cortina engine, Cosmic alloy wheels, host of extras. Finished in B.R.G. **£450**

1964 M.G. Midget, red, hard-top/soft-top **£245**

1964 AUSTIN HEALEY 3000, aubergine, overdrive **£640**

1963 AUSTIN HEALEY Sprite, white, radio, new hood **£245**

1961 COOPER, finished in JPS black/gold, twin Amals **£195**

1969 VAUXHALL Viva, 1600 o.h.c. SL, red, radio **£550**
Choice of half-dozen part exchange saloons at bargain prices, ring for details ..... from **£50 upwards**



0742 53226

247-251, LONDON RD., AND SHARROW VALE RD., SHEFFIELD 2
OPEN 10.00 a.m.—7.00 p.m. DAILY
24-HOUR ANSAPHONE SERVICE: STOCK CONSTANTLY CHANGING

0742 53226

GRAND PRIX CARS

3 full colour prints 12"x18"

ideal xmas gift ?

1. JOHN PLAYER SPECIAL (Emerson Fittipaldi)
2. YARDLEY McLAREN (Denny Hulme)
3. ELF TYRRELL (Jackie Stewart)

all 3 for only £1 plus 10p for pp

Rush me the 3 Grand Prix car prints. I enclose a cheque/porder for £1.10

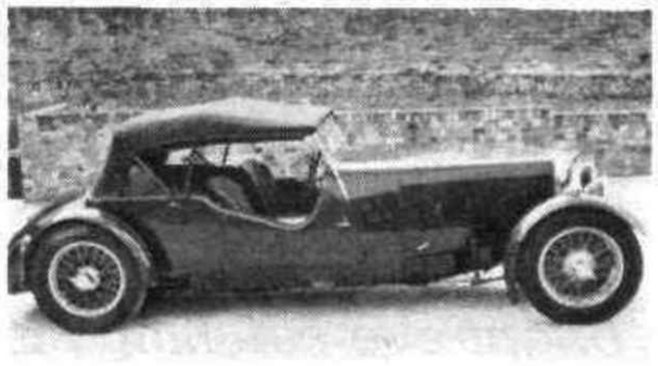
NAME _____

ADDRESS _____

Send to: Barbara Bailey & Co Ltd. 1a Palace Gardens, Enfield Town, Middx.

ASTON MARTIN INTERNATIONAL

This rare 1936 collector's piece now offered for sale



With current MoT, having just completed a full mechanical checkover. Excellent condition throughout, compatible with its history as a past AMOC *Concours* winner.

Appointments to view through Laneham Engineering, Broomhills Estate, Braintree, Essex.
Tel.: Braintree 292. Reference 'Aston'



Trident SALES LTD.

1971 **ASTON MARTIN DBS V8,** one owner, 9,000 miles; Webasto roof, radio, mag. wheels; as new **£6,450**
1967 **JENSEN Interceptor,** all the usual Jensen complements; 12 months' M.o.T. ... **£1,975**
1971 **TRIDENT Tycoon 2500,** one owner, low mileage; fuel injection, automatic transmission, Webasto roof and stereo sound; superb car **£2,950**
1971 **TRIDENT Venturer V6,** one owner, overdrive, stereo radio and cassette; 9,000 miles; French blue with black vinyl top **£1,895**
1970 **ROVER V8,** white with black trim, Webasto roof; unmarked **£1,475**
1970 **TRIDENT Venturer V6,** 14,000 miles, Piper tuned engine, overdrive, Halda Speed Pilot, full roll cage; excellent condition. L.H.D., hence only **£1,495**
1967 **M.G.-B roadster,** white, superb condition, many extras **£750**
Unregistered VIKING Mini Sport, built from rebuilt components, Stage III head with 1½" S.U., but needs attention **£195**

MANY OTHER QUALITY USED CARS IN STOCK

FULL PART EXCHANGE AND FINANCE FACILITIES AVAILABLE

Turret Lane, IPSWICH, Suffolk
Tel.: Ipswich 57753 — day Woodbridge 4627 — evenings

M. L. RICHARDSON

M.G.-B Mk. III, 1972. Glacier white/blue. One owner, confirmed mileage 9,202. Overdrive, Rostyles, radio + cassette player, tinted screen. Mnf's warranty.. **£1,365**
M.G.-B Mk. II, 1971. Glacier white/black. One owner. Overdrive, wire wheels, tonneau. Service history **£1,215**
M.G.-B Mk. II, 1970 series. Bronze yellow/black. One owner. Rostyles, radio, folding hood, tonneau; service history from new ... **£1,045**
M.G.-B, 1967. Mineral blue/black. Overdrive, wire wheels, radio, tonneau; two owners from new.. **£695**
M.G.-B, 1966. Red/black. Overdrive, wire wheels, radio, tonneau. Another in white ... **£625**
M.G. Midget, 1970. B.R.G./black. Rostyles, full and half tonneaux folding hood, reclining seats.... **£695**
M.G.-A 1600 Mk. II roadster. Ferrari red/black. Wire wheels, luggage rack. £200 recent overhaul including respray, trim, etc. Outstanding ... **£425**
M.G.-A 1600 Mk. I roadster. Grey/red. Disc brakes all round. Centre-lock knock-on wheels. £100 recently spent. Another in red with wire wheels ... **£295**
M.G.-A Twin-cam f.h.c. Black/red. Radio.... **£295**
M.G. TD II, 1951. Fitted wire wheels. Absolute specimen having undergone extensive restoration. Substantial offers invited.
M.G. TD II, 1951. Red/biscuit. In original condition. Subject of recent major rebuild ... **£795**
SUNBEAM Tiger, 1966. White/black. Worn gearbox ... **£495**
LOTUS EUROPA Twin-Cam, 1972. Pistachio with special trim. 4,898 miles. Fitted mag. wheels, Sundym windows. Excellent throughout ... **£1,695**
LOTUS Elan Sprint d.h.c., 1972. One owner, 7,000 miles. Gold Leaf colours ... **£1,665**
LOTUS Elan +2, 1968 (G). Red/black. Knock-ons, radio, G800s ... **£1,165**
LOTUS Elan S.3 f.h.c., 1967. B.R.G./black. Radio. £140 recent overhaul including Konis, XAS tyres, etc. ... **£845**
SALOONS : Mini 1275 GT, 1972; Austin 1300 Mk. II, 1971; Mini-Cooper Mk. II, 1968, 998 c.c. All one-owner cars. Top allowance any sports car in part exchange.

MAIN AVENUE, MOOR PARK, NORTHWOOD, MIDDX. — NORTHWOOD 25161
Approx. 100-yds from Moor Park Met. Station — A-Z London Main Road Map, Ref. 2.C

HARROP MOTOR COMPANY LTD

ALDERLEY EDGE 2239/3557

TVR



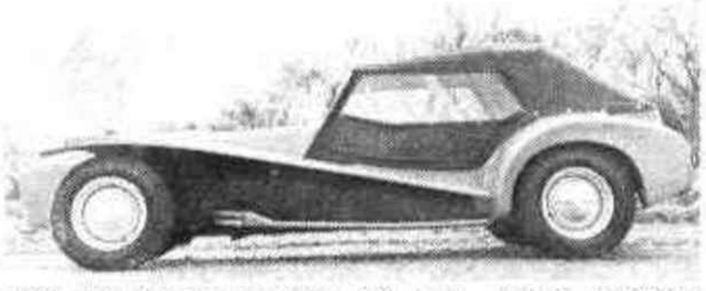
NEW TVR Vixen 1600, ex-stock. White ... **List**
NEW TVR 1600M, ex-stock Red ... **List**
NEW TVR 1600M, ex-stock. Green ... **List**
NEW TVR 1600M, delivery 1st week Jan ... **List**
NEW TVR 1600M, delivery 1st week Jan ... **List**
NEW TVR 2500M, ex-stock. Silver ... **List**
NEW TVR 2500M, ex-stock. White ... **List**
NEW TVR 300M, delivery 2nd week Jan ... **List**
1972 TVR 2500M. O/d., s/roof, radio. Sienna ... **£1,995**
1972 TVR 2500M. S/roof, radio, special wheels. Green ... **£1,995**
1971 TVR 2500. S/roof, radio, o/d. Marigold ... **£1,445**
1971 TVR Vixen 1600, alloy wheels. Flame ... **£1,295**
1970 TVR Vixen 1600, arriving mid-Dec. White **£1,095**
1969 TVR Vixen 1600, alloy wheels. Gold ... **£995**
1969 TVR Vixen 1600, alloy wheels. Blue ... **£995**
1969 TVR Vixen 1600, alloy wheels. Red ... **£995**
1968 TVR Vixen S.1. Lime ... **£895**

TVR 2500M



NEW LOTUS Seven, Twin-cam. Jan. delivery. Yellow ... **List**
1970 LOTUS Seven, 1600 S/E. Red ... **£895**
1970 LOTUS Seven, 1600 S/E. Blue ... **£895**
1969 LOTUS Elan 2. Two owners. Yellow ... **£1,325**
1968 LOTUS Elan f.h.c., S/E. S4. Yellow ... **£995**
1969 LOTUS Elan conv., S/E. S4. Yellow ... **£995**
1971 LOTUS Europa. Red ... **£1,295**
1970 LOTUS Europa, alloy wheels. Red ... **£1,175**
1968 LOTUS Twin-Cam Escort. White ... **£595**
1966 M.G.-B conv., wire wheels. Blue ... **£545**
1970 M.G. Midget, radio. Blue ... **£745**
1969 M.G. Midget. Red ... **£625**
1969 M.G. Midget, alloy wheels. White ... **£665**
1968 M.G. Midget. Green ... **£495**
1966 M.G. Midget, wire wheels. White ... **£295**
1970 TRIUMPH TR6 coupe, o/drive. Red ... **£1,275**
1966 SUNBEAM Tiger. Blue ... **£595**

LOTUS 7



1971 GILBERN Invader V6, o/d., s/roof, modified engine, radio. White ... **£1,775**
'K' Reg. MERCURY Cougar, manual. White ... **£1,095**
1970 NSU Ro80. Green ... **£1,495**
1970 FIAT 850 coupe, '71 mod. 13,026 miles cert. White ... **£825**
1971 ESCORT GT, one owner. Maize ... **£795**
1971 CAPRI 1600 GT XLR, one owner. Blue ... **£995**
1966 MERCEDES 230SL. P.A.S., Auto., h/top, s/top. Maroon ... **£2,195**
1967 ROVER 2000 auto. Blue ... **£695**
1969 FIAT 124S. Beige ... **£595**
1969 CORTINA 1600E. Blue M ... **£695**
1968 BOND Equipe 2-litre, sun-roof. Blue ... **£565**

CASH PAID FOR VERY CLEAN TVR VIXENS 1969 to 1972.

Several other saloons in stock. Sports cars taken in exchange, cash either way
Please note the above vehicles are in stock at the time of going to press — we cannot guarantee that the same ones will still be for sale by publication date — but we will have a similar stock.

OPEN MONDAY TO SATURDAY inclusive 10.00 a.m. to 6.00 p.m and SUNDAYS 2.00 p.m. until 5.30 p.m.
NOTE XMAS HOLIDAYS CLOSED SUNDAY 24th DECEMBER UNTIL MONDAY 1st JANUARY INCLUSIVE.

TRAFFORD ROAD GARAGE, ALDERLEY EDGE, CHESHIRE

(M6 Junctions 18, 19 or 20 to Alderley Edge — situated off the main A34, opposite Alderley Railway Station Car Park)

1. The Navitimer
Chronomatic—self-winding, water-resistant. Calendar. Rotatable slide rule. Luminous dial with 30-minute and 12-hour totalizers. Computes navigational data for pilots, rally drivers, technicians and sportsmen. Instruction booklet supplied.
£91·75



2. The Top Time
A version of our most popular—and widest—range, specially designed for motor-racing and motor-cycling enthusiasts. Tachometer scale and 45-minute recorder. Tough, water-resistant steel construction. Keep tabs on the leaders for just **£39·95**



3. The Chronomatic
With calendar—water-resistant. One of the first self-winding chronographs in the world. Ideal for rallying. Outer rotatable and "time elapsed" bezel calibrated for hours or minutes. With white or black dial and 30-minute and 12-hour totalizers. Tachometer scale. This model **£**~~33·00~~





4. The Chronoslide
The first timer to incorporate a circular logarithmic slide rule, 1/5 second calibration, decimal and U.P.H. scales and 30-minute totalizer. Instruction booklet supplied. We make many others for sports and business-men. There is almost certain to be one suited to your own specification. The Chronoslide costs just **£18·20**

Breitling chronographs and timers. More like computers than watches.

BREITLING

Write for free full-colour catalogue of Breitling Swiss chronographs to: 101 Bell Street, Reigate, Surrey.

Spitfire hardtops and bonnets

- Tough, light glass-fibre, self-coloured in standard manufacturers' colours.
- Triplex safety windows and headlamp covers.
- New bonnet catches, boot-lid hinges etc. fitted as standard.
- Price includes fitting or free packing and delivery with £4 reduction for self-fitting. Absolutely no hidden extras!

ASHLEY



Spitfire Fastback for Mk. 1, 2 and 3

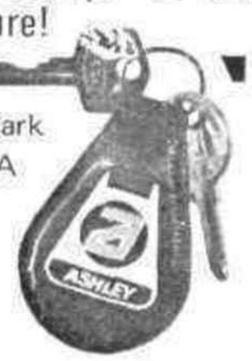


Lightweight G.T. Bonnet for Spitfires Mk. 1, 2 and 3

Fastback hardtop for MGB/C (Triplex Hotline rear window as standard.)



The Ashley range also includes hardtops and bonnets for Sprite, Midget and E-Type, and bonnets for TR.6. Send 2x3p stamps to see them all in our new colour brochure!



To: **Ashley Units Limited**, Walverden Park Works, Nelson, Lancashire BB9 0TA
Tel: Nelson 68221

NAME.....

ADDRESS.....

.....

TOWN.....

COUNTY..... MS



Name

Address

Date of birth

Captain R. A. Stephens, R.N.,
Officer Entry Section (894SP1),
Old Admiralty Bldg., London, SW1A 2BE.
Please send me the details about joining the Royal Navy as a helicopter pilot or observer.

ROYAL NAVY

FLY NAVY. YOU COULD EARN £3,230 AT 22.

As a naval pilot, you'll fly one of our helicopters.

One of your main jobs could be hunting submarines. But you might easily find yourself involved in anything from picking a man out of a raging sea, to landing commandos in mountainous country.

Apart from which, you could find yourself working almost anywhere in the world.

Most of your operational flying will be done from ships.

Your landing ground is likely to be no bigger than a tennis court. Usually it will be moving. Not just forwards, but up and down and rolling.

As you can see, it's no joy-ride. It takes brains and a fair amount of guts.

But to be a naval pilot you'll need more than that, because you'll also be a naval officer.

You'll be in charge of your helicopter, and the men who look after it.

So the money we give you matches the responsibility we give you.

As a qualified pilot, you'll earn £3,230 a year when you're promoted to Lieutenant. That could be as early as 22.

For details, send the coupon.

Within six months, you could be starting your first flying lesson.

Short Career Commission. You can serve for 8 years—with tax-free gratuity of £2,580; 12 years—with tax-free gratuity of £5,000; or 16 years (or to age 38 with a pension. You must be over 17 and under 26 with at least 5 'O' levels or equivalent (inc. Maths and English Language).

Full Career Commission. You must be between 17 and 20½, with at least 5 G.C.E. subjects including 2 'A' levels or equivalent.

MOTORISTS & HANDYMEN

SWEAR BY IT

Contect



service spray

large 8¾oz AEROSOL PACK 49p

displaces moisture – on ignition systems

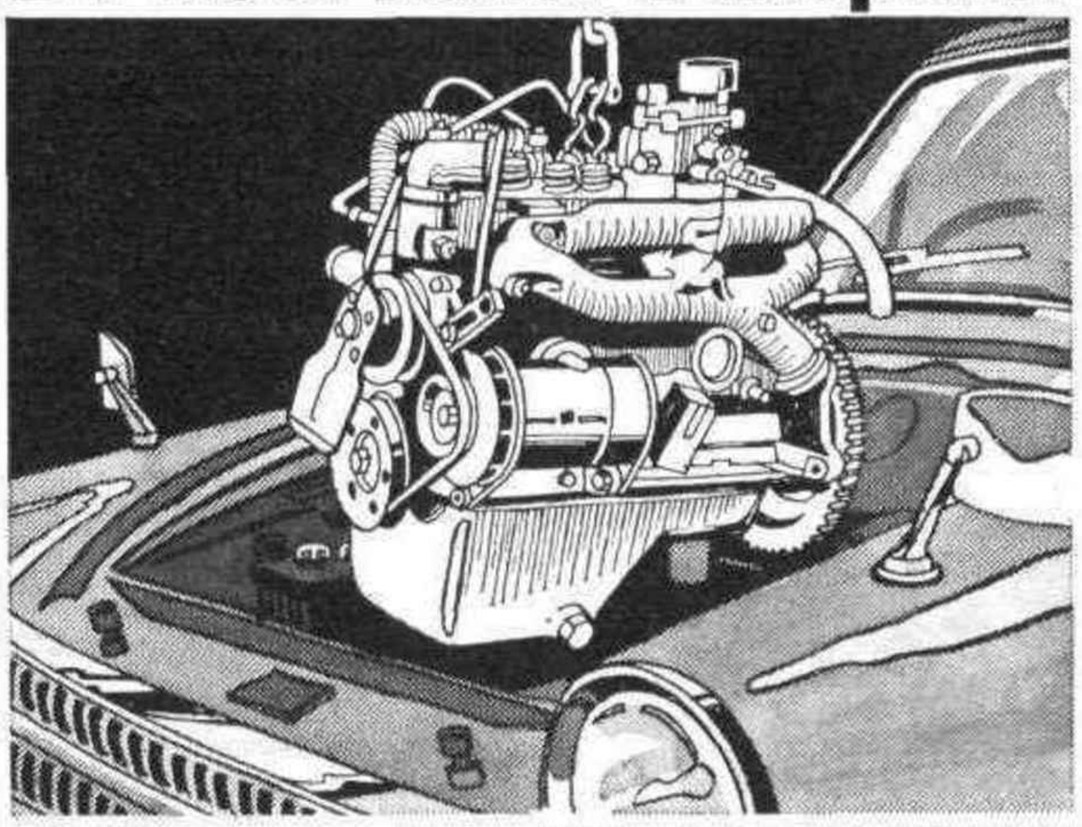
penetrates – rusty nuts & bolts

lubricates – hinges, locks etc.

protects – against rust

Manufactured by **deb** CHEMICAL PROPRIETARIES LIMITED, BELPER, DERBY, DE5 1JX

24-hour heart transplant



Yes! Our own guaranteed Exchange Reconditioned Engine fitted and ready for you to drive away in 24 hours.

Not much life under the bonnet? Old engine's a bit tired? We supply the remedy...fast! A complete replacement engine, rebuilt from scratch and fitted by specialist craftsmen – ready for the road in just 24 hours!

All backed by a no-nonsense Reliability Guarantee.

SHORT BLOCKS & CYLINDER HEADS also supplied. 24-hour precision machining service, including:

- Cylinder Boring and Sleeving
- Crankshaft Grinding, Balancing and Metal Spraying
- Camshaft Re-profiling • Surface Grinding
- Specialist Welding • Re-metalling
- Valve Seating, Inserting & Refacing.

Phone now and book in. Instant quotes on most popular Ford and BMC models. Credit facilities available.

Tipler Engineering Ltd

636 Old Kent Road, SE15. 01-639 3181 or 01-732 8806
and 27 Hailey Rd., Thamesmead Eastern Industrial Estate, Belvedere, Kent. 01-310 0956

CAMDEN MOTORS

SPORTS CARS

1968 ALFA ROMEO Giulia 1300 GT coupé. L.H.D. model, (UK Regd. 1971). Most attractive car in white with black upholstery **£899**

1970 (J) ALFA ROMEO 1750 GTV. A magnificent car, finished in blue with black upholstery. A very practical 2+2 grand tourer **£1,699**

1971 (K) ASTON MARTIN DBS V8 Automatic. Sundym glass, h.r.w., radio/stereo, and electric aerial. One owner car, 17,000 miles. Superb and unmarked in metallic ice blue with black hide upholstery..... **£5,999**

1969 ASTON MARTIN DBS Automatic. Chrome wires, Sundym glass, power steering, radio, h.r.w., etc. Magnificent in royal blue with white leather upholstery **£3,299**

1967 ASTON MARTIN DB6 Automatic, power steering, radio, chrome wires, tinted glass. Magnificent in platinum **£2,199**



1972 AUDI 100 'S' coupé. Radio, 8-track stereo, electrical aerial, headrests and h.r.w. Immaculate in metallic ice blue..... **£2,399**

1970 AUSTIN HEALEY Sprite. Very sporty appearance in red with black trim. Fitted with radio and in very nice condition throughout **£729**

1969 AUSTIN HEALEY Sprite Mk. 4. Hard and soft tops. Spotlamps and wing mirrors. Traditional B.R.G. with practical black trim **£599**

1972 BMW 3.0 CS coupé. High performance luxury car in malaga with grey velvet upholstery. Manual gearbox, alloy wheels and h.r.w..... **£4,999**

1971 BMW 2002 Tii. Eye catching in Colorado orange, with black upholstery. Fitted with radio/Stereo and h.r.w. **£2,099**

1972 CITROEN SM Luxury Grand Tourer. Maserati V6 engine, 5-speed manual gearbox, air-conditioning, leather upholstery, tinted glass, radio, etc., etc. Silver with black **£4,899**

1969-FIAT 124 Sport coupé, with extras including 5-speed gearbox and radio. Most attractive in red with black interior **£1,049**



1971 FIAT 124 Sport coupé, 5-speed gearbox and h.r.w. Outstanding example in yellow with black seating **£1 399**

1971 FORD Escort Mexico, a beautiful example, fitted with alloy wheels, and finished in yellow with black interior. High performance family motoring **£1,099**

1971 GINETTA G15. An immaculate car, fitted with sunroof and alloy wheel Most appealing appearance in white with black trim **£949**

1970 JAGUAR 'E'-Type convertible. Very pretty in primrose yellow with black. Push-button radio, chrome wires **£1,899**

1970 JAGUAR 'E'-Type fixed head coupé. Superb car in white with black interior. Alloy wheels, radio. Very attractive **£1,999**

1967 JAGUAR 'E'-Type 2+2 Automatic. Chrome wires, radio and h.r.w. Really outstanding example in red with black upholstery **£1,399**



1969 JENSEN Interceptor Automatic. Power steering, Sundym glass, h.r.w., radio, etc., etc. Very nice car, finished in crystal blue..... **£3,399**

1969 LANCIA Fulvia 1.3 Rallye, fitted with radio and attractively finished in metallic blue with black upholstery **£1,299**

1972 LANCIA Flavia 2000 coupé. Manual with overdrive, power steering and h.r.w. Immaculate in white. 9,000 recorded miles **£2,599**

1970 LOTUS 7 Series 4. A true sports car, developed from racing experience. 1600 GT engine, radio, yellow with black interior **£869**

1968 LOTUS Elan drophead, very good example for the year, smartly finished in traditional B.R.G. with black trim. Spotlamps and tonneau cover **£949**

1969 LOTUS Elan d.h.c., most attractive in brilliant white, with contrasting black upholstery. Radio **£1,049**

1969 LOTUS Elan f.h.c. Special equipment model with k.o. wheels and electric windows. Bright and eye catching in red **£1,049**

1970 LOTUS Elan d.h.c. Superb example in French blue, with black hood and interior trim. Radio **£1,249**

1970 LOTUS Elan f.h.c. Special Equipment, as fitted with extras including radio and h.r.w. Red with black trim **£1,229**

1971 LOTUS Elan fixedhead, finished in Lotus yellow with black upholstery. Outstanding condition. Push-button radio **£1,399**

1972 (L) LOTUS Elan Sprint convertible, with detachable hardtop. Lady owner, very low mileage. Yellow over white, black interior **£1,799**

1972 LOTUS Elan Sprint convertible, with k.o. wheels, electric windows, etc., and only 3,000 recorded miles. Red over white with black trim..... **£1,749**

1969 LOTUS Elan +2S, a very good example of this practical, high performance 2+2, radio and h.r.w. Beige with black **£1,549**



1972 LOTUS +2S 130. "Brand Lotus" alloy wheels, radio and Sundym rear screen. Our own director's car. Maroon with silver roof. 2,700 miles..... **£2,399**

1972 LOTUS Europa Twin Cam. An immaculate car, fitted with radio and finished in white with black interior. Mid-engine design for incredible road-holding **£1,649**

1970 MARCOS 2-litre, most impressive appearance in orange with black trim. Fitted with tape-player, sunroof, and alloy wheels **£1,299**

1970 MARCOS, fitted with 3-litre Volvo engine, and alloy wheels. Superb condition and attractive looks, in yellow with black trim..... **£1,499**

1967 MERCEDES 250 SL roadster automatic, this must be one of the best examples of the model available anywhere. Power steering, hard and soft tops, radio. Metallic blue with beige upholstery **£2,999**

1969 MERCEDES 280 SL. Automatic, power steering, radio, hard top with h.r.w. and soft top, metallic paintwork, etc., etc. Must be one of the best available anywhere **£3,999**

1970 MORGAN +8 Sports roadster, in cream with black. Traditional styling with V8 power for fantastic performance. Alloy wheels, radio **£1,599**

1966 M.G. Midget Mk. 2, an exceptional car for the year, finished in white with black upholstery. Tonneau cover **£399**

1969 M.G. Midget, a lovely example of this popular, nippy and economical sports car, wire wheels. Red with black **£629**



1971 M.G. Midget, very pretty in blaze with navy trim. 1-owner car, fitted with radio and tonneau..... **£829**

1972 M.G. Midget, attractive in blue, with white GT hardtop and tan trim. Radio, spotlamps, Rostyle wheels **£969**

1969 M.G.-B roadster, 1-owner car in red with black interior trim. Wire wheels. Worthy of inspection ... **£94?**

1969 M.G.-B roadster, fitted with overdrive, wire wheels and radio. Smart car in mineral blue **£969**

1969 M.G.-B roadster Automatic. Rare and desirable car, fitted with wire wheels. Particularly nice condition, with coachwork in white..... **£999**

1970 M.G.-B roadster in red with black trim. Extras include overdrive and radio. Most attractive car **£1,099**

1971 M.G.-B d.h.c., in bronze yellow with navy interior. Overdrive and tonneau cover. Highly recommended **£1,199**

1972 M.G.-B Sports. This magnificent example in white with navy trim, fitted overdrive, tonneau cover and Rostyle wheels **£1,349**

1966 M.G.-B GT, very much "above-average" condition for the year, in B.R.G. with black interior. Overdrive and wire wheels..... **£679**

1968 M.G.-B GT, a good-looking car in grey with red interior. Overdrive and radio **£899**



1969 M.G.-B GT, finished in mineral blue with black interior. Overdrive, wire wheels and radio. Highly recommended **£1,049**

1970 M.G.-B GT with overdrive, radio and h.r.w. White with black upholstery **£1,199**

1971 M.G.-B GT Automatic. Sports car performance with saloon comfort and effortless automatic gearbox, h.r.w. Blue with tan upholstery..... **£1,399**

1971 M.G.-B GT. 1-owner car with overdrive and h.r.w. Finished in antelope with tan **£1,349**

1968 OPEL GT 1900. Very stylish and purposeful lines, with performance to match. Radio and h.r.w. Red with beige seating **£999**

1965 PORSCHE ('66 Series) 912. White with red upholstery. Stylish, thoroughbred GT with very impressive performance **£1,099**

1969 (Series) PLYMOUTH Barracuda convertible. Right-hand drive, automatic gearbox, power hood, radio. White with black..... **£1,499**

1970 (K Regd.) PONTIAC Grand Prix. Blue with white vinyl roof and blue trim. Auto., p.a.s., radio, electric windows. Impressive, powerful sports coupe **£2,499**

1970 RELIANT Scimitar GT 3-litre coupé. Sleek styling and good performance. Manual gearbox with overdrive, radio and h.r.w. White with black upholstery **£1,099**

1969 SCIMITAR GTE. Estate car capacity with grand touring comfort and performance. Overdrive, h.r.w. and radio. Blue with black..... **£1,449**

1970 SCIMITAR GT coupé. Exceptional car in red with black interior. Overdrive and radio. Truely outstanding condition **£1,199**

1971 SCIMITAR GTE. Overdrive and h.r.w. Attractive in metallic blue with black upholstery. Usual high spec. of this model **£1,999**

1972 SCIMITAR GTE Automatic. Radio, alloy wheels, h.r.w. Mediterranean green with black upholstery. 1-owner car. Worthwhile saving on today's list price **£2,349**



1965 SUNBEAM Tiger V8, an exceptional car in green with black interior, fitted with hard and soft tops, alloy wheels, and radio. A model now much in demand **£899**

1966 SUNBEAM Alpine hardtop coupé. Most attractive in duotone black and gold with black interior. Fitted with radio **£499**

1966 TVR 1800 'S' in orange with black upholstery. Overdrive, wire wheels and radio. Rustproof fibre-glass bodywork **£699**



1971 VOLVO P1800E, a 1-owner car finished in red with black upholstery. P.I. engine, alloy wheels, overdrive, radio and h.r.w. **£1,999**

LAKE STREET

LEIGHTON BUZZARD

BEDS. TEL 2041

Open daily 9-8. Sun 10-6

Take Castrol to heart and look what happens.



1st Bill McGovern's Imp.

In taking the up to 1000 cc class in the Wiggins Teape Paperchase (the British Gp2 Championship) Bill ended up as outright winner. Which makes it three in a row for Bill, Team Castrol and George Bevan, who provided the car with 116 bhp. Castrol also provided Bill McGovern with all his real opposition.

1st Jonathan Buncombe's Mini Cooper S.

The 1001–1300 cc class saw Team Castrol take on Team Castrol–and win. With its Richard Longman 5-port head, Jonathan's Mini held off Vince Woodman, last year's winner, and upset a lot of Escorts.

1st David Matthews's Broadspeed Escort.

Entered by Melton Racing, and helped by over 250 bhp from 1780 cc, David took Team Castrol to the top of the 1301–2000 cc class.

1st Frank Gardner's SCA Freight Camaro.

Once he'd sorted out the handling problem, Frank's new Camaro did enough winning to give Team Castrol top spot in the over 2000 cc class.

Castrol's GTX.

Castrol's clean sweep in Group 2 shows how much at home they are in saloons. Which is something to remember next time yours is due for some oil. As you can see, by recommending GTX we're putting you on to a winner.



Put heart in your car with Castrol GTX.

Castrol Britain's biggest selling motor oil.

MICHAEL TURNER

Motor Racing Christmas Cards



Reproduced in FULL COLOUR from original paintings of 1972 events

Set of 6 cards and envelopes contains one each of the following subjects:

Fittipaldi — John Player Special — British G.P.
Stewart — Tyrrell-Ford — French G.P.
Hulme — Yardley-McLaren — South African G.P.
Beltoise — Marlboro-BRM — Monaco G.P.
Andretti — Ferrari — Watkins Glen 6-hours
Hill — Matra-Simca — Le Mans 24-hours

Cards measure 7⅝" x 4⅝"

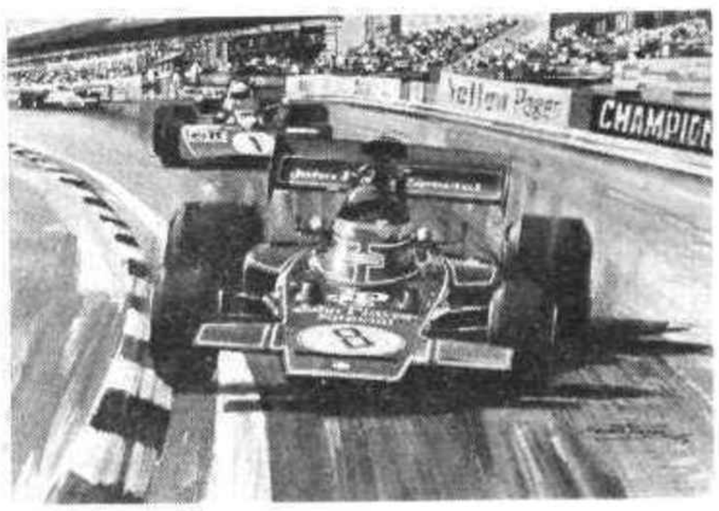
60p

per set post free

NEW! FULL COLOUR PRINT

Size: 22" x 17"

£2 each including postage



World Champion
EMERSON FITTIPALDI

driving his John Player Special to victory in the 1972 British Grand Prix at Brands Hatch, drives through Paddock bend ahead of Jackie Stewart's Tyrrell.

FREE ILLUSTRATED LEAFLET *containing details of full range of* PRINTS, POSTERS & CARDS available on request. Tick here ☐

To:
STUDIO 88 Ltd.,
95, West End Lane,
Pinner,
Middlesex.

Name .....
(*capitals*)
Address .....

Please send me:
..... sets of Christmas Cards @ 60p per set.
..... copies of Fittipaldi print @ £2 each.

I enclose cheque/postal order for TOTAL £ :

LANCER MARINE LIMITED

(Constructors of the Corniche Express)

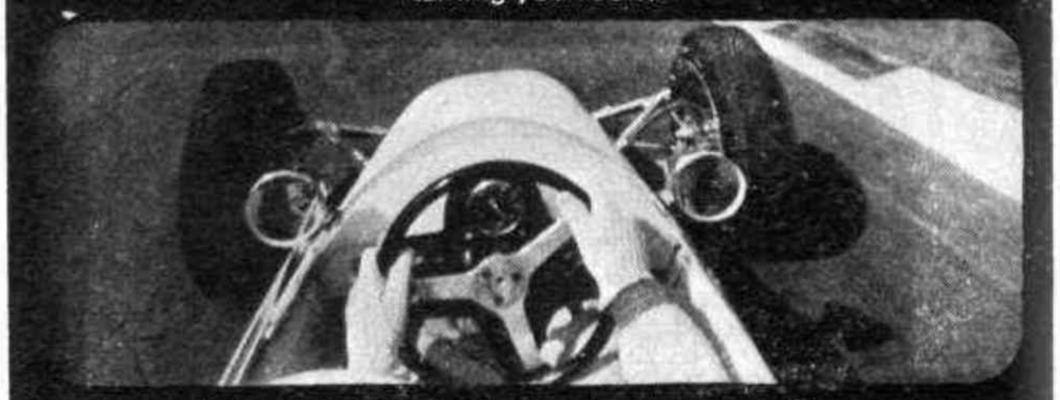
CALDECOTT ROAD,
OULTON BROAD,
LOWESTOFT, SUFFOLK.

A SALES EXECUTIVE with experience in the direct selling of high-quality, high-speed power boats or motor vehicles is required for permanent employment with ourselves.

The position will lead to an interesting occupation in a pleasant environment with excellent long-term prospects.

The position will pay in excess of £4,000.00 per annum basic remuneration plus a Company vehicle and expenses. Applications in writing to the Sales Director at the above address.

DRIVE
on 8 mm film at
BRANDS/OULTON
with
STIRLING MOSS
talking you round



Two exclusive and completely new 8 mm colour films made by CineSports put you in the cockpit of a single-seater racing car, with Stirling on sound to 'talk' you round the circuit. Lap these famous tracks on film — capture the thrill of taking Lodge or Paddock or Druids at competitions speeds! A cockpit-mounted camera and authentic racing sound background on stripe or tape places you right behind the wheel and keeps you — and your audience — right there as you see the circuit from a racing driver's angle. Startlingly real — even to an experienced driver — as corners flash past the car . . . . . .

Brands Hatch or Oulton Park film:
£5.20 each p & p inc. Standard 8 film, approx 60 ft (£9.90 if both ordered together). Specify magnetic stripe or 3¾ ins tape.

NOW FROM
CineSports Ltd., 49B Station Road, Edgware HA8 7HX

CAR STEREO HALF PRICE OFFER!

USUAL RETAIL PRICE £40

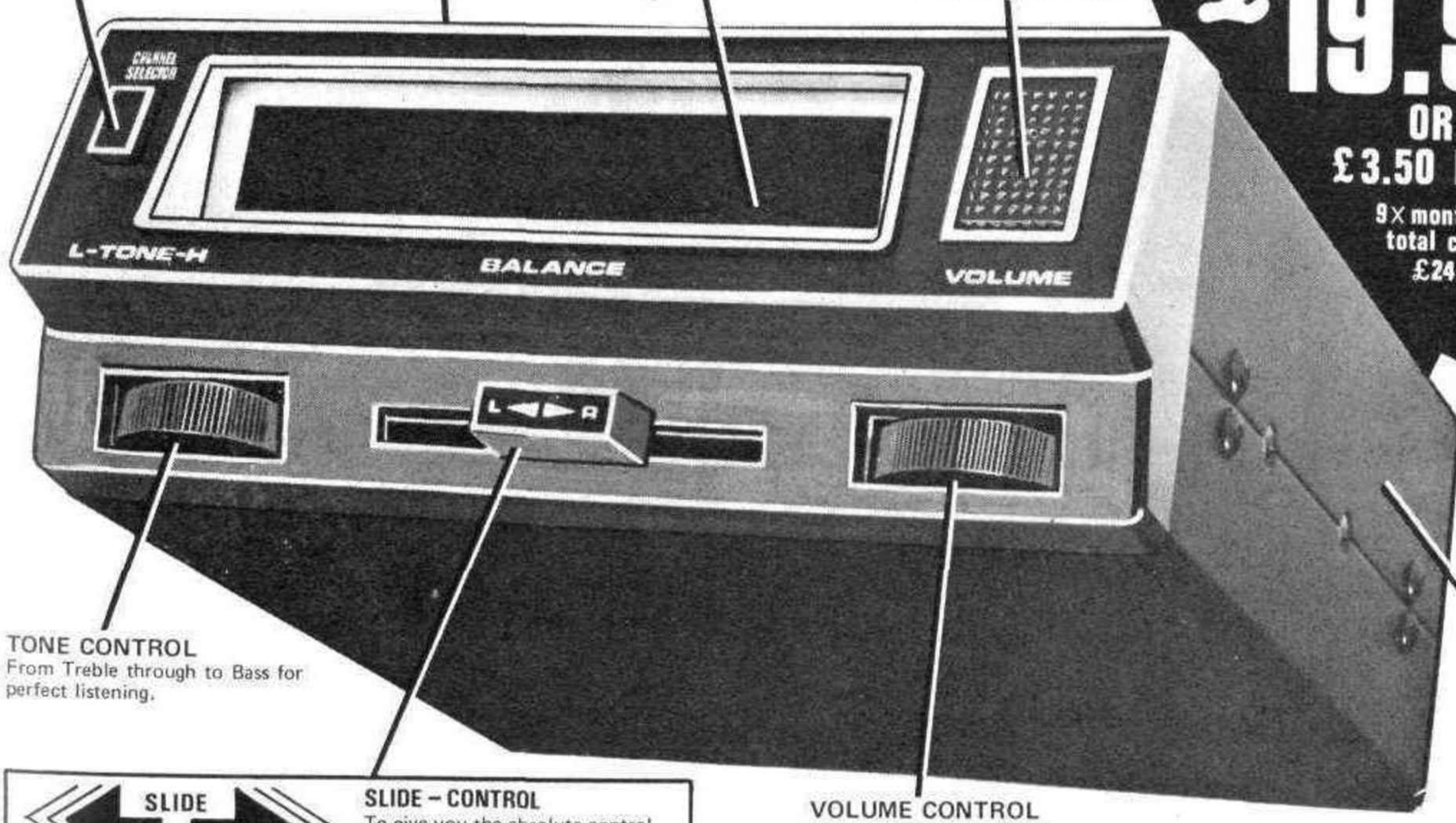
ONLY! £19.95 OR £3.50 Deposit + 9 × months £2.30 total credit £24.20

EXPENSIVE STYLING
As you would expect from a player designed to sell at double our price.

CHANNEL SELECTOR
Pushbutton for instant change of programme.

CONSTANT SPEED MOTOR
Gives perfect reproduction with minimal hiss.

PILOT LIGHT
On/off pilot light switch.



LEATHER STYLE FINISH
A real leather type finish blends into the most expensive cars.

TONE CONTROL
From Treble through to Bass for perfect listening.

SLIDE – CONTROL
To give you the absolute control over the stereo sound.

VOLUME CONTROL
From minimum to maximum volume without distortion.

SAVE NEARLY £20 ON THIS BRAND NEW 8 TRACK CAR STEREO SYSTEM!!

Only following a special deal are we permitted to make this unprecedented offer, saving nearly £20.00 off Usual price. The brand is known for quality, the factory is famous & the opportunity is yours whilst we have stocks!

A GUARANTEED UNIT

This superb fully guaranteed 8 track stereo unit is one of the most famous made. Normal retail value is £40.00 for the same complete unit. With dimensions of 2⅝" x 6¼" x 7" deep it will fit the radio aperture of almost any car, or can be mounted in any other position required. Cartridge tapes slot in with finger tip ease with no winding back – select the channel you require, push the button and that wonderful deep stereo sound fills your car AUTOMATICALLY. The most advanced car stereo system, the most compact and by far the best value even at double our offer price!!

LIMITED PERIOD OFFER

This offer can by special arrangement only last for a limited period at our near half price offer. This superb car stereo unit, made to fit into expensive exotic cars, can be yours for just £19.95 or £3.50 deposit (speakers extra), fully guaranteed, if you order from this advert – ONLY WHILST LIMITED OFFER STOCKS LAST.



1200 TAPES!!!
NO OBLIGATION TO BUY

Unlike some firms we do not tie you down to buying 12 tapes at full price, to qualify for a discount on a car stereo player! In fact we don't say you must buy any tapes at all! But we offer you just about the largest selection of tapes available in the UK. Some as low as £1.59 each! All brand new, guaranteed perfect and almost every label available to choose from. Our tape catalogue is mailed to every customer free. Order today and *avoid disappointment*. At this price stocks cannot last!

HIGH FIDELITY IN-CAR SPEAKERS

CHOOSE FROM OUR SELECTION OF SUPERB QUALITY 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

14 DAY FREE IN-CAR TRIAL OFFER!

Please mail car stereo unit immediately. I understand if I am not entirely satisfied I may return it within 14 days for a full refund.

Car Stereo Unit **£19.95** post etc. 50p ☐

Console/Flushfit Speakers **£4.50** post etc. 10p ☐

BARCLAYCARD/ACCESS CARD Phone Bath 27521 for Same Day Dispatch !!!

Total Cash price incl. speakers, post etc. £25.05. Credit price for complete unit incl. speakers, post etc. £3.50. deposit and 9 monthly payments of £2.90.

NAME _____

ADDRESS _____

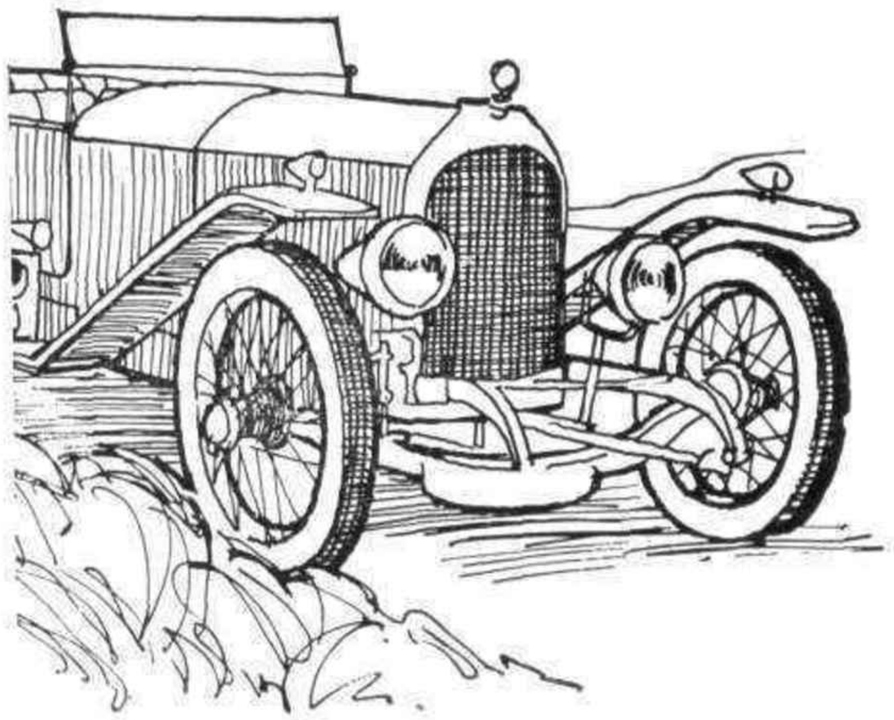
_____

MS707

CHRONOSPORT
(AUDIO DIVISION) 1&2 Queens Parade Place, Bath.



live your leisure life in luxury



IN KNITWEAR BY

PURE NEW wool

Peter Scott

PETER SCOTT & CO. LTD. BUCCLEUCH STREET, HAWICK, SCOTLAND. TD9 OHJ. TELEPHONE HAWICK 2311.

Peter Scott Superwash for men and boys, available in Roll Collar, V-Neck, Crew Neck or Turtle Neck

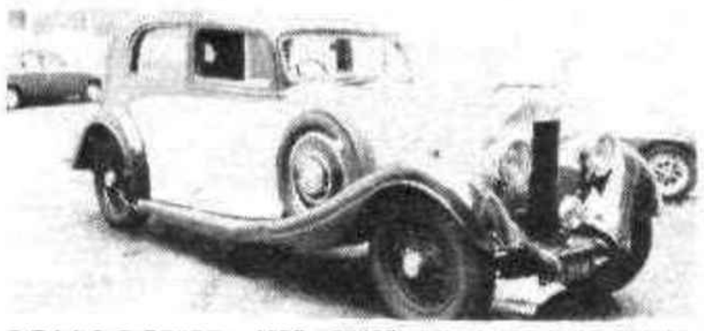
MIKE R. BERRY

Rolls-Royce
Bentley

01-235 4613 (office)
01-445 1869 (evenings)

Vintage and Sportscar Specialists Restorations and Repairs

1/2 Chester Close, Chester Street, London, S.W.1



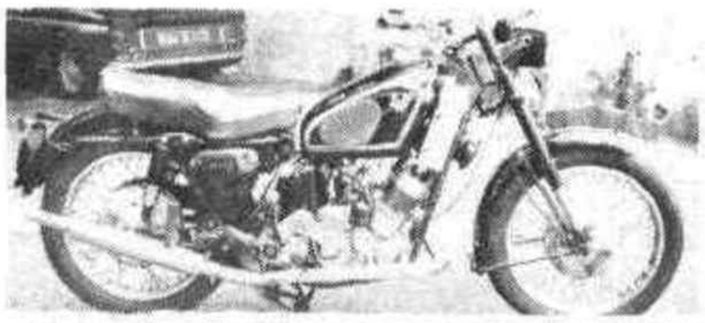
ROLLS-ROYCE, 1935, 20/25, close coupled 4-door sportsman's saloon by Gurney Nutting, extensive mechanical overhaul just completed, all new tyres, painted in Havana brown and cream with red trim.



ROLLS-ROYCE, 1957, Silver Cloud I, automatic transmission and p.a.s., excellent coachwork nicely painted in regal red with deep plum hide trim, recent extensive body and mechanical overhaul, three owners from new, quite an outstanding example of this sought after series.



ROLLS-ROYCE, 1936, 25/30, classic swept tail limousine with coachwork by Hooper, stored many years, generally sound and original throughout.



SCOTT, 1957, 600 c.c. Squirrell Twin, water-cooled 2-stroke, extensively restored and in almost new condition.

BENTLEY, 1954, 'R'-Type automatic, sunroof sports saloon, shell over Tudor grey with tan hide trim, nice order throughout and just fully serviced.

BENTLEY, 1959, S.I., high compression series sports saloon in duotone silver with contrasting green hide trim, just fully serviced and in nice all-round condition.

BENTLEY, 1961, S.2 standard sports saloon in shell over Tudor grey with red hide trim and carpet, electric windows, full service, history from new, recorded 83,000 miles only, exceptionally nice example.



AUSTIN 7, 1926, Chummy, 2-door, 4-seater, tourer, very sound and extremely original throughout, running well if a little slow.

LET US TRANSPORT YOU IN STYLE AND COMFORT

Take time off and relax a little. Leave that car behind and let us drive you around in our new, uniformed chauffeur-driven cars. No parking problems—no drinking problems. Why not contact us before your next trip to town?

Telephone: 01-235 8542



ASTON MARTIN, 1971, DBS V8 coupé, one owner, recorded mileage 20,000, manual gearbox, p.a.s., radio and slot stereo, sundym glass, recent extensive service, finished in off-white with black trim, superb example realistically offered.

M.G.-A, 1956, open roadster, wire wheels with new radial tyres, radio, fitted with M.G.-B engine and gearbox, a real goer in white with black trim.

M.G.-B, 1972, roadster with overdrive and radio, one owner, 5,000 miles finished in teal blue with tan trim.

DAIMLER, 1950, Straight 8, 7-seater limousine with Hooper coachwork, recorded mileage 63,000, fitted P100 headlamps, good order throughout.

ALWAYS A SELECTION OF SEVERAL VINTAGE AND CLASSIC MOTORCYCLES IN STOCK

LOTUS AGENTS

SGT

SCIMITAR GTE MAIN DEALER



DECEMBER DELIVERY OF MANUAL OR AUTOMATIC GTE. DEMONSTRATOR AVAILABLE

1966 MASERATI Sebring. R.H.D Metallic charcoal. Electric windows. Known history **£1,750**

1970 SCIMITAR GTE. Overdrive. Green. Radio. 27,000 miles recorded **£1,695**

1971 LOTUS Elan sprint d.h.c. Red. Electric windows. 13,000 miles recorded **£1,495**

1969 MARCOS 3-litre. Tangerine. Chrome wire wheels, sunroof, electric windows. 15,000 miles recorded **£1,275**

1955 ASTON MARTIN DB2/4. C. wire wheels; 57,000 miles recorded. History available. Ming blue **£1,250**

1972 ESCORT RS16. Sun-roof, radio, four Cibie spots, special seating. Maize yellow **£1,195**

1972 LOTUS +7, big valve. Orange. 3,000 miles recorded **£1,145**

1970 TRIUMPH TR6. Radio. 17,000 miles recorded. Damson **£1,185**

1969 M.G.-B. W/wheels, radio. White. 32,000 miles recorded **£945**

1968 JAGUAR 340 auto. Power steering, radio. 27,000 miles recorded **£875**

STATION GARAGE—TAPLOW

Station Approach, TAPLOW, BUCKS. Tel: Burnham (06286) 4866

OPEN WEEKDAYS 8 am - 7 pm
SUNDAYS 10 am - 4 pm

BROOKLANDS OF BYFLEET

Prop. Noel Roscoe Ltd.

NEW WARTBURGS

NEW CHARACTER CAR OR ESTATE CAR FOR ONLY £744 SALOON OR £832 ESTATE

Standard fittings, underseal, radial tyres, independent suspension, reclining seats, 'thru-flow' ventilation, etc. etc.

SOUTHERN AREA WARTBURG SPECIALISTS !

DO NOT CONFUSE US WITH THE NEW BOYS

1971 ('71 manufactured) **CADILLAC 8.2-litre convertible** 6,000 miles, as brand new. Every conceivable piece of specialised equipment. Would take the whole of the advertisement to write down, *i.e.*, air-conditioning, climate control, cruise control, power hood, electric locking, electric seats, h.r.w. Silver with black leather including hood. Full details on request. **£4,975 l.h.d.** or **£6,275 r.h.d.**

1971 FIAT 125, one owner, 17,000 miles, radio, cream with red interior, impeccable. **£995.**

1968 FIAT 125, blue, silver blue interior, radio; complete overhaul recentiy carried out. Fantastic for year at **£595.**

1968 JAGUAR 340 automatic, h.r.w., radio; previously sold and serviced by us. Midnight blue, blue interior. Mechanically excellent. **£895.**

1965 Model DAIMLER Majestic Major, two owners, 56,000 miles. Automatic, p.a.s., radio, etc. Absolutely unmarked, burgundy with cinnamon interior. Absolute luxury at **£495.**

1968 MERCEDES 280SE. Previous owner of civic dignitary; unmarked white, black interior. Auto., p.a.s., radio and rear seat belts. Complete servicing history. **£2,185.**

1937 AUSTIN 7 Special. Fitted with all aluminium 2-seater body, modified suspension. Runs exceptionally well and great fun to drive. Excellent value at £295. See picture in last month's issue.

1968 ROVER 3.5 saloon, 23,000 miles, repeat 23,000 miles. Clarendon grey with red interior. Auto., p.a.s., h.r.w. Maintained absolutely regardless of cost. **£1,195.**

1970 ('J' Reg.) s.w.b. LAND ROVER, petrol, hard-top, estate rear door; one owner, 20,000 miles approx. Sold and serviced by us. **£985.**

HIGH ROAD BYFLEET SURREY Tel: Byfleet 45588

The Blaupunkt sound travels sweetly

We have a passion for precision. That's why when you buy a Blaupunkt car radio, you get precisely what you expect – unequalled quality of reproduction.

The Sandringham, for instance, could easily fool you into thinking you had the entire orchestra or group or play travelling with you – every instrument, every voice is so distinct, so perfect.

Even after thousands of miles of listening the tone is beautiful. Blaupunkt radios have special features built in which mean there is maximum signal reception and selectivity with the minimum of sound distortion – however far you go. And that's just what you need – a radio to soothe your nerves not put them on edge again. With the traffic as it is, it's more important than ever to have a really high quality radio. And, together with a Bosch stainless steel aerial, you have the perfect combination.

With Blaupunkt, you travel sweetly, too.



BLAUPUNKT
BOSCH *Group*

THE FINEST RADIO ON FOUR WHEELS

BOSCH LIMITED · WATFORD · HERTFORDSHIRE

Blaupunkt Sandringham—recommended retail price, exclusive of fitting kit, fascia and knobs, £34.42 incl. P.T.

MOTOR SPORT

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

VOL XLVIII No. 12 DECEMBER 1972

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone: 01-628 4741

© Teesdale Publishing Company Limited

CONTENTS

	Page
Matters of Moment	1351
Fixtures for December	1352
Phillippe in America	1353
Continental Notes	1358
Rally Review	1359
Can-Am 1973	1360
Road Impressions: The Hexagon Elan Sprint and The Datsun 160B ...	1362
VSCC Lakeland Trial	1363
Drag Racing—The State of the Art ...	1364
Around and About (Racing and Club Comment)	1366
Road Test: The Citroen SM ...	1368
Veteran-Edwardian-Vintage	1371
Books for Christmas	1376
Unbeatable BMW	1380
Tuning Topics: The New Breed of Rally BDA	1382
The John Player Victory Meeting ...	1384
The Welsh Hill Rally	1385
Letters from Readers...	1386

FRONT-COVER PICTURE: THE LANCIA TEAM, rallying for the first time in the colours of Marlboro, its new sponsors for the coming year, put six cars into the Sanremo Rally. Only two finished—in first and second places. Pictured are the winners, Amilcare Ballestrieri and Arnaldo Bernacchini. In America's Press on Regardless Rally in early November, no points were scored by Lancia, Fiat or Porsche, which means that Lancia has clinched the 1972 International Rally Championship for Makes.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£2.80
	Overseas	£2.80
	U.S.A. and Canada	$8.00
AIRMAIL:	Middle East and Europe	£7.00
	Australasia	£8.50
	All other countries	£7.50

All prices include postage

MATTERS OF MOMENT

■ TIGHT SQUEEZE

The prevailing state of the National economy is a matter for political rather than motoring writers and for this we are grateful, because we confess we would rather think in terms of Fittipaldi versus Stewart than Mr. Heath versus Jones and Scanlon. What we do see clearly is that, whether ultimately Britain is ruled by a democratic Government or the TUC, we are in for a tight squeeze, economically.

Such a squeeze directs attention towards motoring in economy-type cars. Fortunately, little cars have improved enormously in the decades since the war, offering good performance, excellent road-holding and reasonable space within, coupled to the obvious advantages under town-driving conditions which modest overall dimensions bring. It was, however, apparent at the Earls Court Show that two very long-established frugality-cars, the Morris Minor and the Fiat 500, had gone from the economy-car scene. (Fiat rectified this at Turin with the new Tipo 126). France however, had the 956 c.c. Renault 5 to sell. But Citroën and Honda are at present the only truly inexpensive baby cars to challenge the British Leyland Mini, still available in 848 c.c. 34 b.h.p. form. Improvements in tyres and suspension have enabled larger saloons to catch up with the Mini's tenacious front-drive stability, so that no longer does it cock-a-snoot on corners, as it once did to Jaguars and other big cars, in saloon-car races. But it remains the popular small car, the 1970s' equivalent of the original Austin 7. In the first half of this year BL sold 52,429 Minis. In the hard times ahead many people will be grateful to Austin/Morris for continuing to make Issigonis' ingenious little car, which the tune-up-shops might now consider endowing with even greater economy, as well as extra urge.

We should be proud, too, that British Leyland still offer the most economical sports car, that cheeky, long-lived M.G. Midget.

■ DRIVER LEGISLATION

When MOTOR SPORT warned of what might happen to the vintage and veteran car movement under EEC legislation we were informed that we were talking nonsense and we had our knuckles rapped for spreading false information, because, we were told, Britain will not tolerate any changes in the existing laws governing the old-car movement. To this we asked to be reminded of how wrong we were, ten years hence.

Apart, however, from any concern we feel about possible changes in old-car legislation, we have been freshly disturbed by the announcement, in the *Evening Standard*, that Britain is studying proposals for a European driving licence, intended to replace all National licences issued by member countries of the EEC after 1976. Such driving licence requirements would embrace tests from every five years to annually, depending on a driver's age, regular medical check-ups, and "psycho-technical" examinations to compute "character aptitude" for handling a motor vehicle. From 1974 it is proposed to institute a National file of driver convictions and set up common rules for driver disqualification. *At the same time, methods of vehicle testing would be brought into line with EEC ideas.*

There are other ways of controlling motoring than banning certain conditions and types of vehicles! As the reader who drew our attention to this news-item (this time a well-known pre-war racing driver) says, medical tests seem reasonable but depend on what *sort* of tests are in mind, while "psycho-technical" tests sound like the LSD fantasies of a long-haired freak—and who would conduct them and in how unbiased a frame of mind? Then there is the proposal to have a lifelong driving licence, expiring when the holder reaches the age of 70, although many drivers of greater age enjoy accident-free motoring.

No doubt we shall have our knuckles rapped again for bringing these matters to your notice. After all, hasn't the Transport Industries' Minister said that he does not favour some parts of the scheme laid before Europe's Council of Ministers? We would emphasise, nevertheless, that therein lies a possible loss of future motoring freedom. You have been warned and we say—watch it, and fight for your rights, especially those of you who have driven safely for decades without such rules.

Continued on next page

We wish all our readers
A HAPPY CHRISTMAS and NEW YEAR

Motor Sport Fixture List For December

★ **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
Dec. 2nd ..	—	**Goldfields**	**Welkom, South Africa**	**Springbok Series Round 4 (INT)**	—
Dec. 2nd/7th	**Royal Automobile Club** ..	**Royal Station Hotel**	**York**	**RAC Rally (INT)**	—
Dec. 3rd ..	Thames Estuary AC	Lydden	Canterbury, Kent	Wills Rallycross Meeting (*C*)	13.30
Dec. 7th ..	Newport CC	Howells Garage, Corporation Road	Newport, Mon.	Tour of Dean (*N*)	09.01
Dec. 9/10th ..	Aberdare MC	W. H. Baker Ltd.	Merthyr Tydfil	Nutcracker Rally (*R*)	22.45
Dec. 9/10th ..	Port Talbot MC	George Rees & Sons Ltd.	Llanelli	Virgo Galaxy Rally (*R*)	21.30
Dec. 10th ..	Maidstone & Mid-Kent MC	Hoverlloyd Hoverport	Ramsgate, Kent	Special Stage Rally (*R*)	09.00
Dec. 15th ..	Kentish Border CC	Cadwell Park	Louth, Lincs.	Castrol Rallycross (*R*)	13.00
Dec. 16/17th ..	Sevenoaks & Dist. MC ..	Castle Garage	Ludlow, Salop	Kent Rally (*R*)	23.00
Dec. 17th ..	—	**Pietermaritzburg**	**Pietermaritzburg, South Africa**	**Springbok Series Round 5 (INT)**	—
Dec. 26th ..	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*N*)	12.45
Dec. 26th ..	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*C*)	12.45
Dec. 26th ..	Darlington & Dist. MC ..	Croft Autodrome	Darlington, Co. Durham	Martins/Texaco Rallycross (*R*)	13.30

MATTERS OF MOMENT—continued from previous page

Just as officialdom is unable to differentiate between the hysterical safety recommendations of Ralph Nader and the sensible "primary safety thinking" of the more intelligent car manufacturers, so it seems highly probable that it will be unable to accept that many drivers of all ages who through skill, experience, an affinity with cars and a knowledge of their personal limitations are able to drive safely, will be denied the right to earn a living and/or enjoy motoring because they will fail the sort of advanced, scientific, brain-washing requirements of the proposed EEC tests.

THE LANCIA BETA

THE Issigonis concept of front wheels driven by a transverse engine has been seen in push-rod-o.h.v. and single-overhead-camshaft guise; and in side-valve, T-head and two-stroke versions if the historians are to be humoured. Now we have it in twin o.h.c. form, for that is the way it is done in the new Lancia Beta. The Beta's release was to have included a test-drive in Scotland but this was mysteriously postponed (until the fallen-by-the-wayside IPC weeklies got back into circulation, Mr. Breach?), nor was the Beta at Earls Court. But we know from experience that Lancia of Turin has made very few poor cars and that its Fulvias and Flavias have been excellent, the sort of cars which are as nice to drive slowly as fast, and *vice versa*. So the Beta is presumably worth waiting for. It is to come in 1.4, 1.6 and 1.8-litre forms, with claimed maxima of 102, 105 and 109 m.p.h. respectively, and the specification embraces an 8 ft. 4 in. wheelbase, five-speed gearbox, disc brakes and LX editions of the two larger-engined models. The name Beta was used for the first commercially-successful Lancia, of which the blurb says its "single block four-cylinder motor constituted an absolute novelty of major technological importance in 1909." Leaving aside such histrionics, we look forward to trying the Beta, in Scotland or anywhere else, when Lancia decide that the time is right for MOTOR SPORT to do so. Interesting that the camshafts are belt-driven, that the cams operate directly on the valve stems, with shim tappet-adjustment, and that the engines all have an 8.9 to 1 c.r. and run up to 6,400 r.p.m.—W. B.

PARTY DATE

OWNERS of old cars made in any year earlier than 1953 may care to note that from April 13th-15th, 1973, British Transport Hotels Ltd. and British Rail, in conjunction with the RASC, are holding the Turnberry Veteran and Vintage Car Classic, based on the Turnberry Hotel in Scotland. The usual V-E-V classes are supplemented by two more of the RASC's devising, for thoroughbred cars of 1931-41 and cars of any social strata made between 1946-52, if we interpret the announcement correctly—not that we approve of "unofficial" vintage designations. Driving tests, elegance contests, and a Burns country tour are visualised, with prizes and plaques. The entry fee of £25 per person covers hotel expenses (minimum two persons) and British Rail will provide a Motorail service between London and Girvan at £10 return for car and driver. The event is to conclude with an "Edwardian-style banquet" and entries are limited to 60. Details are available from The Central Reservation Service, British Transport Hotels Ltd., St. Pancras Chambers, Euston Road, London, NW1 2QR, on mentioning MOTOR SPORT.—W. B.

THE AUSTIN SEVEN BOOK

"The Austin Seven". Edited by W. Boddy. 95 pp. 8⅜ in. × 5¼ in. (*Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2A 4DA. 75p.*)

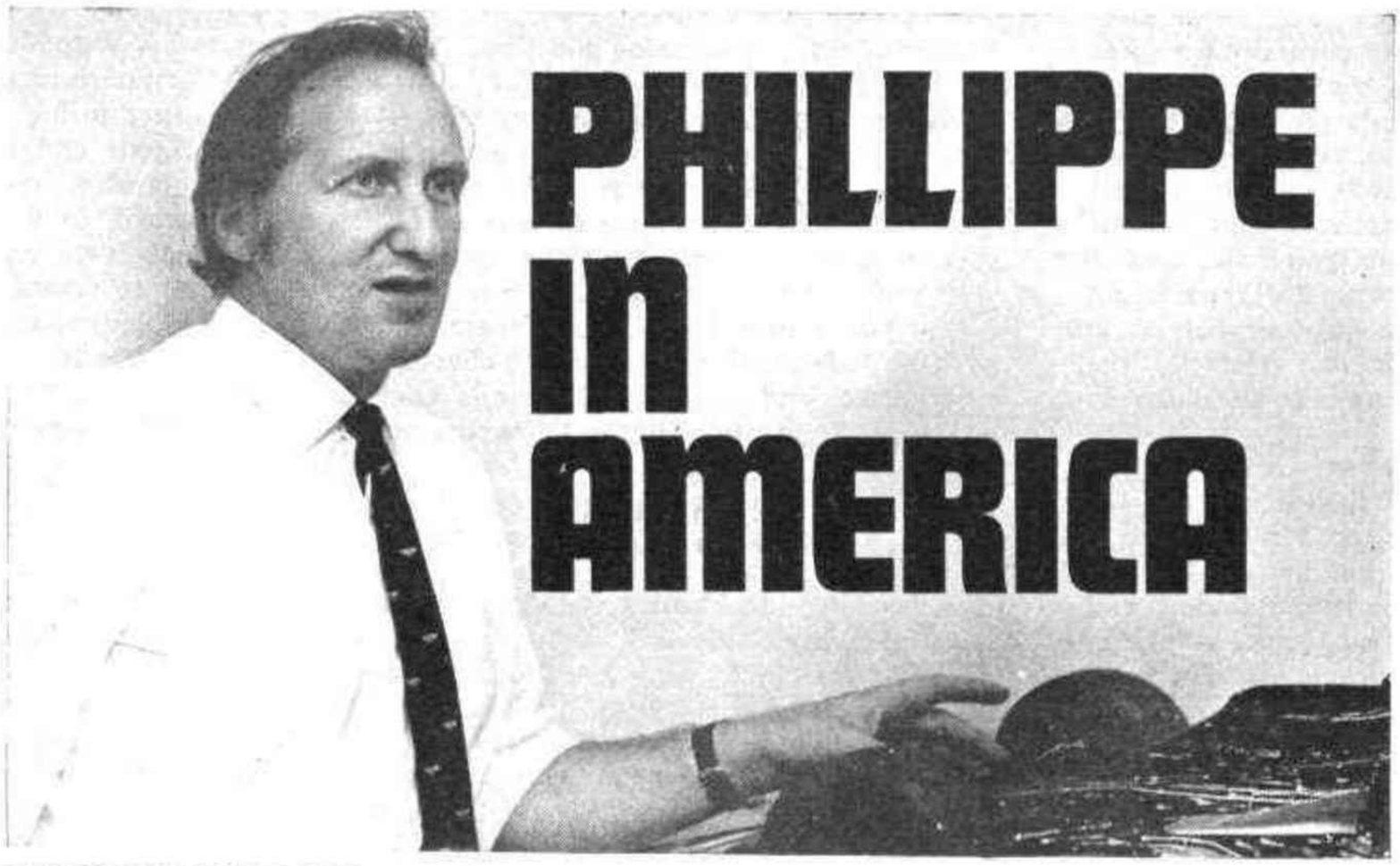
Reprinting past articles from a monthly magazine into a 95-page, soft cover book, may seem at first sight the epitome of jumping aboard a vintage band wagon; however, in the case of MOTOR SPORT's "Book of The Austin Seven", published to neatly coincide with the Golden Jubilee of the car's introduction, this is certainly not the case. The selected material has been freshly set, and the attractively embossed covers contain paper and printing of a very reasonable quality for the impossibly low price of 75p. Photographs, diagrams and contemporary advertising literature are mostly remade from original documents, although in several cases the pictures, reconstructed from printed pages, have suffered more than a usual loss of clarity; better something indistinct than nothing at all, however. Several of the illustrations were new to this writer, and the majority of today's youthful Seven fanatics will find plenty of fresh material for their magnifying glasses to scan.

The emphasis throughout is naturally of a sporting nature, although by no means overplayed or reminiscent of those ritual accounts of racing processions which ruin so many otherwise enjoyable books. The original authors were those actively participating in the "events" described, and they bring into focus many lessons of maintenance and driving technique which can still be found viable today by those running any type of older car. Who, for example, would imagine that a new, presumably works'-prepared, Gordon England Cup Model being driven through the 1926 Land's End Trial could contrive to loosen its foot-brake pivot bar, and consequently lock the steering and brakes in the middle of an observed section? Evidently the disgruntled journalist driving could not, for he acidly commented: "Car manufacturers . . . used to gain valuable experience by participating in trials. In future such things will be discovered by novices and the coroners will make suitable comments"—well, do *you* check *every* nut and bolt?

Happily, Mr. Boddy has left the articles untouched, although in one case has seen fit to include something which was originally *left out*, thereby displaying both a remarkable memory and an awareness that moral indignation is not so quickly aroused now, as then.

Mistakes naturally remain, but for the expert this can only lead to euphoric feelings of cleverness as he finds them one by one, and the beginner will have to suffer as we all did by following the paths of long discredited mythology. The stories thus retain a very strong period character, and show the Seven in the unique views of expert and enthusiastic owners who had the chance to sample the car when it was "new", and of all the book's values, this is the one to regard most highly. The material follows no chronological sequence, and is on balance the better for it; not one of the tales can be described as dull to read or tedious of content and fact, and the variety of outlandish activity surrounding such a small and prosaic car is further enhanced. The famous Holland Birkitt "Paper" is there, and must still provide essential reading for any novice; road-tests of the "65", overhead-valve converted Boyd Carpenter, Unblown Ulster, Super Sports, Seagull Motor Launch and G.E. Brooklands Super Sports are included, together with a substantial article which traces the racing development of the Seven, a compact recipe for a 70-m.p.h. Chummy, John Moon's valuable observations on the esoteric points of owning a Nippy and interviews with works drivers Pat Driscoll, Charles Goodacre, etc., etc.

If you own a Seven which never moves from the motor house, or are the type to take on 'Nashes in VSCC events, this is a book which I am sure you will enjoy.—TONY GRIFFITHS.



PHILLIPPE IN AMERICA

Motor Sport talks to the former Lotus designer behind the successful Parnelli USAC car

MAURICE PHILLIPE left Team Lotus, where he had worked elbow to elbow with Colin Chapman on some of the world's most advanced racing cars, just over a year ago. The Vel's Parnelli Racing Team, one of the top outfits in American USAC racing, had made him an offer he couldn't refuse. The 40-year-old Englishman is now living and working in California and his first design for the team has brought driver Joe Leonard his second consecutive USAC Championship; the team also finished second at Indianapolis. MOTOR SPORT visited Phillippe at the new headquarters of the team at Torrance in the suburbs of Los Angeles to find out just how those twelve months had gone.

Phillippe immediately stresses that he has not for one second regretted the decision to move from Britain. He has been living in idyllic surroundings at an apartment of the Portofino Inn at the delightful Redondo Beach resort right on the Pacific Ocean. He loves the Californian way of life, while the dollars are pouring into his bank account in a way that would never be possible anywhere else in the world. He is at present negotiating for the purchase of a house up on the Palos Verde peninsula and drives around in a new Ford Torino GS.

The only thing he misses is Grand Prix racing as he finds oval racing far less exciting than Formula One. But designing a car specifically for these conditions has been a tremendous challenge which he has tackled with enormous enthusiasm. Now he is working on a second generation Phillippe for next year.

The backers

The curiously named Vel's Parnelli Racing Team is only one branch of the business enterprises of Vel Miletich and Parnelli Jones. Miletich has worked for the same Ford dealership in Torrance California since 1949. He started as a junior employee, soon worked his way up through the firm, became a partner and, since 1955, has been the principal owner. During the 1950s he sponsored Parnelli Jones and they have been close friends and associates ever since. In 1964 he sold part of the Ford agency to Jones, who had won the Indianapolis 500 the year before, and since then the pair have expanded their operations to include several Firestone tyre centres in the Los Angeles area, a Firestone racing tyre distributorship for 11 Western States, an alloy wheel marketing outfit with quite astounding sales plus the racing team. Added to this they also have various property interests.

Parnelli Jones, readers will no doubt know, is one of the all time greats of American racing. Now 38, his legend started in the early 1960s when he ruled the rugged USAC sprint car circuits. He reluctantly ended his racing career in 1970 due to business pressures with a victory in the Trans-Am Championship although he still has a tremendous competitive urge. His motoring sport is now restricted to off-road racing and last year he won THE event, the Baja 1000. Jones had something of a reputation as being a hard and mean driver on the track but off it this former Indianapolis winner exudes Californian charm. It is his strength of character and leadership that welds the Vel's Parnelli team into the success it is to-day.

Vel and Parnelli now direct operations from a brand new 59,000 sq. ft. office block, warehouse and race headquarters in Earl Street, Torrance, from two adjoining offices. Parnelli proudly showed them to us with obvious delight for they are the most breathtaking set of executive offices I have ever or am ever likely to set my eyes upon. The pair like the rewards that success and fortune has brought them.

The Superteam

This year their racing operation was nicknamed the "Superteam". Behind them at the start of 1971 were victories in the 1969 and 1970 Indianapolis races (both recorded by Al Unser) and two USAC Championships (Unser and Leonard). They had on their staff the fabled George Bignotti who has more USAC Championship wins to his credit than any other chief mechanic plus a bunch of fine mechanics, engine men, and fabricators. Then they hired Phillippe, undoubtedly one of the finest racing car designers in the world, they added a third driver to their strength and his name just happened to be Mario Andretti and, to complete the picture, they pulled off a top sponsorship arrangement with Viceroy cigarettes.

The driver line-up was quite extraordinary for a start. It was like having Stewart, Fittipaldi and Ickx all in the same team. By way of explanation one should explain that the United States Automobile Club's Championship series is of utmost importance in America. It comprises about 10 races through the year, up and down the United States, headed by the three big 500-mile events—Indianapolis, Pocono and Ontario—but many of the other rounds are run on little 1-mile ovals at places like Trenton, New Jersey and Phoenix, Arizona. All the races are on banked ovals of one description or another, after a plan to include some road courses fell through.

In 1971 Joe Leonard just pipped Al Unser to the post for the championship which was, at that time, sponsored by Marlboro and both had been driving the team's PJ Colts, basically a copy of a Lola design. Jones realised that, to keep pace with the new era of cars like the latest Eagle and the McLaren M16, which had taken Indianapolis by storm in 1971, something drastic would have to be done. Thus he contacted Phillippe and offered him a job as a designer. Phillippe first went to Indianapolis with Lotus in 1966 and, on several subsequent occasions, including with the incredible Lotus 56 turbine cars. So he was well known in America already.

What decided Phillippe to move home and family to California apart from the obvious financial inducements? "Well", says Phillippe considering his answer carefully as always, "the opportunity arose, one weighed up the situation and I could see there are many more prospects for financing various motor racing projects which tend to be very expensive things to play with. There is just more money available, that is your simple answer".

Parnelli F1 possibilities

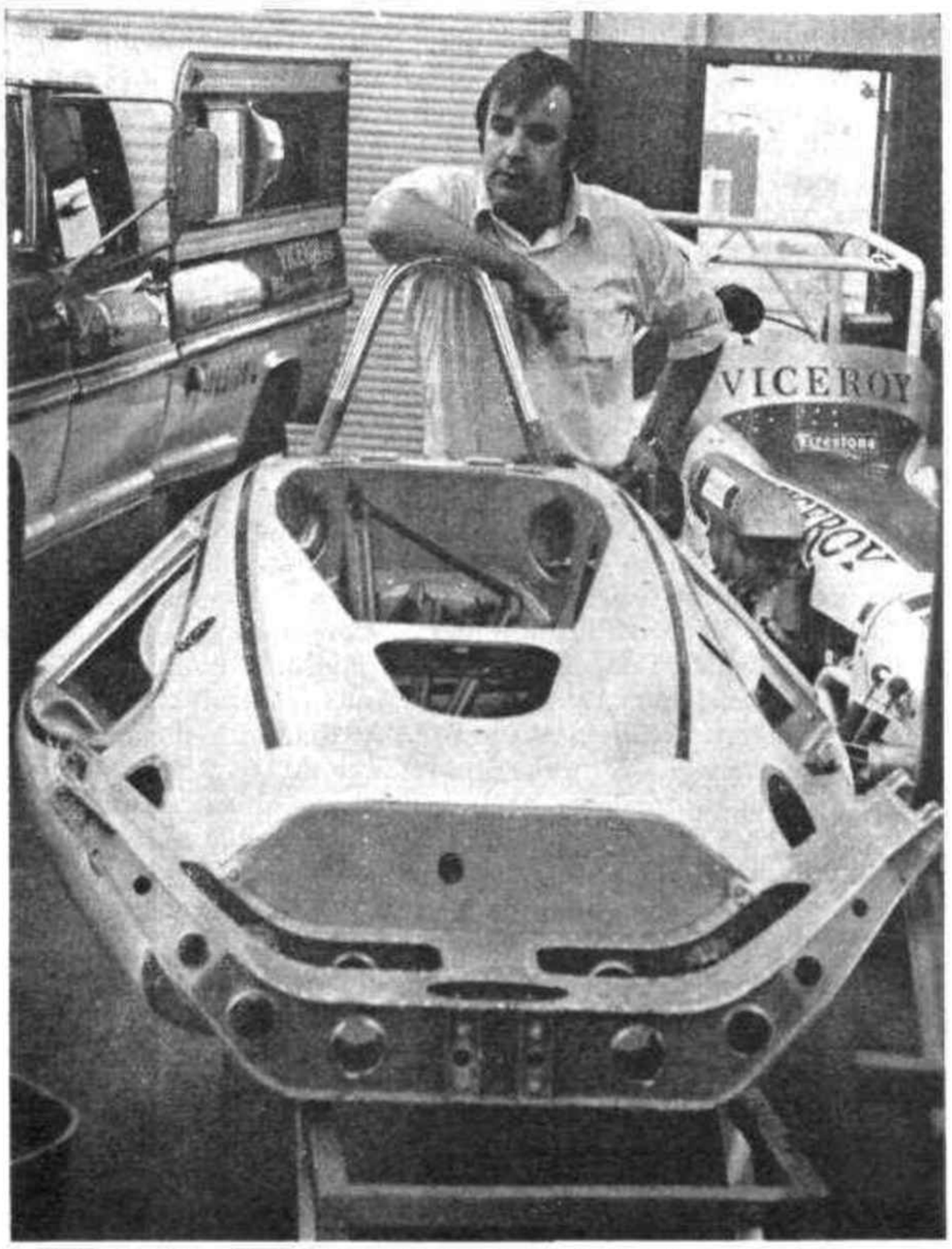
At the time of the interview rumours were rife that the Vel's Parnelli team was embarking on a Formula One programme, backed

by the credit car company, American Express, and naturally we asked about this particularly with regard to Phillippe's comments regarding money being available. "We could run a Formula One team out of here if we had the sponsorship", he said "but I was concerned that we should be involved with only one area of motor racing at first because running two teams obviously puts a strain on any sort of organisation. One might be able to do reasonably well but two is definitely going to be a compromise." This was Phillippe being cautious for, in our conversations later, it was obvious that he is extremely keen to get back into Formula One and prove to the world that he can design a Grand Prix car without the assistance of Colin Chapman.

The latest edicts from Hethel would suggest that Phillippe was merely the draughtsman on the tremendously successful Lotus 72. Obviously the relationships between Chapman and Phillippe are a little soured now but Phillippe maintains that this design, like the many before, was a joint Chapman/Phillippe project. Rumours and politics aside, American Express are definitely not sponsoring a Parnelli Formula One car but such a venture for 1973 is not entirely ruled out by Jones who sees it as a tremendous challenge. Finding sponsors for the team is the work of promotions man Jim Cook, who works exclusively for the team in this area, and there is none better. Johnny Lightning toys, Samsonite luggage, Olympia beer and the present major sponsors, cigarette company Brown & Williamson, are all companies who have backed the team following the persuasive powers of ex-Firestone public relations man Cook. Give him time and he will surely come up with a Formula One budget.

USAC and Formula One

We were interested to learn just how different USAC oval racing is from Formula One, from both a design point of view and from the actual racing. Although the Parnelli cars were successful, and Leonard won the championship, the cars, with their interesting dihedral wings, did not enjoy a good reputation at first, although there was a tremendous improvement after Indianapolis following a rear suspension redesign. What were Phillippe's thoughts on all this? "Well", he prefaces almost every answer with the word, "like all these things, hindsight is always a good thing and I hadn't actually been to Indianapolis for a couple of years, not since the Lotus 4-w-d era. An interesting thing about 4-w-d cars is that they are very admirably suited to high speed circuits, they have a very high polar moment of inertia and a 50/50 weight distribution as well as heavy steering. This is what you want for high speed courses because it steadies the cars down. However, road circuit cars tend to be, and need to be, far more twitchy, A USAC car is quite a bit different to a Grand Prix car in several ways. For a start I don't think there is much chance of getting on opposite lock thanks to their turbo-charged engines. There is a lot of power there and it makes a Formula One look pretty sick. In fact Mario Andretti sums it up by saying that when the turbocharger comes in on those Offenhausers, there is a big bang in the back and it takes a lot of guts just to keep your foot hard on the accelerator."



PHILLIPPE'S ASSISTANT John Baldwin pictured with the spare monocoque for Joe Leonard's Parnelli. Note the detachable front suspension mounting module. Behind one of the old style dirt track cars occasionally run by the team.

One of the criticisms the drivers had of the Parnelli at first was that they were very twitchy and sensitive to drive like a Grand Prix machine and Phillippe expanded further "we were still thinking in terms of braking and accelerating these cars and now we find that, with the amount of wing available (the rules regarding rear aerofoil dimensions were changed for 1972) you can just drive flat out all the way. They don't brake at all on the 2½-mile ovals, like Indianapolis, although they do on the shorter courses. There are special techniques the drivers use and they drive with two-pedal control all the time. They enter a corner without coming off the throttle and slow the car a little on the brakes. Thus they keep the engine working all the time and keep the boost pressure high. The car must give the driver a comfortable feeling in the entry, in the apex and in leaving the turn.

Like most other USAC teams Vel's Parnelli were shattered by the times recorded at Ontario Motor Speedway by Bobby Unser testing the Eagle before the start of the season. Phillippe continues, "I was pretty confident when I came over that we could sort them all out over here and, to a large extent, I think that we still can. But there was a bad demoralising effect with Bobby going to Ontario so early and turning around 196 m.p.h. average speed laps, which was incredible actually. Eagle have done a good job on that car but it is big and perhaps they were lucky with development. As things panned out their cars were unreliable and we at least achieved what we set out to do. I think we have to be thankful to the gods that we were given a little bit of grace."

One particular problem with designing a USAC car is the amount of fuel they carry, Phillippe expounds "The problem of fuel distribution is very important because the difference between a full load of 70 gallons and empty, which happens three times during Indy, alters the handling of the car fairly drastically, and this does make a big difference on fast corners.

The dihedral wings

When Phillippe's design was first shown it caused a tremendous stir because of the dihedral wings mounted on the side of the car, the like of which had never been seen before. Phillippe's theories, like torsion bar suspension and inboard front brakes, tend to be trend setting but the cars never raced with the dihedrals. What went wrong? "In the first few days of testing with the car we were running at a certain speed and we didn't seem to be able to make the cars go any quicker, so I thought it would be a good idea to try with the dihedrals off, because we were having this peculiar handling problem. Thus I instigated them being taken off one car and it started a bit of an epidemic and, before we could stop them, they were off all three cars. Actually they never went any quicker without the wings." Phillippe still believes in the idea, however, "When your car starts really working and gets slip angles produced by all four wheels", he explains, "the car itself is presented to the air stream at an angle of attack. It is yawing into the airstream and that is when the 45 deg. wings really give effect. There is a tremendous anti-roll component because the inner wing starts to hit the airstream at a much greater angle of attack. Meanwhile the outer wing is feathering and, the more the tail slides out, the more the feathering action. So, therefore, it was intended to load up the inside wheels in the corners and the tyre temperature measurements showed that this did happen while the similar small wings of the front had the same effect. The dihedrals have a tremendous steadying effect on a car and you can get it well out of line and recover it. Since taking the wings off it has been all go and we have never had tyre testing time to try them again." Once the more normal rear wing was fitted to the car it caused problems with the inboard rear suspension lay-out because of the extra down pressure and the cars started riding much closer to the ground than the suspension could accommodate. Thus, immediately after Indianapolis, the



The pass key.

When it comes to going, there's very little to touch an Alfa.
And it isn't just because of the mph.
It has such responsive gearchanging, acceleration, braking and roadholding, it positively feels part of you.
And with a combination like that, how can you lose?
Choose from five models. Two saloons, two GT's and a sports convertible. From £1729 to £2636 inc. tax.



Alfa Romeo

Alfa Romeo (GB) Ltd.
Edgware Road (nr. Staples Corner) London NW2 6LX 01-450 8641

rear suspension was completely re-designed to an outboard system and the cars have been much quicker ever since, and have, in fact, at one time or another, led every championship round since the re-design.

The racing in USAC

Phillippe misses the excitement of big time Grand Prix racing for, while the three big 500 races are huge occasions and spread over days or, in the case of Indianapolis the whole month of May, some of the other meetings at the 1-mile ovals are concertinered into a single day with practice and qualification in the morning and the race in the afternoon rather like the club meeting in Britain in which Phillippe was successful for several seasons as a driver. These short track races allow very little time for testing and setting up the car for different conditions. A Parnelli will average close on 200 m.p.h. around Ontario, with a top speed of 220 m.p.h., but at somewhere like Phoenix's 1-mile track the average will be nearer 125 m.p.h. with a top speed of 160 m.p.h. At Phoenix in the last race of the Championship the cars were competing a lap every 25 sec.! It is enough to make you giddy. USAC racing is a lot more tactical than Grand Prix racing and many a race is won in the pits by slick teamwork. Even in the 150-mile races the cars have to make pit stops for fuel as the turbo-charged Offenhauser units consume expensive methanol fuel at the rate of a gallon every mile-and-a-half. In the longer distance races, tyres also need changing. All this works in with the yellow light system which is completely different from the flag signals in road racing. If a car crashes, or spins off, the yellow lights are put on all around the track and the pace car comes out and leads everyone round very slowly for several laps. This system often allows all those on the same lap to close right up on the leader and it is also the time to make a pit stop. Once the crashed car has been towed away and the yellow light is off, the race is on again and a driver, who had a ten second lead before the yellow, now has the second man breathing right down his neck again. Phillippe considers this system completely unfair but the rules are unlikely to be changed because it has the effect of closing the race right up again. In so doing it promotes a false situation but it makes the events all the more exciting for the crowd. Very rarely is a race ever free from yellow light periods. Phillippe continues, "I have never been impressed with oval racing. Because of the lay-out of the tracks the overall impression of speed doesn't catch the imagination quite as much, but it is probably very frightening from the cockpit view.

The team's personnel

Strangely enough USAC teams do not tend to have team managers, like Peter Warr or Peter Schetty, but rather a chief mechanic who, in the past, has done almost everything. He has started by designing the car, then supervised the construction of it and finally is in charge of it at a circuit. At the Parnelli team each of the three drivers has a chief mechanic, who has two mechanics working under him with George Bignotti as overall Team chief mechanic.



PARNELLI JONES, one-time Indianapolis winner and now one of the most successful entrants in USAC racing. Jones has won the Baja 1000 *off-road race for the past two years.*

It was Bignotti who, until recently, was in charge of the 30-strong team and he is probably the best known of all American racing mechanics. But it was obvious at our visit that Phillippe and Bignotti did not get along too well, "he always seemed to be there when the photographs got taken", commented Phillippe, wryly. Since our visit Bignotti has left the outfit. Vel's Parnelli team actually has two workshops, the shiny new facility at Torrance and permanent premises at Indianapolis as well. The cars are built at Torrance where Joe Fukushima is the shop manager and chief fabricator and for whom Phillippe has the highest praise. He has a team of four fitters and a permanent machinist under him. Then there is a fibreglass laminator called Mike McQueen who Phillippe reckons is better than anyone in England. At Torrance there is also a transmissions shop, and a new 1,000 b.h.p. Heenen & Froude dynamometer was being installed in the engine shop.

Phillippe would have been unable to design the 1972 Parnelli in the available time had it not been for the valuable work of his English assistant John Baldwin. Like Phillippe, Baldwin worked at De Havilland and then joined Team Lotus, where he worked alongside Phillippe and then moved with him to California. Between them they produced over 500 detail drawings for the first car and have now all but completed the work for the 1973 model.

The three Chief Mechanics are Jim Dilamarter, Jimmy McGee and Johnny Chapels, who work respectively for Al Unser, Mario Andretti and Joe Leonard. All in their mid-thirties, Capels and Dilamarter have both raced themselves quite extensively, while McGee has been Andretti's personal mechanic for several years. In fact the two mechanics under Dilamarter are both British and ex-Team Lotus; Derek "Joe 90" Mower and Sid Carr. Mower was enormously enthusiastic about his year in America although he told us he thought that in some aspects the racing was still very amateur. "Do you know", he said "we've hardly changed an engine between practice and a race all season and we have had very few all-nighters, not like Team Lotus at all". Mower will pick up probably £100 a week, almost three times as much as he was getting at Lotus. Phillippe likes having the British mechanics around him and would probably be keen to have a couple more.

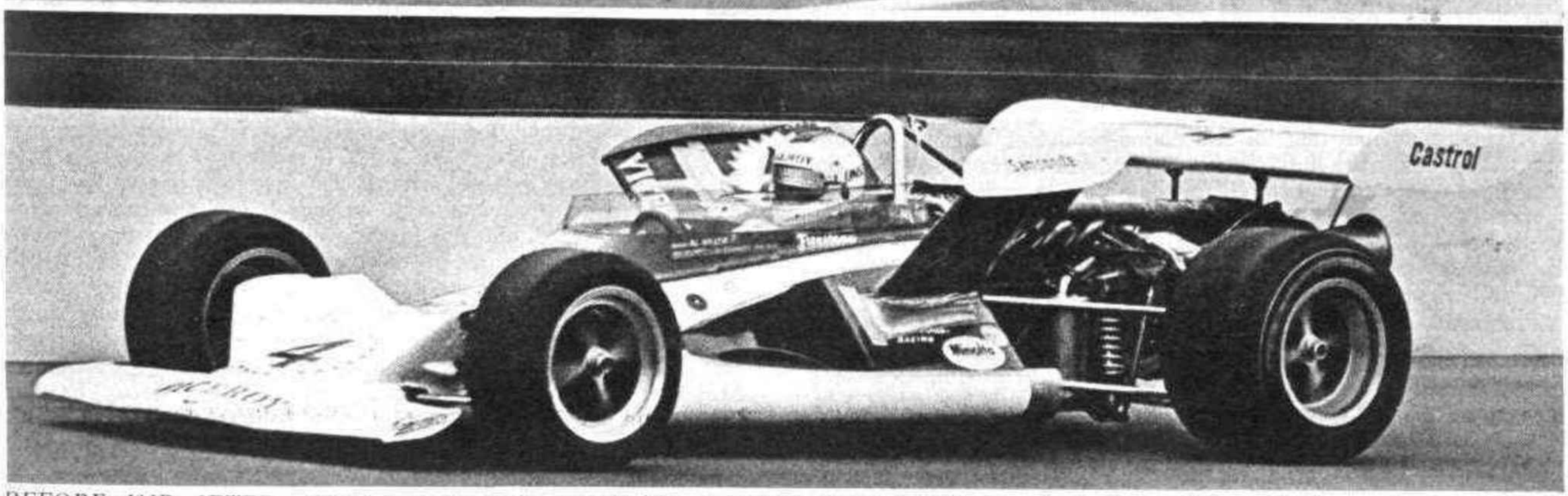
At a race meeting the regular mechanics are backed up by a team of part time wheel changers and re-fuellers, who are called the weekend warriors. "There seems to be an awful lot of them sometimes", comments Phillippe. At Torrance there is also a full-time Purchasing Manager by the name of Bill Yeager who buys all the equipment and, with Bignotti's departure, he will take on additional and more conventional team manager responsibilities. The questioning was steered on to the subject of drivers and what it was like to have more than one top driver in the same team. We mentioned the Team Lotus line-up for next year with Fittipaldi and Peterson. "It always creates problems" says Phillippe, "because it spreads the effort and it is difficult to put as much emphasis on two drivers as it is on one. The problem is that drivers tend to get demoralised if they see their fellow No. 1 going quicker than they are. However, in the Parnelli team we have been very lucky in the temperament of the individual driver. They had all discussed it prior to signing and they all get on very well together."

The drivers

What were the individual talents of the three drivers on the team? Phillippe tells us about Mario Andretti first. "Really, to sum it up, he is a very competitive driver. He understands the mechanics of the car fairly well and of the three drivers he finds it easiest to assess what is happening to his car. I tend to work with Mario at a circuit more than the others.

"Al Unser tends to be more reliant on other people to sort out his car. Of course he is very quick but this year he has been somewhat phsyced." What of Joe Leonard, we asked, he has won the championship this year but he has a reputation of winning after everyone else drops out? "Last year Joe was regarded very much as a number 2, even early this year there was a tendency to say, its only Joe's car, he will have what we have put for Al. But this season he has emerged as his





BEFORE AND AFTER.—The two phases of the Parnelli-Offy designed by Maurice Phillippe. In the lower photograph the car is pictured in its original state with the very interesting dihedral wings. The car never raced with these and after Indianapolis the rear suspension was also re-designed to a more conventional outboard layout. See upper photograph. The radiators remained mounted in the side of the car and fed by large NACA ducts. Mario Andretti is seen at the wheel of the car in both stages of development. He led seven of the ten Championship races but failed to win any of them.

own master and more of a number 1. Actually having observed Joe drive on fast sweeping curves, I think he is probably the smoothest of our three drivers. He is a pretty old guy too and really I think he does a fantastic job. A lot of people say that the way to win is to follow Joe and pip him at the post. But that is part of what it is all about, being there at the chequered flag.

USAC cars are, in the main, powered by the famous and evergreen Offenhauser 2.6-litre turbo-charged straight 4 engine built by Dale Drake Engineering although some competitors are using the V8 Ford, a project which is now entirely the responsibility of A. J. Foyt. There are also the occasional stock block engines around and they are allowed a capacity of 3.3-litres. USAC racing can be very expensive for the Offy engines are about £14,000 apiece, over twice as much as a Cosworth V8 Grand Prix engine. The Parnelli team rebuild their own engines while engine development is looked after by a chap called Dick Jones who runs a firm called R & D just down the road in Long Beach.

We had read in the American press that the AAR Eagles seemed to be ahead in the USAC power race although the cars have proved unreliable. Why was this, we asked Phillippe? "All American Racers has had a history of being so close yet so far, it is rather like Chris Amon not being able to win a Grand Prix. I only wish we could qualify as quickly as the Eagles do, but of course, we can usually run as fast in a race as our qualifying speed, which they can't. I don't know what Dan Gurney's policy is about qualifying. We don't seem to be able to turn up the turbo-charger boost on our car and run any quicker, perhaps the Eagle engines have a better torque characteristic when the boost is screwed in. Our cars become difficult to drive with the boost in. These turbo-charged engines have a point where they come in with a grand slam of power. It is a question of how much pressure you put in the inlet manifold, if the boost is really turned up the engine becomes very unreliable. The All American Eagles have a tremendous history of engine failure, and so have teams like McLaren and Penske; perhaps we have been lucky. Every engine failure means a big minus sign on the till, blow-ups can cost around £6,000."

Now for Maurice Phillippe his first season as designer for the "Superteam" is over. Joe Leonard has scored a clear victory in this year's Championship and Al Unser finished fourth in the points table. Unbelievably, Mario Andretti led seven of the ten rounds and failed to pick up a single victory. News comes also that Parnelli Jones has just won the Baja 1000 Mexican off-road race for the second time in the Bronco Special which is prepared alongside the USAC cars. Phillippe hasn't had the time to design some suspension mods for that yet! 1972 has been a good year for Phillippe and he considers it well spent. Next year's car incorporates many of the things he has learned this year plus, no doubt, a few surprises. "Of course, from my point of view, a car is always out of date. As designers we are always looking to the future." Emerson Fittipaldi's success with the Lotus 72 has also brought him a great deal of pleasure too, and via the grapevine he keeps in touch with the old firm. But, as Maurice says, "California has got a lot more to offer than Hethel, in fact to sum it up, its pretty good, pretty good."—A. R. M.

A CHALLENGE

HOW would a USAC type car fare against the best in Formula One machinery? Dan Gurney on behalf of his AAR Eagle team has offered to challenge any Formula One constructor to a match race between the two different types of car around the Nurburgring. Exact details are yet to be sorted out but Gurney is willing to put up 100,000 dollars with an equal amount coming from the challenger—winner takes all.

CONTINENTAL NOTES

Ferrari

THE DAY that Enzo Ferrari stops building cars will be a sad one indeed, not only for prospective customers, but for everyone interested in high performance cars. His latest offering, which has appeared as a "one-off" on the Pininfarina stand at various motor shows, is now going into production. This is the Ferrari BB or *Berlinetta Boxer* and can be traced directly back to the Ferrari Grand Prix and Sports Car racing programme, for it is a mid-engined coupé with a flat-12 cylinder engine. Whereas the racing engines have been limited to 3-litres capacity by International rules the BB has an engine of 4.4-litres capacity. The two banks of six-cylinders are horizontally opposed, each bank having two overhead camshafts and the bore and stroke are 81 x 71 mm., giving 4,390 c.c. At 7,500 r.p.m. the quoted horsepower is 380, breathing through four triple-choke Weber 40 IF3C carburetters. The drive is through an all-synchromesh 5-speed and reverse gearbox in unit with the differential, and suspension is independent all round. It has everything that a high performance car born of racing would inherit, like cast alloy wheels, ventilated disc brakes, 120-litre fuel tank, rack and pinion steering, self-locking differential and so on. A speed of 302 k.p.h. (187 m.p.h.) is quoted and this road equipped racing car heads the list of Ferrari production models at an astronomical price figure that is rather academic to all but a handful of people.

It is quite obvious that the real reason behind putting the BB into production is so that the Scuderia Ferrari will be ready for the next change in sports car regulations for long distance racing. It is almost certain that the CSI will soon be announcing steps to try and deflect the trend of sports car racing from detuned Grand Prix cars, which is the situation at present, to something more akin to a road car or a production car of the GT variety. In the 4.4-litre Ferrari BB the Maranello team have a ready-made car that will take a lot of beating, and if the rules are not changed to give GT cars complete control of long-distance racing, then it can still run in the existing GT category once sufficient have been made and it has been homologated, and no 3-litre prototype sports car is likely to keep up with it.

The Ferrari production car list at the present time makes pretty impressive reading, starting with the Dino in 246 GTS *Spider* form, followed by the Dino 246 GT coupé. Then comes the 365 GTB4 Berlinetta, the front-engined coupé Daytona, the more luxurious 365 GTC4 and the coupé 365 GT4/2 + 2, and the pinnacle of them all, the new BB mid-engined coupé. To buy a full set of Ferraris for 1973 would cost in the region of £60,000!

de Tomaso

One of the things that happened in racing during 1972 was the entry of de Tomaso Pantera coupés in the GT category of long-distance racing. They were continually beset by homologation problems, especially after the first four races where they stole the GT thunder from Porsche, and even looked like winning outright when the Ferrari prototype team got in a muddle. With Ford backing, the de Tomaso factory has gone from strength to strength, the road-going version of the Pantera, with its mid-mounted Ford V8 engine being made in ever increasing numbers. The man behind it all is Alessandro de Tomaso, and some while ago he bought up the Benelli motorcycle firm, which is based at Pesaro, not too far from the de Tomaso home town which is Modena. In a local motorcycle race meeting a works Benelli actually beat the all-conquering MV-Agusta and de Tomaso's enthusiasm almost ran riot. The Benelli motorcycle factory has always had the ability and facilities to produce interesting racing motorcycle engines, and way back in 1938/39 they built a supercharged 4-cylinder 250 c.c. racing bike, long before the Japanese had learnt what a motorcycle was. Benelli's latest effort is a remarkable six cylinder engine of 750 c.c. capacity, mounted transversely in a road-going motorcycle, in order to join in the Super-bike market. Like Ferrari and his BB coupé, the price of the six-cylinder Benelli is pretty academic, but also like Ferrari there is the thought that this is a project with an ulterior motive, for in the motorcycle racing world there is a 750 c.c. Formula that is gaining impetus in spite of officialdom trying to hold it back. The very fine looking all-alloy air-cooled six-cylinder Benelli engine is quoted as giving 76 b.h.p. at 9,000 r.p.m., which is a lot of horsepower to have in a road-going motorcycle. Apart from de Tomaso being closely tied with the Benelli development and its racing involvement it is also interesting that some engineers left the Maserati firm when the Citroën engineers moved in, and they joined de Tomaso, and are now deeply involved with Benelli.

Maserati

Although Citroën own the Maserati firm and control their activities with the production of the V6 engine for the Citroën SM, the Maserati still exists as a separate and independent make. Like Aston Martin they struggled to hold on to past glories, with large ungainly front-engined GT cars, the Indy and the Ghibli being the last of the Dinosaurs. Eventually Maserati succumbed to the race-bred way of thinking and produced the Maserati "Bora", a mid-engined coupé using the 4.7-litre V8 engine from the front-engined cars. Somehow one got the feeling that the Maserati management were not really convinced about the "Bora", and though it went into production there was a lack of seriousness about it. It seemed to be the last dying gasp of an era that was gone, rather than a brave step into the future. Maserati have now come out with an entirely new mid-engined coupé, called the "Merak", and this makes a lot of sense. In effect it is the Citroën SM turned through 180-degrees. While the SM uses the 4-camshaft V6 Maserati engine and 5-speed Citroën gearbox to drive the front wheels, with the whole power-pack just in front of the cockpit, the "Merak" uses the same mechanical components mounted just behind the cockpit. Because Italy does not have the arbitary 2.8-litre limit involved with taxation, the engine in the "Merak" has been brought up to 2,965 c.c., or a nice round 3-litres. It does not use the advanced hydropneumatic suspension, power braking and power-steering of the SM, being content with orthodox wishbone and coil-spring all-round independent wheel suspension, but it does use the instrumentation and interior scuttle layout of the SM. Clearly much of the knowledge gained with the mid-engined V8 "Bora" has been passed on to the mid-engined V6 "Merak", especially as regards the front luggage compartment and the interior layout to achieve a compromise between the ideal and the practical, but the impression is that the V8 "Bora" was the end of the pure Maserati line and the "Merak" is the beginning of a new Citroën influenced Maserati line, and of the two the "new" looks the most encouraging.

Grand Prix International

Yet another association has been formed, this time by the Grand Prix race organisers and circuit managements, and it is called "Grand Prix International". In spite of flowey words and political phraseology this is yet another Trade Union, formed so that its Shop Steward can attend meetings of the CSI and combat the activities of the other powerful Unions, such as the Formula One Constructors Union and the Grand Prix Drivers Union. Of course, it could happen that all these specialist groups could work together for the overall benefit of the sport, but it is unlikely, and the words boycott, strike, industrial action and bloody-mindedness will no doubt figure high on the Agenda. It is only fair that the Grand Prix organisers should

Continued on page 1361



NEW BOLOGNA TRIDENT.—The Maserati "Merak" with centrally mounted 3-litre V6 engine and Citroën 5-speed gearbox driving the rear wheels. The body design is by Giorgio Giugiaro and his ITAL DESIGN studio.



NEW: PRANCING HORSE.—The Ferrari Berlinetta-Boxer, with its 4.4-litre flat-12-cylinder engine mounted amidships. It runs on Michelin 215/70 VR 15X tyres and 187 m.p.h. is claimed as top speed.

Sanremo Rally

1st :	A. Ballestrieri/A. Bernacchini (Lancia Fulvia)	..	45 min. 09 sec.
2nd:	S. Barbasio/P. Sodano (Lancia Fulvia)	..	48 min. 51 sec.
3rd:	H. Lindberg/H. Eisendle (Fiat 124 Spider)	..	58 min. 25 sec.
4th :	G. Bisulli/A. Zanuccoli (Fiat 124 Spider)	..	60 min. 13 sec.
5th :	L. Trombotto/G. Zanchetti (Fiat 124 Spider)	..	60 min. 25 sec.
6th :	G. Bossetti/P. Hischiatti (Lancia Fulvia)	..	90 min. 27 sec.
7th :	G. Pelganta/M. Mannini (Lancia Fulvia)	..	108 min. 25 sec.
8th :	A. Fagnola/A. Ulivi (Fiat 125S)	..	109 min. 03 sec.
9th :	L. Corino/P. Rigo (Fiat 125S)	..	114 min. 45 sec.
10th :	S. Brai/R. dal Pozzo (Opel Kadett 1600)	..	115 m n. 28 sec.
11th :	R. Bovati/S. Silvano (Lancia Fulvia)	..	182 min. 15 sec.
12th :	G. Carducci/Mrs. Aldeg (Fiat 128 Coupe)	..	214 min. 43 sec.
13th :	C. Brion/L. Stuani (Fiat 128 Coupe)	..	257 min. 17 sec.

69 starters, 13 finishers

NOTE: 22 other crews were also officially classed as finishers since they completed the first leg of the rally.

IT USED to be called the Rally of the Flowers, from the sunny Riviera which lies between the Mediterranean and the mountain region in which the event was held. Then it was renamed Sanremo Rally, and for the past two years has been combined with that other Italian event, the Sestrière Rally. But the amalgamation was not at all a popular one, and both competitors and organisers were quite pleased when the event reverted to its original style this year, with start, half way stop and finish at Sanremo.

It was natural that both Lancia and Fiat should put maximum effort into their country's premier event, Lancia in particular for they were making a big splash with six red and white cars to mark the announcement of their association with Marlboro for the coming year. Fiat had four works cars, and both Italian companies had vast service arrangements to support their entries, both teams running on Pirelli tyres of course.

The only foreign opposition came from two factory Alpines, the remainder of the field being made up by Italian amateurs and privately-sponsored crews. In all, 69 cars started of which just 13 finished the entire route.

The structure of the rally was distinctly similar to that of the Monte Carlo Rally's *Parcours Commun* and *Epreuve Complémentaire* in that the first leg was much longer than the second, and the second much more tightly timed on the road than the first. But unlike the Monte, road timing was to the nearest second, the Italians taking the view that it is unfair to time to the preceding minute so that a crew 59 seconds late gets zero penalty and another just 61 seconds late collects a minute's penalty.

In the early stages, Ove Andersson's Alpine (he won in 1971) went into the lead, but gearbox failure stopped the car on the fourth of the 26 special stages. Then team-mate Jean-Luc Thérier took over the lead and when he held it until the mid-way stop and beyond, the Italian teams became more than a little serious faced. But they need not have worried; as the French team manager sat down to an evening meal with mechanics at Ristorante Adolfo, a mountain hostelry near Pigna much favoured by rally people, the news came through on the telephone that Thérier had also succumbed to gearbox failure.

This put the Lancia outfit into higher spirits, but although the Fulvias were far more reliable in the first leg than the Fiats, the position was reversed in the second. Munari went out with a broken limited slip differential, Källström with a shattered rear brake caliper and Ragnotti with a broken drive shaft. Coupled with Lampinen's retirement in the first leg when an oil filter gasket burst, this left Lancia with just two runners, but they finished in first and second places.

Although they had been troubled by grumbling gearboxes and differentials in the first leg, not to mention severe brake fade, the Fiat 124 Spiders went well in the second leg, finishing third, fourth and fifth.

Lancia stengthened its position at the head of the Constructors' Championship table and Fiat moved ahead of Porsche into second place. Since none of these makes scored points in America, Lancia will start the RAC Rally as unbeatable champions for 1972.

* * *

Press-on-Regardless Rally

1st :	G. Henderson/K. Pogue (Jeep Wagoneer (5900))	..	122.61 min.
2nd:	T. Jones/R. Beckman (Datsun 240Z (2393))	..	130.19 min.
3rd:	E. Dahm/J. Callon (Jeep Wagoneer (5900))	..	134.18 min.
4th :	D. Zwitzer/G. McGuire (Volvo 164 (3000))	..	151.02 min.
5th :	J. Doidge/H. Ward (Dodge Colt (1600))	..	155.39 min.
6th :	W. Boyce/D. Woods (Toyota Tezik (1588))	..	156.11 min.
7th :	J. Smiskil/B. Rekus (Datsun 1600 (1595))	..	160.10 min.
8th :	J. Walker/T. Palmer (Volvo 142S (1983))	..	162.27 min.
9th :	M. Blondin/R. Thebault (Datsun 1800 (1800))	..	179.89 min.
10th :	J-D. Legault/R. Poitras (Datsun 1600 (1600))	..	185.43 min.

77 starters, 22 finishers

"America's oldest, richest, longest, meanest car rally." Thus did advance publicity describe the Press-on-Regardless-Rally, the first event in the United States to be recognised in Europe as a rally in the true sense of the word and the first American qualifier for the International Rally Championship for Makes. Oldest it must surely be, for it has been running for about a quarter of a century; perhaps not the richest since American sponsoring concerns haven't yet realised the potential of rallying as their European counterparts have; longest it must be, for it runs over a period of three complete nights; whether it is the meanest depends on what is available for comparison purposes, and since there is nothing in the USA of a similar nature then perhaps the organisers are right.

Last year the new-style POR, as it is called, was observed on behalf of the FIA and the observer's report was enough to convince the international body that the event was worthy of inclusion in the 1972 Constructors' Championship. It certainly was a proper rally, running mainly at night from Thursday morning until noon on Sunday with two day-time stopovers. The start was at Detroit, beginning with a special stage on the public roads of Belle Isle, a recreational area on an island in Detroit River. The stopovers were at St. Ignace, the township just north of the Mackinaw Bridge in Michigan's Upper Peninsula. Thus the first leg was made up of the journey north, the second of a tour of the logging roads of the Upper Peninsula and the third of the journey south to Alma, location of the Total-Leonard refinery which was sponsoring the event.

Compared with European events in the same series, the atmosphere of the POR was lacking in a vital something, but one should remember that the Americans were doing something as relative newcomers which Europeans have been doing for many years.

Neatly sandwiched between Sanremo Rally and the Tour of Corsica, the POR seemed unlikely to attract many European entries. The most likely candidate was Lancia, since that company was leading the International Championship for Makes. But Lancia was also heavily committed both in Sanremo and in Corsica, the latter event being the occasion for the first competitive appearance of the Stratos, the company's Ferrari V6 mid-engined car. As it happened, neither the Stratos nor the Ford GT 70 lasted very long in Corsica.

However, Lancia managed to divide its battalions and Harry Källström and John Davenport were despatched to the USA along with a Fulvia and two mechanics. In the early stages of the rally, John Buffum, an American who rallied a Porsche 911S in Europe whilst based in Germany with the US Air Force, took the lead in his 1.8-litre Escort BDA. But Källström was merely playing himself in, and when he did decide that the preliminaries were over he very soon pulled out a commanding lead, particularly when Buffum had a misfortune and retired.

The special stages were along the very sandy roads which abound in the Michigan Forests, trails which were presumably used in the past by Mohicans and Hurons. Much softer than British forest roads, they cut up very badly by the passage of cars at speed and this, combined with the heavy rains of the previous weeks, produced conditions which proved extremely favourable to the vehicle which eventually won—a four wheel-drive Jeep Wagoneer!

Purists will regard the victory by a Jeep as evidence that the event was no more than a mud-plug combined with an off-road race, but this was certainly not the case. Until Källström retired (he rolled the Lancia after a brake pipe was worn through by sand collecting and hardening on the inner rim of the right rear wheel) he was making it quite evident that experience counts, but his departure let the Jeep through into the lead.

Since American manufacturers have concerned themselves very little with matters such as homologation, the FIA decided that the event could accept non-homologated cars of American manufacture. American Motors took advantage of this to put in two Jeeps, both with 5.9-litre engines and with a new-type of four-wheel-drive system called Quadra-Trac. It has one differential in each axle (both free) and another (limited slip) between the two. Thus, as winner Gene Henderson remarked, "Sometimes it's four-wheel-drive, sometimes front-wheel-drive and sometimes rear-wheel-drive. You just gotta be versatile to drive it hard."

Continued on page 1361

Can-Am 1973

Porsche dons McLaren mantle

PORSCHE ended the five-year McLaren domination of the Canadian-American Challenge Cup Series of sports car races in America with six victories in nine races during 1972. The vehicle was the Porsche 917/10, a turbocharged 5-litre derivative of the original endurance racing flat-12 917 coupé which so handsomely won the Championship of Makes for Porsche. The basic configuration of the 917/10 was similar to the original spaceframe 917 with slight dimension changes to accommodate larger tyres, fuel tanks and so forth. The long-tailed coupé body had been replaced by an open sports body while the original air-cooled flat-12 engine had increased its output from 600 to 900-plus horsepower.

However, there was far more to Porsche's Can-Am Championship than the racing car itself, for the winning potential of the 917/10 was only reached through the ideal partnership of Porsche KG and Roger Penske Racing. The Porsche contribution to the partnership is obvious but the Penske side consisted of driver and development engineer Mark Donohue and engineer Don Cox plus Penske's racing establishment in America.

Porsche had made two previous Can-Am sorties with the 917, both with Jo Siffert. In 1969, Siffert ran a cutdown Spyder version of the 917 coupé while in 1971 he ran the original 917/10 Spyder. Both cars were underpowered as their engines from 4.5- to 5.4-litres were just no match for the 7- and 8-litre Can-Am Chevrolets. Nevertheless, Siffert was impressive by virtue of his personal style and the reliability of the basic 917 concept.

The Penske/Porsche project began in earnest 8 months before the first 1972 Can-Am. Donohue who became the focal point of the entire effort began track testing at Porsche's Weisach facility in Germany. In totalled days, he spent two of the next eight months in Germany. As weather and scheduling became a problem, a second 917/10 was shipped to America and Donohue did more testing at Road Atlanta, Georgia, one of the Can-Am tracks. All early testing was conducted using the basic 5.4-litre engine for at that time, the turbocharged engine was little more than a highly advanced dream.

Mark Donohue is his own severest critic. He sets his own personal standard of achievement at the very highest level for there is really only one acceptable result—victory. As the focal point of the Penske/Porsche Can-Am effort, Donohue's personal standard became the standard for the joint effort. As engineer/driver he was the final judge and since he more than anyone else knew of what the McLarens were capable, when he was satisfied that the Porsche was a winner, they were ready to go racing.

At first there was a very critical period of adjustment while the Penske/Porsche people got to know each other, for in each other's eyes they were definitely unknown quantities other than by reputation. The crux of the problem was whether or not Donohue *et al* would be just another set of "preferred customers" who would race the factory equipment or whether they were important and valued equals who had a part to play in the development process.

It was on the skid pad—an important first proving ground for the tough, analytical Porsche people as well as Donohue and ex-General Motors engineer Cox, that the marriage between Porsche and Penske Racing was consummated. They saw eye to eye on the importance of the skid pad. From then on, the Penske organisation was not just another bunch of "cut-and-try" racers but instead they were sane hard-nosed engineers worthy of respect.

With this gap bridged many things happened. Donohue suggested a larger rear wing than the Porsche staff felt necessary. But they tried it and found increased performance and from then on, ideas emerged, were tested, evaluated on their merits regardless of their origin and used or discarded accordingly.

An important point in time was the Riverside, California tests in January. Coming after successful record-breaking mid-winter tests at Road Atlanta, they were expected to support the indications that the 917/10 could match the Can-Am dominating McLarens. However, in normally aspirated 5.4-litre form, the Porsche was a dismal disappointment at Riverside. It was underpowered and at that point the success of the turbocharged engine programme became an absolute necessity on which the entire programme depended. Of the 9 Can-Am tracks, over half of them were pure and simple horsepower courses. The turbo-motor had to work.

To begin with, engine development specialist Vallentine Schaeffer knew nothing about turbocharging but having personally developed every Porsche racing engine since 1964 he knew how to go about discovering its secrets and black arts. Starting from first principles he began a development programme for which few people will ever know the complexity of problems and frustrations. Jo Siffert had driven the first turbocharged flat-12 and found several seemingly insurmountable problems: throttle lag (of as much as 7 seconds) followed by enormous and unmanageable horsepower (at one point 1,088). In addition, the first efforts revealed that the engine would not idle and then once running when the driver lifted off for a turn, the engine ran on.

But Schaeffer was the man who carried on regardless. The delay in throttle response was reduced to the point that driver anticipation and correct gearing made it usable, the power was tamed, the run-on eliminated and the idle problem cured although the engine is still smoky while idling, a problem which will be cured next year. The feedback from Donohue to Schaffer tuned the engine to a usable form just as the feedback from Donohue to Cox and Porsche designer Helmut Flegel had tuned the suspension. In one instance, throttle response characteristics were improved by fitting another type of fuel injection pump which became known as the "happy pump" because once fitted, Donohue was happy.

The final turbocharger set-up featured two radial turbochargers feeding two long log manifolds which in turn fed the 12 cylinders. The secret of the development was a series of one-way valves which cut down the throttle lag and effected the responsiveness of the engine through its working range. Horsepower had been reduced to around 900—under for practice, tyre and suspension testing, over for qualifying and somewhere in between for the race. Horsepower output was simply controlled by turning the turbocharger wastegate screw and for racing the first consideration was fuel consumption.

The turbocharged engine became the key to the Porsche Can-Am success for once it was running, everything else fell into place. With as much as 200 horsepower more than the Chevrolet powered 8.1-litre McLarens, Lolas and Shadows, engineer Flegel could design a nigh downforce body which would literally glue the car to the ground. Thus the big rear wing and snowplough front, with horsepower to burn, transformed the original sleek 917 into a Can-Am winner.

It was not all as easy as it sounds for to achieve the correct aerodynamic and suspension balances still required days and days of skid pad and track testing but Schaeffer's turbocharged engine made it possible for Flegel, Donohue and Cox to tune the rest of the car to its highest level. Through the slow boring days of testing Flegel was often the one with the most patience to stick it out to find the ultimate combination.

Generally speaking, the Porsche was faster through slow and medium speed turns than its main competition the M20 McLaren as a result of its shorter wheelbase and the high downforce body. These benefits came at the expense of high speed handling where the McLaren excelled. With its abundance of power, the Porsche excelled in acceleration and top speed and in certain circumstances on braking as compared with the McLaren. Because of the greater thirst of the turbocharged engine, the Porsche went to the start line with more petrol and a resulting weight penalty but as the fuel load lightened this penalty disappeared and in fact it was only an apparent serious advantage on one occasion.

During the season the original turbo set-up was altered to use smaller turbochargers, giving better throttle response at the cost of less horsepower on two of the tight twisty tracks (Mid-Ohio and Laguna Seca). Late in the season, a medium size turboblower was adopted which replaced the original large one and gave almost as much horsepower but with greater throttle response.

Once the racing starting in June, it seemed only a matter of course that the Porsche would win. Donohue led the first race at Mosport from the pole position until a turbocharger valve stuck, forcing a pit-stop to free it which dropped him to second at the finish. A minor fault had given Hulme in the latest Gulf McLaren the victory after team-mate Revson's engine broke its crankshaft with three laps to run.

Disaster struck the Porsche effort in private testing for the second race at Road Atlanta when Donohue crashed heavily, breaking his kneecap and putting him out of racing for some time. A spare chassis was hastily prepared and five days later George Follmer stood in for Donohue. Follmer became the Cinderella of the Can-Am for in the remaining eight events, he won five, started from the pole three times, set fastest lap five times—four of them lap records. He was unques-

tionably the Can-Am Champion.

Donohue, recuperated by mid September, ran the last four races, finishing 1st once, 2nd once and 3rd once while he started from the pole on his first outing. Of 13 starts for the works Penske Porsches, there were 12 finishes, the only DNF being when Donohue crashed after a tyre failed him while leading at Donnybrooke. In that same race Follmer ran out of gas while leading on the last lap and dropped to 4th in the finishing order. This was not his worst result for in his second race at Watkins Glen, the turbocharger valve again stuck and he was forced to make a pit stop which perhaps proved lucky for he had also started the race with the wrong tyres and Penske had made a wrong guess on the angle of the rear wing which saw Team McLaren run to their only one-two finish of the season.

Follmer's Cam-Am Championship was a foregone conclusion before the season was over but Donohue, even after missing four races still had a chance for second place by winning the last race at Riverside. Follmer had just waved his team-mate into the lead with 15 laps to go but Donohue suspected a puncture and the resulting unnecessary pit-stop dropped him to third in the race and a disappointing fourth in the standings behind a second place tie between Hulme (McLaren) and Milt Minter (Porsche 917/10) which was broken in favour of Hulme by virtue of his two wins.

While Penske's L. & M. cigarettes-sponsored Porsches carried the German colours highest in the Cam-Am, the 917/10 in private hands was also a formidable competitor.

California Porsche stalwart Vasek Polak entered his normally aspirated 5.4-litre 917/10 for Milt Minter who after two races led the Championship standings. Later in the season with a turbocharged 5-litre engine Minter was even more of a threat with numerous high placings which yielded his final third in the standings. Florida Porsche specialist Peter Gregg had similar results with his 917/10 which was updated first with a 4.5 turbomotor and then later with the latest works style high downforce body. Gregg's best placing was a third but he missed three races when his car had to be returned to Stuttgart for repairs after two unfortunate crashes.

Against the Porsche strength, the best that Team McLaren could manage was two victories for Hulme at the beginning of the season when the Porsches were at their weakest. Once on form the Porsches could not be beaten. Although Hulme challenged several times the M20 McLaren was no match for the more powerful 917/10. On one occasion, McLaren honour was saved by Francois Cevert driving an ex-works (1971) M8F McLaren who won the Donnybrooke race when Donohue crashed and Follmer ran out of gas.

Porsche's Can-Am triumph was an expensive undertaking. As McLaren team manager Teddy Mayer was quick to point out, while Team McLaren races to make money, Porsche races to enhance the prestige of the company. Although it can be said that the team that probably spent the most money won the Can-Am, it must not be overlooked that in the past Team McLaren was spending the most money in order to field a good team and in the process won the Can-Am. One important reason that they were never seriously challenged in five years of racing in Can-Am was the simple fact that no other team ever attempted to field as strong an effort.

For comparison, a single Porsche turbocharged engine is valued at more than a ready-to-race McLaren car. Porsche's 1972 Can-Am success means that Can-Am will never be the same again for the cost of winning has risen many times and future fields will clearly show this.—F. D. S.

RALLY REVIEW—Continued from page 1359

With a few organisational rough edges smoothed off, the POR will be on a par with European counterparts, though distance is likely to put it as far out of reach of private drivers as the Safari.

* * *

ON SATURDAY, December 2nd, the world's most popular rally will start from the racecourse at York. The RAC International Rally of Great Britain attracts a field of competitors such as no other event can muster, including crews from nearly every country in Europe and Scandinavia, South and East Africa, Turkey and New Zealand, and there are even entries from two major motor manufacturers in Japan. The popularity of the event stems directly from the nature of the special stages, the majority of which will be run on the unmetalled roads through Britain's State Forests. Indeed, well over 300 applications were received for the 180 places, and the provisional entry list runs to 200 pairs of names.

Motor manufacturers directly represented by their own works cars include Saab, Lancia, Fiat, Ford, Datsun, Toyota, Wartburg, and British Leyland, and there are strong dealer or concessionaire entries representing Opel (Sweden and Finland), Volvo (Finland), Vauxhall, BMW, Citroën (Austria), Skoda, Moskvich and Chrysler UK. Furthermore, these are backed by the best of Britain's amateur or privately sponsored drivers, and the whole entourage, with their various support vehicles will be a spectacle worth seeing as it moves around the country between Saturday and Tuesday.

In the past MOTOR SPORT has been unable to provide a detailed guide to this, the biggest international sporting event to take place in Britain, mainly because specific details of the itinerary are always kept secret until shortly before the day of the start. However, this year the event has been moved from the middle of November to the beginning of December, and we are thus able to provide details of at least those controls and special stages where provision will be made for parking.

In each case, spectators should follow the directions of rally officials. In the case of forest stages, spectators will only be allowed to enter the stages on foot. They are asked not to bring very small children or dogs, to take their litter home with them, to stand well up on the banks clear of the road and of places where a car might be expected to land if it left the road, to keep well away from trackside log piles, not to smoke and to respect the property of the Forestry Commission.

On December 1st, York Racecourse will be the scene of considerable activity as competitors and their supporters assemble for documentation and scrutineering. The rally itself begins the following morning with the first leg through North Wales, South Wales, the Forest of Dean and returning to York via the Midlands on Sunday evening. The second leg, from Monday morning to early Tuesday evening, takes in the forests of Yorkshire, Northumberland, the South of Scotland and the Lake District.

The RAC Rally is a qualifying event in the International Championship for Makes, but deciding points are not really at stake on this occasion for Lancia has already clinched the series, first by winning the Sanremo Rally in October and secondly because its immediate rivals scored no points in America's Press-on-Regardless Rally in November.—G. P.

Stage/ Control	Venue	Map Reference or Location	Approx. time first car	Date
Start	York	Racecourse	09.00	2/12
SS1	Bramham	97/401406 to 97/426401	09.20	
SS2	Harewood	96/322444 to 96/302453	09.55	
SS3	Esholt	96/196385 to 96/182404	10.10	
TC1	Charnock Richard M6 service area	Park north-bound side only—use pedestrian footbridge to reach control.	12.10	
MC2	Prestatyn	Pontin's Holiday Village	14.25	
SS4	Prestatyn	108/068830 to 108/041827	15.56	
SS5	Great Orme	107/782832 to 107/760832	16.43	
SS6	Colwyn Bay	107/856782 to 107/870787	17.10	
SS8	Clocaenog 2	108/040535 to 108/005531	18.20	
SS12	Coed-y-Brenin 1	116/718272 to 116/715277	19.30	
SS14	Dyfi	127/755064 to 116/846099	20.15	
MC4	Machynlleth	Wynnstay Arms Hotel	21.00	
SS24	Serridge	142/638155 to 142/614121	06.10	3/12
MC6	Aust	Motorway Service Area	07.00	
SS27	Blenheim	145/452155 to 145/427187	11.00	
SS28	Silverstone	145/670427 to 145/671423	11.45	
TC3	Corley	M6 Service Area	13.00	
SS29	Sutton Park	131/091955 to 131/110986	14.20	
SS30	Donington	121/429258 to 121/429258	15.20	
TC4	East Midland Airport	121/458260	16.00	
MC8	York	Halfway Halt—Racecourse	19.20	
Re-start	York	Racecourse	09.00	4/12
SS33	Castle Howard	92/711695 to 92/713700	09.26	
SS40	Pickering	92/797922 to 92/795943	12.00	
SS41	Cropton	92/797950 to 92/767907	12.10	
TC5	Helmsley	—	12.40	
SS42	Ingleby	86/577036 to 86/592059	14.20	
MC10	Scotch Corner	—	15.30	
SS45	Hamsterley	84/079309	17.55	
SS46	Redesdale	70/783011 —	20.20	
SS54	Kielder	Finish at 70/609964	21.25	
SS58	Forest of Ae	75/982894 to 74/462928	00.35	5/12
MC12	Turnberry	—	03.00	
TC8	Castle Douglas	—	08.00	
MC14	Carlisle	—	10.30	
MC16	York	Finish	17.10	

SS = Special Stage TC = Time Control MC = Time Control and meal stop

---

CONTINENTAL NOTES—Continued from page 1358

have their own man on the spot, for in the past decisions have been made by Constructors and Drivers groups and the race organisers or the circuit management have been presented with a *fait accompli*, which they did not always agree with. Eventually, there will be so many committees, associations and unions, that meetings will occupy everyone full time and there will not be any time for actual racing, and that could solve a lot of the problems of today.—D. S. J.

Road Impressions of—

The Hexagon Elan Sprint and The Datsun 160B

OF ALL THE cars we have tested in recent months few have attracted anything like the attention of the Hexagon Elan Sprint Estate. Readers of MOTOR SPORT may already have seen photographs of the car in our advertisement pages and we were keen to try this exciting vehicle for ourselves. We knew it was an exciting car simply because any normal Elan Sprint is an enormously thrilling and evocative car to drive and an Estate version seemed to be an extremely sensible derivative.

To fill in the background one should first mention that Hexagon are based at 26 North Hill, Highgate, London N6 and are one of the larger distributors of Lotus cars. Apart from this they have sponsored a couple of Historic Sports cars as well as a Mini and also backed John Watson's Formula One March at the October Brands Hatch meeting. The go-ahead young directors still enjoy motoring, particularly in Lotus Elan Sprints, but they found their opportunities to drive the cars were dwindling with the increasing size of their families. Naturally an alternative is the Elan +2S which certainly offers extra accommodation but does not compare in sheer terms of overall compactness, acceleration and particularly outright agility. After all, an Elan Sprint compares with a Ferrari Dino on acceleration up to 60 m.p.h. and the road holding is superb.

The Hexagon directors and, in particular, Roger Perks scratched their heads and the idea of the Sprint Estate was formulated. As Hexagon already had a large crash repair shop which specialises in glass fibre work it was decided that converting cars at their own premises would be no problem. Thus the new shape was conceived, with perhaps a little Scimitar GTE influence, (Hexagon sell them as well) and very effective it looks too. The shape has made possible the provision of a flat carrying platform which runs from behind the seats to the rear bumper although a space is left behind the driver's seat for stowage of tools, map books etc. The rear tailgate aperature hinges from the roof down to bumper level, thus allowing a comfortable loading height. What Hexagon have not tried to do is to make the Elan Sprint into a four-seater, there is no provision for anyone other than the driver and the passenger but that extra Estate space is ideal for the young married man. There is plenty of room for a carrycot or baby seat or for bulky objects like golf clubs, surveyors equipment and that kind of thing or an enthusiastic motoring dog. The conversion includes a heated-rear-window and washer and wiper.

Naturally such a conversion involves a good deal of major surgery around the rear end of the existing Elan and to see a car in the middle of the job is quite horrifying. After removal of the front and rear-window glass, seats, carpets, trim, petrol filler, battery and various other equipment the rear of the body is cut off. A one-piece fibreglass moulding produced by Specialised Mouldings of Huntingdon, of the exterior estate shape, is positioned with a jig and bonded into place. The entire section is double skinned and the roof has a foam polyurethane layer laminated in which adds strength and acts as a damping medium. When all this is finished, just like they say on the Morecambe and Wise Show, "You can't see the join"! The tailgate is manufactured from three mouldings and is strengthened internally with a steel tube. A new wiring loom is installed in order to cater for the changed position of the battery and the addition of the rear wiper and heated rear window. Then it is a matter of fitting all the glass, new window frames are made specially, and retrimming the inside. No suspension or other mechanical changes are made.

The unladen kerb weight is increased by about 42 lbs. but the extra weight is offset by what is certainly a better aerodynamic shape. Thus Hexagon reckon that a slight improvement in both maximum speed and fuel economy may result although this would only be marginal. What do Lotus think about it? The official reaction from Sales Manager Barry Carter was that they are all for it, particularly



ELAN ESTATE. Hexagon's conversion gives the Lotus Elan Sprint a distinctive look. There isn't the remotest trace of the surgery necessary to effect the change.

if it sells more Elans. The prototype has been to the factory where it was looked over with interest and, of course, the normal Lotus guarantee is not invalidated although Hexagon are responsible for anything that might go wrong with, for instance, the rear-windscreen wiper.

On the road we found the car we tested, the second to be built, performed exactly like an Elan Sprint with the exception that it definitely did feel more stable on the Motorway at high-speeds. The Estate rear also means that the rear view mirror has to be re-positioned and the new position was certainly not very satisfactory but this is easily remedied.

However, our one major criticism concerned the hydraulic rams that held up the rear door. These are actually the same as used on a Scimitar GTE where they only support a window and frame. In the case of the Hexagon Estate the structure is heavier and the rams could not hold the weight—others of more sturdy dimensions need to be adopted. The rear suspension strut housings do, naturally, intrude somewhat into the estate area but not to any great degree.

The advantages of the Elan Estate are numerous and the car obviously has a wide appeal. But there is one major snag and that is the price. As has been explained the conversion is a major job. The cost of converting a new car purchased from Hexagon is £595, which brings the total price up to £2,430 if the car is originally constructed from a kit, even more, if not. This is very similar to the price of a Reliant GTE (fully built up) but cheaper than an Elan +2S. But Hexagon do not really see the Elan Estate as a direct competitor to the Reliant model which they feel appeals to a different sector of the market. Of course, the whole operation might be more economical if one had an Elan Sprint with the back end damaged and someone's insurance company happened to be footing part of the bill. So if we see someone doing a crash stop at a zebra crossing when we are following a little too close behind we might just think they had been reading this article! Seriously the Hexagon Elan Sprint Estate will surely have a great deal of appeal to the many really keen Elan owners who have a nagging suspicion that it is about time they bought something more staid simply because they need the space.—A. R. M.

* * *

JUST BEFORE the London Motor Show opened, Nissan-Datsun's new Publicity Agents in this country offered one of the latest Datsun saloons for road-test and being cosmopolitan in my motoring outlook and aware that it is now a case of Europe versus the rest of the World, I accepted. The medium-sized coke-bottle-waisted family saloon in a nice shade of olive green Amino alkyd enamel, was delivered promptly and in good order. It has an impressive specification, embracing an alloy-head overhead-camshaft four-cylinder 1,595 c.c. engine and coil spring suspension by trailing arms at the independent rear end. Everything about the car is well contrived. Before the driver there are three anonymous instrument dials, a clock, a similar-size speedometer with trip and total mileometers and a combined fuel and temperature gauge. To the left there is simulated wood panelling with an easy-to-open useful cubby hole with non-lockable lid and shelf below it, and in the centre of the facia an open stowage well and the the easy-to-understand controls for an efficient heater, with three-speed blower.

The facia abounds in plastic pressings, curved outwards towards the nearside for convenient driver observation. There are well-devised air-vents at the extremities and two more in the facia centre. The doors have sill-locks with finger grips and very well-placed pull-out interior handles, and good lift-up external handles. The gaitered central gear lever controls a fairly smooth-functioning gearbox, (lift for reverse) the clutch is light, and although the hand-brake is the old-fashioned pull-out-and-twist, fly-off type on the facia, for left-hand operation, it is well-placed and convenient unless you have enormous hands. There is also a pull-up choke-cum-hand-throttle, and a l.h. stalk for turn indicators and for lamps selection, with a flick action for dip or main-beam, once a lamps-knob convenient to the right-hand, as are the wipers/washers knob and tiny hazard-warning knob, has been used.

The boot is self-locking and the mighty bonnet props open to reveal accessible sparking plugs, fillers, dip-stick (no oil required after 750 miles) and Hitachi battery. There are dual head-lamps. The h.t. leads pass through a grid on the top of the valve cover and that to No. 4 plug is somewhat in the way of the dip-stick. The plastic front seats are very comfortable and have lever-type squab adjusters. There are carpets, two keys for excellent locks, and a lockable fuel-filler flap. The painted door sills which clash with the "wood" facia, lack of vanity mirror and non-anti-dazzle mirror, absence of over-rider rubbers and ugly wheel knave-plates are noticed but generally this Datsun is a well-made and nicely-contrived car. There are good window winders and door pulls-cum-arm-rests.

The engine likes some choke for some time from cold. It revs. freely but is somewhat noisy, and lack of low speed torque called for care in step-off. On British Motorways it becomes a bit breathless and throbby at top pace but there is useful acceleration and the cornering is good, the i.r.s. providing a good follow-through line with no real roll but a good deal of initial understeer. The disc/drum brakes are effective. Fuel is fed by a Nikki mechanical pump and the radiator is a Nihon, filled with Nissan-Datsun anti-freeze. Petrol thirst in local running with several cold starts came out at 28.3 m.p.g. of 97-octane and the tank gives one over 325 miles once it has been topped-up. The horn pushes are a trifle near the end of the steering wheel cross-spoke, so that occasionally it sounds off when unwanted; the steering is light but vague and rubbery, at three turns, lock-to-lock, plus sponge. The tyres were 13 in. Dunlop SP68s, the number plates Hill's. This Japanese five-seater saloon points the way the opposition from the Orient is shaping, for it is a convenient and likeable car, rather akin to the older Vauxhall Vivas in performance and with a pleasantly light feel to it; but the noise and lively ride render it fatiguing on long journeys. The price, as tested, is £1,154.31. A useful car but not, I think, one that represents any particular challenge to European factories.—W. B.

THE VSCC LAKELAND TRIAL (November 4th)

ONCE AGAIN "Mac" McKenzie proprietor of the Kirkstile Inn at Loweswater and his gallant staff have had to steel themselves for the annual onslaught of the VSCC trials fraternity to the Lake District. Last year, when he had just taken over the hotel, not only did the VSCC contingent drink almost all of his beer, but somehow they also managed to consume the hotel's supply of cold water, so the residents were all cleaning their teeth in hot water in the morning. This year the hotel was on mains water, thus the supplies of this commodity just about equalled that of the beer.

The main object of the weekend, the trial, was held in fine weather against a background of incomparable mountain scenery. Dick Smith and Frank Rushton had the organisation running really slickly, with an absolute minimum of waiting at each hill, and despite an entry of 65 and only 4 non-starters, the event finished with plenty of daylight to spare. Unusually there was only one 30/98 Vauxhall entered, Humphrey Milling's, but there were no less than three Bentleys, the drivers of which were determined to redeem the good name of the marque by getting to the top of the notorious Drum House hill rising from the slate quarry at the top of Honister Pass. No Bentley had yet climbed that hill clean, though it has never apparently presented problems to 30/98s. John Nutter had entered his Speed Six (big enough to give any marshal heart failure on sight, before even attempting to push it out of trouble), Bill Cheston had his 4½, and Randal Stewart had brought his racing 3/4½ down from Scotland with a clean ascent of the Drum House his main objective. This car proved too light at the back for most hills as did another VSCC "racer", the 1928 Chrysler of the Whittaker brothers, though this problem was solved by Ivor Phillips who filled the rear compartment of his 1929 Silver Eagle Alvis Special with rocks specially provided by the Cumberland landscape. Another VSCC "racer" present, though not competing, was the Lagonda Rapier of committee member James Crocker, who drove it up from London to marshal.

Askhill saw 16 cars make a clean climb, and 21 made it at Wood Farm. Fifteen were successful at the first Whin Fell section, but the second section started to sort out the men from the boys with only six clean climbs in Class A, for the more sporting cars, by the Frazer Nashes of Leslie Winder, Stoyel, Harris, Giles (who had a "grumbling" bevel box) and Arnold-Forster, plus the sports Jowett of John Box. In Class B, for the longer chassis and more touring cars, only Cyril Hancock's 1927 OM was successful.

At the end of the morning it was seen that only two cars had scored maximum points of 80 with clean climbs on all four hills, the 1926 Frazer Nash of Leslie Winder and the 1928 Frazer Nash of Nigel Stoyel. In the long chassis and touring class equal points on all hills amounting to 70 marks were scored by Bernard Kain's 1929 Type 43a Bugatti with Type 44 engine and David Marsh's 1922 sports Morris, and these were thus the leaders for the Kirkstile Plate award.

As its driver explained, easily the fastest car before it had failed on all the hills except one was the Special consisting of a vintage Lea-Francis chassis with a 3½-litre SS100 engine driven by Chris Winder, son of Leslie. Perhaps for this reason Chris was amongst the last to leave the bar of the Kirkstile for the afternoon sections, though he himself said that this was because he was sucking "too-good-to-hurry" mints.

Only two cars made clean climbs of one of the Lanthwaite Green sections, Nigel Stoyel in his vintage Frazer Nash and Peter Still in his 1937 TT Replica. (For those who are wondering, this report is *not* sponsored by Bill Aldington's advertising department). After crossing the mountain stream here, Leslie Winder experienced chassis flexing when one front wheel went up a bank and a chain came off. As he was putting the spring link back, Leslie's glasses steamed up, so the link was expertly snapped into place by Assistant Secretary Jim Whyman—just part of the VSCC "get-you-home" service—but Leslie's score on that hill was only 2. The other hill at Lanthwaite Green was a complete stopper, the long chassis cars all scored single figures, and Peter Still put up highest marks of 15.

The Drum House was certainly not a complete stopper, but it kept its unfailing popularity, especially as its summit was high enough to be immersed in cloud by the time the last dozen or so cars went up. F.t.d was undoubtedly put up by the Leaf-SS of Chris Winder, who must have finished all his mints by now, and Randal Stewart became the first Bentley driver ever to get to the top. 17 short chassis cars made clean climbs, and the successful amongst the long chassis entries were Milling (Vauxhall), Marsh (Morris), Kain (Bugatti), Hyland (Silver Eagle Alvis), Hancock (OM), Hamilton-Gould (Austin 7) and Connock from Scotland in his Austin Heavy 12, very commendable effort this. Peter Still on his 'Nash scored 14 and thus just missed a 1st Class Award, and John Nutter on the Speed Six did well to score 15 points, whilst Bill Cheston's 4½ was awarded 14.

At the end of the day Nigel Stoyel, last year's runner-up, turned out to be the well-deserved winner, and Leslie Winder, who has been competing in VSCC events like this since about 1936, won a 3rd Class Award and the new R.P. 1951 Cup, given by Roy Paterson for the competitor finishing the trial with the longest unbroken VSCC membership.

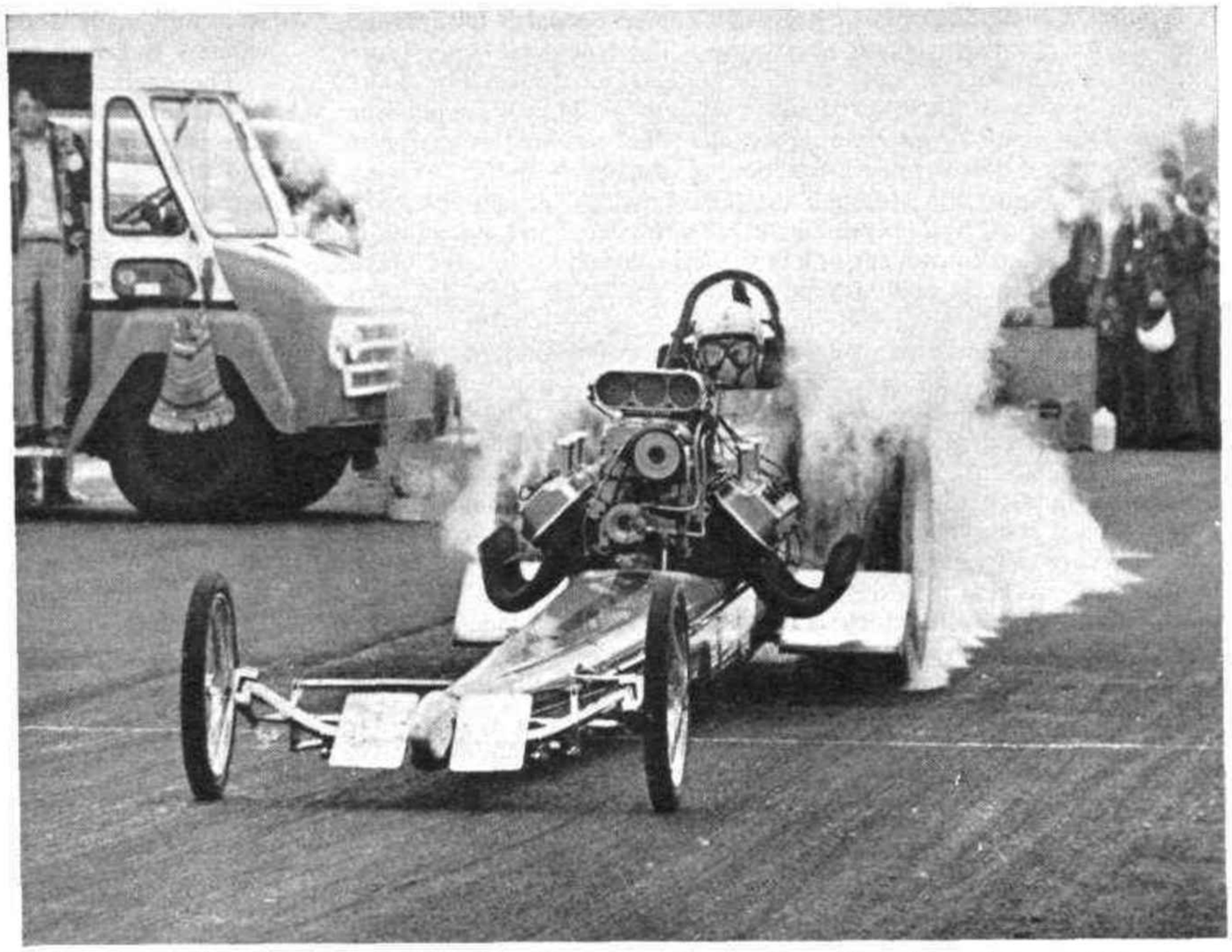
The evening was enlivened by a firework display and bonfire outside the Scale Hill Hotel, but the VSCC tradition of burning a modern car in effigy was not carried out—or if it was the car had gone up in smoke before your reporter had arrived.—PMA Hull.

Results :

Kirkstile Trophy and First Class Award : N. J. W. Stoyel (1928 Frazer Nash).
Kirkstile Plate and First Class Award : B. B. D. Kain (1929 Bugatti).
R.P. 1951 Cup : W. L. T. Winder (1926 Frazer Nash).
First Class Award : R. G. Winder (1930/2 Austin), D. P. Harris (1926 Frazer Nash), D. R. Marsh (1922 Morris), and C. Hamilton-Gould (1925 Austin).
Second Class Awards : P. W. Still (1937 Frazer Nash), F. G. Giles (1928 Frazer Nash), N. Arnold-Forster (1925 Frazer Nash), D. Weeks (1929 M.G.), C. J. Hancock (1927 O.M.), and D. Fielding (1929 Austin).
Third Class Awards : W. L. T. Winder (1926 Frazer Nash), R. Reed (1930 Austin), R. Buttle (1929 Jowett), R. J. Odell (1933 Riley), J. A. McEwen (1930 Riley), and H. Milling (1924 Vauxhall).
Team Marks : South-West 342, North 302, Midlands 286, South 283, Scottish 222.

Drag Racing —The State of the Art

What is happening on the ¼ mile in California and Britain.



FASTEST IN BRITAIN.—Denis Priddle does a "bleach out" before a run at Santa Pod. This helps make the tyres more tacky—see story.

DRAG RACING never hits the headlines in Britain and even the big meetings are lucky if they get as much as a mention in the weekly sporting periodicals but, nevertheless, interest is growing all the time particularly now that Dennis Priddle and Clive Skilton are, at last starting to approach the roaring quarter-mile times being recorded on the drag strips up and down the USA. One problem is that in America the evolution continues, particularly now that the rear-engined designs are sorted out. Soon the magic 5-sec. barrier will be broken and a couple of months ago the Pay 'n' Pak top fuel dragster driven by Jerry Ruth scorched down the drag strip at Indianapolis to record a quickest ever E.T. (elapsed time) of 6.06 sec. It is just a figure certainly, but count six slowly and then imagine a 1,500+ b.h.p. projectile spitting flames and accelerating from rest to over 200 m.p.h. in that space of time. It is awe inspiring!

As was mentioned briefly in last month's issue I was fortunate enough to be in California at the time of a big meeting at Irwindale Raceway, just one of many strips dotted around California, which is the home of drag racing although it is a very popular spectator sport up and down America. Rumour would have it that drag racing all started with the moonshiners hotting up their vehicles in the prohibition days to make sure they weren't apprehended by the police. It makes a good story anyway!

The sport has come a long way since then and it was the present state of the art that we wanted to investigate at Irvindale, on the occasion of their 7th Annual Grand Prix. The main programme featured 32 Top Fuellers and when they had been reduced to 16, then to eight, then to four, then to two, the winner of the final run-off would pick up $2,000 plus contingency money although the big prize is often higher. There was also a Funny Car invitation with eight of the best competitors in the country.

A quick wander into the paddock soon served to prove that the drag racing set is a very esoteric sport. They have a language of their own and one listens in to the conversations only half understanding. Almost to a man (and a woman) they are dressed in jeans and the most bizarre and colourful tee shirts one could ever see. There are multi-coloured montages denoting the great successes of their teams, other shirts list endless suppliers and proclaim allegiance to Hank the Crank, Hooker Headers and Kool-Fuel Racing Products. One catches snatches of conversation "The Ace has switched from Keith Black to Ed Pink" and one wants to be let into the club. But it is a different club from Grand Prix racing although, in many ways, the mystique and creed is just the same.

However, my impression was that the machinery comes first and those brave men who sit and exercise the ultimate perfection in clutch and throttle sychronisation, and then have their eyes pushed back into their heads with acceleration in the order of 3g, take a backseat role. Each machine has a name, often after either the car owners or constructors, or both, and it is that name that the commentator shouts as the cars line up. "We have Stammerjohn & Shoemaker and Cyr & Schofield staged" or "that was Beck, McLean, Lawrence with the bleach-out". In the paddock the mechanics are busy round their machine, checking the clutches with dial gauges, mixing that explosive mixture of 80% nitro-methane and making sure everything is ready for "the pass".

What does the spectator in the Grandstand see for his 5 dollars? The best seats are obviously adjacent to the start on the pits side. At Irvindale the paddock is at the far end of the strip and the two competitors, if they are top fuel dragsters, are pushed down the pits road adjacent to the strip by a support truck just crawling with mechanics and helpers. During this process the driver will drop the clutch and bump-start the machine. With a bit of luck eight red flames will leap from the exhaust stubs and, as he blips the throttle, the hue will change dramatically as they flicker and flash particularly at night when much of drag racing is held. The noise is a deep burble which comes from somewhere down in the bowels of the Supercharged Chrysler Hemi 7-litre engine, which is in universal use although slight variations in size are tried. The beautiful smell of nitro wafts across to the spectator and the eyes water.

If it is one of the new rear engined rails then the driver sits impassively ahead of the engine wearing a standard Grand Prix driver's full face helmet. If the dragster belongs to the older front engined school he will be perched behind all that smoking hot machinery, hardly able to see ahead of him because of the supercharger, and the flames of the exhaust. He will be wearing an open face mask with goggles and breathing equipment and looking for all the world like something out of a science fiction film. But in either case the long chassis will bend in the middle, gently springing up and down as the car, with its minimal turning circle, is manoeuvred into position.

Then comes part of the new technique of drag racing. Any readers who remember the American team when they came to Britain in 1965 may recall that part of the art was to use the spinning of the tyres as a second clutch. But now the cars rely on glueing the tyres to the track and, if too much power is applied and the wheels start to smoke and spin, then all is lost. Half the fun of drag racing these days is the procedure leading up to run and is all aimed at achieving this maximum grip. This preliminary is called the bleach burnout. The car will be lined up some way behind the starting line and a pool of household bleach (or specially developed traction compound) poured in front of each rear wheel and the car then rolled onto it. The driver then makes an ear shattering start, the bleach reacts chemically with the hot rubber produced by spinning the wheels, this makes a sticky surface to the tyres and naturally great weals of rubber are left

down the track, and plumes of smoke billow out behind. Anyone walking across the start line with rubber soled shoes would find themselves riveted to the spot.

After a couple of seconds the driver shuts off and his helpers rush to push the car back to it's starting position and accurately line it up with the starting beam. The amazing traction that can be obtained with the bleach out technique means that low axle ratios can be used to provide greater torque at the wheels but this also produces high revs at the finish line. This problem is somewhat alleviated by the tyre construction. Low pressures and flexible side walls combine to produce a huge footprint at low speeds but, as the speed builds up, centrifugal force tends to deform the tyre to such an extent that the rolling radius is increased by 3-4 inches and thus gives the car, in effect, an overdrive.

Now the two machines are ready for the vital runs, the drivers blipping their throttles to make sure the 1,500 b.h.p. is ready to answer to the call. The cars are lined up in front of the timing gear and then the Christmas Tree starting lights flash through their sequence and onto green. With a shattering roar that sends everyone clamping their hands over their ears the two dragsters disappear down the strip. About 50% of the time both dragsters actually make it to the end of the run and "pop" their parachutes. However, they are temperamental beasts and often the runs are abortive for a number of reasons. The start may have been jumped or the driver may have made a mess of it, giving it either not enough or too much power. Sometimes the strip deteriorates during a meeting, particularly after an engine has blown up and dumped its oil, and this can make everything difficult for the driver. But often as not the fault is with the machinery for the engines regularly fail, sometimes just burning a piston, other times exploding into pieces. The clutches give up, as do other parts of the transmission. At Irvindale one dragster was half way down the strip when there was a great shower of sparks and a catherine wheel like a red hot object flew into the air. The commentator, who had no doubt seen it all before, coolly announced "We have a clutch in the left hand lane"!

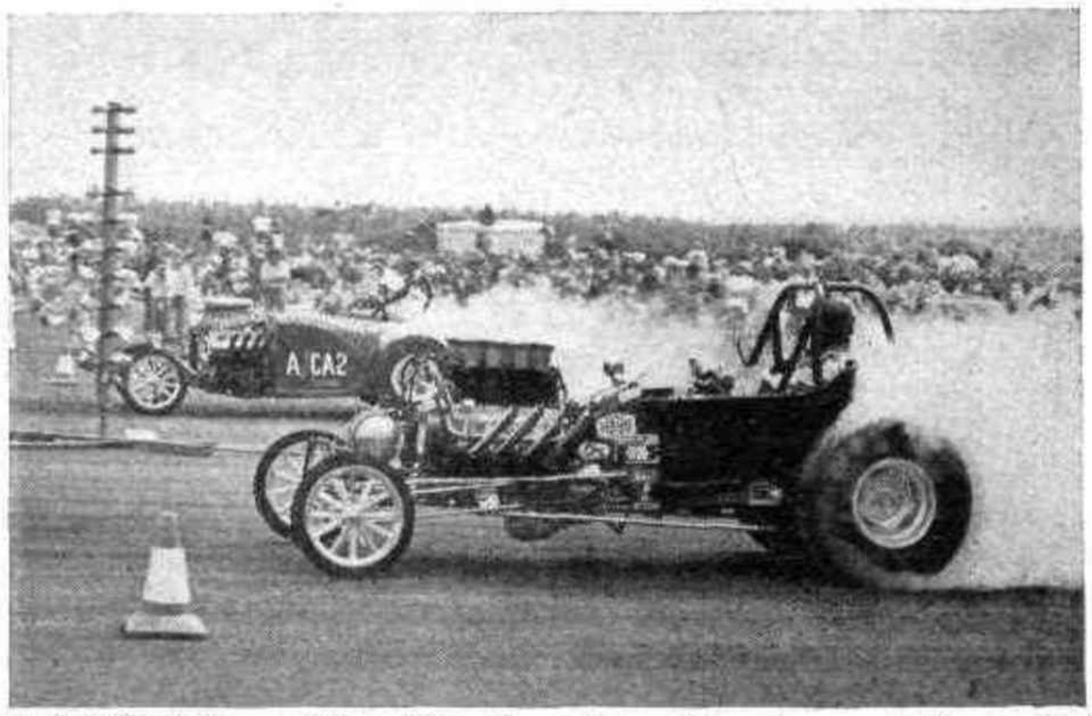
The Top Fuel dragsters and the Funny Cars tie for the affection of the crowd. The Funny Cars are slightly slower but more spectacular, if that is possible. Basically they are top fuel dragsters in most respects but the chassis are shorter and covered by thin glass-fibre replica bodies of American saloons. This gives plenty of space for the most fantastic paint jobs imaginable, in fact the decorating of these cars in California is a cottage industry all on its own. When the Funny Cars do their burn-outs the smoke collects in the body and then billows out behind. The amazing thing is that the Funny Cars are less than half a second slower than the Top Fuellers.

The rest of the programme at a big meeting can be made up with various other categories like Pro Stock, which caters for highly tuned saloons, which have to retain the original steel body shell but little else, the humorous competition altereds which tend to have started life as Model T Fords, and then there are countless categories for much more standard equipment, which take part in the Bracket Racing whereby they estimate the time they will take for the quarter-mile and then have to equal it. I personally found all the Bracket Racing rather boring and couldn't wait for the next round of the Top Fuel and Funny Cars. The trouble is that once these cars have made their pass, they need to cool down and receive a good deal of attention before they can run again. Thus the Bracket Racing fills the time in between.

The big revolution from front to rear engined Top Fuel cars started only two years ago following an unsuccessful attempt about ten years back by Tony Nancy. He found that the car was completely unstable and lethal so the idea was dropped. But once someone got the calculations right it all fell into place for, obviously, the rear engined dragster



TOM McEWEN'S Funny Car is readied for a run at Irwindale. Note glass-fibre body hinged forward.



A PAIR of Competition Altereds—a favourite category at Santa Pod.

is very much safer for the driver and vision is much better. The revolution is not yet complete and at Irvindale there were some very competitive front engined cars, and one made it through until the last four. But it was noticeable that there were several brand new rear engined rails and the front engined devices are obviously on their way out. The next move will surely be towards totally enclosed and aerodynamic dragsters and at Irvindale there was a very impressive device in which the driver was actually in an enclosed cockpit.

As was mentioned earlier, the American dragsters are approaching the 5-sec. barrier. There is Ruth's recent 6.06 sec. run while, on the West Coast, a young 19-year-old newcomer by the name of Randy Allison has been down to 6.13 sec. and has been doing a great deal of the winning lately. At the Irvindale meeting, however, he ran into trouble and on the day another youngster from Honolulu by the name of Phil Soares won the Top Fuel category after the opposition blew up half-way down the strip in the final run-off. Earlier on in the eliminators Soares had made a pass at 6.21 sec., crossing the finishing line at around 230 m.p.h. One has just got to be impressed by that. But the highlight of the evening was the very last run, the Funny Car final. There was Ed "The Ace" McCulloch in his Revolution Kits sponsored car and Tom "The Mongoose" McEwen who is sponsored by the rival Hot Wheels firm. When the green light came on the pair went down the strip side by side all the way to the end of the quarter mile and the naked eye just couldn't detect who had won. But the electric eye gave the verdict to "the Ace" with a 6.69 sec. and a terminal velocity of 210.76 m.p.h. It was one of the most exciting things I have ever witnessed in motoring sport.

The British Scene

In comparison, of course, the British drag racing scene is very small indeed but is growing all the time and recent advertising on Radio Luxembourg has boosted attendances at the only permanent drag strip which is at Podington in Northants. In the best American tradition this strip is actually called Santa Pod. There are a couple of meetings each year at other temporary strips like Blackbushe aerodrome.

There are only four or five Top Fuel dragsters operating in Britain at the moment and the fastest two are undoubtedly Dennis Priddle, who has a front engined rail sponsored by John Woolfe Racing, and Clive Skilton who has the Team Castrol backed rear-engined device. The competition between this pair has had much to do with the rising speeds which are now almost comparable with America. Priddle is now down to 6.6 sec. while Skilton's best is 6.8 sec. to date and he is still sorting out the car. Meanwhile Alan Herridge, with his rail called Firefly, is starting to give the pair something to think about having recently fitted a new engine. Others are on the way and next season could see as many as eight Top Fuellers. The only Funny Car in Britain unfortunately had a huge accident on its debut run and was badly damaged but it is being repaired. Obviously in Britain there is a problem with parts, particularly for the Chrysler Hemi engines, but there are plenty of other dragsters with engines ranging from Mini Cooper to Jaguar and some put up very respectable times indeed.

For information on British meetings why not contact the National Drag Racing Club at 239 Windsor Road, Hillingdon, Middlesex, or the British Drag Racing & Hot Rod Association at 55 West End Court, West End Lane, Stoke Poges, Bucks., who organise the Santa Pod meetings. The last meeting of the year took place about three weeks ago but next season should be bigger and better. It might not be quite like California but it is certainly going in the right direction.—A.R.M.

AROUND AND ABOUT

Comment on the Racing and Club Scene

Astonishing Russian

IF I HAD suggested a year ago that a Russian car was going to win two British racing championships I would have been considered, at the very least, something of an optimist. When the Group 1 regulations were announced few would have foreseen that there was any hope of the Moskvich 412 being remotely competitive. Apart, that is, from Satra Motors who import the cars into Britain. They were alone in realising that this 1,500 c.c. family saloon would obviously run rings around the other 850 c.c. and 1,000 c.c. cars that were eligible for the up-to-£600 untaxed category. Satra Motors managed to tempt MRS Chief Instructor, the vastly experienced Tony Lanfranchi, out of retirement and London's Kensington Close Hotel (which is to be highly recommended) joined in to sponsor the project. A second car was also run and amongst several different drivers encouraged to propel it was none other than John Webb, Managing Director of Brands Hatch *et al.*

The team decided to enter both of the Group 1 Championships, the Britax one held at BARC metings and the Castrol equivalent. In all, Lanfranchi drove the maroon 412 on 29 occasions at nine different tracks and only once did he fail to win his class. The Moskvich never retired and never got involved in any accidents. It was a quite astounding record and last month Satra Motors held a reception at the Kensington Close Hotel, naturally, to celebrate the victory. Members of the Russian trade delegation were present and several awards were made although, as far as we know, Lanfranchi was not given the Star of Lenin. Seriously, Satra Motors and everyone concerned, are to be congratulated on an excellent year of motor racing.

Meanwhile a recent meeting was called by the SMMT at the request of British Leyland, Chrysler, Ford and Vauxhall to discuss the future of the Group 1 category with the RAC, and various recommendations were made. These included important changes like the fact that only current production models should be accepted, that the price classes would be determined by the show-room price, not pre-taxed price, and that standard seats and tyres would be mandatory. Recommendations were also made regarding the policing of the regulations and it is hoped that the RAC will adopt and put into force the meeting's recommendations.



RUSSIAN RACER.—Tony Lanfranchi pictured at the Mallory Park hairpin with the Satra Motors/Kensington Close Hotel Moskvich 412 which won on 28 occasions in 1972.

Pearson is Vandervell Novice

Vandervell Products Ltd., now a part of the GKN combine, still keep a very active interest in motor racing even if the Vanwalls are just a fading but glorious memory. This year Vandervell have sponsored a unique Novice award, for Silverstone meetings only. More than 70 novice drivers registered for the championship and the result was in doubt right until the last meeting. The award rested between John Pearson, who drives a much modified Jaguar XK120 in Production Sports Car events, and the young Formula Forder Doug Bassett who races a Nike Mk. 6. Earlier in the season another Formula Ford driver, Dave Ferris, looked as if he was going to carry off the honours but in August he was injured in a most unfortunate accident when a plastic marker with a lump of concrete on the end was thrown up and hit him. The former kart champion has been unable to race since.

So the Vandervell Award was between Pearson and Bassett and depended on how well they did overall in their respective races. As it happened Bassett looked as if he might win his race until he spun off and crashed while Pearson finished second in his race and thus took the title. At the start of the season neither driver had obtained six signatures on his licence, one of the conditions of the competition. Vandervell intend to repeat the scheme again next year.



SUPERMAN Ian Taylor with the painting he won at the BP function. Taylor will be racing in Formula Three during the 1973 season following his long apprenticeship in Formula Ford.

Superman Taylor

Ian Taylor, the 25-year-old Newbury, Berkshire driver, has certainly been receiving plenty of attention since he clinched the British Oxygen Formula Ford Championship. Last month we reported that he had won the third Grovewood Award and now he has been voted BP Superman of the Year. This he celebrated by rushing off to Snetterton with his Dulon and winning the big Formula Ford Festival which features races for almost 100 of these 1,600-c.c. single-seaters.

The Superman award is the culmination of the year's BP Man of the Meeting competition. This idea was started last season and it proved a great success and has continued to be so this year. At twenty selected meetings, a panel of motoring journalists selected a "man of the meeting"—not necessarily the winner of the race but someone who gave the best display even if he did retire with a lap to go. Of these twenty, Taylor was singled-out as the Superman and was presented with a painting by Louis Stanley at a function last month. The scheme was also tried at a number of motor cycle meetings and a similar award was made to the up-and-coming rider Mick Grant.

Pit Stops

● Castrol held their annual club film preview in November and the three new films are now available from their library. One film deals with the Austrian Grand Prix and will surely convince many British spectators that this is THE continental race to visit next year. A second film features various motor sporting events from drag racing to rallying, naturally all have Castrol involvement, while the third caters for motor cycle fans and shows four different kinds of two wheel competition. More details from Castrol Film Library, High Road, Cowley Peachey, Nr. Uxbridge, Middlesex.

● Michael Turner has produced yet another fine set of Christmas cards all depicting motor racing scenes including Beltoise's classic drive at the Monaco Grand Prix this year. Posters are also available and if you haven't bought any Christmas cards yet it is about time you wrote to Studio 88, 98 West End Lane, Harrow, Middlesex.

● The series of three Formula Two races held on consecutive weekends at the Brazilian Interlagos circuit last month produced three different winners. The first round went to Emerson Fittipaldi's elderly Lotus 69, round two was won by that other fast Brazilian, Carlos Pace in a Surtees and the third round was also won by a Surtees but this time with Mike Hailwood at the wheel.



MOSKVICH
-overall champions in our very first year of racing!

British Production Saloon Car Championships

Date	Sponsor	Venue	Class 4 Result
March 5	Britax	Brands Hatch	1st
March 18	Castrol	Oulton Park	1st
March 19	Britax	Thruxton	1st
March 26	Castrol	Oulton Park	1st
April 3	Castrol	Brands Hatch	1st
April 29	Castrol	Oulton Park	1st
April 30	Castrol	Mallory Park	1st
May 7	Britax	Snetterton	1st
May 14	Castrol	Silverstone	1st
May 21	Castrol	Brands Hatch	1st
May 27	Britax	Rufforth	1st
May 28	Castrol	Croft	1st
May 29	Britax	Silverstone	1st
June 11	Castrol	Silverstone	2nd
June 18	Britax	Mallory Park	1st
July 2	Castrol	Silverstone	1st
July 8	Castrol	Oulton Park	1st
July 30	Britax	Snetterton	1st
August 6	Britax	Mallory Park	1st
August 12	Castrol	Oulton Park	1st
August 13	Britax	Brands Hatch	1st
August 20	Castrol	Brands Hatch	1st
August 27	Britax	Mallory Park	1st
September 3	Britax	Brands Hatch	1st
September 10	Castrol	Silverstone	1st
September 24	Castrol	Brands Hatch	1st
October 8	Britax	Mallory Park	1st
October 14	Castrol	Oulton Park	1st
October 29		Snetterton	1st

A most impressive racing calendar, to say the least. All of which only goes to prove what we always knew – that there's more to the Moskvich than meets the eye. Ruggedness and reliability was what gave Moskvich its class wins and team prizes in the London to Sydney Marathon and Mexico World Cup Rally. Now power and performance with roadholding to match have proved an unbeatable combination on the track. With very little modification, it's the same Moskvich that you could find at your nearest Moskvich dealer. A car that bristles, too – with an incredible list of standard features you'd expect to come only as luxury accessories. But it's the amazingly low price you have to pay for all this that puts the Moskvich at the top of so many people's 1500 family saloon list!

Standard Saloon: £717.38*
Deluxe Saloon: £824.44* **Estate: £799.06***

**Recommended retail prices. Delivery ex-Byfleet. Specifications subject to alteration without notice.*

Send for new colour brochure and the name and address of your nearest Moskvich dealer. **To Satra Motors, Moskvich Cars, Canada Road, Oyster Lane, Byfleet, Surrey. Telephone: Byfleet 44221.** A member of the SATRA group of companies

Moskvich
-where's the competition?

THE CITROEN SM

The best of two worlds

THE PEOPLE behind the design and construction of Citroën cars are seldom, if ever, referred to by name, and in their own publicity material Citroën refer to "engineers in Citroën's research division". Little is heard about the research and development department of Citroën cars, and even less about the design department. The whole firm must be chock-ablock with brilliant designers and engineers, for Citroën cars have stood out on their own in the world of automobile design for as long as one can remember. You either believe in Citroën engineering or you are content with the standards of Dagenham, Luton or Detroit. If you believe in Citroën you will have accepted the "Traction Avant" in the mid-thirties, the DS series in the mid-fifties and you will certainly believe in the SM, which is surely going to carry Citroën through to the mid-eighties. When the DS appeared in 1955 there were those who detested its looks, were nervous about its road-ability, frightened of its apparent complication and refused to adapt their conventional driving style to the new-style demanded by the DS. These people shied away from the new Citroën and kept other, more mundane car manufacturers in business. Those who believed in Citroën approached the DS with an open mind, like I did at the time, and were truly staggered by what they discovered. Here was a car that was way ahead of all its competitors in the saloon car category and had remarkable powers of cornering, ride and average speed when driven enthusiastically. It was a triumph of production engineering, apart from a triumph of design, and some years later when testing another make of large front-wheel-drive family saloon I began to enthuse about it with the Editor when we stopped short and realised we had said it all in 1955, nearly ten years before, and all this new model was doing was catching up to where Citroën had started.

Not being a "family motorist" I never had any desire to own a DS Citroën, but always appreciated those who did, in all countries throughout Europe, and enjoyed many happy "dices" with enthusiastically driven ones in France or Italy. Over the years, when talking about cars and car design the DS Citroën would invariably crop up and we would try to visualize what Citroëns' replacement would be. Even in 1965, ten years after the introduction of the DS, we could not see any signs of what the next Citroën was going to be like, but having faith in Citroën engineering we were sure it was not only going to be exceptional, but as far in advance on engineering as the "Traction Avant" was and the DS was. As the decade of the seventies began the Citroën SM appeared and to Citroën believers it was no disappointment. An inkling had been given by the fact that Citroën had bought the firm of Maserati at the beginning of 1968, and though a certain amount of noise had been made about Wankel engine research, Maserati enthusiasts in Modena could be heard muttering about "French engineers crawling about all over the place" and some hardened Maserati workers left the firm as they could not stand the pressures being exerted by the French engineers. The Citroën for the seventies was powered by a Maserati engine which put the French firm in the high-performance category for the first time, for until then engines were not the most exciting thing about Citroën cars.

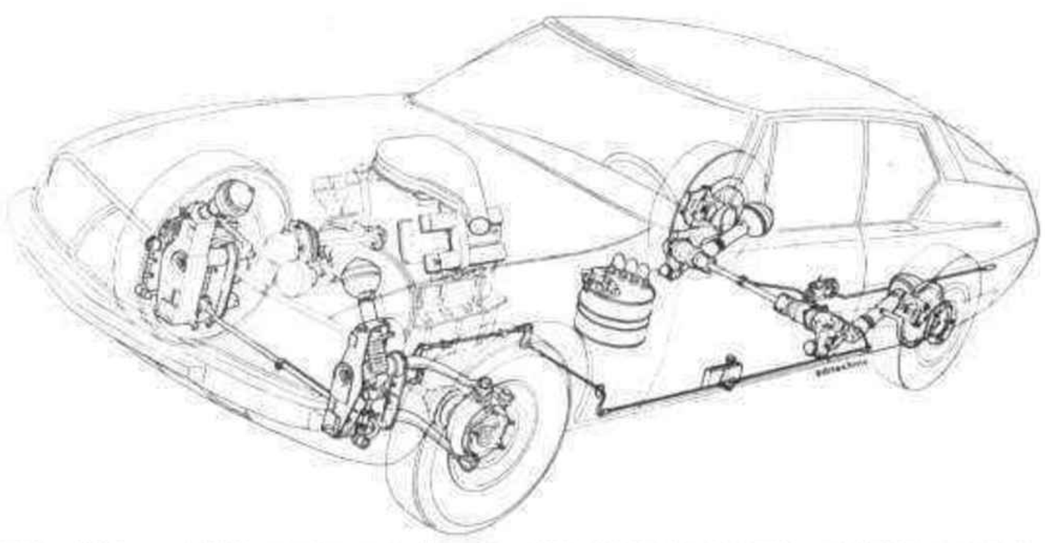
For the past two years I have been wandering about Europe "drooling" over the SM Citroën, at first only catching the odd glimpse of one now and then, and later as production got under way I was able to get closer to them. I can recall the first time I saw one parked by the roadside; I stopped and went back to enjoy being in the presence of such a beautiful looking piece of machinery. It was only recently that I was able to fulfil a great desire to drive one, and the two years of waiting have been more than worthwhile. In Great Britain Maserati cars are handled by Citroën at Slough, not far from London Airport, and last year I went there to borrow a Maserati Indy and the poor man who was lending me the car had an awful job getting me into the Indy, for on the other side of the garage was a Citroën SM. I just felt that one car was the end of an era and the other the beginning of a new era, and I had no regrets for the passing of the old and could not wait to experience the new.



ADVANCED.—The Citroen SM with FWD, hydropneumatic suspension, variable power steering, inboard front brakes, V6 Maserati engine, and 5-speed gearbox. Of the six headlamps the inner pair turn with the steering, and the perspex cover over the lamps and number-plate presents an unbroken nose-line to the wind.

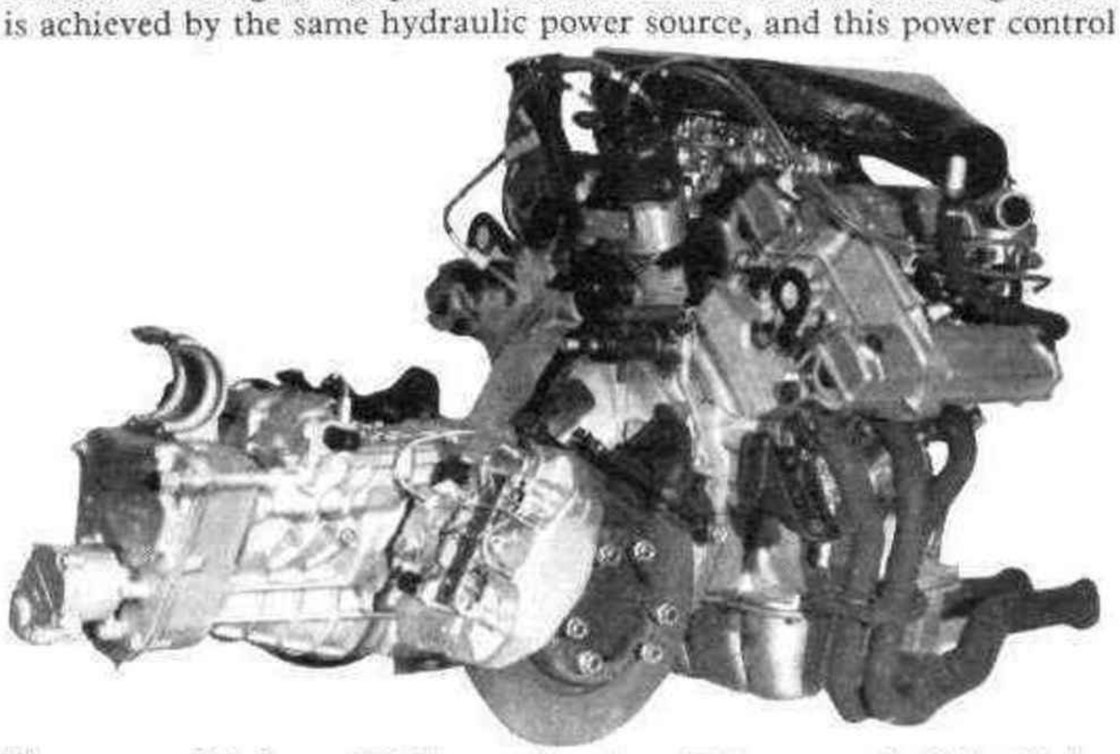
Even in the exotic automobile surroundings of Monte Carlo and Nice the Citroën was beginning to make everything else look obsolete or peculiar and when I saw one among Lamborghinis and Ferraris I had to tell myself that it was not a one-off "dream car" or small production model, like the Italian cars, but was in mass-production. Last year, in a Letter from Europe, I mentioned how I had a little dust-up at 125 m.p.h. in my E-type Jaguar with a Citroën SM on a French Autoroute, and how it impressed me; that was the first time, and there have been others since. This year Mike Hailwood has been using a Citroën SM for motoring about Europe, he being one of the rare breed of Grand Prix drivers, like Niki Lauda and Ickx, who enjoy motoring for its own sake. The fact that Hailwood was still using his SM at the end of the season spoke volumes for the car, for he is not one to tolerate something he does not like and can afford to have any car he wants. The aura of the Citroën SM was growing all around me and when Citroën finally let us have one on loan for two weeks I could hardly wait to get in it. In spite of the glowing things that knowledgable colleagues said of it, I was fully prepared to be bitterly disappointed, especially when other people said how they did not like it. To say that the SM lived up to all my expectations, and more, is to understate the case. It rates at the very top of my list of desirable cars, even above the Dino Ferrari, which I rated as the ultimate in sports cars. The SM is even more than that, it is the ultimate in serious motoring, and by that I do not mean a dash up the road and back, or making a high average from A to B, or extracting the maximum enjoyment from driving. It is all of those things, but above all a car to live with, day in and day out, a car to use all day and everyday, under every type of going, fast or slow, but essentially for motoring with a capital M.

Having rated the SM that high I should now justify it, which will not be difficult, especially as I have long been Citroën biased as far as design and engineering are concerned. As regards the looks of the SM our full-page colour photograph in the October issue will determine whether you like it or not. Citroën say "The bodywork has been designed in a wind tunnel and has literally been sculpted by airflow.



The Citroen SM suspension layout and hydropneumatic system, power being derived from a seven-plunger pump driven by an open jack-shaft from the front of the engine, with a large hydraulic reservoir on the left of the engine compartment.

Its profile of glass and steel has been freed of sharp edges and flat and angled surfaces which are important contributory factors of resistance to forward movement". They go on to say "Conceived by the styling department of Citroën's research division from functional data, the shape of SM makes no concession to fashion. Its aesthetics have been rationalised and are the direct result of study of logic and reason." Some people "nit-pick" about this detail or that detail, others compare it to a Dino Ferrari or a Jaguar, but I think this is pointless. There are many very beautiful looking cars and for me the SM is one of them. Mechanically you either look upon the SM as a nightmare, and drive off in your *Crootmobile*, confident in its sound and proven engineering," or you open up all the apertures and regard the engineering with a glow of satisfaction. Everything that Citroën pioneered and developed on the DS has gone into the design of the SM, and more besides. Needless to say all four wheels are independently sprung, on a trailing-link geometry, and suspension is by the proven hydro-pneumatic, self-levelling, constant ride-height system perfected on the DS. Brakes are power-operated discs all-round, the front ones being mounted "inboard" on each side of the 5-speed gearbox, for the SM is front-wheel-drive, as all Citroën's have been since the mid-thirties. The power-operated brakes have two independent circuits and braking effort distribution according to the load carried. Steering is also power-controlled and the self-centering action is achieved by the same hydraulic power source, and this power control



The compact 90-degree V6 Maserati engine which powers the SM, driving the front wheels through the 5-speed and reverse Citroen gearbox. Note the large calipers on the inboard front brakes, and the subsidiary handbrake calipers. At the front of the gearbox is the speed control for the steering power application.

varies according to the car's speed. The hydraulic power system also controls the battery of six headlights, keeping them level no matter what the load in the car is, or the attitude angle of the car under braking and acceleration. The heart of the car is the Maserati engine, especially designed and built by Maserati for the SM. It is a V6 of 90-degrees with bore and stroke of 87 x 75 mm. giving a capacity of 2,670 c.c. (French taxation has a savage demarcation line at 2.8-litres), and it develops 170 b.h.p. DIN at 5,500 r.p.m. and 170 ft./lbs. torque at 4,000 r.p.m., with a usable peak of 6,500 r.p.m. There are four overhead camshafts, chain driven, and a four bearing crankshaft, and with an overall length of 12¼ in. it can be appreciated that the bottom end is rigid. The car on loan had three downdraught Weber 42DCNF carburetters, but fuel injection is also available. All the engine castings are light alloy and the cylinder heads are identical and therefore interchangeable, and this neat and tidy looking power unit is mounted well back from the front wheels, almost under the windscreen. In front of it is the Citroën 5-speed and reverse gearbox, with very large disc brakes on each side, with additional calipers for the handbrake and above it an open jack-shaft from the front of the engine drives the power pump for the hydraulic systems, and the alternator. The oil reservoir for the hydraulics is on the left of the engine compartment and this supplies the self-levelling suspension, the steering, the brakes and the headlight control.

Although the SM looks like a 2-seater GT car, it is actually a 4-seater with more than room for legless dwarfs in the rear, for having all the mechanism "up front" means plenty of depth in the rear and with the front seats fairly high off the floor pan, there is good leg room in the back. It is not a 4-seater in the saloon car idiom, like the DS, but is a 4-seater in the GT idiom. The front seats adjust in all directions except sideways, and the headrests adjust up and down and fore and aft so that they can be used, and are not just tiresome adornments waiting for the car to have a head-on collision. The scuttle is assymetrical, with all the dials and controls on the driver's side and the small oval steering wheel can be adjusted up or down and in or out. The whole column-surround adjusts with the wheel, so that the disposition of the various column control stalks remains constant to the wheel rim. The left-hand operates two controls, a short one which moves up and down for "winkers" and at the same time can be pushed forward to flash the headlights or pulled backwards to sound the horn. The longer stalk is for the wipers, position one being for intermittent wipe, starting off with 8 or 10 quick wipes and then one every now and then and position two gives continuous wipe, while pulling the stalk towards you actuates the squirts. At the right-hand finger tip is the lamps control, like all Citroëns, switching side, heads, dip and spot lights all on one control. You push the lever forwards for dip and this can be done with the knuckle of the second finger, and returned with the same finger. The driver has a tachometer and speedometer in front of him and slightly to the right is an all-important circular dial divided into fourteen segments, thirteen of them indicating that all is well with some auxiliary. These cover oil pressure, alternator output, fuel reserve, headlamps main beam, indicators right and left, front brake pad wear, water temperature, hydraulic brake pressure, handbrake "on", rear window heater, sidelamps and "hazard" warning. The fourteenth segment is actually a button, which you press to check that all the vital indicating bulbs are alright. In the centre of this dial is a master lamp, that shines bright red with the word STOP in the middle of it if anything is not functioning. When you switch on the ignition this sinister red lamp glowers at you until you start the engine and oil pressure, alternator, and hydraulic pressures start functioning. If it does not go out you switch off and call a Citroën mechanic. Similarly, if it should come on while you are motoring you stop at once because it means something has gone wrong. Having all this lot in one dial makes it very easy to check everything. In the centre of the scuttle is a clock, dials for water temperature, oil temperature and fuel tank contents, and below are simple, but comprehensive heater and cold air controls, while between the seats are the handbrake and controls for the electric windows. Also there is one of the nicest controls in the whole car, the gearlever. It is incredibly rigid and positive and a joy to use, for the five ratios are beautifully matched to each other and to the torque characteristics of the engine. The lever movement is long, but delightful to use and you change gear continuously for the sheer pleasure it gives. The lever is spring-loaded to the centre of the large gate, opposite positions for 3rd and 4th. To the left are 1st and 2nd and to the right are 5th and Reverse, 5th being a proper ratio and not a Motorway overdrive. It's position is to the right and forward, while 4th is central and back, and bearing in mind this is a left-hand drive car, the change from 5th to 4th at any speed under 100 m.p.h. is sheer joy. If the SM is built with right-hand steering this pleasure will be lost. Using 6,500 r.p.m. in the gears the SM gets up and goes in a fashion that caused more than one passenger to say "Citroëns are not supposed to go like this." The Maserati engine is a typical Italian thoroughbred, not smooth and silent, like a V12 Jaguar, but harsh and eager and becomes happier as the r.p.m. rise until it is humming round like a dynamo, like a Dino Ferrari or a Porsche 911. As you change gear at 6,500 r.p.m. the power is right on in the next gear, and so on up into 5th. The gearing is my idea of perfect for road use, for the SM will pull 6,000 r.p.m. in 5th gear (130 m.p.h.) so that you have 500 r.p.m. in reserve for "overwinding" downhill or with a following wind on an Autoroute. Normal relaxed cruising is 5,000 r.p.m. (106 m.p.h.), while high cruising is 5,500 r.p.m. (117 m.p.h.) and Citroën claim an all-out maximum of 220 k.p.h. (136 m.p.h.). It is a car that is just as happy at over 100 m.p.h. as it is at under that figure, and driving hard it gave 19 m.p.g., though less use of the r.p.m. and the gearbox would give 22 m.p.g.

Anyone who would query the "ride" in the SM would show their ignorance of basic design and like the DS, the hydro-pneumatic controlled self-levelling suspension makes you wonder why other designs still mess about with coil-springs, torsion bars, and leaf springs. On the left of the driver's seat is a control for raising and lowering the static setting of the suspension, which is very useful for anyone living in the country up a rough track and this control is also used for lifting the car up onto its jack when changing a wheel. The cornering ability of the SM is incredibly high, aided by 195/70-VR-15X Radial tyres by Michelin, and on dry public roads it was not possible to find the limit of adhesion. In spite of all the mechanism at the front and the wide bonnet, forward vision was terrific, making the car very easy



INTERIOR VIEW.—The driving compartment of the Citroen SM is spacious and comfortable with a rigid central gear-lever positioned for use. The oval steering wheel and column surround adjusts up and down or in and out, as a complete unit. The "glove locker" on the scuttle is nothing more than that. Warm air is deflected onto the feet from the central grille.

to drive at all speeds, while rear vision in the mirror was remarkable bearing in mind the almost horizontal rear window. A very satisfactory feature was the fact that the rear of the car is eight inches narrower than the front, a very desirable feature if you enjoy driving fast and close. The whole car is so full of interesting features that you could spend an enjoyable morning in it, without even driving it; such things as two-position "keeps" on the long, wide opening doors, the hinged rear-window that gives access to the luggage compartment with its cover to conceal everything when closed, the oddments container in the arm-rests, the warm-air vents to the rear passengers' feet, the swivelling spotlights that turn with the steering, the outer one shining on the centre of the corner and the inner one looking across the apex to the exit of the corner, the warm-air feed to the inside of the perspex box containing the lights, to prevent misting, and many more interesting "engineered" rather than "stylised" features.

I have left until last the Citroën steering, for in their own words "It is at least as big a step forward as the hydropneumatic suspension was when the DS was introduced in 1955." As the SM was designed as a GT car, for covering the ground from A to B very quickly, under all conditions and types of going it was felt desirable to have very high geared rack-and-pinion steering. This was done with a ratio of 9.4:1 (compared to 14.7:1 for the DS) which gives one turn of the wheel from straight-ahead to full lock, and as full-lock gives a turning circle of 34 ft. 6 in. between kerbs, it can be appreciated that steering wheel movements for all normal motoring are very small indeed. With the large Michelin Radial tyres power steering was essential, but Citroën engineers were not prepared to accept power control of the high geared steering for high speeds, so they designed an ingenious hydraulic system that gives full power steering when static, so much so that the wheels return to straight-ahead under their own power, when stationary, to minimal power at high-speed so that the steering is precise and accurate. This control is driven from the front end of the gearbox and varies in relation to the speed of the car. It is interesting to read the Citroën engineers' reasons for high geared steering "greatest ease of manoeuvring on winding roads, or in all instances where it is necessary to avoid an obstacle quickly, or whenever it is necessary to make a rapid correction to the trajectory of the car, as a result of the effect of an external force, such as a gust of wind, passing a large vehicle quickly, or the beginnings of a skid." They go on to say "it is an essential element of safety, for how many accidents have been caused because drivers were not able to exert the necessary effort at the steering wheel, or because they could not turn the wheels quickly enough due to low-geared steering." This is what is called "primary safety thinking" and you hear similar talk at Porsche and Mercedes-Benz, and it is so much better than the Ralph Nader hysterics.

When stationary or when maneouvring at low speed, such as parking, the steering wheel can be turned with one finger, but the effort to move the wheels *increases* with the speed of the car *and* with the steering lock angle, the increase being greater when the wheels start to leave the straight-ahead position, and *decreasing* towards the end of the lock. The wheel of the SM is essentially something on which to rest your hands, and *not* something to grasp and wrestle with. Anyone not used to high-geared steering, either from vintage car experience or motor cycle riding, tends to start off in a series of swoops as they hang on to the wheel, but if you relax and let Citroën get on with it the SM steering is superb. The faster you go the more rock-steady it becomes, and like a Porsche 911 or a Dino Ferrari it is so steady and quiet and fuss-free at maximum speed that you feel you could use at least another 50 b.h.p. On very fast curves it really is outstanding for you make no conscious effort to change direction, a slight pressure on one side of the steering wheel is all you need and you "think" it through 100 m.p.h. corners rather than steer it through. Obviously the SM is meant for fast motoring, but equally it is an enjoyable car to drive slowly and dawdle about in, pottering down country lanes or along winding roads. It has that rare quality of being a nice car to be in at any speed, from stationary to its maximum, and the interior fittings and comfort are such that it would be a pleasant car to spend 12 or 15 hours a day in on a long European journey.

If you are not appreciative of Citroën engineering then you could probably find lots of things to complain about on the SM, or if you approached it as a family "fug-box" you'd complain about the glorious noise of the 4-camshaft Maserati engine, or the fact that you had a gear-lever that had to be used, and you would have awful trouble fitting your roof-rack or stowing the pram or the collapsible boat, but if you look upon SM as standing for Serious Motoring, you would enjoy it. Driving the SM I found nothing to complain about, but passengers taken on "demonstration" runs complained about the lack of sideways support afforded by the front seat, the obvious cure being for the driver to corner a bit slower, or alternatively to clamp the passenger in with a full seat-harness. The use of the word Safety-Belt would be a misnomer, for safety is inherent in Citroën designing and part of the basic conception of cars like the SM, in which accidents are of secondary consideration, the primary one being to design a car which is capable of avoiding an accident. I am sure Citroën engineers believe that the way towards safety is to avoid accidents and make sure the car will help the driver to do this at all times. Safety, performance and comfort were the three major aims behind the design of the SM, and there is no doubt that these have been achieved. Such perfection in design does not come easily or cheaply, and in Great Britain, as sold by Citroën Cars Ltd., of the Trading Estate, Slough, Buckinghamshire, the SM costs a minimum of £5,136, and by the time you have added to its "living quarters" with such things as leather upholstery, radio, air conditioning etc., the price could rise to nearer £5,700. On the road, taxed, insured, with all the extras and a full tank of petrol (20 gallons) there would not be much small change left out of £6,000, but you would have the ultimate in Motoring, and a real "Car of the seventies", that will no doubt carry through to the eighties while Citroën engineers work away at the next one and other manufacturers try to keep pace or struggle to catch up. It was one of the few cars I was really reluctant to return to its owners.—D. S. J.



REARWARDS.—The Citroen SM has a very distinctive tail treatment, the shape of which pleases all followers of Professor Kamm's theories on aerodynamics. The whole rear window hinges up about its forward end to give access to the deep boot.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



FOUR-SEATER ONE-LUNGER. — *Roger Collings' 1904 8-h.p. Darracq at the start of this year's Veteran Car Run, in which it took a crew of four gamely to Brighton, delayed only by a "flat" battery for the trembler-coil ignition; note the position of the commutator beside the starting handle. The driver is H. Winter-Taylor, his co-driver is beside him, and the Editor of Motor Sport in the Tonneau.*

A DARRACQ ON THE BRIGHTON ROAD

ONCE AGAIN the Veteran Car Run to Brighton took place, in wet weather towards the end of the journey for many of the competitors, on the traditional date in November. The Run continues to bring pre-1905 cars from abroad, even one from Malta, and as usual the entry was limited to 250, of which 59 non-started. Reserves are permitted and called up when there are non-runners but it is a pity that some people who put in prompt entries have been reserves for two years in succession.

The topic this year was the fact that this classic event for veteran cars has joined motor racing in having sponsorship, Unipart, the British Leyland spare parts facility for their own and Ford, Chrysler and Vauxhall cars, having taken this RAC classic under its financial umbrella, to a greater extent, one suspects, than was formerly the case with National Benzole. Unipart also ran their London Transport-type double-decker 'bus between London and Brighton as free transport for interested journalists and photographers. Graham Hill was on an Oxfam Wolseley, so the trade names and charity labels are creeping in, although decals are, as yet, not displayed.

Having taken part in 22 "Brightons" either as a driver or passenger, apart from those at which I have been a spectator, I was pleased this year to maintain the record with an interesting ride in Roger Collings' 1904 8-h.p. Darracq tonneau, the driving of which was shared by two friends, as Collings himself was driving his very splendid ex-Vaux 1903 Mercedes Sixty tonneau—he made excellent time on splendidly-policed roads, only twice, however, getting into top gear in this formidably fast veteran. What of his Darracq?

It, too, is a very attractive veteran, handsome and no mean performer for a single-cylinder car of this age carrying four occupants. Found in Wales a few years ago, it finished the Run in fine style in 1970, driven by Mrs. Judy Collings, with an all-girl crew. Last year it defaulted, with ignition and other maladies, so we left Hyde Park, with H. Winter-Taylor at the wheel, with mixed feelings. This is a typical example of the conventional single-cylinder veteran. Bearing an AC registration the comfortable rear-entrance body, amply spacious for four, especially in the tonneau, was made by La Carrosserie Industriale in Paris, and the Darracq was delivered to its first owner by Heath's Garage (G. P. Heath & Co.) of John Bright Street, Birmingham, to whom it was delivered by A. Darracq & Co. Ltd. of 483 Oxford Street, London, W.1. this very practical *Voiture Légère* having been manufactured by Darracq Btee SGDG of Suresnes, to fill in for the historians.

It has a single-cylinder engine mounted on a sub-frame at the front of the car, with the mechanically-operated side-by-side valves at the front of the cylinder, exhaust on the n/s, inlet on the o/s. Originally engine speed was varied by altering the valve lift but for easier control on the Brighton Run, where road speed is varying most of the time, Collings has fitted an Edwardian Zenith carburetter with foot-operated throttle. Otherwise, the specification is commendably original. The finned-tube radiator is supplemented by a big water tank on the engine side of the dash, a pump driven off the front of the engine attending to the water circulation. Ignition is by trembler coil, in a Darracq wooden coil-box on the extreme right of the dashboard, the switch having two "ON" positions, being centralised for "OFF". The commutator is set outside the chassis frame adjacent to the girder-section starting handle, and is protected by a polished circular brass cover. A polished tank on the dashboard contains the petrol and oil, the latter being supplied to the engine on the total loss system by means of a hand-actuated plunger pump with a big glass sight-feed.

The five-spoke steering wheel has a raked column, and the 3-speed and reverse gearbox is controlled by a r.h. column-lever. There are the usual smaller levers, of which the important one is the advance/retard control, and the pedals are of piano-pattern, the foot-brake being at an awkward angle. An impressively long push-on outside brake-lever completes the entirely satisfactory retardation arrangements. Suspension is by bound ½-elliptic springs for the tubular front axle and platform back springs. The wheels are shod with 710 × 90 Dunlop Cord tyres, the gas lamps are Salisbury Dietz, and equipment includes a wicker umbrella basket on the back of the body. A Pyrene fire-extinguisher neatly matches the polished fuel tank. The Champion plug lives in the cylinder head, accompanied by a compression tap. A bulb horn is fitted but for clearing a passage down the busy Brighton Road a foot-operated Klaxon was very useful. Perhaps I should apologise for dealing in detail with this particular veteran, one of eight of this popular make entered, but I find the differing individualities of old cars ever fascinating. . . .

In this nice little Darracq, finished in dove grey neatly lined in yellow and black, we duly left Hyde Park at 8.40 a.m. All went splendidly as far as Kenning's at Redhill, where free refreshments were provided, but the traffic jams were as notorious as ever. The Darracq got along more like a modest Edwardian than a one-lunger veteran, with a good hill-climbing performance which was apt to discomfort De Dion Boutons of like horse-power. Here I must say how efficiently the Metropolitan Police had contrived to get the veterans through London, even to a one-way system at Lambeth Town Hall, confined to omnibuses, and us! The disinterest of the Brighton Police was in marked contrast.

Although I had plenty of opportunity to observe the misfortunes of others from my comfortable perch beside Mrs. Winter-Taylor in the tonneau, there is little point in setting them down, because, apart from the great number of stationary competitors, it often happens on the

"Brighton" that what appears to be a major calamity is, in fact, merely a pause to oil-up, top up with fuel, or refresh the human element. The Darracq took Brixton Hill happily on second speed and soon afterwards the Stephens was seen, being worked on.

Our trouble came soon after the Redhill pause, the engine just cutting out. After a long diagnosis it was decided that the little 6-volt Fiamm battery which resides beneath the driver's seat was discharged. The Collings' Land Rover went off and was able to buy locally a new full-size replacement for the modest cost of £3.00. This made the trembler coil buzz merrily and we were on our way after about 1½ hours' delay, Ken Taviner now taking the wheel and treating us to some skilled traffic squeeze-through along the congested Gatwick by-pass. The trouble soon returned, but this time was a combination of lack of petrol and a fault in the ignition switch, soon rectified. In increasing rain we continued, the Darracq bringing its crew to the finish at 3.10 p.m., the journey-time including a pause for further human sustenance. Roger Collings was awaiting us, and we were taken to the "Metropole" in his Mercedes, perhaps the most impressive part of the day's outing, well as the Darracq had performed—for you cannot blame the car for a "flat" battery when it does not possess a dynamo, and it had required no oil and practically no water on what, these days, is a tough journey, particularly for the smaller veterans—in 1896 the cars on the Run had only themselves to contend with, but look what has stemmed from that historic Emancipation Day!—W.B.

Non-finishers this year :

B. W. Garrett (1896 Lutzmann), F. E. Davis (1897 Whitney steamer), S. F. Beer (British Leyland's 1899 Wolseley), J. A. G. Burchell (1900 De Dion Bouton), S. J. Mitchell (1900 De Dion Bouton), N. R. Cole (1900 Gardner-Serpollet steamer), F. Maizub (1901 Darracq), J. M. Welch (1901 Decauville), H. R. Wilkins (1901 Decauville), F. J. Bruiin (1901 De Dion Bouton), W. Harrah (1901 Packard), F. H. Babcock (1901 Royal Enfield quad), M. J. Banfield (1902 De Dietrich) J. Schofield (1902 Renault), W. Buis (1903 Daimler), F. M. Greenwood (1903 Humberette), R. T. S. Kempton (1904 De Dion Bouton), D. J. Shawe (1904 English Mechanic), M. D. Tuckfield (AA's 1904 Renault), Lt.-Col. A. J. Ayers, RE (1904 Rover tandem), R. Tindle (1904 Speedwell), Searle of Worthing (1904 Star) and R. B. Dumbell (1904 Turner-Miesse steamer). Number of finishers WX230.

Brighton Buzzings

There was drama at the start, when Mitchell, after working like a beaver on the drive shaft of his VCC-entered 1900 3½-h.p. De Dion Bouton, had to abandon it without leaving Hyde Park, while the closing stages were notable for the "Gatling gun" noise of Estler's 1904 Siddeley, the silencer of which had become detached. The AA's Renault was seen apparently abandoned at the roadside near Bolney.

* * *

The Run has become as much a social occasion as a motoring happening, with the VCC cocktail party at the Cumberland, complete with jumble sale and the auctioning of an old sovereign-coin, and dinner at the Metropole, and Graham Hill taking actress Dora Bryan as his passenger, Lord Montagu, in his "new" 1903 22-h.p. Daimler, having Ernie Wise of the Morecambe and Wise show with him. One car carried an 11 months-old baby and there was plenty of talk of the films the veterans have been seen in, and Flather's 1897 Daimler carried souvenir envelopes of the RAC's 75th Anniversary. On a more serious note, 93-year-old Mr. W. Randolph, sole known survivor of the 1900 1,000-Mile Trial, was still spectating.

* * *

As well as the steam cars there were two Baker Electrics in this time, which explained the presence of a tender vehicle towing a trailer carrying lots of batteries. One Baker was entered by the Swedish Motor Museum, and driven by Baron Essen. Aktiebolaget Tudor had supplied it with a modern Pg-tubed battery (of 35-40 watt hours per kg. and 100 watt hours per litre against about 15 and 30, respectively, of the original) to supply the ¾-h.p. (DIN) motor.

* * *

Some of the veterans are very fast, like Collings' and Hampton's Mercedes and Pierpoint's Mors but the first to arrive at Brighton was Pratt Boreman's 1902 Panhard-Levassor "Henrietta", with Pickvance's 1900 Darracq close behind it. Neil Corner's 1901 Mors was third car in.

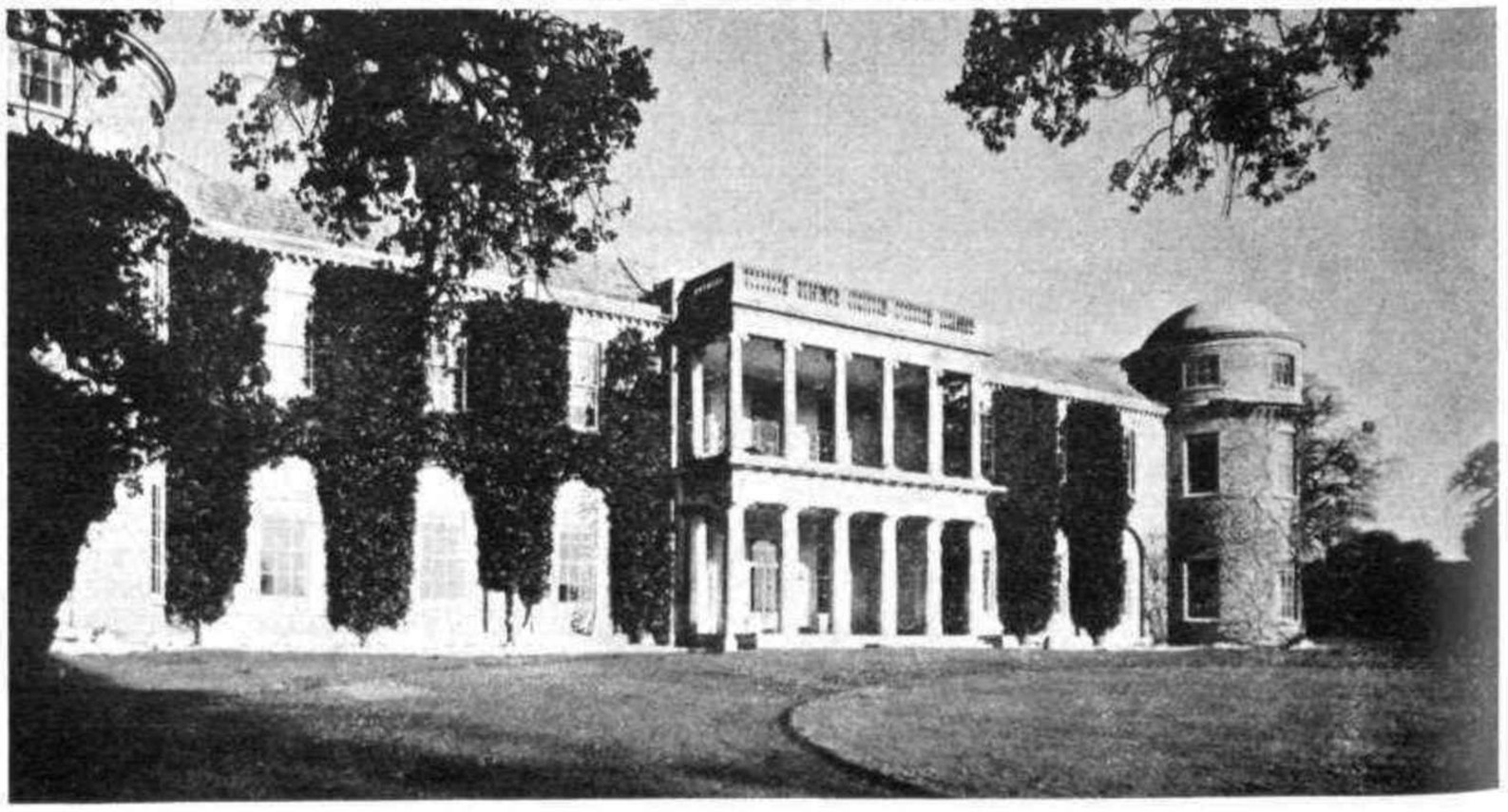
OUR ROADS ARE GETTING FASTER

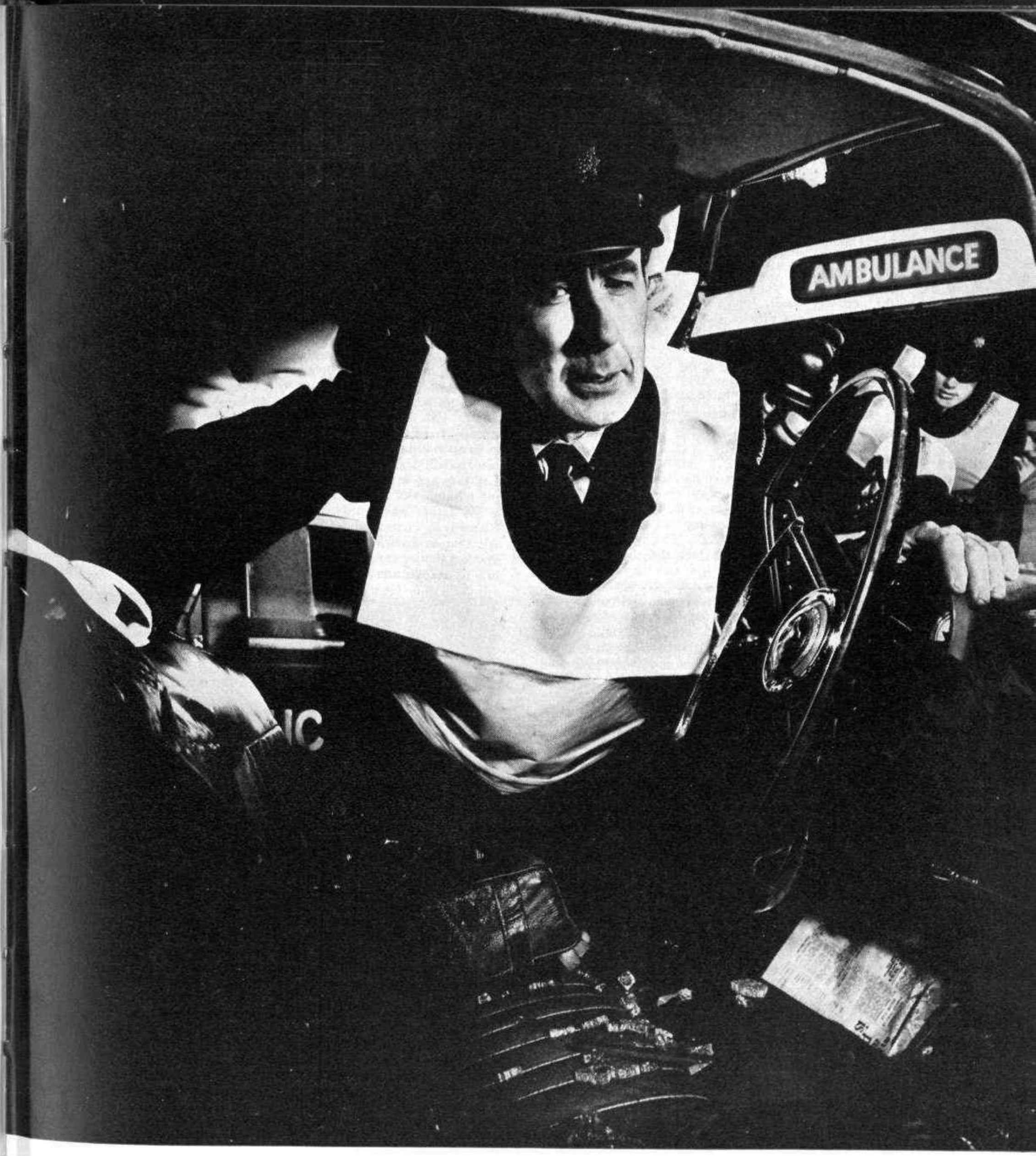
JUST BEFORE it suspended publication, *Autocar* carried the story of how Stanley Sedgwick, President of the Bentley DC, covered more than 1,000 miles in 24 hours on British roads in his open 1931 8-litre Bentley. He used much Motorway, did not exceed the legal speed-limit, and averaged 56.9 m.p.h. overall, a running-time average of 64.8 m.p.h. His first 700 miles were covered in a running time of just under eleven hours. In 1938 I drove a 4¼-litre Bentley from London to Scotland (MOTOR SPORT, August 1938), up the then narrow and lorry-infested A1, covering just over 700 miles at an overall average speed of 46 m.p.h. and a running-time average of 50.5 m.p.h. Our stops were of a few minutes less duration than those made by Mr. Sedgwick up to his 700-mile point, but our running time was 11 hr. 53 min., although there was no open-road speed-limit to observe. So British roads are becoming faster. . . . It is interesting that over 1,016¼ miles the 8-litre Bentley gave 10.2 m.p.g., the 4¼-litre nearly 17½ m.p.g. for our out-and-home journey of 1,585 miles, and that whereas the older Bentley needed 3¾ gallons of oil, the 1938 Bentley used only ten pints.

I was also interested to note that after Mr. Sedgwick had lost his cap on the Severn Bridge and had found his spare head-gear too loose for security he borrowed his passenger's spare flying helmet. For years I have worn a flying helmet (bought years ago at the shop of "Uncle" Lewis in Carburton Street, well-known to pre-war racing drivers) even in such pedestrian cars as a 1924 Calthorpe and Brighton Run veterans. I was afraid this might seem like affectation, so I am glad that no less a person than the Bentley DC President has confirmed that this is about the only secure head-covering to wear in an open car. Apart from which, a flying helmet keeps the ears warm and can muffle noises from old engines which one may not wish to hear—W.B.

HOMES OF THE RACING DRIVERS

Goodwood House was where His Grace the Duke of Richmond and Gordon spent a great deal of time with his parents when, as the Earl of March, he was racing Austin and MG cars at Brooklands and elsewhere, although he then lived and worked in London; he had indeed, been, apprenticed to Bentley Motors Ltd. Goodwood House became his home in 1935, after the death of his father. Today it is the home of Lord March and his family and is opened to the public, who are able to look over part of it and take dinner and supper in the State Apartments. Built between 1780 and 1800 to the plans of architect James Wyatt, Goodwood House is an example of the best Sussex flintwork. During recent renovations one wing was demolished, as it was suffering from dry rot. Eleven State Apartments are on view, of which the Ballroom Suite is available for social or business functions. The house contains one of the finest private collections of paintings (among which one hopes there is at least one of His Grace in a racing car!). In the Tapestry Drawing Room, Her Majesty the Queen has held meetings of her Privy Council while in residence at Goodwood for the July horse-racing. During the war Goodwood House was a hospital and later a RAMC depot. Today the Duke and Duchess live at Carne's Seat, about half-a-mile away on the 12,000-acre estate.





Inexpensive brakes keep a lot of people in work.

The Lockheed brakes originally fitted to your car were designed to match the car's weight, speed and performance.

Those inexpensive brakes which you could be tempted to replace them with were designed primarily to suit your pocket.

The people who made your car would never fit these sort of brakes.

And since Lockheed replacement brakes are readily available, there's no sane reason why you should fit them either.

Lockheed

Automotive Products Co. Ltd., Banbury. APAC

FACTORY METHODS OF THE VINTAGE ERA

No. 19 : ROVER

IN 1925, when the 14/45 Rover with its complicated valve gear was a brave new model and not the disaster it was subsequently found to be, J. K. Starley was Managing Director of the Rover Company, having been Works Manager from 1903 and successor to Harry Smith in the top position. "The Rover" was in those days at the Meteor works, Coventry, where 1,500 workers were employed. The same number of hands had been employed at Tyseley, Birmingham, making the Rover Eight, where the 9/20 Rover was still made.

The Meteor works had its own iron, bronze and aluminium foundries, and its own forge. It made the radiators and pressed the body and mudguard panels. Only the carburetters, electrical equipment, tyres, wheels and minor body fittings were supplied from outside. Besides the Meteor works there was the St. John's works in Coventry making the refined 350-c.c. Humber motorcycles, the Fleet works in the same town, devoted to Rover repair work, while bodywork, including Weymann bodies for the 14/45 were built at Parkside, Coventry, where up-to-date wood-working machinery was installed. Here the bodies were trimmed and upholstered but they were painted at the Meteor works, where a battery of steam-heated drying rooms of variable temperature and humidity were available. In London, Rover House at 61 New Bond Street had recently been opened, with fine, lofty and well-lit showrooms, and the London Service Depot was at Seagrave Road, Fulham, only recently closed by order of Lord Stokes.

At the Meteor works the drawing office employed over 60 draughtsmen, and here all parts of the car were drawn, also the jigs and tools needed for its manufacture. Moreover, in 1925 it was said to be a daily occurrence for drawings of some obsolete part for an old Rover still in service to be asked for, and supplied. The laboratory tested materials from outside sources, not only the steels and other metals but castings, the limestone used for fluxing the iron and the quality of the coke used in the cupola. Samples of cast metal were analysed every day. The non-ferrous foundry, incidentally, was in Spon Street, Coventry, but the main foundry was in the Meteor works, where cylinder blocks and heads for both 14/45 and 9/20 engines were moulded in special pneumatic moulding machines. The cores were of a mixture of silica sand and sea sand. The cupola capacity was 3½ tons per hour.

Moulding machines also produced all the parts in the malleable foundry, and after the castings had been cleaned they were passed to annealing ovens consisting of two gas-fired caverns of 10 tons capacity each and three coal-fired ovens each of 2½ tons capacity. The ovens had temperature-recording thermo-couples, four each for the larger ovens, one each for the smaller ones, and temperature was maintained at 950 deg. C for 120 hours, before slow cooling took place. Samples were tested after annealing by analysis and hammering.

Aluminium was melted in brick-lined barrel furnaces fed by town gas, which had been installed in 1914. The mixture of gas and air, forming a slight reducing atmosphere, was forced to the four furnaces, and similar furnaces dealt with gun-metal and phosphor-bronze, at slightly higher melting temperatures. The moulds were formed of two large and ten smaller pneumatic machines and a number of hand-operated ones. The large machines rammed a 14/45 crankcase in 11 minutes and two 9/20 crankcases in 14 minutes. A special thermo-couple was immersed in the molten alloy to ensure the correct temperature. Rover claimed to have a National expert in charge of their foundry operations.

At the Coventry and Tyseley factories machine tools were still belt-driven by over six miles of belting. There were some 1,000 separate machines, some costing £1,300 each, backed up by automatics, such as 30 Potter & Johnsons running day and night. These machines could machine a flywheel automatically in one hour 15 minutes, and the Churchill face grinders finished both sides of a cylinder head in 20 minutes. A new hydraulic broach dealt with con.-rods, with a half-thou. tolerance at the bushes, and other jobs had a one-thou. tolerance. Gear wheels were ground after hardening, to an accuracy of one-fifth of a thousandth of an inch.

At the Parkside body shop nearly 300 hands worked on 14/45 bodies, Eight and 9/20 bodies being made at Stoke. Seasoned ash was cut in jigs, roof panels were welded into one piece and the aluminium panelling was turned over the window framing to protect the wood. Apart from the Weymann body, all 14/45s had aluminium body panels and were upholstered in the best leather. Five different types were made. Each completed Rover had a lengthy road test.—W.B.

VINTAGE POSTBAG

Homes of the Racing Drivers

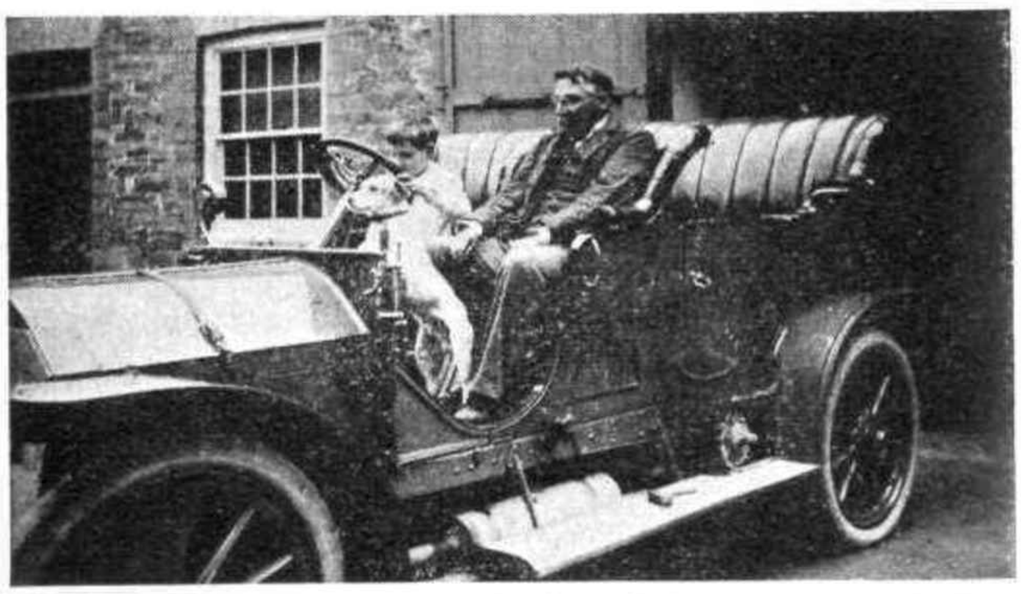
Sir,

I do not often see your magazine and it is only in the last week that my attention has been drawn to the item "Homes of the Racing Drivers" in your September issue. A. O. Saunders-Davies was my father, and you may perhaps be interested in a few further comments.

The house you illustrate is Pentre, Boncath, Pembrokeshire and is, as you say, considerably smaller now than it was when my father lived there, although one half would be a nearer proportion of its original size than the one third you suggest. I carried out the partial demolition in an attempt to reduce the house to a more manageable size but sold it reluctantly about a year ago. However, my father never farmed 3,000 acres; his estate in Pembrokeshire never amounted to more than about a third of that at the most and consisted entirely of tenanted farms. He never farmed himself.

When my father and mother were married they set up their home in another house about three miles away and called Cilwendeg Park which is now an old people's home. It was here that my father worked on his 3-litre Bentley and also on his Bugatti which he raced, not without success, at Brooklands. By the time he was driving for the Fox & Nicholl Talbot team with, among other drivers, Tim Rose-Richards, my father was no longer living in Wales but had moved to London although he still owned the houses in Pembrokeshire. Your readers will scarcely need to be reminded of the team's successes at Le Mans and in the Double Twelve at Brooklands, or of the astonishing reliability of the Talbot 105 cars.

My father was killed in October, 1959, in a road accident near Romsey in circumstances which have never been fully explained. All that is known with certainty is that his 3.4-litre Jaguar met another similar car head-on. The driver of the other car survived but had no recollection of the events immediately preceding the accident.



Finally, I enclose a photograph of my father at the age of about five or six, sitting at the wheel of a car beside his father, my grandfather. As far as I can tell, the car is a Mercedes of 1906 vintage or thereabouts. This would fit since my father was born in 1901. It is clear that his interest in cars began to develop early! I would be grateful for the return of the photographs which are, as far as I am concerned, unique.

Latimer. DAVID SAUNDERS-DAVIES (Group Capt.).

* * *

Austin 7 Affairs

Sir,

I noticed in your report of the VSCC Thruxton Meeting that you credited my replica 1923 racing Austin 7 with winning the Light Car Award. In fact I believe that this award goes to Mrs. Pam Arnold-Forster with her GN as of course my car in its present trim does not qualify as a Light Car. Any confusion may have been caused by the fact that my wife was driving our Chummy (which is a Light Car) in the same race.

Your comments about my car being faster than the original cars prompted me to do a little research on the matter. I see from the 1947 MOTOR SPORT article on the development of the racing Austin Sevens that Capt. Waite achieved a flying lap of 62.4 m.p.h. with the first racer built, at the 1923 Brooklands Easter Monday Meeting, and subsequently lapped Monza at over 64 m.p.h. to win the 750 c.c.

clas. of the Italian Cycle Car Grand Prix. By the end of the 1923 season Capt. Waite had lapped Brooklands at around 70 m.p.h. Of course it is not really feasible to compare Brooklands and Thruxton lap speeds but as this is the only comparison possible it is interesting to note that my car's average speed for Race 1 was 63.5 m.p.h. with an unofficial fastest lap speed of around 68 m.p.h. So perhaps the speeds of the cars are comparable?

It would be very interesting if any of your readers could throw any light on the ultimate fate of the original 1923 team of fabric-bodied works cars. A total of three works cars had been built by September 1923 and these competed in the Grand Prix de Boulogne driven by Waite, Kings and Cutler. This event was something of a disappointment for Austin's as two cars retired with big-end failure whilst the third crashed. A car believed to be built up from the remains of the three Boulogne cars took the 750 c.c. class at the 1923 September Shelsley meeting. A team of three cars probably the same cars that competed at Boulogne, ran in the 1924 Grand Prix des Voiturettes at Le Mans gaining a 3rd and 4th in their class. After this event I can find no trace of the original cars being used competitively. In all probability the cars were broken up and/or subsequently rebodied and developed into later works cars. A check shows that the three registration numbers were surrendered to the local taxation authorities although another replica (since rebodied again) has been spied carrying *one of them*!

Any information on the ultimate fate of these cars would be most welcome.

Emsworth. PAUL COOPER.

[Interesting! And our apologies to Mrs. Arnold Forster. I did not confuse the girls—just accepted the Press results.—ED.]

* * *

Morris Garages

Sir,

With reference to the photograph of the removal notice on the gate on page 1,126 of the October issue, this refers to the Morris Garages (Newbury) Ltd., who were removing to larger premises in the same town.

This is one of the branches of The Morris Garages Ltd., of St. Aldates, Oxford, and is in no way connected with the Morris Works at Cowley. It is a Charity Trust set up by the late Lord Nuffield and operates branches at Cowley, Reading and High Wycombe besides Newbury. A branch at Aylesbury was sold in March of this year to a large Group with headquarters at Leicester.

Monks Risborough. DES KITCHEN,
Chairman, Bean CC.

* * *

How a New Zealander rates our Vintage Cars

Sir,

As a member of a Vintage Car Club, I may be somewhat out of my depth criticising the VSCC. I'm sure they are running to well-defined rules, and I certainly applaud their motives of using their cars as the makers intended. But please, what are the criteria for acceptance of a car into the VSCC?

I may be about to show appalling ignorance here, and if I offend anyone then I apologise, but what on earth is a hot-rod doing featuring in the colour coverage of the VSCC April Silverstone meeting? I see before me in the June MOTOR SPORT a picture of what purports to be a 1928 4,079 c.c. Chrysler competing in that meeting. It looks like the sort of thing that we in New Zealand now find on farms—a once-proud machine cut down into a—well, not even a truck. It has no mudguards; no lights; half a bonnet secured by a strap; what appears to be a non-original radiator; a tiny aero screen; and from the scuttle back, just a straight-panelled, doorless and very ugly boy-racer body. Moreover, I'm sure that that sort of exhaust system was not extant on 1928 Chryslers.

I'm well aware that Chryslers were in fact racing in the late vintage period, but my impression was that the cars which performed so creditably at Le Mans were reasonably civilised roadsters, not over-scaled soap-box trolleys with funny exhausts.

The Bentley on the same page, while done in considerably better taste, perhaps also deserves a mention. It may just be that we are in New Zealand somewhat starved for machines of the calibre of the Bentley, but the sight of a lowered one with small wheels and a mucked-about body makes me want to cry "sacrilege" and reach for my photo of Old No. 7. Certainly, the other one is at least pretty, but it's no longer a Vintage Bentley.

This whole thing may just be an error in my expanding of the initials VSCC but I really thought that the V stood for Vintage, and that this implied maintaining some semblance of originality.

Finally may I congratulate you on maintaining a fine magazine to which I have subscribed constantly since the mid-1950's? It's arrival is always eagerly awaited.

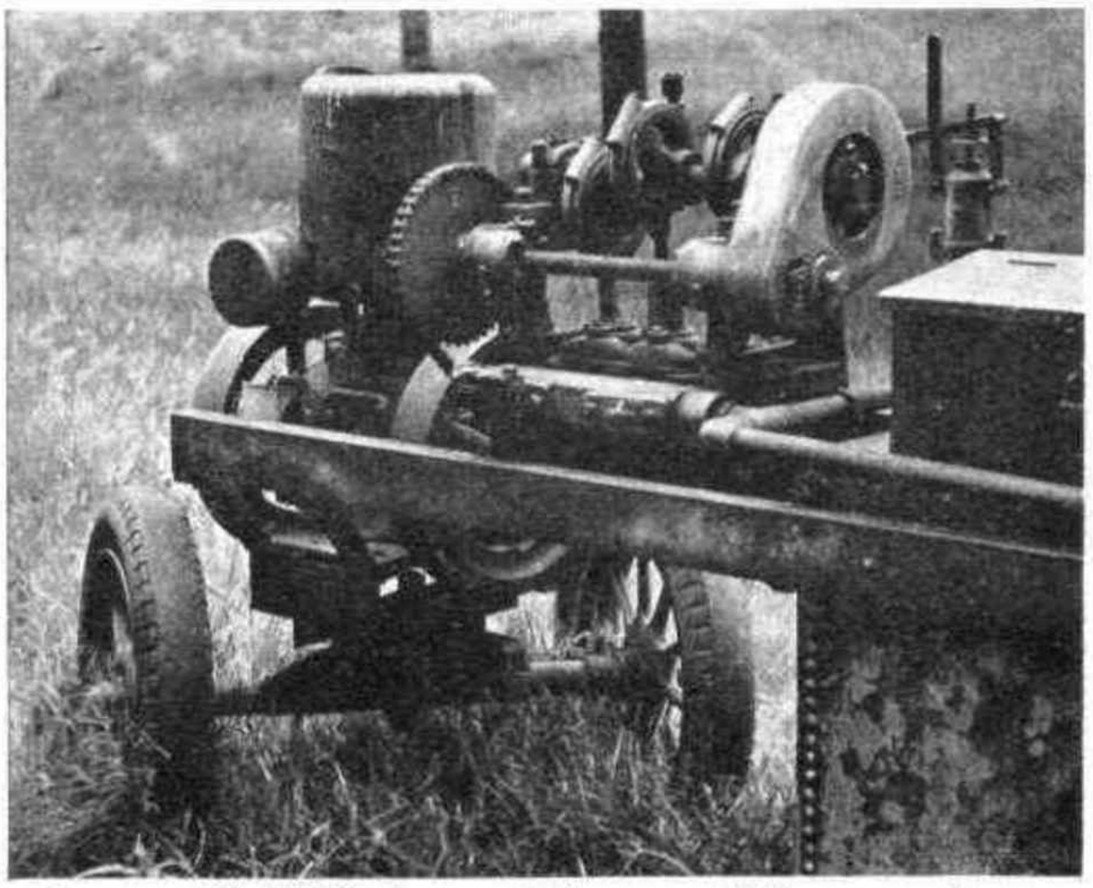
Te Awamutu, New Zealand. P. C. WHITE.

V-E-V Miscellany.—A rather sad Autovia V8, Reg. No. ASA 1, has been acquired by a reader living in London, the body being a light grey Mulliner saloon. Can anyone supply information about its previous owners? Someone else is anxious to trace the history of a 1927 fabric-bodied six-cylinder Austin, believed to have been first owned by a Capt. A. H. Baker, as he has obtained all that remains of it. In Kent a 1927 Austin 7 which had been in Spain and Majorca until 1969 is being restored and the owner believes that it may have been imported as a chassis and made into a racing car, which crashed during the 1928 Spanish GP, after which, in late 1929, it was given a new coupé body imported from England. Can anyone say whether or not an Austin 7 crashed during the 1928 Spanish GP? Roger Maughfling, having acquired an ex-GRO Albion van, has now given it a stable companion in the form of a Vulcan commercial vehicle chassis, *circa* 1925. Back to Autovias, a Sheffield reader would like to compile a register of these cars and seeks information about any which exist, were broken-up, etc. Letters to all the above information seekers can be forwarded. In preparation for the opening of his Donington Racing Car Museum, Mr. Wheatcroft has bought a Bristol LH Duple two-car transporter in which to transport his collection of over 50 racing cars, ranging from the 1911 Cottin-et Desgouttes o today's F1 cars.

A *circa*-1929 six-cylinder Chevrolet saloon, used up to 1970, is reported as for sale in Mahon. It is said to be in good order, except for a missing fuel pump. The Austin 18/6 truck mentioned in this column recently belongs to a reader who would like to hear from other users of this model. His was given to him at the age of 14 and has done some 60,000 miles in the last five years, with no trouble apart from a blown gasket, although it sometimes carries ten people.

The 1930 Sunbeam Sixteen saloon which was a prize in the Autobrite car polish competition covered 22 miles, 1,173 yards, two feet and 11 inches on a gallon of petrol at Snetterton under RAC observation and was won by someone from Norfolk. The Summer issue of the duplicated *Journal of the Morris Register* was largely devoted to Morris Commercial six-wheelers and the Alvis OC celebrated its 21st Anniversary recently with a special number of its magazine.

V-E-V TAILPIECE



An unusual "vehicle" photographed near a well-known speed venue.

BOOKS FOR CHRISTMAS

"Morgan—First and Last of the Real Sports Cars" by Gregory Houston Bowden. 191 pp. 10 in. × 7¼ in. (*Gentry Books Ltd., 55-61, Moorgate, London, EC2R 6BR.* £3.95.)

The Morgan, as the foremost three-wheeler and one of the sole surviving hand-made sports cars, is deserving of a full and accurate history. This reviewer did his best to record the vintage years of the three-wheelers in a 50p book (Grenville, 1971) which is still available from the MOTOR SPORT offices and the active Morgan Three-Wheeler Club got out a rather broader history of the famous tricars at about the same time. So when I heard that there was another Morgan history in the pipe-line, a title which I knew several publishers had been looking for, I thought this must be a really comprehensive account of all the Morgans from that first spidery Peugeot-powered three-wheeler of 1909 to the latest of the Morgan Plus Eights which now use the Rover V8 manual-gearbox power unit complete, instead of the separate Moss gearbox with which it started life and modified for the Earls Court Show, as Peter Morgan himself proudly demonstrated to me, with proper interior door locks instead of pulls!

Disappointment could, therefore, perhaps be excused, when I read in this latest Morgan book, in the author's own words, that "there is a wealth of information which I have either failed to discover or have discovered and been obliged to set on one side for lack of space". This, then, is *not* a complete history of Morgan and the Morgan Motor Company. It is a very nicely got-up production. It is good reading if repetition from the previous Morgan histories can be tolerated. It was clearly written with enormous fervour by a writer who is a Morgan owner—his Plus Four four-seater, WXA 6, bought second-hand while he was at Oxford, forms the subject of the colour picture on the dust jacket and features in other places within—and it runs from the beginning of Morgan interest in cars, from 1884 in fact, the year Harry Morgan was born, to the present day and the Malvern Link factory and products as they now are. It is just the book the Morgan people themselves might have issued had they been so inclined —come to think of it, they did put out a good little history booklet of their own some years ago, which brings the total to four—and it made me want another Morgan as soon as I looked through it.

It has been written by using the Morgan Company's scrap-books, which were also made available to me, and as these are mostly Press cuttings, the treatment by both authors is somewhat the same, except that Houston Bowden interviewed Dorothy Morgan and gets in a few fresh angles but does not give as much data as I was able to about the three-wheelers in races and trials and record-breaking sorties, or as much intimate technical material about the different models as does the Morgan Club's book.

What is left? Well, the chapters about the four-wheelers in the 'fifties and 'sixties are interesting and the book ends on a with-it note about the famous and off-beat folk who have bought Morgans. A lot of the pictures, including cartoons and technical drawings, have been seen before but as they are blown up big, although not on glossy paper, they are most attractive, the enormous chapter headings less so, while Houston Bowden's love for his Morgan shines through brightly (there is a picture of it in an Oxford Quadrangle and another of the author, in gown, driving a lecturer in Medieval English in it, the latter apparently about to catch a football), so I was sorry to learn that on his very first outing in it he was caught speeding (at 60 m.p.h.) and fined £15. Interesting that he had that front-wheel shimmy which I used to get on the Editorial Plus Four, and that he is not adverse to coupling girls with Morgans, and I like his story of the Monk and the Morgan. One has the impression that he is not as at home to motor cars as some writers, and so neglects a really good description of the Morgan, the many different engines used in them, and that perhaps he is not very familiar with the three-wheelers. He relies on Press road-tests for assessing the later models and there are one or two puzzles in the story—for instance, when H.F.S. broke an inlet valve during an ACU Six Days Trial we are told that this was "not disastrous"—it usually is —and this Morgan's four gears are not enlarged upon, although later we are told that four ratios were sometimes obtained by having a two-speed gearbox ahead of the two-speed chain-and-dog transmission. There is a tendency to call the bevel-box a gearbox, a gear-lever in the picture of a racing Morgan's cockpit is surely wrongly captioned, being the brake lever, and McMinnies is credited with winning both the sidecar and cyclecar class of the 1913 Cyclecar GP, whereas it is usually said that he was disqualified because the organisers didn't regard his Morgan as a cyclecar and relegated it to the sidecar category. And how does Mr. Bowden *know* there will be no more real sports cars, even if we concede that, say, a 30/98 had nothing on an Aero Morgan as the first of them?

This is a very good popular story of the Morgan and I love some of the pictures, particularly the one showing the body panels of a modern Morgan being *nailed* to the ash subframe. You have just got to decide, haven't you, whether you are going to buy more technical Morgan three-wheeler material in a couple of little booklets or spend nearly four times as much to have a proper Morgan book in the bookcase? Now I suppose I shall be criticised as biased and self-interested but perhaps the author won't know, because I don't think he reads MOTOR SPORT.—W.B.

"Captains & Kings" by Neville Birch and Alan Bramson. 256 pp. 9⅜ in. × 6½ in. (*Pitman Publishing, Pitman House, Parker Street, London, WC2B 5PB.* £4.00.)

The title of this book suggests that it has no motoring associations at all, but in fact it will be of very considerable interest to many of our readers, because it describes the aviation experiences of kings and princes, royalty who are captains of their aircraft first and kings (or princes) thereafter. The authors are remembered for their excellent book, a one-model aviation work, on the Tiger Moth.

"Captains & Kings" covers The Infante Alfonso de Orleans y Borbon, Spain's first military pilot, King Baudouin of the Belgians, who flys Starfighters, the Shah of Persia who, not to be outdone, pilots his own airliners, Prince Bernhard of the Netherlands with over 8,000 hours logged, Prince Bira, Prince Louis Ferdinand, head of the house of Hohenzollern, King Hussein of Jordan, King Constantine of the Hellenes, the Duke of Windsor, Prince William of Gloucester, killed air-racing, Prince Philip, Duke of Edinburgh, who has flown aircraft right up to the Concorde category, Charles, Prince of Wales, who made the Royal parachute jump, and others. Most of the information has come from personal interviews with the book's subjects; in fact, with five kings, nine princes, two princesses, many generals and other distinguished persons, all within the space of under fourteen months, involving 10,000 miles' travel to places as far apart as London and Teheran.

Because royalty always has avid followers this book is bound to be a success, but that apart, it contains much of great interest to aviation enthusiasts and many of the unique illustrations are published for the first time. The places where the interviews took place add to the interest and it is apparent that only in a few cases was data taken from books, such as the Chula and Bira travel ones.

In this unusual, even astonishing book, we are reminded how unstuffy many of today's royalty are. We meet Prince Bernhard, who has long been known to be a very professional pilot, read of how two MiG 17 fighters actually attacked King Hussein's Royal DH Dove, and are reminded of the long British heritage of flying royalty, with HRH the Prince of Wales taking to the air in the early days, later becoming a considerable owner of private aeroplanes, up to the size of the Vickers Viastra in which he once visited a Brooklands Air Display.

One of the truly delightful chapters in this delightful book concerns the cousin of the late King Alfonso XIII, who was the great motoring king. The Infante is clearly an individualist, at 83 still flying his own aeroplane. The account by Bramson of a trip with him in his Continental-engined Aisa I-IIB is fascinating in the extreme and the flight exactly what flying for fun should be. At the opposite extreme there is the Vickers Viscount used for long journeys by His Imperial Majesty the Shah of Persia (who enjoyed Meccano as a boy), with its bedroom, and 12-seater cabin equipped with a 200-piece Crown Derby dinner service, crystal glass, silver cutlery and the best Irish linen, before he changed it for a Jetstar. The number of royal pilots who have flown very fast fighters, jet aircraft and helicopters is rather remarkable. Definitely one for the Christmas shopping list. . . . —W.B.

"The Great Trog Conspiracy", by Charles Gardner, O.B.E., A.F.R.Ae.S. 80 pp. 8⅜ in. × 5⅝ in. Soft covers. (*Planned Action Limited/Colourmaster International, 12 Dene Way, Speldhurst, Kent.* 75p.)

A little humour at Christmas does not come amiss, and this book provides it. It seemed at first that Gardner thought he was Red Daniells and his illustrator, Don Roberts, imagined himself to be

Ronald Searl. What they are dealing with are the motoring Trogs, who impede our progress. Trogs, the author tells us, are unlikely to be driving Lotus Elans, E-Types, Mercedes-Benz or similar vehicles unless these are chauffeur-driven—and if Gardner is used to encountering chauffeur-driven Elans he is more observant than I am! And has he forgotten the E-Type Morris Eight? He hints that the expressive term Trog was first coined by *Drive* and here I think we pause to pay tribute to other firsts in the field of motoring writing—I believe that "Mimser" pre-dates "Trog" and was the invention of Colin Willock, when he was Editor of *Lilliput*, that the frequently-used term "Badge-engineering" was first used by a contemporary motoring journal, and then there is our own neat, all-embracing title, MOTOR SPORT, dating from 1925 but by whose pen I know not. Anyway, wherever Gardner got his Trogs, he has gone to town on them; presumably as a fast driver of a fast car, who finds them troublesome? Incidentally, he was on the staff of the BBC and later Publicity Manager of the BAC, having much to do with the celebrations in connection with the 50th Anniversary of Brooklands Track in his latter capacity. The book's blurb refers to his broadcast from the cliffs of Dover during the "Battle of Britain" but when I mentioned this to my wife she said: "Oh yes, he was drunk and said the Fleet was all lit up" . . . .

Anyway, laugh with Gardner about the Trogs by all means, although they are in reality no laughing matter; clues about identifying Trogs, so as to take avoiding action, occupy much of the book but hat-wearers, afraid to go fast even in saloon cars in case their headgear blows off, should, in my experience, have been included! With the book comes a Trog Badge and a "Spot the Trogs" rear-window sticker; at the risk of being called a fuddy-duddy, in fact a Trog, I wonder if the last-named is wise? It will presumably encourage anyone who displays it to drive faster than they might otherwise do, for fear of being labelled a Trog themselves, and the young and the simple-minded who can be expected to display it usually drive quite quickly enough already.—W.B.

"Sports Car Championship", by Anthony Pritchard. 240 pp. 9½ in. × 6 in. (*Robert Hale & Co., 63, Old Brompton Road, London, SW7 3JU.* £3.20.)

For students of more recent motor-racing history, who want the facts and figures within the covers of a book, this is a useful account of the Sports Car Championship during the period 1968-1971. It thus deals with the great Porsche and Ferrari performances in some very quick sports-car contests at great circuits such as Le Mans, Monza and Spa. It is the tale of 3-litre Prototype cars battling against larger machinery, of Porsche 908 and 917, JW Ford GT40s, Ferrari 512 and the rest. Not only the races and the drivers who took part in them but the specifications and development of the cars themselves are covered. The book is indexed, has just sufficient illustrations, and appendices deal with results up to sixth place in every race in the Championship, specifications of the leading cars, and the evolution of the Porsche, month by month.—W.B.

"Castrol Rally Manual 2." Edited by Peter Browning. 128 pp. 8½ in. × 5½ in. (*PSL & Castrol, 9, Ely Place, London, EC1N 6SQ.* £1.50.)

Here is another of these useful Rally Books, with articles by experts on various aspects of the sport, our Gerry Phillips, for example, writing about the top Scandinavian drivers, with lots of pictures of rally cars and happenings, lists of useful addresses, illustrated drivers' biographies and tabulated results of important rallies and rally championships from 1960 onwards. An excellent gift book, if your man likes rallying.—W.B.

A soft cover introduction to "The Motor Industry", by James Ensor (223 pp., 7¼ in. × 4¾ in.), has been published as part of the *Financial Times* Introducing Series and, packed with data, is available from the Longman Group Ltd., 74, Grosvenor Street, London, W1X 0AS.

* * *

Another for the gifts-list, "Lorries, Trucks and Vans, 1897-1927" (159 pp., 7¾ in. × 5¼ in.), with lots of colour pictures and reproductions of period advertisements, has been published by the Blandford Press, 167, High Holborn, London, WC1V 6PH, the price being £1.50.

* * *

In the same series as the book referred to beforehand is "Passenger Cars, 1913-1923", by T. R. Nicholson, this one running to 157 pages, and costing £1.25.

* * *

Two more source books in the Olyslager Organisation series have been released, namely "Military Wheeled Vehicles" by B. H. Vanderveen (useful for prospective hill rally entrants!) and "Commercial Vehicles" by W. J. J. Downton. Both are of 144 4¾ in. × 6¾ in. landscape pages and each sells for 95p. The publishers' address is Ward Lock Ltd., Warwick House, 116, Baker Street, London, W1M 2BB.

* * *

Collins, PO Box 30, 144, Cathedral Street, Glasgow, C4, have a selection of motorists' diaries, ranging in price from 63p to 90p, which should make appropriate presents, as should their Motorists' Desk Diaries and Log Books, which sell at 73p and £1.25 according to bindings. But it would have been nice if they had given the Secretary of the VSCC correctly. . . .

* * *

"Cars in Profile No. 2" has been published by Profile Publications Ltd., Coburg House, Sheet Street, Windsor, Berkshire, SL4 1EB, at the standardised price for this new series of 50p. This one is by Cyril Posthumus about the 4½-litre Lago-Talbot and a fine job he has made of it. The origins, development, racing history and decline of this fine 1936-1954 French sports/racing car are written-up in typically clear Posthumus style and the text is backed up by some very good pictures and diagrams which include sectional drawings of the three types of Lago-Talbot engine, cross-push-rod, still-born shoulder-o.h.-camshaft and later high-camshafts competition engines. Posthumus' story reminds us of the interesting immediately-post-war period of motor racing, when the Lago-Talbots put up such a fine fight against increasingly heavy odds and he makes out a good case for the prowess of Louis Rosier, who, as a table reminds us, won seven races for Lago between 1948 and 1951. Raymond Mays' and Duncan Hamilton's exploits with the breed are mentioned, and the scale colour pictures of the 1949 Belgian GP winner by James Leach are magnificent. This artist proves just as adept at painting the Lago-Talbot badge and showing the 1950 Le Mans winning Lago-Talbot in action.

I still dislike the smaller type of the "new" Profiles and although my last month's comment that the covers will detract from the promised bound-volumes will not be valid if these are removed before the Profiles are bound, doing this will eliminate two big pictures of each car. There also seems to be a brief for writers in this series to explain cars to the reader, which was not deemed necessary previously—thus Posthumus tells us the Lago had a Wilson gearbox and then tells us what such a gearbox is! Incidentally, as he refers to the 1904 Pipe and later Riley and ERA engines as also having high camshafts, he could have included Dorman, who once used this kind of valve gear. That is positively the only criticism I have—proof of the readability and value of this Profile. The new series is splendidly informative but, so far, not so much fun as the old.—W.B.

* * *

The Oakwood Press, Tandridge Lane, Lingfield, Surrey, has issued No. 62 of their booklets they call "Locomotion Papers", this one being about "London Independent Bus Operators, 1922-1933" by D. E. Brewster (44 pp., 8½ in. × 5½ in., soft covers). Although I remember the "pirate" 'bus services which operated in London in those years and which got a bad name for fast driving in order either to get to queues of waiting passengers before the LGOC 'buses could pick them up or to provide a quicker service, it comes as a great surprise to discover, from this little book, that there were some 170 of these independent operators in the hey-day of such competition. The book illustrates many of them and lists the 264 fleet-names (or lettering) which they shared, from "A-1" to "X-Service". It started in 1922 with a Leyland and ended in 1934 when the Leyland Titan single decker "Prince" was withdrawn from service.

The book contains 71 good pictures of such London 'buses, together with pictures of some of the tickets used, supported by 2¾ pages of descriptive text. I found it fascinating, although some may think the book dear at 75p. The places where the pictures were taken are given in the captions, which adds to the nostalgia, and from this book you learn which was the first 'bus in London to have front-wheel brakes, which was the last to run on solid tyres, etc. I now await with impatience a book about 'buses on our *country* services in the vintage years, and wonder how many different makes and pleasant pictures that one could reveal!—W.B.

CARS IN BOOKS

I HAVE mostly given fiction a miss in this apparently never-ending series, but I thought Rolls-Royce folk would like the following, from "The Long Good-Bye" by Raymond Chandler (Hamish Hamilton, 1953): Of a Rolls-Royce Silver Wraith in America: ". . . over her shoulder she had a blue minx that almost made the Rolls-Royce look like just another automobile. It didn't quite. Nothing can."

Then, although it is quite out of context, I would mention "Narrow Gauge Railways of Mid-Wales" by J. I. C. Boyd (Oakwood Press, second edition, 1970) for an interesting reference to the 15-in. gauge locomotives ordered just before his death in the 1924 Monza GP of Count Louis Zborowski. The author says of the Count that "motor racing claimed his first attention", although he had laid down 150 yards of the Higham's Railway, presumably as a test-line for the forthcoming Romney, Hythe & Dymchurch line he was planning with Capt. J. E. P. Howey. (Incidentally, I think there may be a book about Howey's motor racing and narrow-gauge railway work before long.) Apart from this reference to a racing motorist, Boyd's book should be read by all who contemplate travelling over the Welsh narrow-gauge lines as part of their next year's holiday. Finally, for this month, a reader, Mr. P. A. W. Dunt of Kuwait, sends the following extracts from "Forty Years In The Wilderness" by H. St. John Philby in which the chapter entitled "T. E. Lawrence and his Critics", of happenings in December 1921, contains some interesting references to Rolls-Royces, as follows:

"Lawrence and I descended the hill in the gloaming to dine with Peake, as usual, to discuss an expedition to the Mafraq district, planned for the morrow. I return to my diary of the day's doings.

'The whole day was devoted to an excursion to Mafraq and the neighbourhood in connection with the firing on the south-bound train, referred to in my note of the 29th. An armoured car and a Rolls-Royce tender having been mounted on two trucks the previous evening, Lawrence and I repaired to the station at 9 a.m., but some delay ensued while the train was being formed; and in the end it was found to be too heavily loaded for the engine to haul up the steeper gradients. Four trucks were therefore detached, to await a special train the following day to Damascus: they were full of grain for the Syrian market, between which and 'Amman brisk business is being done this season. The run to Mafraq was my first trip into the interior, as hitherto I had seen nothing but the 'Amman-Jerusalem road; and it was full of interest. First there was the run down the Jabbok valley to al Rusaifa, a little village perched on the hill-side and overlooking a wide area of cultivated land, irrigated by runnels from the stream flowing through it. Then came the climb up out of the valley to al Zarqa and its station, with the old Hajj Qal'a standing out from the village on a spur of the bluff. Then the broad pilgrim way, with its myriad winding camel-paths, trodden for centuries before the railway by the camels of the Syrian Hajj. Ever and anon there were fascinating groups of Roman milestones on both sides of al Samra station in a desolation of basalt screes: the station itself and a grim Roman, or older, village in the neighbourhood being entirely built of basalt. Then there were the bridges and culverts of the line, each reminiscent of some exploit of Lawrence's guerillas during the war. And, finally, the long stiff climb up to the Mafraq plateau, whose vast extent suddenly burst upon us, as we reached its rim, extending afar off to the volcanic hills of Jabal Druz, and marked here and there by some dark village, like Umm al Jamal, sinister under the shadow of black storm-clouds.

The trucks with the vehicles were shunted into a siding, provided with a ramp for the unloading of cars; but the ramp itself was not in good shape, and the personnel handling the job lacked experience. But, after strenuous efforts, the job was done, though it was 3.30 p.m., with only an hour and a half of daylight left, when we started off on our quest across roughish country to westward of the line. Lawrence and Gordon led the way in the tender, while I rode in the armoured car with the men of the RAF. Lurching over hill and dale, much pitted with the burrows of a rat called Khulind by the Arabs, we duly reached the tents of Ibrahim ibn Ghazi, shaikh of the Mushaqaba section of the Bani Hasan tribe. He and his folk had little difficulty in convincing Lawrence, who was of course in command of the expedition, that they had nothing to do with the incident we were investigating. A little further to the north, we came upon two groups of tents. Towards the first, belonging to the Sirhan tribe, a large procession of men, all armed, and women was wending in connection with some wedding festivities. They too disclaimed any connection with the train shooting; and we turned towards the other, situated on somewhat higher and rougher ground, which the armoured car managed only with some difficulty. At the top we found ourselves in a very large encampment of the Jabaliya tribe, an Arab clan based on Jabal Druz, in which we sought out the tent of the shaikh, Ghazi by name. The interrogation of the chief was conducted by one Sindah, an 'Ataibi henchman of the Amir 'Abdullah, under Lawrence's guidance, while the rest of us were mere spectators. It soon transpired that these were the folk who had fired on the train, and while admitting the impeachment, Ghazi tried to make us believe that in fact they had been defending themselves from a raiding party of another tribe when the train got in the way. Lawrence was not standing for that, and it was getting very late. He was admirably calm and determined, as he told Ghazi that he would have to accompany us to 'Amman to explain the conduct of his tribe to 'Adbullah himself. It seemed to me that we were not in a very strong position to insist on anything; but Ghazi, being assured of his personal safety, did agree to come with us despite loud murmurs of dissent from his people. As we walked towards the cars, Ghazi's wife intervened to stay her lord. More argument ensued round the cars, and one of the Arabs ejaculated: "Get in, and spare us all this fuss!" Nevertheless Ghazi found it impossible to resist the clamour against his going in person, and it was finally agreed that his son should take his place. Receiving his father's mantle and head-band, he mounted with us to the tune of tears and shrieks from his own wife, who was obviously big with child. And soon we had left the camp far behind.

For a while it was light enough to see our way, but darkness overtook us as we reached the line, along which our route southwards towards Mafraq over rough stony ground was a very slow affair. We reached the station at 7 p.m., but the loading of the cars on the trucks proved to be more difficult than the unloading had been; and we eventually gave it up as a bad job. So the cars, with their crews, were left behind for the night under A. R. Macdonald, the officer in charge of transport, while Lawrence, Gordon and I started back for 'Amman at 9.30 in the engine.'"

Finally, for this month, there is reference to an old Jowett in "The Smell of Privet" by Barbara Sleigh (Hutchinson, 1971). The author is describing "a very old, two-seater Jowett" bought by her mother, which gave the family very great pleasure, before the war. Alas, she says it had "the engine at the back", which no Jowett ever had, and she goes on to emphasise this by a story of how, bowling along Frederick Road in Birmingham, the gear-lever came away in her mother's hand and at the same time the car "ground to a clanking stop". When a passing cyclist was asked to help he was astounded to find no engine beneath the bonnet. Now this makes the car appear to have been not a Jowett but a Trojan. However, this theory is punctured because elsewhere the car is described as having a dickey-seat, which no Trojan ever had. Puzzling! I seem to recall another reference in another book to a rear-engined Jowett but whether by the same author, I do not remember. That the aged car took the family as far afield from Birmingham as Llanfair although the driver was in "complete ignorance of its mechanics", merely pushing one thing and pulling another to stop and start it, suggests a Trojan, for how otherwise, would she have managed the Jowett's gearbox? That the ancient small car with a cracked silencer which made a noise ascribed to the machinery, and paintwork that had "been reduced by old age to a matt surface of a dull iridescence, like a dead bluebottle", served well is apparent and I leave the matter of whether a Jowett or a Trojan would be the more likely to shed its gear-lever to the respective Owners' Clubs, if, indeed, the matter is worth arguing.—W.B.

MINIATURES NEWS

AUTO REPLICAS (England), 12 Chichester Close, Salisbury, Wiltshire, have issued the first of what they intend to be a series of historic racing cars, made of die-cast metal and easily assembled. This No. 1 model is of a 1/43rd scale ERA, 3.3 inches long, with well-simulated wire wheels carrying rubber tyres of 0.6 in. diameter. The model is nicely detailed with "leaf" springs, but comes unpainted, so that constructors can turn it out as desired, as anything from an A to a D-type. The price is £2.25 inclusive of UK postage. It is intended that the next in the series will be a 3-litre Maserati.—W.B.



George Bevan.

The winning team.

The Imp.
Prepared by George Bevan.
Driven by Bill McGovern.
All winners for the last three years in the British Saloon Car Championships.

You can also be in the winning team with Chrysler. Chrysler, who make cars for the sports enthusiast.

There's the complete range of five Hillman Imps. The Avenger Tiger II.

And option packs to turn an Avenger into a Tiger.

Don't be left standing. Come on in to your nearest Chrysler dealer and get the car you want. With the options you want.



HILLMAN
CHRYSLER
UNITED KINGDOM

Chrysler make the cars you want.

CHRYSLER
SUNBEAM
HUMBER
SIMCA

UNBEATABLE BMW

A Long-Term Test Report



PRESTIGE.—Park Lane is regarded as London's most exclusive thoroughfare and it is here that BMW have their West End showrooms.

SOMEBODY, somewhere, remarked on the comparatively high cost of spares for BMW motor cars. This resulted in BMW Concessionaires (GB) Ltd. suggesting that if this is true, it is offset by the very few spare parts BMW cars require during their working life. To emphasise the point they suggested that I should drive a BMW 2500 for 20,000 miles, to see how trouble-free it proved. The number of other cars which have come up for appraisal has made this a rather prolonged task and to date the mileage stands at 15,000. But as I last referred to the BMW 2500 in detail in the June issue of MOTOR SPORT, with 5,000 miles run, it is time to add to these early findings.

The difficulty here is that there is so little to say! The BMW has just run on and on, a delightful high-performance touring saloon, with scarcely any incidents. On one occasion I noticed smoke pluming from the exhaust when I lifted-off to change-up; it was not a crumbling piston, simply the carburation somewhat astray, soon rectified. On another occasion very mild mis-firing intruded, probably as a result of too much town-running which had insulted the plugs, again a malady which did not noticeably affect performance and which was easily cured. Otherwise, this additional 10,000 miles has been trouble-free. The BMW uses virtually no oil between routine servicing, averaging as it does 8,000 m.p.p. of Castrol. It has given a pretty consistent fuel consumption (of 99-octane gas), ranging from 22.5 m.p.g. in daily use for shopping and commuting, with cold-starts thrown in, to 24 m.p.g. cruising at 4,000 r.p.m. along the Motorways. It is a prompt cold-starter on the well-contrived automatic choke, the Berga battery has never misbehaved, the gear-change remains of the most pleasant, and the brakes effective, blackening of the front-wheel rims showing that much of the retardation takes place through the front discs.

While using the car I have been reminded that M.L.G., the BMW specialists with premises adjacent to the BMW Headquarters in Chiswick High Road, W4, within easy distance of London's M4 flyover, have serviced the car and it was they who ironed out the minor body damage it sustained, as previously recounted. M.L.G. Motors have never failed to do this expeditiously and efficiently and were naturally anxious to establish that it was not they who clocked up the unaccounted-for 1,000 miles on one of these occasions. The fact is that, although the car has been mostly in my care, there have been times when others have used it, driving it hard and never sparing it. At 15,000 miles the centre line of tread on the Michelin XAS tyres on the back wheels is noticeably thin, but the rest of the "footwear" looks good for many more miles.

There is really little more that I can say. The BMW is always a very pleasant car in which to do long runs, with its well-contrived controls, notably the excellent screen-wiper arrangement. It is comfortable, predictable, and adequately quick. The driving position is commanding and the six-cylinder engine has a notable ability to run at impossible low revs. without slogging and spin as smoothly as a turbine in excess of 6,000 r.p.m. I am now used to the power-steering, although this might be a mite higher-geared. Wind noise is rather loud from the rear quarters when at speed. There are those excellent minor items, such as accessible fuses, oil-grade and tyre-pressure requirements, strategically inscribed, well-contrived locks and door-handles (although the sill locks have a habit of unscrewing), wells within the boot for the retention of objects which would otherwise roll about, and so on. The routine servicing at 8,000-mile intervals is appreciated with this sort of car, which builds up mileage so quickly, but BMW wisely recommend at least two electronic programmed tests be carried out each year, irrespective of the distance run. The well-written and illustrated handbook is also reassuring. . . . Oh, and a reader was quick to tell me that "UPM" on the face of the easily-read tachometer is not the "misprint" I thought it was, standing, indeed, for the German *Umdrehunger pro Minute*—thank you, Mr. Noon of Stock Green!

There has been, then, nothing about which to complain, nothing to detract from the slogan "Unbeatable BMW", in this fast 15,000 miles' motoring, although the setting of the headlamps has again made driving on dipped-beam hazardous. (Perhaps I have been lucky with this year's long-term road-tests, because the Ford Cortina Mk. III, about which I intended to write some more, proved equally reliable, although I had that one for only 2,700 miles.) Come to think of it, there *was* a fault, and the BMW has developed the same one—a spacer for the driver's window came adrift, causing rattling, the Ford actually shedding this piece of metal, which the BMW refrained from doing, so that the defect is hardly worth bothering about in the German car.

* * *

Extended enjoyment of this reliable BMW 2500 has increased my admiration for the cars from Munich, although it stood at a high level previously, from experience of shorter road-tests of various models. If I ever had anything adverse to say about a BMW it was to the effect that these cars have such perfect manners, that, as with faultless human beings, they tend to lack character. But you do not necessarily want to have to contend with a "character" in the car you drive daily; or, for that matter, in the person you live with. . . . I certainly think admiration is enhanced because this is a race-bred car, not only in the idiom of today but in those memorable years immediately before the war when the Aldington brothers focussed our attention on the delights of BMW (beg pardon, Frazer Nash-BMW) motoring, which was soon endorsed by the competition prowess of the 328 Sports model. Today BMW keep ahead without recourse to twin-cam heads or V8, or V12, cylinder configurations. . . .!

There are other factors contributory to the present popularity of these cars and the esteem in which they are held. For instance, there is the efficient manner of their importation. They come into this country at Dover, to the most modern import centre in Britain. It cost £500,000, has a floor area of 56,000 sq. ft., of which 28,000 sq. ft. is devoted to storage of £1-million-worth of BMW spare parts, and it was designed to handle 20,000 new BMWs a year. That this target figure is approaching is indicated by the sale of 4,881 BMWs here in the first six months of this year, compared with 2,052 in the equivalent period in 1971. At the Dover BMW Import Centre cars are sent through an infra-red de-waxing tunnel using a 478 kw reflector and detergent/water wash and dryer, and they are then prepared for delivery to distributors, the Centre possessing its own workshops, paint shop, body-repair bay and engine, electrical, suspension and running-gear departments, so that any faults can be rectified on the spot. The spares store is linked by IBM System-3 computer with Munich, for fast and accurate maintenance of supplies. The staff are well provided for, another contribution to efficiency, with a restaurant used by all levels, a coffee lounge, and showers in the washrooms. There is even a helicopter pad at the Dover Centre, and a dispatch-park for 1,000 cars.

The same efficiency prevails with BMW in London. The Chelsea Headquarters, BMW House and Service Station, and the adjacent M.L.G. premises specialising in these cars and their equipment, have already been mentioned. There are the BMW showrooms in Park Lane, W1, where Ford once sold cars. C. G. Grey used to say that he had *The Aeroplane* offices in Piccadilly because sooner or later every visitor to London of any importance to him walked out of the Royal Aero Club and down Piccadilly and so found it easy to come and tell him the latest aviation news at his office at No. 175. In much the same way influential residents in the Metropolis, staying at Grosvenor House or the Dorchester, are likely to stroll along Park Lane and there be able to inspect the BMW range of cars and discuss selling arrangements. I only hope, when I next visit Europe, that I shall see British Leyland showrooms in similarly strategic and prestigious positions. . . .

One has only to observe the roads of this country to note how popular BMWs have become. From selling 800 in 1965 it looks as if BMW Concessionaires (GB) Limited will reach their 1972 sales' target of 9,000 cars. It would be easy to publish the names of many famous people who own BMWs. This, however, would not prove much, because many of them will have bought because others have done so, thus giving us a list of pop-stars, footballers, and the boutique-set, who are at present associated in these columns with quite a different kind of car! No harm in that; but I would prefer you to think of those who led the way, buying a BMW because they really know about motor cars, starting if you like with Stirling Moss, O.B.E., who owns a specially-tailored BMW 2000 Tii Touring. . . .

BMW are determined not only to sell properly-serviced cars to contented customers, but to ensure that as many people as possible have BMW merits placed before them. At this year's Earls Court Show Raymond Playfoot had abandoned lion cubs for a Russian acrobatic show (symbolising, perhaps, the strength of BMW?) and the famous Bavarian band. Unfortunately the latter was allowed to play only on Press Day, otherwise it might have drowned the girls' voices proclaiming the good points of the Ford Consul/Granada cars, which some people regard as an attempt by Dagenham to emulate the Bavarian products. . . .



CARE.—BMWs being prepared for UK customers at the Dover Import Centre.

Throughout last month there were champagne parties to introduce the new lightweight BMW 3.0 CSL, the fastest 3-litre luxury sports-coupé in the World, in the words of the Concessionaires, at 14 centres as far apart as the National Motor Museum at Beaulieu and Doune Motor Museum in Scotland.

David Blackburn, Chairman, and Jonathan Sieff, Deputy Chairman, and the Joint Managing Directors Anton Hille and Les Jones are to be congratulated on injecting great life, allied to dignity, into BMW Concessionaires (GB) Limited. If, as seems inevitable, they reap their just reward, this is a fitting pattern for our entry into the EEC.

W.B.

A PUZZLING STATEMENT

THE August issue of *Total Times* had an eye-catching colour front cover depicting a well-known motoring journalist leaning on a Bristol car, accompanied by his lady and dog and, inside, an article by this gentleman telling those who paused to read it what he thinks is wrong with petrol service stations. Scanning this, we came upon a statement which puzzled us, namely that "in many engines an excess pint of oil is a quick way to ruined bearings". As the average dip-stick which we poke into our sumps is not a scientific measurer of the contents, nor is it intended to be, and as a pint of lubricant is not a very great part of the average sump's overall contents, we cannot understand this eminent writer's concern for the careless garage-hand giving him that much too much Total or any other brand of oil; apart, of course, from the cost of it. Unless, that is, Bristols are sensitive to that kind of treatment? Naturally one does not flood an engine with unwanted oil but, even if one did, fouled plugs or gummed-up valves would surely be expected, rather than "ruined bearings". And *if* an excess pint is going to run them, when should the oil-level of overhead-valve, especially overhead-camshaft, engines be checked, in view of the possibility of at least a pint being concealed in the rocker boxes, as the writer concerned admits?

We thought round this thing for a bit, and the only kind of engine where bearings might just conceivably be ruined by using too much oil, instead of too little, seemed to be an horizontally-opposed type with an abnormally small sump, in which, if it were over-filled (by a pint?) excess pressure *might* build up and cause lubricant to exit *via* the breather, until the level fell too low and the bearings were starved. This didn't seem very convincing, so we wrote to Incom Public Relations Ltd., who are responsible for *Total Times*, asking for an explanation. That was on 27th September and as no reply had been received by the 1st of November (although we did mention it to the writer when we met him at the Show), we thought we had better hand the idea over to MOTOR SPORT's readers. They usually come up with an answer to motoring conundrums. We hope they can solve this one, especially as no-one wants to use more oil than is absolutely necessary in these stringent times, especially if doing so is likely to wreck the engine!—W.B.

THE FIAT 126

AT THE Turin Show Fiat introduced their new baby-car, in the form of the Tipo 126. Those who feared that in the year AD 1973 the great Italian manufacturer might banish the cyclecar concept of a twin-cylinder air-cooled engine need not have worried. The 126 has a revised version of the famous Fiat 500 power unit which dates back to 1957, but with the bore enlarged by just over six mm., which gives a capacity of 594 c.c. and modern over-square dimensions. This 94½ c.c. increase, together with a c.r. of 7.5 instead of just over 7 to 1, has raised power output to 23 b.h.p. (DIN) at 4,800 r.p.m., from 18 b.h.p. (DIN) at 4,400 r.p.m. The push-rod o.h. valve gear has been improved, the starter is more compactly mounted, the sump is larger, a plastic fan runs more quietly, a new, more accurately-timed distributor is used, and this 594-c.c. Fiat 126 is said to cruise all day at a maximum gait of rather better than 65 m.p.h.

The 500's transverse leaf-spring and trailing-arm coil-spring type of all-round independent suspension is retained, as are 12-in. (radial) tyres, and the wheelbase, at just over six feet, remains the same. The body is, however, quite different, being a sloping-tail, boxy four-seater two-door saloon, with not quite the cheeky lines of a Fiat 127 or a Honda N.600. Fuel (Super) is contained in a 21-litre tank. The rear-engined Fiat 126 thus continues in the true baby-car tradition and does not depart drastically from the concept of the famous Fiat 500 which has made so many economy-conscious motorists happy for over 15 years. But the new car is five inches longer within, is wider, by more than three inches across the back seat, the lines are modern if not flowing, and there is less austerity. The proof will be in the sampling but we expect the Fiat 126 to taste good to economical palates, even though it is not the completely revised design which may have been expected. The 126 supplements but does not replace the 500, we are told, but when we said last month that it superseded it, we were presumably right so far as this country is concerned, because Fiat's British publicity agent says that no more 500s are expected to come to Britain.—W.B.

The New Breed of Rally BDA

The main benefit of Ford's new production alloy in the Escort RS 1600 is the ease with which 2-litre versions can be constructed. Lievesley Auto Developments have successfully developed such a unit for rallying.



Harold Morley/Peter Bryant won the Castrol/Motoring News Championship with a Lievesley 2-litre alloy engine in their Lloyds of Stafford Escort RS.

SINCE the advent of the Ford BDA alloy cylinder block, much of the limelight has been focussed on its potential in Formula Two, and most of the top engine builders, led by Brian Hart who conceived the new block before Ford took over the project, are basing their 1973 efforts round it. However, the unit's application in rally Escorts is equally significant, though the tuners seem to be more reticent with realising its potential, largely because the average rally competitor would find the cost of an all-alloy engine prohibitive. With the engine now appearing in production RS 1600s and homologated in Group 2, Ford Competitions Department at Boreham is naturally concentrating on it, but other than this the only private tuner so far making a mark with it in rallying is Lievesley Auto Developments, of Brentwood, Essex.

John Lievesley's small company, working from an unbecoming old shed in a builders yard in the heart of Ford-land, has gained a considerable reputation for its BDA engines in this season's British rallies, largely through the inspiring showing of its major customer Harold Morley. Morley began the season with a cast-iron 1,800-c.c. Lievesley BDA in his RS 1600, progressing to a development Lievesley 2-litre alloy BDA in his new car (he changes cars every six months), with which he convincingly finished the season by winning the Castrol/Motoring News Rally Championship.

Morley's engine is built for torque rather than outright power, the 90-mm. bore with a standard throw steel crank giving a capacity of 1,994 c.c. Maximum brake horsepower is 190, about 35 b.h.p. down on the works engine currently used by Roger Clark in his Esso Uniflo RAC Championship winning car, but on the other hand it gives 40 b.h.p. as low as 2,000 r.p.m. and 155 lb. ft. torque, a much more sensible engine for the better club drivers as distinct from the Clarks of this world. The crunch comes with the price: £1,200 on top of a standard alloy BDA unit, putting it completely out of reach of the average British competitor, though sufficient seem to have the wherewithal to make Lievesley's expensive development worthwhile.

So what is the point of running to the expense of an alloy block and what advantages does it hold over the cast-iron item? The major value is that it can readily be taken out to 2-litres by boring and re-liner-ing or even slightly more by using a long-throw crank (Lievesley offers a 2,140 c.c. version). Even the special siamesed iron block can be guaranteed to only 1,800 c.c. and certainly no more than the 1,860 c.c. to which it is taken for Formula Two. To obtain 2-litres from an iron block means fabricating a special liner system which, as indicated by Formula Two, is thoroughly unreliable. An obvious advantage of the alloy block is the reduction in weight; about 60 lb. lighter than a siamesed block which in turn is heavier than the standard block. Lievesley has found ways of bending the normal specification parameters to obtain more power from the alloy engine too, though he isn't prepared to divulge how. The alloy dissipates heat much more quickly than cast-iron, with a disadvantage that a lot of this heat finds its way to the oil, resulting in increased oil temperature, a minor problem easily overcome by fitting a larger oil cooler.

Lievesley's main headache during early development was the provision of suitable liners. His originals were steel with a chrome finish, Loctited in position because they couldn't be shrunk in. Inevitably the liners slipped and a change has been made to cast iron ones, shrunk in position to fine tolerances and located and held by a step in the block at the bottom of the bore and by the head at the top. So far this arrangement has given no problems, even when Morley drove for four miles without water when a core plug came out on the Mull Rally.

Lievesley had built himself a respected reputation as an engine designer long before he started his own business in 1967, though his early training gave no indication of how he was to develop, his engineering apprenticeship being served at the Ministry of Supply's Nottingham factory. From there he transferred to Battersea College of Technology (now the University of Surrey) and wanting a complete break at the end of his training went as an engineer on a Cambridge University three-month expedition to the Arctic. This gave him time to plan his future career and he started by making a list of what he would like to do and which firms he wanted to work for. Heading the list was Cosworth; confident of his ability he contacted Keith Duckworth on his return from the Arctic and as luck would have it, Duckworth was looking for somebody like Lievesley. For the next two years he was Duckworth's technical assistant, the SCA unit being his major responsibility. "We tried to design this engine by sitting down and discussing it in normal fashion, but this didn't work. In the end we developed a technique whereby Keith went home and drew the fundamental designs for six days of the week and I put the flesh on them the following week. The system worked and we had the first engine running in only three months."

Though satisfied with his work at Cosworth, where he began an invaluable association with Brian Hart, he began to feel that he was becoming too specialised. To broaden his horizons he joined Ford's Engine Development Section as Product Development Engineer specialising in engine performance. During his five years in that post be redeveloped the V4 engine into its 2000E form from the troublesome early unit, was responsible for the Mk. 2 twin cam engine and designed all the special internals for the Broadspeed racing engines of that period.

His own business started by accident. A Brentwood builder John was buying a house from asked him if he could make his Sunbeam Tiger safe enough to hand over to his eldest son. Sure enough he made the Tiger handle reasonably well, impressing the builder so much that he suggested he start his own business, gave him financial backing and loaned him the premises. Early concentration was on Formula Ford engines till Lievesley became disenchanted with the Formula and the attitude of the competitors. Rallying has proved a much more satisfying and happier world to move in; his twin cam engines proved reasonably competitive and subsequently his BDA engines are gaining him a reputation second to none.

His general approach nowadays is that he won't put an engine on

the market until he considers it to be the best available, which is his opinion of his current BDA units. Indicative of this attitude is his shelving of a Super Vee engine project. While this engine was better than anything else available in this country it wasn't competitive with the continental opposition and that wasn't good enough for Lievesley. With more finance available he could have developed it further.

With rallying in mind, Lievesley has recently been joined by Escort rally driver Peter McDowell, a former Ford of Europe overseas service representative in North and South America. A new third member of the team is David Ray, one of the founders of Trans-Europ, the Belgian Opel specialists, with Vic Heylem, later joining Wooding, the Hamburg Group 2 Escort racing team, and more recently a whizz-kid on injection with Tecalemit-Jackson. His main project will be to develop injection Lievesley engines, the firm relying on Webers up till now.

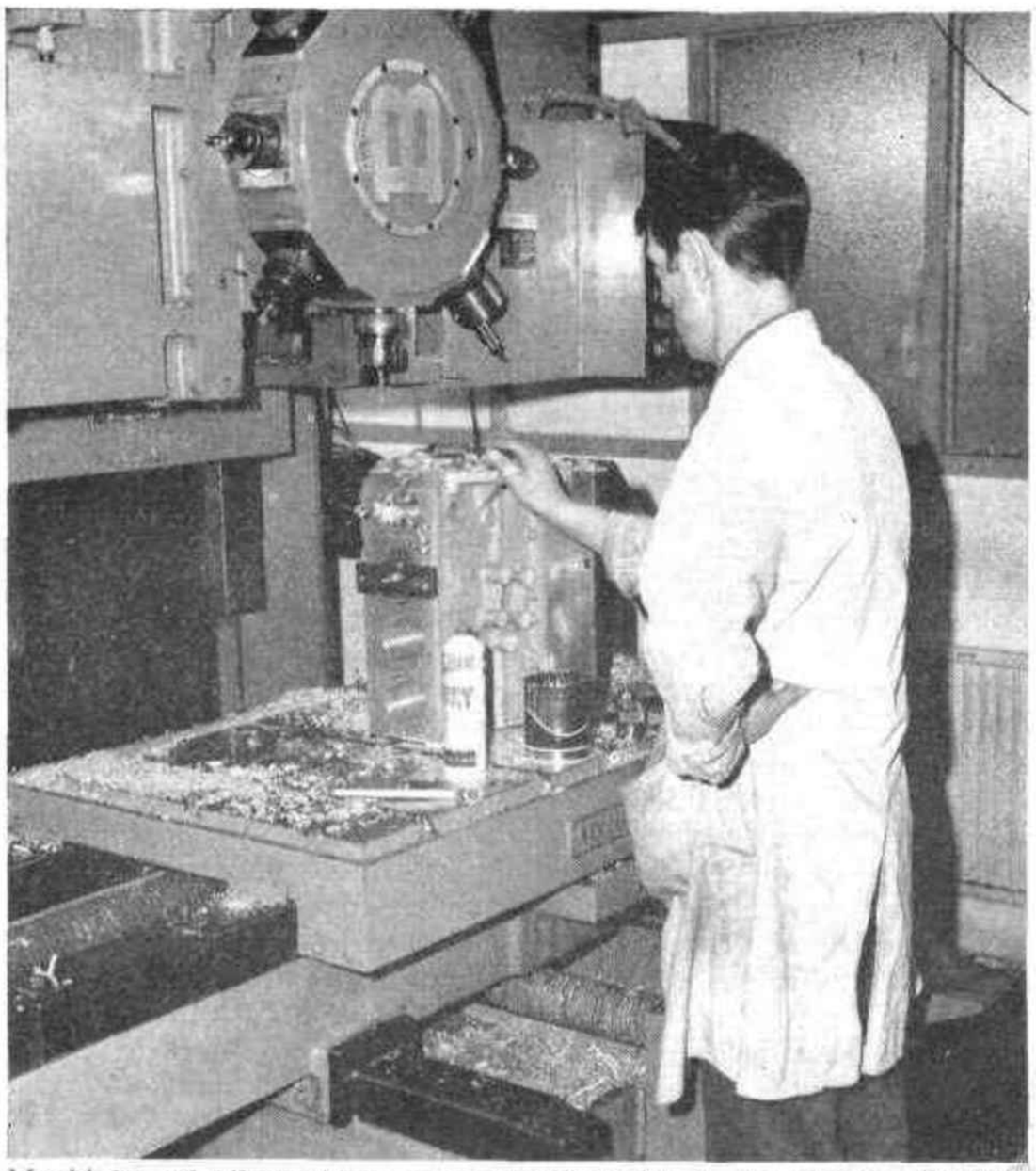
Lievesley is one of the few tuners to design his own camshafts, his academic ability enabling him to do the maths and computer programming necessary to design cams which work: "Any fool can design a cam which gives high lift and wide timing to produce power, but whether or not the valve gear follows the cam profile at high r.p.m. is a different matter, and this is where you have to be clever." He's acknowledged as a master of this art, is retained as design consultant by Zephyr Cams, who produce most of the prototype cams for motor manufacturers, and designs 75 per cent of Brian Hart's cams (Hart engines using his cams have won the Formula B Championship in the States for the last three years).

He offers two rally cams for the BDA: the fairly mild ZL5 (ZL standing for Zephyr Lievesley) and the much peakier ZL7 as used by Morley. Most of the quickest Castrol/Motoring News Championship RS 1600 drivers use one or other of these cams, including Jeffs, Pearson, Richards and Mullinger.

The up-and-coming Kevin Videan has recently taken delivery of an 1800 iron-blocked BDA developing 208 b.h.p. on a 4 into 1 exhaust manifold. This raises an interesting point, because McDowell's identical engine gives less than 190 b.h.p. on a 4 into 2 into 1 exhaust. The gain by using a 1¾ in bore 4 into 1 manifold instead of 1½ in as on Videan's car would be even greater: 38 b.h.p. at 8,000 r.p.m., though sacrificing 8 b.h.p. at 5-6,000 r.p.m. However the larger bore pipe is difficult to accommodate and too noisy for rallying.

Basically Lievesley specialises in custom engine building, mainly for rallying though he would prepare racing engines (such as Peter Richardson's 1300 BDA engine in the Daren) so long as they didn't cut across anything offered as a stock specification by Brian Hart. In that case he would pass the enquiry to Hart, who would react similarly if he received rally engine queries.

Eight standard stages of tune are offered for the BDA which can be amended to customer requirements. All built engines are tested on Brian Hart's dynamometer. Stage 1 offers 130 b.h.p. from a cleaned up cylinder head and balanced bottom end for £160. Stage 2 is the same with the addition of ZL5 cam, giving 135 b.h.p. and power up to 7,500 r.p.m. for £210; Stage 3 is as 2 with larger valves, bored inlet ports, opened out exhaust ports, stronger con rod bolts, forged lightweight pistons, heavy duty clutch and 160 b.h.p. (£445); Stage 4 offers 170 b.h.p. by adding 45 DCOE Webers and ZL7 cams (£505). Beyond that a siamesed block is used for the 1800 Stage 5 engine, with steel crank and rods but the same degree of tuning as Stage 4. This gives 185 b.h.p. and 150 lb. ft. torque for £890. Stage 6 is as Morley's, while Stage 7 has racing valves added to raise output to 200 b.h.p. for an extra £80. The ultimate is the 2,140 c.c. engine with the long stroke crank, offering 205 b.h.p., 165 lb. ft. torque and a mighty bill for £1,320. All engines use Lievesley-specification Mahle pistons other than the 1700, which uses Cosworth.

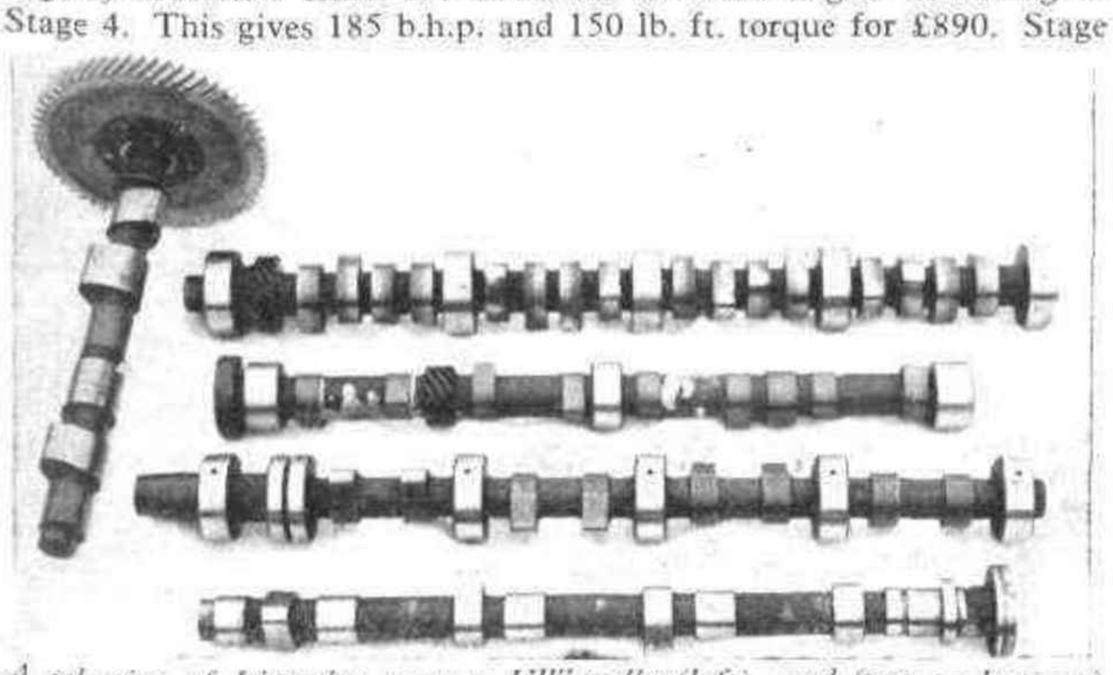


Machining of all standard and competition blocks by Modern Precision Tools Co. Ltd. is done on this tape-controlled Newall-Burgmaster machine.

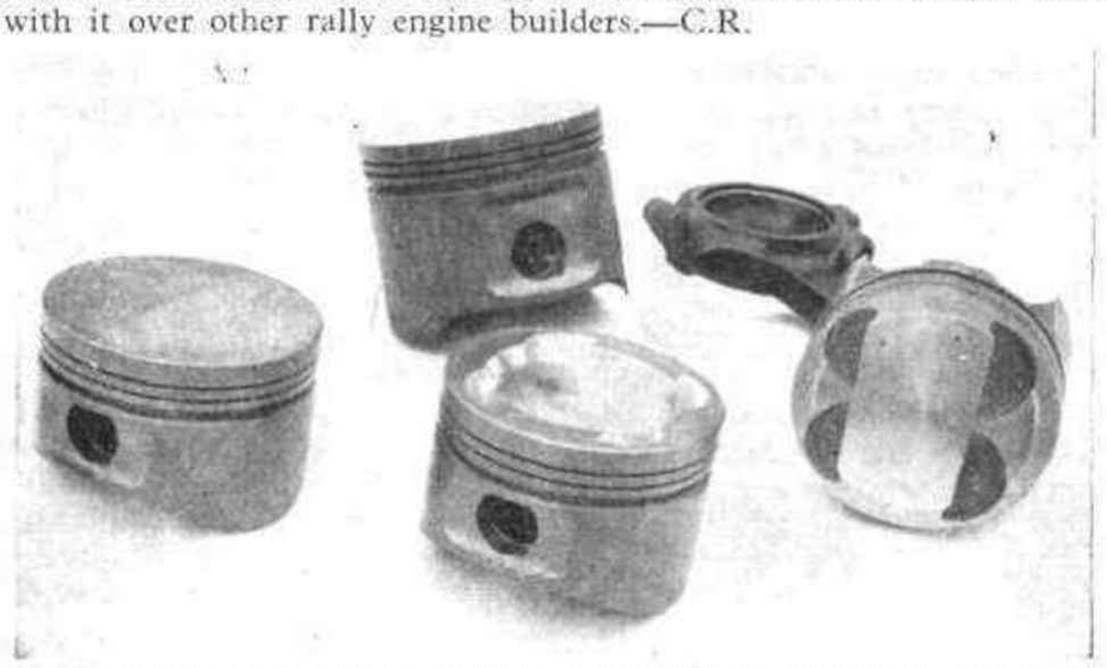
Similar calibre work is offered on the Ford crossflow and twin cam, Ford V6, Volkswagen and Opel engines.

Lievesley maintains good connections with the Ford Motor Co. and in fact fits the core plugs and does the water and oil pressure testing on all the production alloy BDA blocks for Ford AVO. These blocks come direct from Modern Precision Tools Co. Ltd. at Danbury, Essex, where all machining is carried out from the rough casting. This small firm, run by Arthur Weavers, W. J. Slaughter and D. J. Shoob, also machines Lievesley, Hart and Ford Boreham competition blocks. Except for line boring, machining is all done on one machine: a £24,000 Newall-Burgmaster 8 turret tape-control machine, completely automatic in operation. Having seen the precision with which this firm works, we feel sure that the new production RS 1600 with alloy block produced by them will have an infinitely superior engine to the mass-produced cast-iron one.

The alloy BDA engine is still young, but Lievesley Auto Developments (Brentwood 226211), appear to have obtained a head start with it over other rally engine builders.—C.R.



A selection of Lievesley cams: VW rally (left), *and* (top to bottom) *4.7 Ford V8 high-performance road, ZL 15 Ford push-rod quick road, BDA ZL 7 rally, ZL 14 twin-cam rally.*



Mahle pistons: unmachined 2-litre for use with standard rods and crank (rear); *2-litre for F1 rods and steel crank* (foreground), *with unmachined example* (left), *1800 rally piston* (right).

The John Player Victory Meeting

(Brands Hatch, October 22nd)

IN ORDER to celebrate the victory of their car and driver in the 1972 World Championship the John Player cigarette firm sponsored a mixed meeting at Brands Hatch, organised by the BARC. Emerson Fittipaldi, the 1972 World Champion, drove a few laps of the club circuit in one of the black and gold Lotus 72 cars (R7), and then another one (R5) was paraded round the circuit on a trailer, together with mobile advertising displays from many of the people who have helped Lotus to win the Contractors' Championship, not the least being the John Player tobacco firm who are the financial backers of Team Lotus, and in whose colours the team have appeared all this year. Presentations of plaques from the circuit owners were made by "Great Britain's own racing driver" Graham Hill (who better to do the job ?) and then racing commenced, or rather, continued, for it had actually begun two days before, with Formula Three heats on Friday as well as practice, and a Formula Atlantic race and a Formula 5000 race on Saturday.

Friday and Saturday had been very sharp and clear and some incredible lap times had been recorded by the BARC time-keepers. The track was perfectly dry, the sun shone and the air temperature was very low so that engines were breathing well, tyres were gripping well and the drivers were confident and Fittipaldi took 72D/R7 round in a remarkable 1 min. 20.8 sec. on Saturday afternoon, the record for the circuit standing at 1 min. 23.8 sec. This performance ties in with the laps he did at just over 1 min. 21 sec. back in July when practising for the British Grand Prix, but which the timekeepers did not admit to, giving him a best of only 1 min. 22.6 sec. This performance put the young Brazilian in a class of his own and made the race look like a foregone conclusion for next fastest was Peterson (March 721G/3) with 1 min. 21.4 sec. This final Formula One race of the 1972 season saw a number of interesting happenings, such as Peterson having his last drive for March before he joins the Lotus team, and Carlos Pace having a drive in a Surtees (TS9B/006) as a prelude to next year. It was no surprise to see Pace making equal fourth fastest practice time, with his new team-mate Hailwood (Surtees TS9B/005). The South African Scheckter was going well in a "works" McLaren (M19A/1) and Redman was in the second Colnbrook "works" car (M19C/2), going well until he caught his foot in the accelerator pedal and crashed wildly on Saturday afternoon. The BRM team were surrounded by their usual "cloak and dagger" dis-organisation which resulted in Ganley not driving, Schuppan being brought in to replace him and Gethin changing cars between the first and second practice. Meanwhile Beltoise was getting on well with the new BRM P180/02. As a "one-off deal" Amon was trying to drive the Frank Williams Politoys FX3/1, and David Purley had hired the Connew PC1/002, with about as much satisfaction. On Friday a brand new March had appeared (721G/5) having been bought by Daniel Rouveyran for hill-climbs, and Migault was down to drive it, but he only completed a lap and a half before he crashed and bent it badly. The reason for this strange accident varied from tyre trouble to broken steering! An interesting new combination was Ulsterman John Watson driving the ex-Eifelland March 721/4, rebodied to look like a 1972 March, and the way Watson was going showed that there hasn't really been anything wrong with the car all season. A number of F5000 entries were allowed into the race to make up the numbers, and McRae (McRae GM1) was well amongst the Formula One cars, the rest being well back.

The racing on Sunday began with the Formula Three final, run on a very slippery track, for the skies were overcast and drizzling rain, and after just about everyone had spun or gone sideways somewhere, Frenchman Jacques Coulon won with a Martini-Holbay Ford, from Roger Williamson (GRD 372) and Michel Leclere (Alpine-Renault). The track was still very damp when the seventeen Formula One cars and eleven Formula 5000 cars came out to the start. The Connew expired on the "warm-up" lap, and everyone was gambling on the weather and choosing, right or wrong, "wet-weather" tyres, "dry slicks" or "intermediate" tyres. As a race to fit in the form book the 40-lap event was a bit of a farce, but as an unpredictable motor race it was most interesting and prompted the thought that we ought to have more such "handicap" races. What should have been a Fittipaldi benefit race turned out to be a Fittipaldi disaster race, for Chapman put the Lotus on "wet" tyres, as did Surtees with Hailwood's car, March with Peterson's car, and many others, though Parnell put the BRM P180 on "intermediates". Peterson rushed off into the lead, followed by Hailwood and Fittipaldi and Beltoise lay fifth. Instead of the track getting more slippery with more rain, or even staying constant it dried out, aided by a wind, and all the front runners who were on "wet" tyres just had to give up the unequal struggle and make pit stops to change to dry-track tyres, which left Beltoise and BRM laughing, for in a 40-lap race even the World Champion was never going to make up the time lost at the pits, in spite of equalling the lap record.

Thus it was, the P180 BRM notched up its first victory, to the joy of a great many people, while Fittipaldi tried hard to make up time, but was finally put out of the race when his Cosworth V8 suffered an internal derangement which caused it to lose water, overheat and then lose oil pressure. Having led for 13 laps Peterson had to give best to the BRM, and after his stop at 23 laps he was never in the picture again. Hailwood suffered similarly, and Pace, the new Surtees recruit, saved the day with a first-class drive into second place, followed by de Adamich, for whom everything was going right for once, or to be more exact, everything was going wrong for the opposition, from which he profited. Happiest man of the race must surely have been John Watson with his new Formula One venture, for he was as high as third at one point, and gave Reutemann (Brabham BT37/2) a run for his money for a time. As the March was on "wet" tyres he was handicapped later in the race, not stopping to change, and finished a worthy sixth. Schuppan and Gethin worked their way up the field to finish fourth and fifth, making it a happy day for BRM. Of the F5000 contingent, McRae's engine was tired, after a gruelling 50 laps of the Club circuit the day before, finishing second to Redman in the Chevron B24, but the Bolton-built car covered itself with glory for after the F5000 race Holland bought the car, started from the back of the grid on Sunday and stormed through the field to win the F5000 section and finish eleventh overall.—D.S.J.

Results:

JOHN PLAYER TROPHY — Formula One and 5000 — Brands Hatch
40 - laps - 170.6 Kilometres - Damp

1st :	J. P. Beltoise (BRM P180/02)	59 min. 47.8 sec.—171.17 k.p.h.
2nd:	C. Pace (Surtees TS9B/006)	59 min. 54.4 sec.
3rd:	A. de Adamich (Surtees TS9B/004) ..	1 hr. 00 min. 42. 8 sec.
4th :	V. Schuppan (BRM P160/05)	1 lap behind
5th :	P. Gethin (BRM P160/06)	1 lap behind
6th :	J. Watson (March 721/4)	1 lap behind
7th :	B. Redman (McLaren M19C/2) ..	1 lap behind
8th :	R. Peterson (March 721G/3)	1 lap behind
9th :	M. Hailwood (Surtees TS9B/005) ..	1 lap behind
10th :	C. Reutemann (Brabham BT37/2) ..	2 laps behind
***11th :**	K. Holland (Chevron B24/F5000) ..	2 laps behind
12th :	G. McRae (McRae GM1/F5000) ..	2 laps behind
13th :	I. Ashley (Lola T190/F5000)	2 laps behind
14th :	A. Rollinson (Lola T300/F5000) ..	3 laps behind
15th :	M. Beuttler (March 721G/1)	3 laps behind
16th :	J. Cannon (March 725/Rover V8) ..	3 laps behind
17th :	B. Lunger (McRae GM1/F5000) ..	4 laps behind
18th :	J. Sheckter (McLaren M19A/1) ..	6 laps behind

* Winner of Formula 5000 division.

Fastest lap: E. Fittipaldi (Lotus 72D/R7) on lap 25 in 1 min. 23.8 sec.—183.21 k.p.h. (equalled record).

Retirements: H. Pescarolo (March 721/3) on lap 2, steering trouble after accident; C. Baker (McLaren M10B) on lap 2; R. Allen (McLaren M18) on lap 7; G. Hill (Brabham BT37/1) on lap 9, gear change linkage; T. Pilette (McLaren M22) on lap 16; R. Williamson (Kitchmac) on lap 28; E. Fittipaldi (Lotus 72D/R7) on lap 30, engine failure; C. Amon (Politoys FX3/1) on lap 33, engine; G. van Lennep (Surtees TS11) on lap 34.

27 *starters* — 18 *finishers.*

Brands Burbles

The cigarette sponsors are now quits. John Player won the trophy at the Marlboro-sponsored race at Vallelunga, earlier in the season, and Marlboro won the trophy at this John Player-sponsored race.

* * *

There was the usual saloon-car dice, for the Wiggins Teape Paper-chase Championship, in which their driver Brian Muir did the chasing, finishing second to Frank Gardner's Chevrolet Camaro, with his Ford Capri.

* * *

In a world of its own, Formula Ford had its World Final at this meeting, with entries from eighteen countries as widely spaced as Australia and Canada. Winner was Johnny Gerber from Mexico.

* * *

It was encouraging to hear Colin Chapman say in his speech over the public address that seasons like the 1972 one will make him and Team Lotus stay in racing for ever.

* * *

It was good to see Jack Brabham making a demonstration run in the new F2 Rondel-Motul, driving bareheaded and without goggles.

* * *

Unbiased: It was nice to see Ken Tyrrell in the paddock wearing a John Player Team Lotus World Champions "decal" on his coat. There was no sign of his drivers, but Schenken, Bell, Ganley and others were watching the racing with interest.

The Welsh Hill Rally

(October 21st/22nd)

THE FIRST Welsh Hill Rally, primarily for 4×4 vehicles, took place in May last year, sponsored by Senior Service, who repeated it in September with an International event on the same lines, *i.e.* with difficult observed sections which were timed as well as having to be "cleaned", as distinct from the excellent but more trials-pattern events organised by the All Wheel Drive Club, ROA, etc. This year Senior Service withdrew their support but the Mid-Wales Tourism Council took an interest, offering the main award, and the event was run on rather less-ambitious lines this year, under a Restricted Permit, for the Cross Country Vehicle Consortium by the AWDC. Roger Fell organised it, aided by Colin Barnett and Mike Francis.

The entry comprised 52 Land-Rovers, six Austin Champs, six Willys-Jeeps and a Volvo Laplander in the unmodified section, eight Land-Rovers, four Range Rovers, three Jeeps, a Haflinger, a Champ and a Rover Special in the modified section, and four in the Buggy class. The Ford Bronco had to be withdrawn as it was not readied in time. Stevens, who should have driven it, spectated in his Honda N.600. In the end 68 vehicles started from Llandrindod Wells; there were 19 classified finishers. Castrol, Pyrene and others lent support and Steyr Daimler Puch (GB) Ltd. contributed a Haflinger course-patrol car.

The Saturday morning was devoted to a seeding-out speed test, to determine subsequent starting order but as I was press-ganged into marshalling on a main road, this must be dismissed as unexciting. In the afternoon, after a lunch stop in Rhayader, with the Cattle Market as the rally parking place, I had a look at a water-splash which followed some very tough going on the common above Lambister. Dry weather had made this crossing tame. This is one of the difficulties confronting a Hill Rally organiser; another is to strike a balance between sections which will not damage a standard 4×4 yet will prove competitive to professionals, like the Army, who were strong supporters, probably finding this a good PR exercise. Soon there were competitors returning to look for an elusive check-point and, after a local had opened a previously-closed gate, going away in both directions. The Army had thoughtfully positioned a Land-Rover field ambulance at this point. Davidson took advantage of the confusion to tighten his Haflinger's fan-belt, Briggs' Land-Rover, into which a Rover V8 engine has been installed, took it very smoothly, Powell's Land-Rover had a Daimler V8 engine, its cooling aided by an external electric fan, and Brewis was one who had the benefit of a full-scale hood on his modified Rover 60-powered Land-Rover. Stallwood's Champ almost stopped in the water but pulled itself out with front wheels spinning, Sephton's Jeep MB used a lot of revs., Green's Land-Rover plunged in carefully, there was a slight crunch, and it came out with back-wheel spin. McAllan's Champ stopped before the stream to cure fuel starvation, Hewitt's "Black Power" Champ was smoking, Hughes' Champ used squealing brakes before the water, waded carefully and was away, as I admired its "Brooklands"-like silencer, Groom gave his Jeep very high revs., Couzens was fast and very competent in a Range Rover, and Sgt. Lawrence dropped an Army Land-Rover neatly into the water, accidently blew the horn, and was away, a spade on its rear flank. Cpl. Honeysett in another Army Land-Rover made it look easy but Martin's Land-Rover almost stopped. ASM Webber tail-slid his Land-Rover up the muddy bank. Mild crunching sounds emanated from the front of Temple's Land-Rover and then we had a little drama. Sallis had gone over in his Land-Rover, somewhat damaging the o/s mudguard. He was unhurt but all the oil had gone. A spectating Land-Rover provided some and he resumed but not before Lt. Adams had pulled up beside him on the far side of the stream with a flat o/s front tyre, which had burst on the rocky steps over which we could hear the competitors crunching on their downward path. It was changed, after a long delay, although the screw jack worked all right on the grass surface. Webber took the splash fast, in clouds of steam, and nearly ran me down as he swung the wrong way, the wrong side of the ambulance. Hesleton's Land-Rover, with vertical exhaust for wading, was also fast but Cpl. Butler used calmer tactics. One Jeep appeared to have holed a piston and Harris' Jeep had wrecked its engine when its alloy fan pulley disintegrated. Without a sump guard the lone Buggy had to give up or suffer mortal injury.

The opening round had been tough, very tough, as a Hill Rally should be. There had been some lax marshalling but on the whole those who understood the regulations and navigated properly, like the Army entrants, had no complaints. By Sunday morning only 13



The Volvo Laplander which nearly won.

civilian Land-Rovers, five Army Land-Rovers, five Jeeps, three Champs and the Haflinger remained, although some competitors had been eliminated by time-keeping errors, not by mechanical failure. This was sufficient to make it still an open event, make-against-make. More wading, some very testing going above Abbeycwmhir, and long hill-sections on Newmead Farm near Builth Wells, where Mr. Hammond has a potential natural motor-sports centre and the public were paying to watch further, sorted them out, with the results shown below, the Army taking the premier awards.

It had been an interesting exercise, even if such eligible makes as Mercedes-Benz Unimog, Austin Gypsy, Hotchkiss and Delahaye, Jeeps, Toyota 4×4, Corneil, Renault Sinpar, Muschange Bimoteur and Auto-Union Munga were absent. The Army must have been impressed by the performance of the Volvo Laplander, brought from them and entered by Major Skinner from Bordon, which lost to the winning Land-Rover by a mere three points. They have been long in assessing it, perhaps dubious of its Jeep transfer box. The Volvo showed up the Range Rovers, of which Willis' finished without any rear-drive; will the Army now change its mind? Smith drove a Land-Rover with his own coil-spring suspension, which perched it rather high, and the luckless Walker from Liverpool, with well-braced screen on his Land-Rover, had spent much time getting lost. There were many inversions but no real casualties. Paul crushed a finger when he was holding the roll-over bar as Steen's Champ went over and cracked its screen, but he was navigating on the Sunday.

The programme made the sensible point that only one Welsh Hill Rally should be held per year, otherwise the novelty will be lost, and it refuted the anxiety (expressed last year in *The Times*) that it causes desecration of the countryside; with both views I agree. So let us hope the required modest sponsorship will be found to enable the 1973 Welsh Hill Rally to be held.—W.B.

Results:

Overall Winner: Sgt. K. Morton/L.Cpl. Norton (Land-Rover), 1,004 points
Best 4×4: Sgt. K. Morton/L.Cpl. Norton (Land Rover), 1,004 points
Standard 4×4 Class, up to 2-litres (excluding outright winner):
1st : R. E. M. Webber/C. Ward (Land-Rover), 1,352 points
2nd: C. Dredge/T. Pattern (Land-Rover), 1,492 points
3rd: A. Blaikie/M. Goulden (Land-Rover), 1,873 points
Standard 4×4 Class 2-3-litres (excluding outright winner):
1st : S. Green/R. Cullingford (Land-Rover), 1,827 points
2nd: R. Hughes/P. Hughes (Austin Champ), 2,015 points
3rd: D. Sallis/D. Dilks (Land-Rover), 2,326 points
Modified 4×4 Class 1-2-litres (excluding overall winner):
1st : T. Lewis/S. Jakeman (Land-Rover), 1,643 points
Modified 4×4 Class, 2-3-litres (excluding overall winner):
1st : T. Powell/A. Travers (Daimler V8-engined Land-Rover), 1,839 points
Best Land-Rover: Sgt. K. Morton/L.Cpl. H. Norton, 1,004 points.
Best Jeep: N. de Ward/B. Lamb, 2,860 points.
Best Austin Champ: R. Hughes/P. Hughes, 2,015 points.
Best Haflinger: W. A. Davidson/A. Sowter (only entry), 2,373 points.
British Army Motoring Association Class:
1st : Sgt. K. Morton/L.Cpl. H. Norton—R.Mon.RE (M), Monmouth (Land-Rover), 1,004 points
2nd: Major J. Skinner/Cpl. M. King—Hq.TO in C. Bordon (Volvo Laplander), 1,007 points
3rd: Sgt. N. Creed/L.Cpl. E. Price—R.Mon.RE (M) Knighton (Land-Rover, 1,167 points.

A FAST MINISTER

SOME time ago Aerospace Minister Michael Heseltine was caught driving a Jaguar at speeds of, according to the Police evidence, 98 and 100 m.p.h. on the M4 near Burghfield, a Motorway which he had opened nine months previously. He was fined £20 and his licence endorsed, his high office not proving as efficacious as if he had been a lesser Government servant involved in an accident. One hopes that whenever the 70-limit is criticised as a waste of good Motorways Mr. Heseltine will agree.

LETTERS FROM READERS

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

MG VERSUS GINETTA

Sir,

I am at last forced to put pen to paper in response to A.R.M.'s short piece on the MG Midget and the paragraph where he compares it to the Ginetta 915. I am more fortunate than most in that I can afford to, and, indeed do, own both a Midget and a Ginetta, so I feel I can write with some experience. My own view is that the Midget is by far the better car, for a number of reasons.

The Ginetta I bought through your magazine last February—a dream come true I thought; after 5 years of waiting, hoping, wishing, here I was with the one thing I had wanted more than anything else. The very day after I picked it up things started to go wrong and even now as I write, the wheel bearings on the front have just packed up. All this on a car barely a year old. The pros are that it will go round corners without so much as batting an eyelid, and laughs at petrol pumps, but that's as far as it goes. The cons can be condensed into that well-worn saying "this car will self destruct in five seconds". Honestly, the rattles, the bangs, the shakes, the vibration and above all, the noise—it's incredible that such a car could ever be launched on to the market. On a smooth race track then yes, no trouble, but on British roads . . . you've got to be joking. Don't write me off by saying "silly . . ., why doesn't he do something about it?", I have. I've sweated buckets taking it to bits and rebuilding it, but no joy.

Other Ginetta owners I've spoken to have all agreed with me, so can any conclusion be drawn? (Just as an aside, woe betide should the speedo. cable pack up. Mine has four times, and replacements can only be had from the factory at £5 a time; the last one they sent me was duff even before the car had moved 100 yards—what a joy to own a kit car! And what's more, the factory didn't even reply to my letter asking why they send out faulty bits. And they're fitted by our Chrysler main agents so don't blame me for fitting them on the wrong way.

The Midget on the other hand is bliss in every respect—admittedly not as quick off the mark, but on the move one has time to turn round and make rude gestures at the rapidly disappearing Ginetta. (Thought: as there's a 70 m.p.h. limit, why don't they lower the fourth gear ratio and give it some acceleration to catch up the Midget?).

No, A.R.M., I sadly have to disagree: for the same money I have a Midget *and* a Ginetta, and believe you me, I'd plump for the Midget anytime.

A Stick in the Mud.

[Name and address supplied.—ED.]

* * *

THE MG-C

Sir,

Well said, Mr. Robinson (October issue)—the MG-C GT was a terribly underrated car, almost to the point of being BMC's Edsel in many people's minds.

I owned one for a year and did 17,500 trouble-free miles in it. It was two years old when I bought it. It was a *true* GT car in my mind, capable of travelling all day long at high speeds in comfort. The suspension wasn't harsh, the brakes were superb, the steering heavy at walking pace but fine, otherwise, it ran 'straight as a die" at all speeds and, all in all, gave me superb motoring. That lusty three-litre engine, if heavy and dated, was nevertheless a delight to ride behind. Maybe the roadholding wasn't as good as a 'B', by which it was obviously judged, but it was still above average.

I kept an accurate record of running costs which may interest you. It returned 21.76 m.p.g.; 484 m.p.p. and cost me 2.44 (new) pence per mile to run, although allowing a higher rate of depreciation (I bought mine reasonably and therefore lost little) I estimate a figure closer to 3.12p per mile—still economocial in any circumstances and even more so when you consider the performance, which I used as much as possible within the context of motoring in this country.

Altogether a delightful car, allied to good looks, a well-built body and a good spares situation. The overdrive added a lot.

You may also be interested to know the costs of running a couple of other cars I have had recently.

A four-year-old Vitesse 1600 (without overdrive) returned 26.85 m.p.g. over 7,300 miles, cost 1.96p per mile to run and used only *one* pint of oil in that time, even though it had 45,000 miles on the clock. A car that was never quite right in any department designwise and missed out completely with the suspension.

A six-year-old Sunbeam Alpine Series 4 GT with overdrive returned 27.47 m.p.g. over 8,000 miles, cost 2.07p per mile and used oil at a high rate. This made quite a good GT car but for rot problems to which they seem particularly prone. I lost a lot on the Alpine and reckon a truer figure would be about 1.86p per mile, whereas I did well with the Vitesse and reckon 2.28p per mile would be more accurate. Maybe with overdrive it would have got closer to the Alpine.

Not all of us can afford new cars, nor even expensive secondhand ones—but motoring can be enjoyed at figures far less than those quoted as being "typical" (I believe a new Mini costs about twice as much as the MG per mile to run!).

Old Bursledon. JOHN CLARK.

* * *

PECO SERVICE

Sir,

May I find space in your excellent magazine to mention the service I have received from Peco Silencer Ltd. of Birkenhead who have replaced for me to date, four silencers and two brackets all under guarantee without any question whatever? Usual disclaimers.

Aberdare. A. H. GRIFFITHS.

* * *

OIL PRICE SPIRAL

Sir,

Can anyone tell me what has happened to the cheaper oils? Perhaps they are still available in large centres of population, but out here in a rural county the oils that were available, no more than a year ago, at prices 50p to 75p per gallon seem to have disappeared.

A few days ago I was offered a one pint can of nondescript oil at a small country garage for 20p, the proprietor apologetically admitting that he bought his oil at a city "cash and carry" store, but was not allowed to sell it in a tied garage, even though it was still cheaper than his wholesale price from the petrol company.

Like the Editor, I lament the passing of real values, be it cars or car essentials. I recall the Castrol Oil dispenser with pint or quart jug. The 30 sae for winter, 40 for summer, all for the price of coppers. I too have hammered pre-war Riley cars all over the country in days gone by. The fact that some of these cars are still fetching fantastic prices seems to suggest that the oil used in them, even without additives, was adequate. Don't anyone mention faster revving engines, for a Riley Brooklands 9 h.p. doing upwards of 70 m.p.h. was knocking hell out of any oil, bearing in mind the length of the stroke and moving area of the crankshaft.

Kington. ERIC SPEAK.

* * *

DAIMLER MATTERS

Sir,

I would like to endorse the comments regarding the possible demise of the Daimler name made by R. W. Ramage (MOTOR SPORT, September 1972) I, too, do not consider the V8-250 to be a true Daimler; no more than the Lanchester Leda is a true Lanchester.

The Daimler Century Mk. II (and it predecessors, the Conquest and Conquest Century) must be the most popular Daimler saloon ever made judging by the relatively large numbers still seen on the roads. My own Conquest Century has nearly 300,000 miles to its name and, apart from burning oil at engine speeds in excess of 4,000 r.p.m., still manages to go well. General bodywork condition is good—

this is probably attributable to the previous owner—The Daimler Co. Ltd.

I have only driven a V8-250 once and my impression was that the power unit was far too good for the Mk. II Jaguar body. From the actual driving point of view, I much prefer the Century; its fluid flywheel and pre-selector gearbox have a quaintness that can never be equalled by a torque converter and automatic transmission.

Solihull. DAVID I. SCOTT.

* * *

GROUP 1 SALOONS

Sir,

Since the inception of Group 1 saloon car racing it has become, once more, obvious that the competitor or entrant with the most cash has the best chance of success.

By all means use racing rubber, but the likes of blue printing engines etc. should be stopped. One does occasionally see Group 1 cars for sale at anything up to 50% more that the same model ex-works.

I think this could be avoided and deterred quite simply. First of all ensure that all Gp. 1 cars are registered and taxed for the road, then make each owner or entrant sign an indemnity that he will be prepared to sell his Group One car to any person that offers "Glass's Guide" price for the month, somewhere between retail, and trade, for that particular model.

If the RAC were to institute this rule, and I personally see no reason why they could not, I feel sure that we would see GENUINE Group One racing (i.e. BMWs really thrashing 3000 Capris). I am not anti-Ford as, in fact I run a 3000 Capri.

Kingsbridge. DAVID HOLLISS.

* * *

ALVIS SERVICE

Sir,

In these days of poor service and bad relations between the "trade" and the motorist, it is with pleasure that I feel bound to record the excellent spares service technical aid and advice I have received from The Red Triangle Auto Services Ltd. of Kenilworth. RTA have been most prompt in sending me any item I have asked for by phone, on account and never longer that four days. On one occasion I omitted to mention which "hand" I required of a certain item and they sent me both, with a request to return the item not required.

Recently I had brake trouble with my Alvis TD21 drop-head and in writing for advice received a letter of advice and their Lockheed instruction book from their technical Director, Mr. Michie, with a request to return the book when I had solved the trouble and an offer of a new master cylinder for trial purposes.

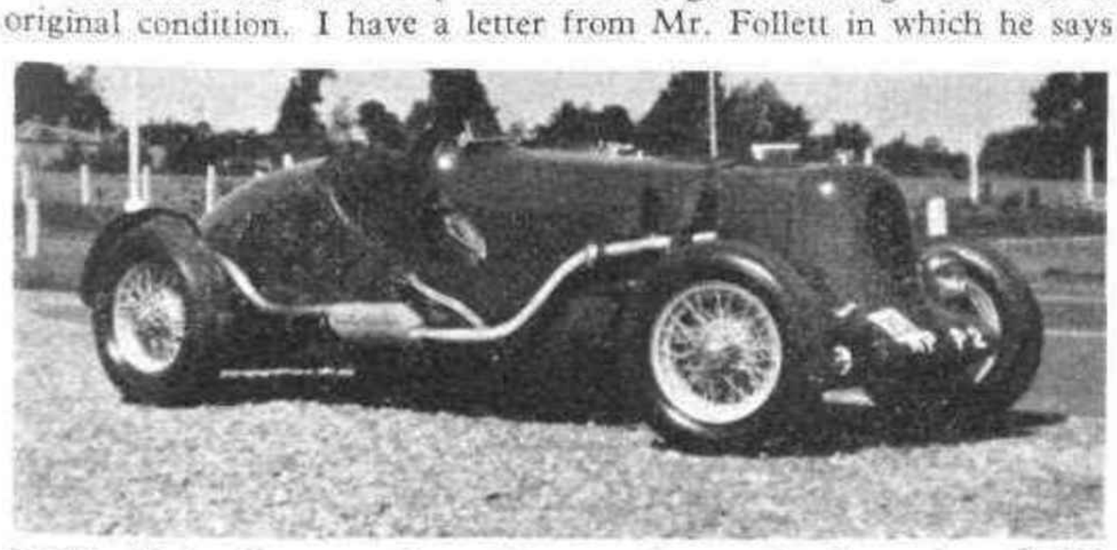
When one considers that RTA did not supply the car in the first place and have no obligation to Alvis owners except to keep these wonderful cars in good condition I think that their consideration for the customer is quite unique.

I have no connection with the Company whatsoever, apart from being a very satisfied customer.

Norwich. A. G. WILLIAMS.

Sir,

I read with great interest the story of your interview with Mr. Charles Follett. You may like to know that his 1,496 c.c. 12/50 Alvis is maintained and owned by me and is in good running order and in original condition. I have a letter from Mr. Follett in which he says



of this Alvis—". . . maximum lap speeds were in the region of 105, standing lap from memory about 95-98, and all I can tell you is that it was a most reliable car and ran very consistently for several years."

Boscombe. P. S. CORNER.

[The photograph, I am assured, is of the ex-Follett Alvis before it was put back onto 19 in. wheels. Incidentally, writing of Mr. Follett reminds me that the proof-readers federation (of which I am a member) made him say of the front mudguards of pre-war quality cars that "they were so expensive", whereas what he really said to me was that he considered them "so expressive" that he tried to get them right on those Speed 25 and other Alvis models for which he styled the coachwork.—ED.]

* * *

HISPANO SUIZA VERSUS STUTZ

Sir,

Your critical analysis of the smokescreen created around the crushing defeat of the Stutz by the Hispano leaves one point in doubt, and one clear question unanswered. The point, was the Hispano a 37.2 h.p., 6.6-litre, or a 45 h.p. 8-litre? And the question, what on earth made Moskovics, who by all accounts knew what he was talking about, think for one moment that a relatively small engined and substantially undergeared Stutz could beat either?

A recent book devotes a chapter to the incident. After admitting that "the Black Hawk was beaten and bloodied to the maximum possible extent" the author proceeds to cry "Foul", saying that Moskovics expected a Boulogne and was faced with a well-prepared Monza. He appears to base this conclusion on an analysis of performance and wheelbase, rather than on a clear statement of engine dimensions, so there still seems to be room for doubt. A comparison of the caption on page 1252 with the comments of other authors on page 1254 suggests, that this lack of certainty extends to your august pages! [We did the decent thing and allowed the American commentator his 8-litres, Sir. Weymann did not contradict this but I thought that a 37.2 h.p. car was used, which made the Indianapolis win all the more meritorious.—ED.].

So, which car was it? I understand that in road-equipped form there wasn't much in it for top speed between the 37.2 and 45 Hissos: however, this may well have been, as in the case of 3½ and 4¼ Derby Bentleys, because the larger car was expected to carry more coachwork. The short-chassis Monza Hispano, as run by Dubonnet in the Targa Florio, would appear to have been a different story, and could certainly be expected to tan the hide off any roadgoing Stutz ever built.

But does it matter? One can disregard canards about handscraped bearings: surely no responsible authority has ever queried the staying power of the Hispano. Moskovics would appear to have thought that gearing the Stutz for a lap speed in the mid-seventies would give him victory. This suggests an extraordinary ignorance of the performances of the 37.2 which you list, achieved well before 1928, to say nothing of the speeds at which Hispanos were habitually driven over relatively rough roads from Paris to the French Riviera.

Perhaps, as can happen in supposedly sporting contests where commercial interests are involved, Moskovics simply made a rash remark, and found himself obliged to go through with an ill-advised venture. Undergearing may have been the root of the problem: remember that the Stutz had an underslung worm drive back axle, which is not only an expensive proposition if non-standard ratios are required, but also imposes very definite limits on the highest ratios which can be used efficiently. If Moskovics was in fact stuck with a low ratio axle, he can have had no alternative but to allow the engine to rev its head off, literally as well as metaphorically.

London, W.11. SANDY SKINNER.

[The rules prohibited non-standard parts. So Stutz apparently used their highest optional axle-ratio of 3.6 to 1; the Hispano Suiza had a 3.19 axle. Thus the interesting Skinner theory does not hold water. Kent Kerslake said that the Hispano Suiza was a Monza of either 6.9 or 7.3-litres.—ED.].

Sir,

I must rise to my own defence.

In the excellent piece on the Hispano-Stutz wager match you query my price comparisons. If, of course, you base your comparison on the prices ruling in London you are, of course, 100 per cent right, but as the match took place in the USA we worked in terms of US figures. In 1928 the list price of a "two-passenger Stutz Black Hawk speedster" was $4,895 f.o.b. Indianapolis, according to the National Automotive Chamber of Commerce's Handbook. A "sports model de luxe" Hispano-Suiza, which sounds like the H6C, retailed in New York at

around $19,500, though the type of body is not specific. In fact I wasn't right, largely because Señor de la Vina and myself probably allowed a bit too much extra on the Franco-Spanish car, but I think you'll agree the differential for an American buyer was far more dramatic.

Midhurst. MICHAEL SEDGWICK.

* * *

COMPUTER ACCURACY

Sir,

I must take up arms against you for a remark in the September "Letters" section; Mr. L. R. Blewitt complained of inefficiency at the AA and your reply was simply "Computers?"

Please, do not join in the popular cry "The computer did it." In the vast majority of cases where computer output is faulty it is because the input, or the systems and programming work, is faulty. For instance, if you wish to subtract 79 from 122 and key into an adding machine 122-78, you cannot blame the machine for the error. Similarly, if the AA makes no provision for termination of membership, or does not provide the necessary information to the computer, to suggest that the computer is at fault is akin to blaming a car for dangerous driving.

An oft-repeated phrase in the computer world is GIGO—Garbage In, Garbage Out.

Northolt. D. J. HYDE.

* * *

DESIRABLE NIPPLES

Sir,

The 1936 Ford Model Y—8 h.p.; grease nipples; yes thousands of them! but let's face it: I only replaced a pair of track-rod ball joints at 98,000 miles and they were perfect when the car was sold at 126,724 miles.

But, and here is the crunch: I always greased-up every 1,000 miles in the summer and every 500 in the winter; and who can afford to have that done at today's garage labour charges of around £2.20 per hour?

But I should suggest to Mr. Davey that ½-an-hour's examination every three months may in the long run save his life.

Rainham. IAN G. TUBBY,
T.ENG (CEI) M.I.PLANT.E; M.INST.B.E.

* * *

MOTORING LEGISLATION

Sir,

With regard to stopping on the hard shoulder of the Motorway in order to aid another motorist this is illegal as it may only be used in an "emergency". This does in fact seem quite reasonable considering the highly hazardous situations which would be created if the law were otherwise.

However, the new legislation concerning the positioning of headlights and supplementary lights certainly does not appear to be reasonable. Such cars as split windscreen Minors with their headlights set in the grille would now appear to be illegal, and I am sure that veteran and vintage cars will nearly all be at odds with these regulations. It will certainly be interesting to see how the situation develops as to the enforcement of these laws and I myself believe it would have been of more benefit to Road Safety if instead of bothering with piffling spotlights out by inches, sorry, centimetres on private cars, strict legislation with regard to the lighting of large commercial vehicles had been introduced.

Poulton-le-Fylde. S. C. LESTER.

Sir,

The next time you see a Phantom Rolls-Royce, bonnet up, on the motorway you may stop and assist quite legally.

Motorway Traffic Regulations 1959, Regulation 7. Restriction on stopping states:—

> (2) Where it is necessary for a vehicle which is being driven on a carriageway to be stopped while it is on a motorway—
>
> (*a*) by reason of a breakdown or mechanical defect or lack of fuel, oil, or water required for the vehicle; or,
>
> (*b*) to permit any person carried in or on the vehicle to give help which is required by any other person in any circumstances specified in the foregoing provisions of this paragraph, the vehicle shall, as soon as and in so far as is reasonably practicable, be driven or moved off the carriageway on to, and may stop and remain at rest on, the verge (hard shoulder)

The above is the relevant legislation to your question, paragraphs (b) and (c) not applying in the circumstances you mention.

You may however, only remain long enough to give the necessary assistance.

Wombwell. T. G. STOKER.

[Thank you, sir! Ask a MOTOR SPORT reader and you usually get a sensible answer.—ED.].

* * *

WHY THE HEALEY 3000?

Sir,

I was most interested and surprised to see how many secondhand Austin-Healey 3000s there are for sale in your columns.

I own a 1960 Healey 3000 Mk. I, which although a considerable handful and fairly expensive to run must fall into the well worn cliché category of "last of the real sports cars."

I would be interested to hear from other readers as to why there are so many Healeys for sale when they are supposed to be such a great investment and appreciating so much in value. Thanks for an extremely good, competitively priced magazine.

Clifton. PATRICK D. JEFFERSON.

[Yes, why? The cliché Last of the Real Sports Cars could equally apply to Bentley and Morgan, at opposite extremes of the rugged build scale!.—ED.].

* * *

VW VERSUS FIAT SALES

Sir,

I have read your excellent write up on the Fiat 130 coupé. In the introduction you compare import figures of Fiat and Volkswagen and state about the latter "who perhaps have some semi-commercial models" hence I think misleading some of your readers. As I read it you mean light vans by semi-commercial vehicles and I write to point out that whilst Volkswagen produce only one model with different bodywork styles, Fiat manufacture at least three, the 238, 616NZ and the excellent 850T which is becoming very popular in this country.

Thanks for an excellent magazine with a very sensible approach to subject matter.

Highgate. G. P. WOODBRIDGE.

TAILPIECE



[Photo by Allen Robinson]

The driver who ignored the warning notice . . . .

WELSH HILL RALLY Tough terrain prevailed for this competition for 4×4 cross-country vehicles, in which the Army-entered Land-Rover from the R. Mon. RE (M) Monmouth (top picture) won by three points from a Volvo Laplander, also with an Army driver. . The other pictures give some idea of the happenings on this Hill Rally. On the left a Jeep falls over and the successful Steyr Puch Haflinger goes wading. Below, an Austin Champ and one of the many Land-Rovers run fast along a rough Welsh track.



Rikki von Opel. Winner of the Lombard North Central Formula 3 Championship. Driving an Ensign.



Ian Taylor. Winner of the BOC Formula Ford Championship and the Daily Express Formula Ford Championship. Driving a Dulon LD9.



Tony Roberts. Winner of the Volkswagen (GB) Ltd Super Vee Silver Cup Championship. Driving a Royal RP9.



Syd Fox. Winner of the Sunbeam Electric Formula Ford Championship. Driving a Hawk Scholar.



Mike Evans. Winner of the Triplex Saloon Car Championship. Driving a Patrick Motors Mini.



John Bevan. Winner of the Castrol/BTRDA Clubmans Autocross Championship. Driving a NAVEB.



Jon Fletcher. Winner of the Chevron Oil Mod Sports Championship. The Esso Uniflo Mod Sports Championship. Driving a Lotus Elan.
And at the time of going to press, leading the STP Mod Sports Championship with Brian Hough (another Q enthusiast).



Bob Arnott. Winner of the Townsend Thoresen Formula Ford Championship. Driving a Merlyn.



Jeremy Lord. Winner of the Motoring News/Castrol Sports G.T. Championship. Driving an Astra RNRI.

The Champions 1972

The ones with that extra skill.
The ones prepared to take that risk–to drive beyond the limit.
The ones who know that a reliable car is half the battle.
So the oil they choose is Duckhams Q20-50.
The oil which has proved it will stand up to anything.
Duckhams Q20-50.
The choice of the enthusiast.
The same oil you buy for your car.



Those who want the best, choose Duckhams.







JOHN PLAYER VICTORY MEETING

CHANGING WEATHER CONDITIONS brought a surprising result at the Motor Show Brands Hatch meeting. As can be seen from the top photograph Ronnie Peterson (March). Mike Hailwood (Surtees) and Emerson Fittipaldi (Lotus) stormed into the lead when the flag dropped. Behind are the two Yardley McLarens and the rest of the grid, which was a healthy combination of Formula One and Formula 5000 cars. However, the track started to dry out, favouring those that had started on intermediate, rather than wet, tyres, and Jean-Pierre Beltoise soon started to make progress through the field. Left, he has just moved into third place ahead of Carlos Reutemann's Brabham and Formula One newcomer John Watson in the Hexagon March 721. They had been disputing third position. A surprise last-minute entry was that of Chris Amon who drove Frank Williams' Politoys but he retired with engine trouble and was never amongst the leaders. The meeting was packed with supporting events. One was the Formula Ford World Championship final with drivers from 18 countries competing for a prize of a brand new Formula Three car. The winner was Johnny Gerber of Mexico in the Falconer-bodied, Ippokampos Shipping-sponsored Elden pictured below. The Formula Atlantic event saw a good win for Welshman Tom Pryce with the Broadspeed-powered Royale sponsored by D. J. Bond.





More action for your money!

From £1235 the Viva 2300 package is unique. Performance and style are unmatched at this price.

2300 ohc twin carb. engine developing a tremendous 122 bhp – with matched gearbox and optimum torque characteristics. 0-60 in 11.5 secs. (Motor 3rd June '72).

And there's all the comfort you could want. Contoured seating in soft, resilient Ambla. Reclining front seats. Special sound insulation. Wall-to-wall carpeting. Full 7-dial instrumentation and sports steering wheel.

Test-drive a Viva 2300 at your Vauxhall dealer soon. Prices are £1235 (2 door) and £1274 (4 door). £1345 (Estate). If you've an eye for performance you'll find Viva 2300 unbeatable.

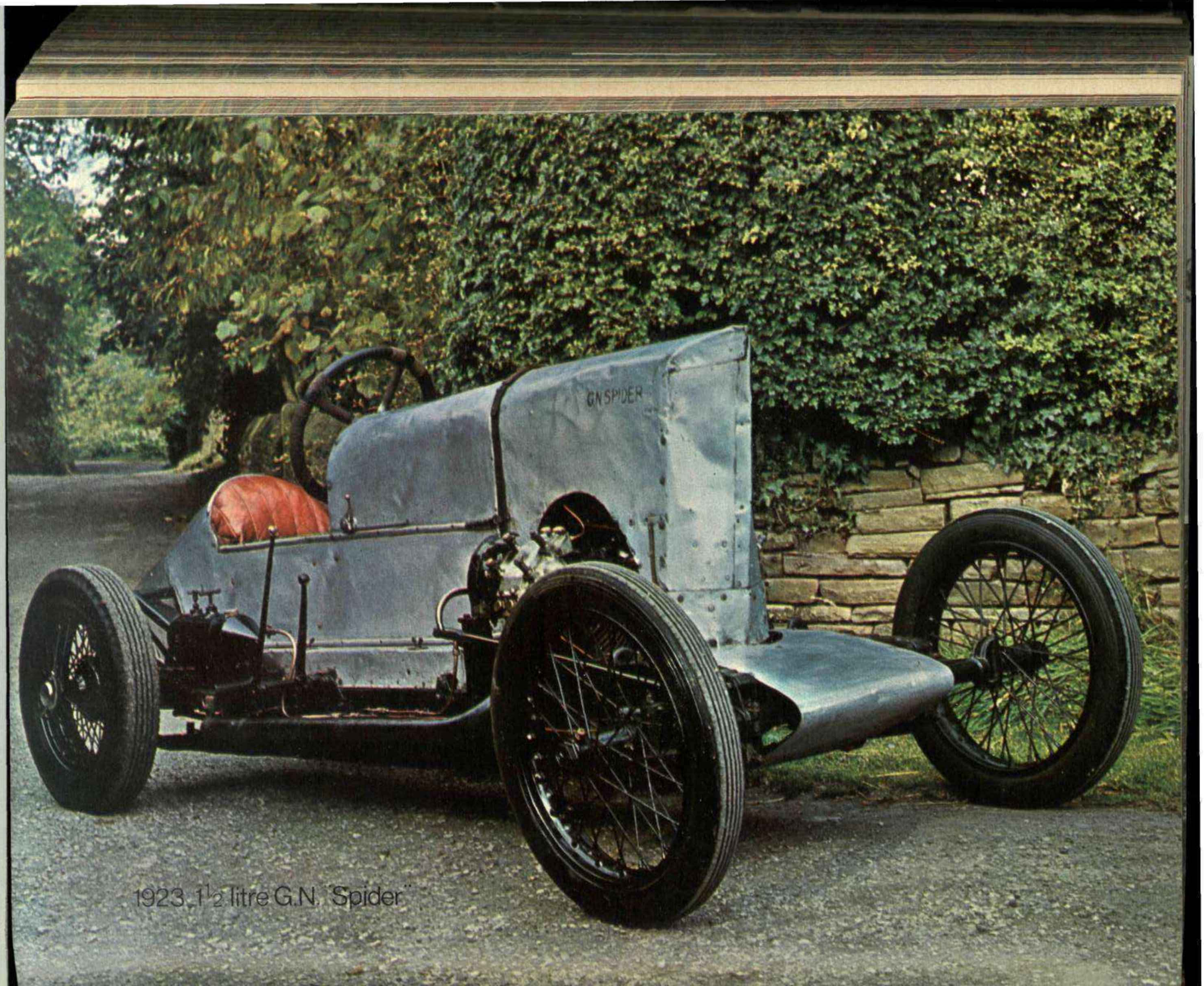
VAUXHALL GM

Facts, figures, features. Vauxhall's '6-feature' package included in price – heated rear window, front seat belts, power-assisted front discs, wall-to-wall carpeting, alternator, and complete factory applied underbody seal. 175/70 HR radial tyres on 5J rims. Complete 11-stage anti-corrosion treatment. GM Euroservice 365 to simplify regular maintenance. GM Automatic Transmission optional. Full safety package.



Viva 2300
-it's a joy to drive!

Price ex-factory, inc. p.t., correct at time of going to press.



1923 1½ litre G.N. "Spider"

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

5p per word (maximum number of words 80), number of cars two only.

Minimum charge 60p.
Box Nos. 15p extra.

Address for Box No.:

"MOTOR SPORT,"
STANDARD HOUSE,
BONHILL ST., LONDON, EC2A 4DA

No insertion will be made unless prepaid. Copy received after first post on the 20th of the month will be held over until the next issue unless cancelled in writing before the 8th of the following month. The Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in BLOCK CAPITALS

FOR SALE

1931 **SUNBEAM** model 8 motorcycle; 350 c.c. twin port engine with hand gearchange. In reasonable order having had money spent on restoring the engine. £150 o.n.o. Tel.: New Mills 43133. (8208

1953 **PROTOTYPE** Jensen F.h.c. Believed unique. B.M.C. 1500 engine; HRC head; high lift cam, all tubular chassis. Just repainted; retrimmed; re-carpeted, costing £200. New tyres; collectors; investors item £600. Exchange for good Mk. VI Bentley, or Scruffy "R"-type. Tel.: Malvern 3272 (evenings). (8311

1935 **SINGER.** Le Mans 4-seat tourer, approx 56,000 miles from new. Excellent condition and maintained by enthusiast. A small fortune spent on chrome; trim; new tyres, battery etc., etc. Spares include rear axle complete; bonnet, wings and numerous others. Morgan on the way so it must have new home. £450 o.v.n.o. Tel.: Exeter 55881 or 55998 (for full details). (8312

DAIMLER SP250B Dart, 1962. Recent mechanical overhaul including engine; detachable hard-top. A really excellent V8 sports car for only £600. Tel.: South Benfleet 56393. (8313

1968 **"G" SPRITE.** White hard- and soft-tops; tonneau; w/wheels; ZXs; radio; anti-roll bar M.o.T. August 1973. 32, East Lancs Road, St. Helens, Lancs. (8314

NAK 77H. M.G.-C, GT. Wire wheels; Webasto sun-roof; primrose yellow in showroom condition. Company car now arrived. £999 o.n.o. Tel.: Leeds 20971 (daytime), 691776 (evening). (8315

1935 **MORRIS** 8 h.p. Series 1 original condition; sun-roof; wire wheels; reg. MJ 8316. £200. Quicke, 14 Lower Street, Quainton, Aylesbury, Bucks. (8319

TOURER AUSTIN 12, 1927. All original; present owner 10 years. Best offer. 215 Huntingfield Rd., Roehampton, S.W.15. (8320

1939 **AUSTIN** "Six" hearse. Engine reconditioned. Very good condition. One year's M.o.T.; one previous owner garaged past ten years, low mileage. Tel.: Bridport 2526. (8321

MARCOS 1600, Mk. 2 (only six made—electric windows; alloy wheels etc). Sept. 1971. Immaculate example in orange and black, low mileage; genuine reason for sale. £1,330 o.n.o. Finance arranged. Plt.-Off. Hogan, Officers' Mess, RAF North Luffenham, Rutland. (8322

MOTOR CYCLE: Raleigh 500, 1928. Completely rebuilt Collector / Enthusiast dream. £160. Gray, Kittle Kink, Picklers Hill, Abingdon, Berks. Tel.: Abingdon 49. (8323

AUSTIN HEALEY 3000, Nov. 1965. B.R.G., 35,000 miles; overdrive wire wheels etc. £750. Tel.: 01-894 6501 (office) or 01-970 3242 (home). (8325

SUNBEAM ALPINE, Series IVA, 1968. 40,000 miles; one owner; hard-top; overdrive, wire wheels; towing bracket fully serviced. £700 o.n.o. Dr. Day, Chelmsford. Tel.: Broomfield 761. (8326

SPITFIRE 1970 model. Radials; radio; new clutch; brakes; exhaust; recent 12,000 mile service. £635. Tel.: Midhurst 3747. (8327

ROVER 75, 1954. Two owners; 30,000 from new; mechanically perfect (recent overhaul); beautiful bodywork; radio. £280 o.n.o. Tel.: 01-857 1153. (8328

3-LITRE BENTLEY, 1927 speed model. Engine; chassis; gearbox; transmission rebuilt; rest in bits. Valued at £3,000. Offers: Silk, 9 Myddleton Road, Uxbridge, Middx. Tel.: Uxbridge 37042. (8329

SUNBEAM TIGER, 1965. Good condition. Midnight blue, white hard-top, soft-top, tonneau; radio. Reluctant seller has cherished for over six years. Tel.: 044-46 6475 (evenings), 037 27 25010. (8330

ALVIS Silver Eagle, TD, 16.95, 1932. Very original, elegant vintage tourer, concours winner. Excellent mechanics, practical car—probably unique; taxed Dec., long M.o.T. £1,650. Modern Aston or similar considered in Part-exchange. Tel.: Ashhurst (Southampton) 2877. (7457

FOR SALE—continued

PERSONAL REGISTRATION. 150 PE Jaguar 1965, Mark 2. Excellent condition, taxed August 1973. Offers over £375. Tel.: Woodhouse Eaves 890535. (7673

RILEY 1½-LITRE, 1954. Excellent condition, very reliable; M.o.T. April 1973. £345 o.n.o. Tel.: 051-424 2694 (office hours) (Cheshire). (7669

MASERATI SEBRING, 3,500 c.c. fuel injection; r.h.d. 1964 completely rebuilt by concessionaires 1970 and maintained by them; 15,000 miles only since rebuild; M.o.T. Sept. 1973. Webasto roof; Borrani wheels; R.R. Grey; superb specimen. £1,550. Tel.: 01-579 0811, ext. 21 (office), 01-942 7588 (home). (7674

JAGUAR 3.8S, "F" reg. (Dec. 1967). Colour light beige; o/d; radio; Webasto roof; wonderful condition throughout. £795 o.n.o. Tel.: 0702/45735. (7676

1968 **MORGAN** plus-four Super Sport. Unraced, one of 258 built. Only 50 remain in this country. A very rare car. £1,400 o.n.o. Tel.: 01-940 2610. (7677

MUSTANG MACH I, 351 c.i.d. 1969. "L" reg. 4-speed box; power brakes; steering; mag. wheels; radio. £1,545. S.a.e. photo. Tel.: Harpenden 62525. (7679

CORTINA GT. Distinctive 1969 "H" registration CGT 400H. White 4-door. Fitted new dampers; Koni fronts. £650. Tel.: 01-898 5394 (Twickenham). (7680

TR2. Signal red; 2,138 c.c. Lawrence tuned; alloy sump; oil cooler via twin filters; full overdrive; competition suspension; anti-roll bar; servo brakes, discs up front; recent steering and top-end overhaul; wires; hard- and soft-top (new); hood cover; tonneau. Body rebuilt 1969 in steel fibre glass 3A front apron. £420 o.n.o. Tel.: Belfast 77142. (7681

1936 **AUSTIN** Lichfield; M.o.T. Extensive restoration. Space wanted. Investment £255. Offers. 1965 Super Minx, good, £175 o.n.o. Mr. Farrin, 280 Cromwell Rd., Peterborough. (7682

HEALEY 3000, 2 + 2 Mk. 2 December, 1961. Hard- and soft-tops; tonneau; overdrive; Halogen lights; immaculate red/silver coachwork; almost new radials on wide rims; undersealed from new; mechanics cannot be faulted; M.o.T., tax until July. Must sell, hence £525. Tel.: Horley 4385. (7583

BENTLEY CONTINENTAL, 1955. Aluminium Sports saloon by H. J. Mulliner, 4.9-litres; green with beige upholstery; automatic; 95,000 miles. Carefully maintained by present owner and previously owned by Rolls-Royce for ten years. History available. £2,850. Tel.: 021-705 2909. (7784

1966 **SUNBEAM** Tiger, hard/soft-top; low mileage. Connoisseur coddled and seldom seen in this condition. Running in after major engine overhaul and new clutch assembly. £300 spent in reconditioning last 12 months includes: new servo; Konis; radiator; petrol and water pumps; planitary gears; wheel bearings; f. and r. lights, etc. £675 o.n.o. Tel.: Nottingham 234422 or 865596 Laycock 6-7 p.m. (7785

M.G. MAGNETTE ZB Varitone. Radio; Michelins; year's M.o.T. Excellent condition. £165. Tel.: Aberdeen 38630. (7855

DREAM DART. Resprayed. Brakes, engine and gears overhauled in past year. Heartbroken doctor owner must part. Tel.: Windsor 60441. (7786

1926 **3-LITRE** Bentley Red Label Speed model; 4-seater tourer in near concours cond.: leather upholstery; complete recond. engine last winter; new tyres. Best offer over £4,000. Tel.: Brecon 3657. (7787

AUSTIN HEALEY 3000, Mk. II, 1962. Medium ochre; overdrive; radio; wire wheels; carpets; good condition. £600 o.n.o. Tel.: Puriton 233. (7788

RILEY MONACO, 1933 black saloon. Mechanics including preselector box in reasonable order. Body in need of attention. Ideal subject for restoration. Sensible offers please to Mr. Gwynn Davies, Bryn Eithin, Waunfawr, Caernarvon, North Wales. Tel.: Waenfawr 357. (7792

ALVIS Grey Lady. P.V.T. wires new tyres; steam radio; black/fawn; good condition; new hood lining; spares include engine; back axle; gearboxes. First offer over £400. C. B. Apps, 3 Bracken Rd., Southbourne, Hants. (7793

M.G.-B GT, 1966. Grey with red interior; overdrive; wire wheels; M.o.T. £650. Tel.: Stamford (Lincs.) 51137 (evenings). (7794

1939 **ORIGINAL** vintage Ford 8 in working order; body requires attention. Offers. Tel.: Hull 0482 882483. (7796

LOTUS ELAN Sprint F/H 1971 "K", Red/gold/white, immaculate condition; radio, etc.; 19,000 miles. Reluctant sale at £1,375 or nearest offer. Tel.: Pontypool 4683 or Bristol 297571. (7826

JAGUAR 3.4 S-type, 1966. Manual; overdrive; Silver grey; red hide upholstery; h.r.w.; 120 m.p.h., 22 m.p.g. Excellent condition. New tyres, etc. £450 o.n.o. 1 Avon Hill, Stafford. Tel.: 53133. (7827

INDIVIDUALISTIC T.V.R. Vixen 1300, 1972. Beautiful amethyst colour; must be seen; Philips radio. £1,300 o.n.o. for cash sale. Tel.: Morley 68686. (8043

M.G. J2, 1933. Two cars, one swept-wing complete and in good working order; Ford engine conversion; good tyres; brakes; battery; original except engine. Other dismantled but basically complete having original J2 engine including log books and maker's plates for both. First offer over £400 to clear. E. Hardy. Tel.: 20798. (7853

FOR SALE—continued

FROGEYE SPRITE, 1961. Excellent body. £100 spent in last year. White; M.o.T., tax now expired, hence accept £170 o.n.o. Tel.: Steeton 52511, ext. 538 (Keighley). (7828

LAGONDA 1935, M45 d.h.c. by Vanden Plas together with spares enough for another car. £2,300. P. A. Densham, The Dell, Bickenhill Lane, Catherine de Barnes. Tel.: Solihull 021-705 5131. (7857

1938 **ALVIS** 4.3-litre Vanden Plas Pillarless saloon. Body and engine excellent, completely retrimmed and rechromed. M.o.T. June 1973. Rare specimen £1,150. Tel.: 01-504 7403. (8038

TR6 ROADSTER, "H" reg. 1970 Damson. Black inside; overdrive; radio; two tonneaux; white coach line; taxed, guaranteed mileage. History of recent work. Much cherished in pristine condition. Weekend car. Offers around £1,175, loan available (am in the business). Small car considered if desperate. E-type arriving soon. Tel.: 021-440 4940 (most evenings). (8044

T.V.R. VIXEN, 1971. Radio; alloy wheels; well shod; good condition. £1,125 o.n.o. H.P. arranged; part exchange considered. Wells, 20 Watt Lane, Sheffield 10. Tel.: 62959. (8052

HOLDEN MONARO G.T.S. 327. Dec. 1968. R.h.d., 5.3-litre V8; 300+ b.h.p.; P.a.s. Manual four-speed c.r. box; Minilites; limited slip diff., four-barrel Holley carb., Edelbrock manifold; T.R.W. cam; q.i. headlights; electric fan. Immaculate in Candy Apple Red metallic; 24,000 miles only; stereo tape; Blue Spot radio; virtually unique in U.K. See Motor Sport, February 1972. £1,450 o.n.o. Tel.: 0332 44884 (day), 0332 57491 (evenings). (8054

£750. 1968 M.G.-C. Old English white; hard- and soft-top with tonneau; radio; wire wheels; excellent condition; taxed/M.o.T. Can be viewed London area if required. Tel.: Gloucester 68675 (after 19.00 hours). (8055

COOPER "S", 1964. New engine; new radials, new 4½Js; professional respray; Chocolate and sand. Fully instrumented, full dashboard. Rather smart. £275. Tel.: 01-422 8023. (8056

HEALEY 3000, Mk. III; 2 + 2, 1966. White, black trim; overdrive; wires; Cints.; radio, tonneau; hood cover; belts. Very low indicated mileage, beautiful thoroughbred. Photos available. £895. Emmons, 70 Newport Rd., Barnstaple, Devon. Tel.: 2495. (8062

1968 **UNREGISTERED** Mako Shark Corvette Stingray. 7-litre convertible, radio; Sundym glass etc. £1,750. David Jordan, Tel.: Biggleswade 312001. (8081

TRIUMPH 2.5 P.I. 1971 automatic; 8,600 miles only. Immaculate condition throughout; radio; taxed January. Not to be missed at £1,525. Tel.: 021-705 5033. (8082

FROGEYE SPRITE. Year's M.o.T. £150 bills. Hard/soft/tonneau. New engine, radiator, dynamo, tyres, bonnet, high lift cam; high compression head. £300. Tel.: Farnborough (Kent) 55718. (8083

FROGEYE SPRITE. New soft-top; 5½Js. Year's M.o.T.; 1100 engine/gearbox. Excellent condition. £255. Tel.: Farnborough (Kent) 55718. (8083

LOTUS CORTINA, Dec. 1967. Yellow/black vinyl roof; 1,560 twin o.h.c. with twin Webers. Radio; seat belts; 5½Js; servos; taxed/tested; workshop manual. £610 o.n.o. Write Box 3672. (8086

M.G.-B GT, Nov. 1970. 22,000 miles. Dark green with tan interior. Fitted o/drive; radio; h.r.w.; inertia belts; undersealed from new. Complete service history, one owner car in immaculate condition £1,250. Tel.: Godstone (Surrey) 2753 (evenings and weekends). (8109

LAGONDA M45 saloon, 1935. Good general condition. Nil mileage since major engine bottom end overhaul; well shod. Best offer over £850. Hiatt, 108 Honiton Rd., Wyken, Coventry. CV2 3EH. (8110

AUSTIN HEALEY 3000, Mark III. The first ever produced. Very good condition; red; o/drive; w/wheels; hard/soft-tops; tonneau. Offers near. £825. Tel.: 021-705 2293. (8190

DAIMLER SP250, 1962. Red, in good condition both bodily and mechanically. Full details, Andy Lee. Tel.: 021-454 5086 (evenings), Wolston 3328 (weekends). (8192

1963 **CORTINA,** 1500 c.c. lowered; 5½Js; radials; Motorola; taxed, M.o.T. £95. Tel.: Chesham 72875. (8193

ALFA ROMEO 2600 Drophead Spyder, 1965. Right-hand drive, year's M.o.T. new Cinturatos. Workshop Manual; good body (red); engine and gearbox. Great Christmas present at £400 o.n.o. Tel.: 051-639 4057 (Wallasey). (8196

XK 150 1959. F.h.c. black/red; o/d. Certified 25,000 miles; Concours prizewinner 1972. Immaculate. £1,550. Tel.: Shipley 57492, Bradford 31404 (office). (8197

JAGUAR E-TYPE, V12. F/h; red; radio/stereo tape; chrome wheels; manual gearbox; Regd. March 1972. £2,950 o.n.o. H. W. Beckett (Engineers) Ltd., Handsworth, Sheffield, S13 9LP. Tel.: Woodhouse 2354 and Retford 3318. (8198

1934 **LANCIA** Augusta March. Special "double 2-seater" touring car. Believed only 12 made by Mulliners Ltd. of which 3 remain; untaxed; M.o.T. until May. £700. Some spares (inclusive front, rear axles, wheels), £50. View North Norfolk, (evenings or weekends by appointment). Maw, Sculthorpe. Tel.: Kakenham (0328) 2348. (8199



On PAGES 1410 and 1411 of this issue are the details of our exciting 1972 tour programme.

IF YOU ARE NOT ON OUR MAILING LIST, MAKE SURE THAT YOU COMPLETE THE COUPON ON PAGE 1411 FOR A BROCHURE.

You are on the mailing list if you have travelled with us in the last 3 years or if you made a written enquiry for a brochure last year (1972).

OUR 1973 PROGRAMME IS BIGGER AND BETTER THAN EVER BEFORE. 56 Pages in the brochure are packed with informative details about 1973 motor racing.

There is also an exciting competition which could win for you a free seat to the American Grand Prix at Watkins Glen.

PAGE TOURS
Page & Moy Ltd
221-223 Belgrave Gate
Leicester LE1 3HW
Telephone: 0533-24181

MG's WANTED MG's



MG's WANTED — ALL MODELS 1970 BACK TO 1930 — TOP CASH PRICES

PHONE NOW STAINES 55388 (Middx.) PHONE NOW CRAWLEY 24448 (Sussex)

URGENTLY URGENTLY URGENTLY URGENTLY URGENTLY URGENTLY URGENTLY
Cash Cash Cash Cash Cash Cash Cash Cash Cash Cash Cash Cash Cash Cash

LIKE NEW, GOOD CONDITION, OR JUST SUITABLE FOR REBUILDING, OR FOR SALVAGE OF SPARES, M.O.T. FAILURES, NON-RUNNERS, ACCIDENT DAMAGE, ETC.

IF WE CANNOT BUY YOUR MG FOR CASH LET US SELL FOR YOU ON LOW COMMISSION.
BUYER WILL INSPECT, PURCHASE AND COLLECT ALL TOWNS U.K.
H.P. ACCOUNTS SETTLED . PART EXCHANGE

General Sports Car Division is always interested in all contemporary, and in particular vintage sports cars for cash purchase or part exchange.

S. H. RICHARDSON & SONS LTD.

BRIGHTON ROAD, PEASE POTTAGE, (A23) and MOOR LANE, STAINES, MIDDLESEX (5 MINUTES FROM M4).

DP AUTOMOBILES LTD
PEUGEOT DISTRIBUTORS



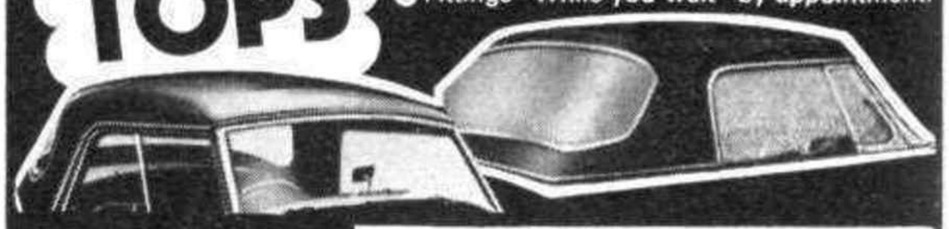
1973 MODELS AVAILABLE FOR DEMONSTRATION

Showroom open
9 a.m. to 6 p.m.
Mon. to Sat.

468-472 Purley Way, Waddon, Croydon CR9 4BL Telephone 01 688 7211-7

HARD TOPS FOR ALL POPULAR MAKES

- Ready to fit — no hidden extras.
- Most standard colours available.
- Fittings "While you wait" by appointment.



PERKS & DOLMAN
92 HUTTON ROAD
HANDSWORTH
BIRMINGHAM, B20 3RD
Telephone: 021-356 5690

Please send details and price list of Hard Tops for.....
NAME.....
ADDRESS.....
MS

MANUFACTURERS OF GLASS FIBRE BODY PANELS AND HARDTOPS



An all colour motor racing calendar for 1973

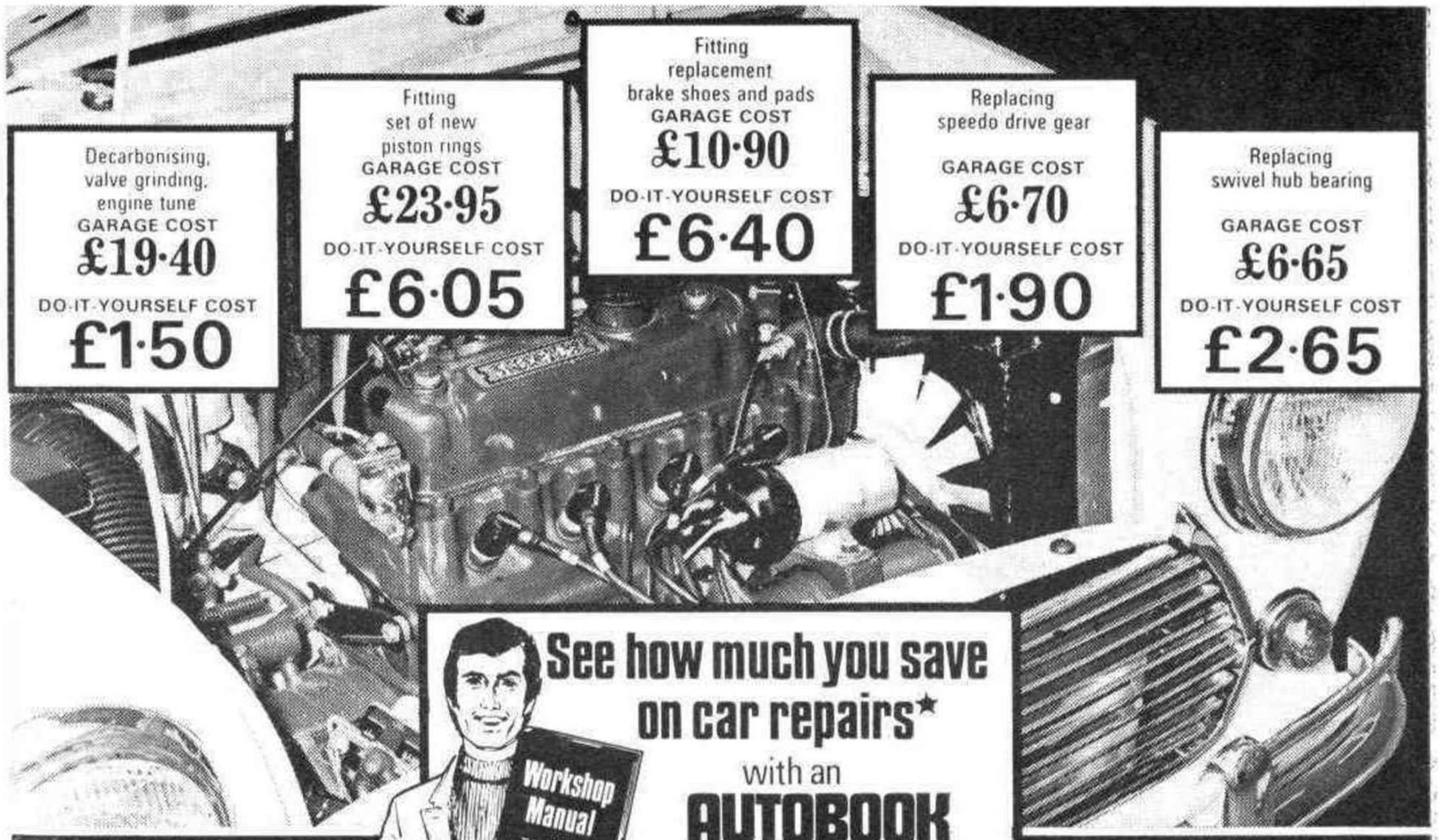
Only 95p !
including p & p

This super new eye-catcher has 13 pages (15" x 12") including cover, features pictures of E. Fittipaldi, Ickx, Stewart, Denny Hulme, Ferraris, Lotuses, BRMs, Porsches, etc., and Targa Florio, S. African, U.S.A., Monaco, Spanish G.P.s, etc.

For orders outside G.B. add 50p for postage, or 20p for Commonwealth Countries. Just fill in the coupon (or use your own paper) and send cheque or P.O. to: **Calendar Publications Ltd., P.O. Box 12, Marlow, Bucks, SL7 3BW.**

REMEMBER: This Calendar makes a fabulous present.

Please Send ( ) Calendars
Name .....
Address .....
.....



See how much you save on car repairs*

with an

AUTOBOOK WORKSHOP MANUAL

Slash the rising cost of car repairs, by doing them yourself! It's easy when you have your own Workshop Manual. It lets you into the secret of repairs and servicing, in a clear, easy-to-follow way. Just follow the simple, step-by-step instructions. They show you how to do even the tricky repairs. And you can do them at a fraction of the cost. Your manual can pay for itself with the money you save on your first repair!

- EASY-TO-FOLLOW STEP-BY-STEP INSTRUCTIONS.
- LAVISHLY ILLUSTRATED WITH 'EXPLODED' DIAGRAMS, PHOTOS, ETC.
- DETAILED REPAIR AND SERVICING DATA.
- EASY-TO-CHECK FAULT - DIAGNOSIS TABLES WITH EVERY SECTION.
- DURABLE STIFF COVER IN OIL-PROOF, LEATHER-EMBOSSED PVC.
- AVERAGE CONTENTS 175 LARGE, CLEAR PAGES.
- SPECIALLY WRITTEN FOR THE DIY MOTORIST.
- EACH MANUAL INDIVIDUALLY WRITTEN.
- SAVES £££s IN GARAGE BILLS.

AUDI
100, S, LS, 1969-72
ALFA ROMEO
Giulia 1600, 1750, 1962-72
ASTON MARTIN
all models 1921-58
AUSTIN
Mini, incl. Clubman, 1959-72
Mini Cooper, incl. S, 1961-72
A30, A35, A40 Farina, 1951-67
A40, A50 Cambridge, 1954-57
A55 Mk 1, 2, A60, 1958-69
A99, A110, 1959-68
1100, 1300, Mk 1, 2, 3, 1963-72
1800 Mk 1, 2, S, 1964-71
Maxi 1500, 1750, 1969-72
10 12 Cwt J4 Vans, 1960-72
AUSTIN HEALEY
Sprite 1 to 4, 1958-72
100/6, 1956-59
3000 Mk 1 to 3, 1959-68
BEDFORD
CA, 1961-64
Beagle HA, 1964-56
BMW
1600, 2000, 2002, 1966-72
1800, 1964-70
CITROEN
ID19, DS19, DS20, DS21, 1955-72
COMMER
Imp Vans, 1963-71
DAIMLER
Sovereign 2.8, 4.2 Litre, 1969-72
DATSUN
1200, 1970-72
1300, 1400, 1600, 1968-72
240Z, 1970-72
FIAT
124, 124S, Sport 1966-72
125, 1967-72
128, 1969-72
500, 600, 850, 1955-72
1100, 1300, 1500, 1957-69
FORD
100E Anglia, Prefect, 1953-59
100E Escort, Squire, 1955-61
Popular 100E, 1959-62
Anglia 105E, 1959-67
Prefect 107E, 1959-61
Thames 5, 7 Cwt Van, 1954-61
Thames 10, 12, 15 Cwt, 1957-65
Transit, 1965-72
Escort 1100, 1300, 1967-72
Cortina incl. Lotus, 1962-72
Consul Mk 1, 2, 1950-62
Zephyr, Zodiac Mk 1, 2, 3, 50-68
Zephyr, Zodiac V4, V6, 1966-72
Classic, Capri, 1961-64
Capri, 1968-72
Corsair incl. V4, 2000, 1963-70
HILLMAN
Avenger, GT, 1970-72
Minx Series 1 to 6, 1956-67
Super Minx Mk 1 to 4, 1961-67
New Minx, 1966-70
Husky Series 1 to 3, 1958-65
Imp Mk 1, 2, 1963-72
Hunter, GT, 1966-72
HUMBER
Sceptre, 1963-72
JAGUAR
Mk 7, 8, 9, 1950-61
XK 120, 140, 150, 150S, 48-61
2.4, 3.4, 3.8 Mk 1, 2, 1955-67
3 4S, 3 8S, 420, 1962-68
240, 340, 1967-69
E type 3.8, 4.2, 1961-72
XJ6 2.8, 4.2 Litre, 1968-72
JOWETT
Javelin, Jupiter, 1947-53
LANDROVER
1, 2, 2A, 3 (specify cc), 1948-72
MERCEDES-BENZ
190B, 190C, 200, 1959-68
220B, 230, 250, 1959-68
220.8, 250.8, 1968-72
280.8, SE, SEL, SL, 1968-72
MG
Midget TA to TF, 1936-55
Midget Mk 1 to 3, 1961-72
Magnette, 1955-68
1500, 1600, 2 Cam, 1955-62
MGB, MGB GT, 1962-72
1100, 1300, Mk 1, 2, 1962-71
MORGAN
4 Wheels (Not V8), 1936-69
MORRIS
Minor Series 2, 1000, 1952-70
Oxford 2, 3, 5, 6, 1956-71
Mini incl. Clubman, 1959-72
Mini Cooper, incl. S, 1961-72
1100, 1300, Mk 1, 2, 3, 1962-72
1800 Mk 1, 2, S, 1964-71
Marina, 1971-72
NSU
Prinz 1 to 4, 1957-71
1000, 1200, 1963-72
OPEL
Ascona, Manta, 1970-72
GT 1900, 1968-72
Kadett, Olympia, 1962-72
Rekord 'C', 1966-72
PEUGEOT
204, 404, 1960-72
504, 1968-72
PORSCHE
356A, 356B, 356C, 1957-65
911, 912, 1964-69
RELIANT
Regal (incl. vans) 1952-72
RENAULT
Caravelle, 1962-68
Dauphine, Floride, 1957-67
R4, R4L, 4, 6, 1961-72
8, 8S, 10, R8, R10, 1100, 62-72
12RL, 12TL, 1969-72
16, 16TS, 16TA, 16TL, 1965-72
RILEY
1 5, 1957-65
4/68, 4/72, 1959-69
Elf Mk 1 to 3, 1961-70
1100 Mk 1, 2, 1300, 1965-69
ROVER
60 to 110, 1953-64
3500, 3500S, 1968-72
3 Litre, 2000, 1958-72
SAAB
95, 96, Sport, 1960-72
99, 1969-71
SIMCA
1000, 1961-71
1100, 1200, 1967-71
1300, 1301, 1500, 1501, 63-72
SINGER
Chamois, Sport, 1964-70
Gazelle Series 2A to 6, 58-67
New Gazelle, 1966-70
Vogue Mk 1 to 4, 1961-67
Vogue 1725, 1966-70
SKODA
440, 445, 450, 1957 on
SUNBEAM
Alpine, Rapier 1 to 5, 1955-67
Rapier, H120, Alpine, 1967-72
Imp, Sport, Stiletto, 1963-72
TOYOTA
Corona 1500, 1900, 1965-72
Corolla 1100, 1967-70
TRIUMPH
Herald, 1959-71
Spitfire Mk 1 to 4, 1962-72
GT6 Mk 1, 2, 1966-72
Vitesse 1600, 2 Litre, 1962-72
TR2, 3, 3A, 4, 4A, 5, 6, 52-72
1300, 1500, 1965-72
2000, 2.5 PI, Mk 1, 2, 1963-71
Toledo, 1970-72
VANDEN PLAS
3 Litre, 1959-64
1100 Mk 1, 2, 3, 1300, 1963-72
VAUXHALL
Victor 1, 2, FB, FC101, 57-67
Victor VX 490, 1967-71
Victor 1600, 2000, 1967-72
Victor 3300, Ventora, 1968-72
Velox, Cresta, PA, PB, 57-65
Cresta PC, Viscount, 1965-72
Viva HA, HB, HC, 1964-72
Firenza, 1159 cc, 1256 cc, 1971-72
VOLKSWAGEN
Beetle, 1954-72
Tptr 1200, 1500, 1954-67
Tptr 1600, 1968-71
Karmann Ghia, 1955-67
411, 1968-72
1500, N, S, A, 1961-66
1600 Fastback, 1965-70
VOLVO
120, 140 Series, 1961-70
160 Series, 1968-72
1800, 1961-72
WOLSELEY
15/50, 1500, 1958-65
15/60, 16/60, 1958-69
18/85 Mk 1, 2, S, 1967-71
6/99, 6/110, Mk 1, 2, 1961-68
Hornet Mk 1 to 3, 1961-69
1100, 1300, Mk 1, 2, 3, 1965-72

Your Guarantee Voucher
HURRY! POST AT ONCE

TO AUTOBOOKS LTD · GOLDEN LANE · BRIGHTON BN1 2QJ

Brings you your own Workshop Manual, with our famous Guarantee of complete satisfaction or prompt refund of the full price.

Please send me by return: *Workshop Manual *FREE Quotabon for my

Year..... Make..... Model.....

* I enclose cheque/P.O. (crossed and made payable to Autobooks Ltd.) value £2

* Send C.O.D. I will pay postman *Delete as necessary

NAME.....

ADDRESS.....

.....

.....

CAPITALS PLEASE

.....MO79

AUTOBOOKS -cut the cost of motoring

BY-RETURN SERVICE. POST FREE

BY MAIL Complete and post your voucher, enclosing cheque/PO, or requesting despatch by COD (you pay postman on receipt).
BY PHONE Telephone Brighton (0273) 721721, quoting Dept. MO79 for immediate despatch by COD, or for an enquiry.

Manuals for these cars
ONLY £2 EACH
(P&P FREE)
MANUALS FOR MANY OTHER CARS STOCKED!
If your car is not listed send voucher or telephone (see below left) for free quotation. Manuals for unlisted cars cost from £2·50 (50/-), are not part of our series, but **ARE** covered by our guarantee.

*NOTE: Garage costs based on accepted trade reference book estimate of labour content for a medium-sized car and labour charge of £2 per hour. Do-it-yourself cost based on materials cost for same car. Fluctuations may occur.

CAR HOODS

TO FIT ALL BRITISH AND CONTINENTAL CARS —

* Tailored in top quality materials
* Made to manufacturer's exact specifications
* Wide range of colours
* Roof window available at small extra cost
* Amazingly low prices

FROM THE LARGEST SUPPLIERS OF HOODS TO THE MOTORIST

CAR HOODS

PLUS EXCELLENT SERVICE AT ANY OF OUR BRANCHES

* Same day fitting service
* Orders by return of post - complete with fitting instructions.
* Stocks available for collection from any branch
* Credit facilities
* Free advisory service for upholstery & trimming enquiries
* Discount to all club members

FROM THE PEOPLE WHO CARE ABOUT SERVICE

CAR HOODS

VINYL TOPS • TONNEAU COVERS • LEATHERCLOTHS RALLY SEATS • SLIDING ROOFS & RENOVATIONS

CAR HOOD

CO. LTD.

LONDON: 01-969 7148
HARROW: 01-422 6674
HAILSHAM: 0323 841 399
BOURNEMOUTH: 33631

SPECIALISTS IN UPHOLSTERY & TRIMMING

Phone now or write for details to:

CAR HOOD CO. LTD. 73 SOUTHERN ROW, LONDON W10 5AL (open 7 days a week)
Please send me details of your motoring products MS/ADV/1272

Name/Address .....

TRADE ENQUIRIES WELCOMED

NEARLY CHRISTMAS

And not the time to bother with Motor Insurance.
Should you have to, it will be as well to telephone or write to :

HYDE-EAST & COMPANY

Associate Insurance Brokers
(INCORPORATING VINTAGE CAR INSURANCE ASSOCIATES)
60 Chertsey Street, Guildford, Surrey.
Guildford 64545/6/7



Genuine alloy road wheels at TRADE discount prices

COSMIC

Types to fit over 100 British and foreign cars. Made from ultra-strong lightweight LM25 aluminium alloy. Stronger than original steel wheels. Tested in excess of rally and racing conditions. Superb appearance, corrosion resistant. In makers sealed cartons.

Typical examples: Price per wheel for set of 5*
Mini £4·99 Viva/Imp £6·16 Cortina £7·14 M.G.B. £8·54
Renault £7·21, B.M.W. £7·14, Opel £7·14, VW £9·80
*Plus £1·50 carr., pack. and insur. per set of 5. Add 50p per wheel for less than 5. Send 3p stamp for quote for your car.

IMMEDIATE DESPATCH FROM Dept... MS

JOHN'S 1731-35 Pershore Rd. Cotteridge, Birmingham 30. Tel: 021-744 2481

Personal callers welcome at any of our *twelve motor stores in* BIRMINGHAM · REDDITCH · STOURBRIDGE SUTTON COLDFIELD · KIDDERMINSTER

HARDTOPS!

for . . . . Elans

Healeys	Alfa
Herald	Vitesse
TR4, 5, 6	Spitfire
Sprite	Midget
MG-A	E-type

all fully lined and from £45

FINLAY REINFORCED PLASTICS

THE DUVER, ST. HELENS RYDE, I.W. Tel.: Bembridge 3248

CAR CASSETTE HOLDER AND CENTRE CONSOLE



No more cassette & cartridge clutter in car, office or home! At last the practical solution! Strong steel case, black Leathergrain covered. Contents rack rises when lid lifts. Integral carry handle. Easy fitting / removal, on or between seats. *Colours: Black, Red or Tan.*
12 Cassette (Philips) **£5.99**
10 Cartridge (Stereo 8), **£5.99**
Both plus p&p 25p.

EXTRA LENGTH GLASS FIBRE CAR AERIALS

From just £1.60 each ! !
Unbeatable value! Glass-fibre—copper coil centre. Coil spring mounted. 3ft. screened lead, jack plug, gutter clip supplied. Detachable from base by Allen key. Superb reception. Various colours.
39" £1.60 72" £2.30 80" £2.60 + 20p p&p
TWYFORD AUTO CONVERSIONS
Dept (MS) Bassingbourne Hall, Stansted Airport, Essex. Tel. Stansted 2729

STOP! LOOK NO FURTHER

BARGAINS FROM LIND-AIR





LOOK! Ex Air Ministry.

8 DAY DASHBOARD CLOCKS

As used in R.A.F. and Civilian Jet Aircraft. Ideal for RALLY work. First-class jewelled movements noted for their extreme accuracy under all conditions. Made to exacting Ministry standards by leading manufacturers : Elgin. Dial size 2½" dia. Flush mounting at back of clock and protruding from panel. With presetting time of trip hands. Originally cost about £35. Money back guarantee if not completely satisfied. Callers welcome.
Add P.&P. 25p to **OUR PRICE**

£6·50

LEMANIA CHRONOGRAPH



EX-MINISTRY chronograph built to the exacting standards demanded by today's Services where accuracy and durability can mean life or death. Rugged, reliable yet inexpensive. Unblemished stainless steel case with screw back. Luminous hands and hour dots. 1/5 sec. sweep with start/stop/return button. 15 jewelled Brequet overcoil hairspring. Plain dial with small continuous secs. dial and small minute recording dial. We can recommend this watch to the connoisseur ! Money back absolutely guaranteed. Add 22p Postage, Packing & Insurance.

£17·50

GREAT OFFER LEMANIA NERO split action STOP WATCH



Jewelled escapement. 1/5th second. 1 revolution in 60 seconds with 30-minute recorder and continuous seconds recorder. Case dia. 2". Our special purchase from the Government enables us to offer you the Stop Watch bargain of a lifetime. Today's new price at least £30. 12 months' written guarantee.

Add P.&P. 22p to

OUR PRICE

£8·75

Superb ex Government 1/10 sec. STOP WATCHES



Precision stop watches by Top Swiss Manufacturers. Suitable for all sporting and general use. Calibrated 1/10th second. VALUE IN EXCESS OF £10. **OUR PRICE ONLY £3.98. P. & P. 22p. Also available:** 'Waltham' 1/5th second stop watch with single button or slide action. **ONLY £4.25. P. & P. 22p.**
All the above watches and clocks carry 12 months' written guarantee. ACCESS or BARCLAYCARD ACCEPTED BY LETTER OR PHONE.

£3·98

LIND-AIR LTD.

DEPT. MS.12, 53 TOTTENHAM COURT RD., LONDON, W
Tel.: 01-637 1601

CLOVER LEAF CARS

Mercedes-Benz FIAT LANCIA



NORTH HAMPSHIRE'S LANCIA MAIN DEALER

1971 (Dec.) LANCIA FULVIA 1600 H.F. LUSSO
12,250 miles only from new, finished in Rosso Corsa with black upholstery, radio; one owner. Full service history. CLOVER LEAF GUARANTEED.

1972 (April) LANCIA FULVIA 1.3S COUPE
8,200 miles only from new, finished in black with red upholstery, radio; one owner. Full service history. CLOVER LEAF GUARANTEED.

BASINGSTOKE 3896–ON THE A30–OPEN 7 DAYS A WEEK

A noisy car means DANGER!

Keep it quiet with an ACOUSTIKIT

The biggest-selling car sound insulation kits in the U.K.

A noisy car can be dangerous. It's hard on your nerves, and your driving. The easy answer is to fit an Acoustikit. It banishes irritating bonnet-drumming, cuts down noise from the gears, engine and road. And Acoustikits are not just the leading insulation kits on the market. They're cheaper than any comparable product too. That's because they're made by the largest manufacturer of vehicle insulation kits in the UK. There's an Acoustikit tailor-made for YOUR car. It makes sound sense to order yours today.

Easy to fit

Specially designed for DIY motorists. Can be fitted in 2–3 hours with easy-to-follow instructions provided. Supplied complete with adhesive and spatula.

Acoustikits are scientifically made to cushion car noise!

Acoustikits are scientifically designed by Eflow's sound insulation experts from sets of natural jute insulation felt, carefully treated by a special process to act as a complete sound barrier. The porous material actually cushions noise, prevents panel drumming, resists noise penetration through the bulkheads and stops amplification. The parts are specially cut to fit every area of the car that will benefit from treatment.

2 types to choose from

Acoustikits are available in two forms:
1. **Super Acoustikits**: To insulate the complete car, give maximum noise insulation.
2. **Underbonnet Acoustikits**: To insulate engine compartment only.

We can also supply basic materials, which can be cut to fit any model not included in the standard range.



Here's a typical Acoustikit layout.

Read what the press say about Acoustikits:
"Result is really fantastic" *Hot Car*
"Car was transformed" *Popular Motoring*
"The ultimate in sound insulation kits" *Vauxhall Motorist*
"By return" service. Adequate stocks kept of all popular models. Virtually every kit can normally be despatched by return.

Money back guarantee There's absolutely no risk when you order an Acoustikit. Your money will be refunded in full if you are not satisfied.

LOOK HERE FOR YOUR CAR

Audi 100 LS	£3.00	£10.00	**Hillman**			**Singer**		
Austin			Avenger	£3.50	£10.80	Chamois	—	£9.00
1100/1300	£2.50	£8.60	Imp	—	£9.00	Gazelle '67 on	£2.80	£10.00
A40	£2.60	£8.50	Super Minx	£2.00	£9.70	Vogue '67 on	£2.80	£10.00
A60	£2.50	£9.00	Minx Pre '67	£2.00	£9.70	**Sunbeam**		
Healey Sprite II	£3.40	£8.90	Minx '67 on	£2.80	£10.00	Alpine '70	£3.00	£9.80
Maxi	£2.70	£9.40	Hunter	£2.80	£10.00	**Triumph**		
Westminster 110	£2.60	—	Minx Est. '67 on	£2.80	£10.20	Herald	£4.00	£9.50
1800	£2.70	£9.20	**M.G.** 1100/1300	£2.50	£8.60	Vitesse	£4.00	£9.50
B.M.W. 2002	£2.50	£9.50	**M.G.B.** & GT	£3.50	£9.00	Spitfire	£4.50	£9.30
Citroen Ami 8	£2.60	£9.20	M.G. Midget	£3.40	£9.00	G.T. 6	£4.50	£9.20
,, Dyane 6	£2.50	£9.00	Magnette (Farina)	£2.50	£9.00	Toledo	£2.80	£9.50
Daf 44 & 55	£2.50	£9.50	**Mini**			1300	£2.70	£9.40
Daf 33	—	£9.50	Clubman	£2.30	£8.00	2000 Mk. I	£2.80	£10.00
Datsun 100A	£2.50	£9.20	Clubman Estate	£2.30	£9.00	2000 Mk. II	£3.00	£10.00
Fiat			Saloon	£2.00	£8.00	**Vauxhall**		
128	£2.50	£9.00	Traveller	£2.00	£9.00	Viva H.A.	£3.00	£9.50
124	£2.60	£9.20	Van	£2.00	£8.50	Viva H.B.	£2.70	£9.80
124 Sports Coupe	—	£9.00	Pick-up	£2.00	£6.30	Viva H.B. Est.	£2.70	£10.00
500 D, F, L	—	£7.00	**Morris**			Viva H.C. & Est.	£3.00	£9.50
850 Sport Coupe	—	£8.30	1100/1300	£2.50	£8.60	Victor 2000 '68 on	£3.50	£10.00
Ford			1000	£2.80	£8.50	Victor 2000 Est.	£3.50	£10.50
Anglia 105E	£2.70	£8.60	1000 Trav.	£2.80	£8.80	Victor F.B.	£2.30	—
Anglia Est.	£2.70	£9.00	Oxford (Farina)	£2.50	£9.00	Victor 101	£2.30	£9.80
Capri '69 & 3000	£2.80	£9.20	Marina (all mod)	£3.30	£10.50	**V.W.** Bille '67 on	—	£8.80
Cortina Pre '67	£3.00	£9.80	**N.S.U.** 1200	—	£9.00	V.W. 1302S '71	—	£8.80
,, Est. Pre '67	£3.00	£10.00	**Renault** 4	£2.80	£8.60	**Volvo**		
Cortina '67 on	£3.20	£10.00	Renault 6	£2.80	£8.60	164	£3.50	£10.50
,, Est. '67 on	£3.20	£10.30	Renault 12	£2.80	£9.00	144/5 Est.	£3.50	£10.00
Cortina '70 Mk. 3	£3.00	£10.00	Renault 16	£2.30	£9.00	121/122	£3.00	£10.50
Corsair	£3.20	£10.00	**Range Rover**	£3.80	£9.80	**Wolseley** 1100/		
Escort	£3.00	£9.50	Rover 2000	£2.70	£9.20	1300	£2.50	£8.60
Escort Van	£3.00	£9.80	**Riley** 1100/1300	£2.50	£8.60	Wolseley 16/60	£2.50	£9.00
Escort Est.	£3.00	£10.00	Riley 4/72	£2.50	£9.00	**Commer**		
Zephyr III	£2.70	£9.80	**Saab** 96 V4	£3.00	£8.30	Autosleeper	£3.70	—
Zephyr Ser. 4	£3.50	£10.50	**Simca** 1501	£2.30	£8.60			

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 30p for Underbonnet Acoustikits and 50p for Super Acoustikits.

YOUR NO RISK ORDER FORM! Hurry! Post today.

To: Eflow Developments Co. Ltd. (Dept. MS23), Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel: Worcester (0905) 23260
Please send me by return: Super Acoustikit/Underbonnet Acoustikit
Details of basic materials* for my car.

Make ..... Model ..... Year .....
I enclose cheque/P.O.* (payable to Eflow Developments Co. Ltd., & crossed)
£ ..... (cost of the kit plus part carriage charge). *Delete as appropriate
Name .....
Address .....
MS23

CAPS, PLEASE

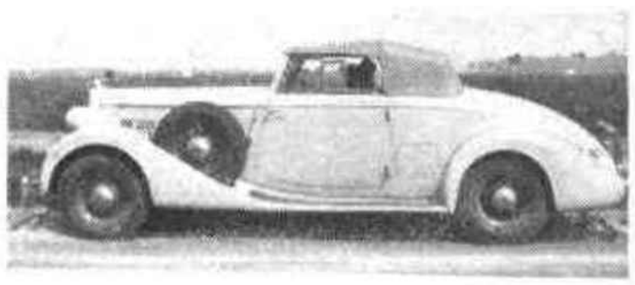
ACOUSTIKITS The silent revolution in motoring

DON GIVES MORE HOOD FOR YOUR MONEY!



Send now for catalogue, price list and sample card for Hoods or tonneau covers for all sports cars to:-

DON *TRIMMING CO. LTD.*
Department M.S 2A Hampton Road, Erdington, Birmingham B23 7JJ.
Telephone: 021-373 1313



1935 PACKARD "SUPER EIGHT" COUPE
REG. No. VXR 1

R.H.D. Yellow with green interior and hood, original radio, heater; new tyres. Mechanically 100%. Bills for £2,300 available during past five years by Vintage Specialist. A very fine looking rare motor car.

£2,450 o.n.o.

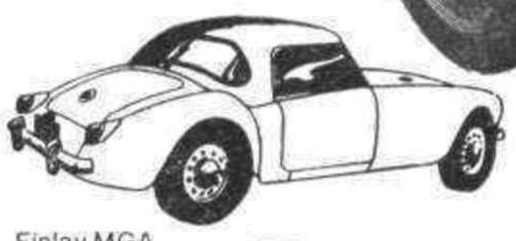
Tel. A. M. Grant. Lyndhurst 2915 (Hampshire)

SPORTSCAR

OWNERS!

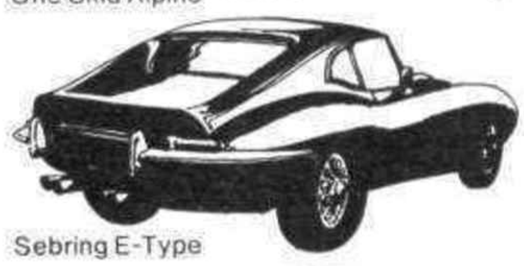


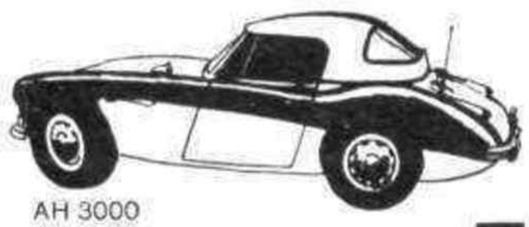
AKS Triumph TR4–6


Finlay MGA

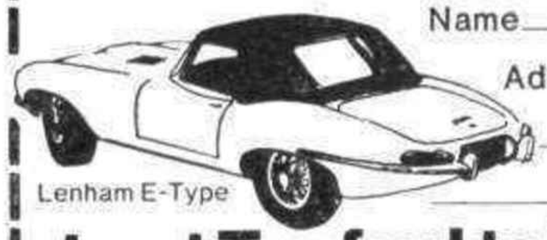

Alfa Romeo


One Skid Alpine


Sebring E-Type


AH 3000


Lotus Elan


Lenham E-Type

Hardtops from £55 for Lotus, Herald/ Vitesse, Healey 3000, MGA, Alpine, Alfa Romeo, Jaguar E, Triumph TR 4–6.

This is a tiny part of the Twyford Range.

The largest selection of hardtops, bonnets, body panels, accessories and specialised equipment under one roof.

Anywhere in Europe!

Main distributors for AKS, Finlay, Lenham, One Skid & Williams & Pritchard.

Any other make of hardtop supplied to order.

Send 3 × 3p stamps for brochures. NOW!

To Twyford Auto Conversions, Bassingbourne Hall, Stansted Airport, Essex. Telephone: Stansted 2729

I have a _____

Please send brochures.

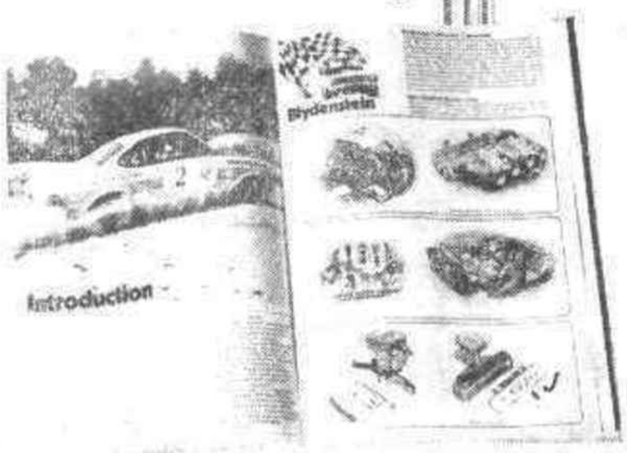
Name _____

Address _____

MS12

trust Twyford to have the answer.





Recommended reading for all Vauxhall owners...

Bill Blydenstein reveals all – or almost!

We had planned a full frontal. However Bill Blydenstein's natural modesty ruled out such blatant commercialism.

Nevertheless, Vauxhall owners will find much of interest within this new tuning and accessory catalogue.

A note with details of your car, accompanied by a 5p stamp, will bring a copy by return of post. Get the facts – they're all here in the first real A to Z of Vauxhall Tuning Conversions and Specialised Accessories.

BILL BLYDENSTEIN, Station Works, Shepreth, Nr. Royston, Herts. Royston 60051/2



TAILORED CAR CARPETS



FROM ONLY £7.00

Complete tailored Car Carpets In Luxurious Pile Carpet copied from Manufacturers' original patterns with rubber pad for driver's heel, and bound in nylon. Invaluable to brighten and protect old and new cars alike, they form a very effective noise insulation. Despatch is within 7 days and the price includes postage and purchase tax. For all cars, the whole floor, gear box and tunnel are included. Both qualities of carpet include Black, Blue, Green, Red, Grey, Brown. Studs (if required) are 55p for 13. For front only, deduct 25% from listed prices. If you require further details and samples please send a large S.A.E. or 3p stamp.

	Plain	Foam backed
Sprite, A.H. 3000, MG-A, MG-B, Spitfire, GT6, TR3, to TR5 Alpine	£7.00	£8.00
All BLMC Mini Types, A.35, All Rootes/ Chrysler, Imp Types	£9.35	£10.45
All BLMC 1100/1300 Types, Minor, A.40, Escort, Capri, Anglia, Viva, E-Type, Fiat 124, 127, 128, Avenger, All VW Beetles	£9.90	£11.30
All BLMC 1500/1600 Types, 1800, Range Rover, Maxi, Marina, Herald Types, Cortina, Corsairs, All Rootes/Chrysler 1500/1750 Types, Victors, Triumph 1300 Types	£10.75	£12.40
A110 range, Zephyr III & IV, Consul, Granada, Jag. 2.4/3.4, All Rovers, Triumph 2000	£11.55	£13.20

Please supply Carpets/Details only. Colour .....

Car Make..... Model..... Studs ? (55p)..... Quality.....

£..... Enclosed. Please send C.O.D. (25p charge)

Name ..... Address .....

WEBBING COMPONENTS LTD.
Dept. MS12/72, Brighouse, HD6 1BT, Yorks.



"Sterling Cars"
HIGH STREET, WALTON-ON-NAZE, ESSEX
Tel.: Frinton-on-Sea 5768

SUNBEAM ALPINE, 1954. RESTORED TO *CONCOURS* IN EBONY BLACK OVER METALLIC SILVER. THIS VEHICLE IS A MAGNIFICENT EXAMPLE OF THIS AWARD-WINNING *MARQUE*, AND IS THE EPITOME OF ELEGANT TWO-SEAT MOTORING.

Also available an actual Sunbeam WORKS TEAM CAR and several other fine classics. Finance is available and we are willing to take any interesting car in part exchange.

MAIL ORDER TODAY — MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

New Books

A Brief Guide to Rolls-Royce and Bentley Cars 1925-1965	£2·20
A Source Book of Commercial Vehicles	£1·05
A Source Book of Military Wheled Vehicles	£1·05
International Catalogue of Commercial Vehicles 1972 (in French, German, Italian)	£2·60
Buses and Trolleybuses Before 1919	£1·65
Passenger Cars 1915-23	£1·40
Zenith Carburettors	£1·05
Ford V8 Service Bulletins 1932-37	£3·65
Ford V8 Service Bulletins 1938-40	£3·25
Those Wonderful Unauthorised Accessories For Model A Ford	£2·25
Lorries, Trucks and Vans 1897-1927	£1·65
The Boondocks (Motor-racing novel)	£2·40
Car Service Data (From 1953)	£1·85
Motor Racing Year 1973	£1·95
Nation Story	£2·95
The Fabulous Porsche 917	£2·80
Tuning Overhaul Manual AP Automatic Transmission	£6·00
The Guinness Book of Tank Facts and Feats	£1·00
Driving in Competition (USA)	£2·80
Suspension and Handling	35p
Bantam Jeep BRC	£2·80
Ford Jeep GP	£2·80
Willy's Jeep MA	£2·80
The Military Jeep Complete Service Book (Willys MB, Ford GPW)	£3·65

Autocourse 72/73 – No price available when ad prepared but it will be ready for Xmas. Send 35p p.p. plus the advertised price now being published in the weeklies.

Illustrated Book of World War II (all Colour)	£3·35
British Artillery Weapons & Ammunition 1914-1918	£6·85
Pictorial History of Tank of the World: 1915-1945	£4·75

NEW CAR PROFILES
We carry all these in stock, 50p each plus 5p p.p.

Osprey Men at Arms—

The Cossacks	£1·35
United States Marine Corps	£1·35
The Soviet Army	£1·35
Luftwaffe Airborne & Field Units	£1·35

Ballantine's Illustrated History of the Violent Century:-

The Rape of Ethiopia 1936	58p
Guzzing	58p
Himmler	58p
Merrill's Marauders	58p
Lancaster Bomber	58p
Winter War (Russia v. Finland)	58p

Automobile Quarterly
Annual Subscription £20·00
Now up to Vol. 10 no. 2 we have all back issues in stock £2·70 each, postage 35p.

Early Cars – Michael Sedgwick	£1·10
The Motorists Bedside Book – Edited by Tony Harding	£2·15
My Motoring Reminiscences – S.F. Edge (Reprint)	£3·65
Ford Cortina Tuning for Power and Performance	£1·85
Motor Racing Calendar 1973 (Should be printed in February)	£1·90
Castrol Rally Manual 2	£1·60
Briggo – Barry Briggs Speedway Champion	£2·15
Motor Racing Calendar	£1·95
Morgan – First and Last of the Real Sports Cars	£4·15
The Magic of MG	£4·75
Sports Car Championship	£3·45
A History of Motor Racing	£4·25
The Motor Sport Book of The Austin Seven	80p
The Wankel Engine by Norbye	£4·80
Rolls-Royce 1940-50	£1·40
Automobiles of G.B. 1921	£1·40
Automobile Quarterly's World of Cars – Over 300 of the world's most beautiful, exciting & interesting cars, in action!	£10·95

A new series of Peter Russek Repair Guides – including Citroen AM.B, DS and ID, Renault 6 and 12, Volkswagen from 1968 etc. each £1·05

The Observers' Military Vehicles Directory from 1945	£2·70
Earth-Moving Vehicles	£1·65
Wreckers and Recovery Vehicles	£1·65
The Rolls-Royce Motor Car (New Edition)	£6·80
3000 Cherished Plates (1972 Ed. of Car Numbers)	£2·95
The Story of The MG Sports Car – Wilson McComb	£3·50
Riley Maintenance Manual 1930-1956	£4·00
Racing & Sports Car Chassis Design	£3·75
The Daimler Tradition	£6·35
The Mercedes-Benz Racing Cars	£10·95
Faster! – Jackie Stewart & Peter Manso	£2·70
Marlboro Grand Prix Guide	£1·65
Oldsmobile – The First Seventy-five Years	£2·80
S. U. Carburettors – Servicing, Tuning and Tuning	£1·05
The Observer Book of Automobiles 1972	58p
Fire-fighting Vehicles 1840-1950	£1·70
Jim Clarke – Portrait of a great driver	£1·85
John Player Motor Sport Yearbook 1972	£1·70
Sixty Years of Chevrolet	£6·70
The Ford V8 Affair	£7·15
Rolls-Royce: The Living Legend	£4·55
The Magic of a Name	£1·90
Air-Cooled Automotive Engines	£8·35
How to Hot-Rod Small Block Chevy's	£2·35
Aces Wild – The Story of the Britain Grand Prix	£2·60
The Manual of Car Electronics	£1·75
Automobile Radio Interference Suppression	£1·65
Motor Sport Annual (Race Report 5)	£1·80
The Complete Chevrolet Book	65p
Jaguar Cars 1954-58	65p
60 Years at Ruggi N (Essentially 100 pages of fine examples of Italian high performance cars over the years)	£4·85
The Rolls Handbook – Hooton-Evans	£2·45
American Automobile – Rolfe Sloan	£6·70
The Story of Lotus 1965-1972	£4·50
Road Racing 1970 by Cimik	£2·95
Rits and Pieces by Rits	£2·40
Full Throttle by Rivers	£3·20
Post-War British Thoroughbreds – Their Purchase and Restoration	£1·75
Grand Prix Chronology (Since 1950)	£1·75
American Cars of the 1930's	£1·65
Motor Age 1960-1964	70p
Motor Age 1925-1929	70p
Motor Age 1930-1934	70p
Essentials of Upholstery and Trim for Vintage and Classic	£3·60
Early Motorcycles – Construction, Operation, Service	£2·80
Sports Cars of the World No. 2	85p
Super Bike Road Tests	£1·40
Henry Ford and Grass Roots America	£4·50
Rolls-Royce and the Great Victory	£3·35
How to select and install Turbochargers	£2·25
The American Car since 1775 (Automobile Quarterly)	£6·60
From Here to Obscurity – An Illustrated History of the Model T Ford 1909-1927	£6·70
Motor Racing – The Grand Prix Greats	£2·15
Steam Automotive Analysis	£2·10
Basic Engine Hot Rodding (Hot Rod)	85p
THE ENCYCLOPAEDIA OF MOTOR SPORT (Ed. by G. N. Georgano)	£7·35
The Model Ford 'A' At Henry Boat IC	£5·55
Fifty Years of Lincoln Mercury	£6·60
Automobile Year No. 19	£5·35
Motoring and the Mighty	£2·10
Group 7 – The World's Most Powerful Racing Cars	£2·65
Scientific Design of Exhaust & Intake Systems	£3·85
The Observer Book of Commercial Vehicles	50p
When the Flag Drops – Jack Brabham	£2·65
Seven Miles of Pencil – An Intimate Impression of the Brighton Run	£3·20
Veteran & Vintage Cars in colour from the Rolsee Car Collection	£1·70
Motorcycles in colour	£1·40
Racing Cars in colour	£1·40
Champion of the World (An illustrated account of Jackie Stewart)	£7·35
Jochen Rindt – The story of a Champion	£2·40
Cars of the World – Scheel (Reprint)	£1·95
Wheels at Speed by Chula	£2·95
Wheelgion by May	£2·95

Ballantine's Illustrated History of the Car

De Dion Bouton	58p
Lincoln	58p
Norton	58p
Bugatti	58p
Alfa Romeo	58p
Brooklands	58p
Isotta-Fraschini	58p
Pierce-Arrow	58p
Ferrari	58p
Rolls-Royce	58p
The Racing Stutz	58p
Jaguar	58p
Harley-Davidson	58p

Grand Prix Championship 1950-1970	£1·60
Such Sweet Thunder – The story of the Ford Grand Prix Engine	£2·70
Antique Auto Body Decoration for the Restorer	£1·85
Antique Auto Body Accessories for the Restorer	£1·85
Antique Auto Body Brass Work for the Restorer	£1·85
Antique Auto Body Woodwork	£1·85
Antique Auto Body Leatherwork	£1·85
Antique Auto Metalwork	£1·85
Antique Auto Body Top Work	£1·85
Larry Reid's New Rally Tables	£1·35
Restoration of Vintage, Thoroughbred Cars (Sixth Edition)	£2·35
Design & Tuning of Competition Engines – (5th edition)	£5·15
The Rover	£3·70
The Chequered Year – The story of a Grand Prix racing season	£3·05

Four softbound volumes of the Car Profiles ... with 14/15 Profiles in each (Supplies Limited)—

Veteran & Vintage Cars in Profile	£2·10
Great Cars in Profile	£2·10
Sports Cars in Profile	£2·10
Luxury and Thoroughbred Cars in Profile	£2·10
Lost Causes of Motoring – Europe – Vol. I	£2·65
Lost Causes of Motoring – Europe – Vol. II	£3·40
Steam Cars 1770-1970	£3·30
Sports Car & Competition Driving – Paul Frere	£2·25
Porsche Story (2nd edition)	£3·20
Marathon in the Dust – Innes Ireland	£1·95
Georges Roesch and the Invincible Talbot	£5·50
Always in the Picture – A history of the Velocette Motor Cycle	£4·80
Handbook of the Austin Seven	80p
The Theory & Practice of High Speed Driving	£1·55
Rallying Escorts and Cortinas	80p
The Mighty Mercedes	£4·30
The World's Racing Cars	£1·40
24 Jaguar Road Tests – "Road & Track"	£2·25
15 Ferrari Road Tests – "Road & Track"	£1·30
24 Porsche Road Tests – "Road & Track"	£2·25
23 MG Road Tests – "Road & Track"	£2·25
15 Corvette Road Tests – "Road & Track"	£1·45
Motor Road Tests 1974	£1·45
The Three-Wheeler – Story of the Morgan	£1·55
Passenger Cars 1905-1912	£1·35
Encyclopaedia of American Automobiles – (Giovanni)	£2·75
Specials – J. Ridder (Reprint)	£2·95
Veteran & Vintage Car Owners' Directory 1971	55p
American Cars of the 1950's	£1·35
The Vintage Years of the Morgan Three-Wheeler	50p
The Light Car: Technical History of Cars (with engines of less than 1600cc)	£1·40
The Racing Driver – Denis Jenkinson	£2·25
The Story of Lotus 1947-1960	£2·40
The Racing Sports Car	£2·25
Jaguar and SS Cars 1931-1951	£3·75
Mario Andretti	£2·30
The Incredible A. J. Foyt	£2·40
How to Hot Rod Volkswagen Engines	£2·30
How to go advanced plastic modelling	£2·15
History of the Motor Car	£5·50
Land Speed Record – Posthumus	£4·75
Motoring through 'Punch' 1906-1970 Edited by Brookbank	£2·35
Automobile Design – Great Designers and their Work – by Barker & Harding	£4·48
The Custom Body Era (USA)	£10·35
Die Geschichte Der Bugatti – Automobile	£5·20
The Jeep	£1·65
Half Tracks	£1·65
The 1930 London Motor Show & Paris Show	£4·25
The Racing Sports Car	£2·40
Transport Museums in Britain – Western Europe	£4·25
The Worlds Motor Museums	£3·25
Motor Body Repairing & Retrimming	£2·00
L'Histoire Illustree du Grand Prix de Suisse 1934-54	£5·65
Indianapolis '500'	£3·30
A History of Motor Sport in Ireland 1903-1969	45p
How to Start Motor Racing	60p
How to Start Rallying	90p
The Record Breakers – Tom Wise	£2·25
Illustrated History of the Ford 1903-1970	£6·60
What's It Like Out There – Andretti	£2·70
Packard – A History in Ads	£2·25
Competition Cars of Europe	£1·80
Glass Fibre Autobody Construction Simplified	£1·80
Life at the Limit – Graham Hill	£1·95
Le Grandi Alfa Romeo – Foni	£10·30
Cars of the 1930's – Setchmick	£3·75
The Model T Ford Owner (The best of Motor Age monthly)	£2·80
Arundel Report (Jim Clarke Foundation)	£2·20
The Rolls Ave Round – The Story of International Rallying	£1·61
History of the World Sports Cars	£2·15
History of the World Racing Cars	£2·45
Il Mondo Dell' Automobile Torino	£4·25
The Cars of Kings – The Mercedes 'K' & 'S'	£9·40
Those Elegant Rolls-Royce	£5·50
Rolls-Royce The Enduring Continues	£5·50
Twenty Silver Ghosts – Paintings by M. Brindle	£26·50
Illustrated History of the Beetle	£2·95
Complete Encyclopaedia of Motor Cars – 1905-1964 (edited by G.N. Georgano)	£6·55
Rolls on the Rocks – The History of Rolls-Royce	£1·65
Legends in the Thirties	95p
Alvis in the Thirties	95p
Alfa Romeo – Hull Sutcliffe (new edition)	£3·60
MG-Midget 1.35 Handbook	£1·35
MG-Midget TD Handbook	85p
MG in the Thirties	£1·35
The MG Shots	£2·40
M.G. Cars 1929-34	95p
M.G. Cars 1935-40	95p
M.G. Cars 1940-47	95p
M.G. Cars 1948-51	95p
M.G. Cars 1952-54	95p
M.G. Cars 1955-57	95p
M.G. Cars 1957-59	95p
M.G. Cars – The Early Years	95p

RIO VETERAN & VINTAGE CARS For COLLECTORS

1/43 SCALE

A RANGE OF BEAUTIFUL MODELS WITH IMPRESSIVE DETAIL – EVEN THE TYRES HAVE AUTHENTIC TREAD PATTERN!



Send for Full Colour Illustrated Catalogue 8p

Italia 1 tanga flavio 1906	£1·65
Italia peking 1907	£2·00
Fiat 501 sport 1918-26	£1·75
Fiat 501 Gropido 1919-25	£1·75
Alfa Romeo P3 1932	£1·75
Fiat model 'O' 1912	£1·75
Fiat model 'O' spider 1912 (open or closed)	£1·75
Isotta Fraschini type 8A 1924 (open or closed)	£2·05
Bianchi landaulet 1908 (open or closed)	£2·05
Fiat 509 1932-37	£1·75
Fiat type 2 1910-26	£2·05
Isotta Fraschini sports 1924	£1·89
Chalmers Detroit 1909	£2·05
Mercedes Benz 1909	£1·89
Bianchi 15/20 1906	£1·75
Alfa Romeo 6 cyl. 1932	£1·75
Fiat autobus 1915	£2·89
Mercedes 8 cyl. 1938 (open or closed)	£2·36
Fiat 60 h.p. 1905 (open or closed)	£1·89
Fiat 24 h.p. 1908	£1·75
Fiat 12 h.p. 1902	£1·63
Fiat 24 h.p. limousine 1905	£1·79
Bianchi landaulet 1905	£1·75
Mercedes Simplex 1909	£1·75
De Dion Bouton 1894 (steam) with trailer	£2·05
Fiat 8 h.p. 1901	£1·75
Fiat 16/24 h.p. 1903	£1·75
Mercedes 6 cyl. 70 h.p. 1908	£1·75
Renault double sedan 1907	£1·75
Renault (Marne taxi) 1913	£1·75
Bugatti Royale sports 1927 (open or closed)	£2·05
Fiat 16/24 h.p. 1908	£1·75
Rolls-Royce Phantom II 1931 (open or closed)	£2·05
Lancia Dilambda 1929 (open or closed)	£1·75
Lincoln Continental 1941 (open or closed)	£2·05
Duesenberg 'SJ' 1928 (open or closed)	£2·05
Thomas Flyer 1908	£1·75
Bugatti 5000 c.c. 1932	£2·36
Super Fiat V-12 1921	£2·05
Lincoln 1928 (open or closed)	£2·36
Renault Torpedo 1923 (open or closed)	£2·05
Bugatti Royale saloon 1927	£2·36
Alfa Romeo 40/60 h.p. 1914	£2·05
Grand prix 1962	£1·75

+10p PP

Riley Cars 1932-35	95p
Riley Cars 1936-39	95p
Riley 1945-50	95p
Jaguar & SS Cars 1931-37	95p
Jaguar & SS Cars 1937-47	95p
Jaguar Cars 1948-51	95p
Jaguar 1951-53	95p
Jaguar Cars 1955-57	95p
Bentley – 50 years of the marque	£5·50
The Other Bentley Boys	85p
Bentley 1940-45	£1·40
1000-1915 Veteran Cars of the World	£1·75
La Favolose Targa Florio	£7·00
Grand Prix Racing Facts, Figures 1948-1963 (paperback)	£1·60
The Grand Prix Car 1954-1966 – Setright	£7·60
British Racing Green	£3·25
The Theory & Practice of Cylinder-head Modification	£2·60
W.W.II Jeep Handbook & Repair Manual	£2·50
Motor Cycles – A Technical history	85p
Motor Cycle Cavalcade – The history of the Motor Cycle 1884-1950 (Reprint)	£2·85
Vintage Motorcycles – Sheldon (Reprint)	£2·95
Tuning for Speed (Motorcycles)	£1·20
Porsche – Pritchard	£1·25
Porsche – The man, his cars (new edition)	£3·40
A Pictorial Survey of Racing Cars 1919-1939	£3·30
Four-Wheel Drive Handbook	£1·15
The Sports Car – new 3rd edition	£2·25
Il Tridente – Storia della Maserati	£3·25
Building & Racing an 850 Mini – Building a single seat Mini-engined record breaker	95p
High Speed, Low Cost – Building a single seat Mini-engined record breaker	£2·50
High Speed Internal Combustion Engine –	£6·25
The Art, Technique of Driving – Pat Moss/ Carlsson	£1·63
The Works Minis	£3·00
The Technique of Motor Racing	£1·88
Marathon by Brenan	£1·63
Rallying – Stuart Turner	£1·63
Prince of Speed – Phil Read	£1·65
Autocourse 1971-72	£4·25
Jaguar – SS Cars 1931-1951 – Now in paperback	£2·40
Valve Mechanisms For High Speed Engines	£4·80
Castrol Rally Manual 1	£1·35
The Leyland Papers	£2·95
The Mercedes-Benz Story	£2·20
Healeys & Austin-Healeys	£4·50
McLaren, The Man, the Cars & the Team (A Souvenir – now diverse, & including 1973 cars)	£3·55
The Complete Book of Building & Collecting Model Automobiles	£4·45
Jackie Stewart World Champion	£1·90
Follow the Circus (A travel around the Cars/Airs)	£2·25
Morgan 1936-60 (4 Wheelers)	95p
The Inside Story of the Fastest Fords	£3·10
Expert Driving the Police Way	£1·65
Car Badges of the World	£1·65
Prototype 1968-70 – A detailed analysis of the World's leading Racing Cars	£2·40
Vintage Years at Brooklands – Photo record of motorcycle racing at Brooklands – Dr. J. Hayles	£3·90
The Jaguar Companion	£1·38
The M.G. Companion	£1·38
The 1100 Companion	£1·38
The Rolls-Royce Companion	£1·65
Le Ferrari	£10·25
Ferrari Sports & Grand Turismo Cars – L. Moreau	£8·65
Ferraris (2nd edition)	£3·50
How to Keep your Volkswagen Alive – all models 1950-1970	£2·80
Volkswagen Nine Lives Later	£2·80
Scammell Vehicles	£1·65
Il GATTI – le par sang des automobiles	£5·25
Grand Prix Bugatti	£3·70
Das Grosse Bugatti Buch	£4·75
The Fun of Old Cars	£4·50
The Jaguar Story	£2·25
The Alfa Romeo Story	£2·25
The Vintage Bentley Book	95p
Another Vintage Bentley Book	95p
Bentley in the Thirties	95p
Rolls-Royce in the Twenties	95p
Rolls-Royce in the Thirties	95p
History of Brooklands Motor Course 1906-1940 (Illustrated)	£2·75
Go Formula Ford – How to start single seater racing	£2·55
Tuning Stromberg CD Carburettors	48p
Tuning Weber Carbs	72p
The Sports Car Engine – It's tuning & modification	£1·90
Valve Timing for Maximum Output	48p
Racing Engine Preparation	30p
BMC Minis – Tuning modifications & maintenance	£1·95
Tuning BMC Sports Cars	80p
Tuning Four-cylinder Fords (from 1959)	£1·65
Tuning Twin Cam Fords	80p
Tuning Side Valve Ford 100E	70p
Tuning Standard Triumphs up to 1300 c.c.	58p
Tuning Standard Triumphs over 1300 c.c.	£1·65
Tuning Volkswagens	£1·00
The Modern Steam Car and its Background	95p
Steam Car Scrapbook	95p

WORKSHOP MANUALS

Over the continent by some of the advertising that you see most we cannot certainly run the official manufacturers' manuals, in most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £2·50 to £3·00 per hour, it does not take much 'common' to see the sense of buying them.
Ask us if we can supply your manual.

BOOKS: Prices include postage, packing to Anywhere in the World.

AIRCRAFT & ARMOUR BOOKS LIST. 12p (Refunded on orders of £2·50 or more)

For XMAS — SPECIAL LIMITED EDITION



1/24 SCALE

250 F GP MASERATI

Plain Red-Chassis, Suspension and External Detail (NO ENGINE)

IN SHOWCASE with SILVER PLAQUE

£50·00 + SPECIAL PACKING £1·50

FERRARI 312 B/2 KIT by PROTAR



1/12 SCALE
650 PARTS

COMPLETE INTERNAL ENGINE AND GEARBOX DETAIL

£10·40 +30p P.P.

A.M.T. TRUCK, TRAILER & FIRE ENGINE KITS

1/25 SCALE

A NEW SERIES of Plastic Kits offering the modeller a new experience of 'Size' and Multi-wheel complexity providing many hours of enjoyment and a satisfyingly large model at the end. All Trailers are interchangeable and can be coupled to any of the Prime Movers. Excluding the small Fire and Police Cars, these Models range from approx. 10" (Prime Mover only) to approx. 40" (Prime Mover plus Double Trailers).

Forward-Truck (P.M.)	£3·65
Petrolift Cabover Truck (P.M.)	£3·65
Ford Dump Truck	£4·25
LN.F.-8000 Ford Truck (P.M.)	£2·99
Racing car Transporter	£4·25
Fourwheel Tank Trailer	£2·65
Fourwheel Box Trailer	£2·99
Chevy 'Titan 90' Truck (P.M.)	£3·65
Ford 'Short Hauler' Truck	£4·25
'Plated' Tank Trailer	£5·10
Kenworth W-925 Tipper Truck (P.M.)	£3·65
Kenworth K-123 Cabover (P.M.)	£3·65
Double Van Trailers	£5·90
Giant Auto Transporter	£3·65
Transit Mix Concrete Mixer Truck	£5·90
Chevrolet Fire Chief	£1·60
Ford Interceptor Police	£1·60
A.M. Lafrance Ladder Chief Fire Engine	£7·25
A.M. Lafrance Pumper	£5·10
Chevy. Rescue Van	£3·15
Trailboy Trailer	£3·60
G.M.C. Astra 9G Truck	£3·65
Peterbilt Wrecker	£5·10
Fourhaul Ext. Post Van	£3·65
Trailmobile Single Van	£3·20
Ford C-900 Station Truck	£4·25
A.M. Lafrance Chief	£7·25
Crew Chief Chevy Blazer	£1·60
Gear Hustler Chevy CT Carrier For Construction Field Service	£1·60
Ford C-900 Tilt Cab Tractor	£2·99
Caterpillar Bulldozer	£5·10
Trailmobile Allied Moving Van	£3·65
Autocar A64B (PM)	£3·65
Ford C600 City Delivery	£4·25

VEHICLE SETS

Peterbilt Truck & Box Trailer	£7·25
Peterbilt Cabover Truck and Fourhaul Tank Trailer	£7·25
Turnpike Train – Kenworth Truck with Trailmobile Double Van Trailers	£9·50
Auto Carrier – Ford Truck & Transporter	£6·45

+25p P.P.

SEND FOR A·M·T CATALOGUE 35p

WIDE RANGE of DIECASTS & PLASTIC KITS – MERCURY, POLITOYS, SOLIDO, RIO Send for leaflet 5p

RaceTapes



1972 GRANDS PRIX

£2.50 each

MONACO BELGIAN FRENCH, BRITISH etc

5p P&P



DAN GURNEY'S ALL-AMERICAN RACING DECALS

THREE SEPARATE PACKETS of 11 DIFFERENT DECALS EACH (ie. 33 DIFFERENT DECALS)

£1·50 Per Packet + 5p P&P

TOURING 1931 Grand Sport 2·3 Litre 8cyl. ALFA ROMEO

PERFECT REPRODUCTION

1/8 Scale KIT



A NEW POCHER MODEL

A sporting model of fine detail, built from original designs supplied by Alfa Romeo. Over 1,500 parts from high resistance plastic, brass, stainless steel, leather, iron, copper, rubber, etc. Working four-wheel brakes and steering, opening doors, bonnet and luggage rack. Crankshaft complete with rods & pistons, headlamps are lit from dashboard. Seats and trimming in real leather. Model comes complete with tool box.

£45·00 +75p PP

Custom Door Handles & Window Winders

DISTINCTIVE RACING STYLE

CHROME HARDWARE WITH FINEST WALNUT TRIM

ALL MOUNTING HARDWARE INCLUDED



Window Winders £3·80 Pair

P&P 15p

Door Handles £2·98 Pair

Ash Sprite III/IV to 67 — MG Midget 1(01) to 67
B.M.W. 1026 and 1600 — Alfa Romeo 56 to 68
Jaguar 3i Type to 67 — Sunbeam Alpine/Tiger
Jaguar MK1/2/3/240/420 to 67 — A.H. 3000
Austin/Morris/MG 1100 to 67 — MGB to 67
Triumph Spitfire/TR4/TR6 — Honda 1000

All British Cars since 1968 with Safety Winders & 'V' AF Hex Fitting WINDOW WINDERS ONLY £4·25

KLAXON HOOTERS



The 'KLAXET' – can be heard 250 yards away in still air.
6v. or 12v. D.C. **£8.60** +25p P&P
The 'SUPER' KLAXON HEK can be heard 600 yards away in still air.
12v. only **£12.05** +30p P&P

We can assemble Kits and supply scratch-built models to order (collection only) – ask for prices.

WARNING ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

Send 12p for Illustrated Catalogue of BOOKS & ACCESSORIES

MONO·MAG The REAL WIRE Wire

(PUSH FIT CONNECTIONS ONLY)

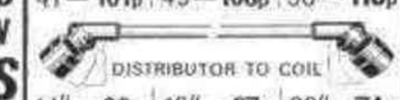
Sort out old HT, gremlins? Stop wondering where your sparks have gone. Fit MONO MAG Copper cored Spark-plug cable today and benefit from:- • Extra mileage • Easier starting (especially in bad weather) • Constant voltage at high rpm. • Improved combustion thereby reducing pollution. Permits static free operation of stereo radios, tape players, mobile telephones, two-way radios, T.V. & marine communications. Ideal for capacitor discharge ignition systems.

CUSTOM LENGTH WIRES



DISTRIBUTOR TO SPARK PLUG

12"— 67p	16"— 74p	21"— 77p
26"— 84p	30"— 87p	35"— 94p
41"— 101p	49"—108p	56"—118p



DISTRIBUTOR TO COIL

14"— 60p	18"— 67p	22"—74p

For Further Details Send for Leaflet



PU 140 PORTABLE TEST/TUNE Unit

In one compact unit, this versatile device gives instant check on your car electrics. It shows ■ charging rate ■ condition of points ■ ignition check ■ voltage output at coil – static & cranking ■ continuity checks ■ dwell angle ■ engine speed ■ battery & dynamo voltage. You no longer need elaborate & pricey equipment. Complete with leather case.

£20.00 +35p PP

Chosen by MOTOR as one of the 'Top Ten' accessories for 1971

HOT PAINT

HIGH TEMPERATURE (1200° range)

For spraying on engines, exhaust manifolds, silencers etc. Attractive matt finish easily cleaned with soap & water. Available colours: White, Black, and Silver.

£1·50 per 10½ oz. aerosol + 20p PP

PSW CARB TOOL KITS for SU and STROMBERG



Designed to fit all S.U. Carburettors to test and adjust 1) Piston for free movement 2) Centering the jet 3) Synchronizing 4) Mixture strength 5) Fuel level.

SU Twin Carb set	£1.95
SU Triple Carb set	£2.50
Stromberg Twin Carb set	£1.95

+ 10p P&P

Tomorrow's Champion!



Kid, today's champion tomorrow – and if you just can't wait for tomorrow, you can LOOK like your idol TODAY

from £3.95 + 25p P&P

In Cotton Drill. • Quality junior overalls modelled on those of champions like Jackie Stewart, Graham Hill and Chris Amon. In 7 sizes: 3-4yrs £3·95; 5-6yrs £4·25; 7-8yrs £4·75; 9-10yrs £4·75; 11-12yrs £5·00; 13-14yrs £5·64; 15-16yrs £5·87. * All Prices +25p PP

Colours: Emerald Green, Cherry Red, Turquoise Blue, Mustard Yellow and Orange, with collar, cuffs & flashings in contrasting colours. Complete with woven car badge.

State size when ordering.

JUNIOR LEAGUE CAPS



Colours matching overalls in Cotton Drill. Small & Medium, with elastic backs to fit all sizes.

95p + 5p PP

FOR SALE—continued

FORD MODEL T. Excellent running order; no rust; new tyres; shabby interior. A really nice 1925 T unrestored and unspoilt. £765 firm. Tel.: Widemouth Bay 304 (Cornwall). (8204

B.M.W. 2002, 1970 model, "J" registered. Immaculate Atlantic blue; Cosmics; Fiamms; Blaupunkt radio; all Halogen lighting etc.; 30,000 miles; £1,285. Tel.: Bampton Castle 403 (near Oxford). (8205

ROLLS-ROYCE, 1939, 25/30 H. J. Mulliner sports saloon. (See "Those Elegant R/R", page 156 top picture for similar). It is in superb condition inside and out as well as mechanically perfect and is the third from the last made. Chassis No. GZR39. £2,450. Tel.: Harrogate 62492 (day) or Darley 306 (evenings). (8207

HONDA S800 coupé. Registered late 1969, recorded mileage 30,000. Metallic grey in fine order. Much money spent putting this car in A1 condition. Must be seen £545 o.n.o. (Servicing and repairs carried out by main agents). Tel.: New Mills 43133. (8208

TURF-SMOKER. Highly developed and successful Autocross special for sale. Full race 1650, 2000E, Salisbury L.S.D., revolutions, very clean. Ideal for road. £625. Less engine £395. Tel.: Camberley 23324 (evenings) for chat. (8209

FOR SALE—continued

PORSCHE 911S, 1968. 39,000 miles. Immaculate. £2,450. Edwards, Crosspatch, Redhill, Buntingford, Herts. Tel.: Broadfield 256. (8210

1948 HUMBER Pullman Sedanca de Ville. All aluminium by H. J. Mulliner, very rare. £525. Tel.: Darwen (Lancs.) 72717 (evenings). (8211

PORSCHE 911L. Sportomatic 1968 Series. Maroon with black interior; electric sliding sun-roof; tinted windows; radio. Titled owner and genuine 28,000 miles from new. £2,150. H.P. arranged and interesting exchange considered. Tel.: New Milton (Hants.) 613848. (8212

AUSTIN HEALEY, Oct. 1963. Mk. II. 2-4 seater Ice blue/blue interior; 57,000 miles genuine. Full history known; overdrive wire wheels; tonneau cover; taxed; M.o.T. Push-button radio. £495. H.P. arranged. Tel.: New Milton (Hants.) 613848. (8212

B.M.W. 502. 6-litre Sedan. R.h.d., F.C. Blue, Silver grey trim. Rare concours winning car not restored or repainted. Original unmarked carpets to boot and interior; Hide Reutter seats; radio; original tools; new F100s; mechanics excellent. Undoubtedly most original 502 in country. Photo available. Nearest £700. Tel.: 01-592 2072. (8310

ISO GRIFO 5300 AC3 COUPÉ



"The most beautiful car ever tested by Autosport." Quote from August 14th, 1964, road-test. 0-100 m.p.h. 13.7 sec. 172 m.p.h. top.

★ Enjoy motoring sport as it used to be — successful "Driven on the Road" entrant at July 15th Cussons Trophy Silverstone Meeting, finishing 8th, lapping 1.14 sec. Potential Championship-winning car.

★ Easy for spares. Robust 385-b.h.p. Chevy Corvette engine returning 19½ m.p.g. on 200-mile day trip when 120 m.p.h. regularly used. Lots of luggage space for two.

★ Outstanding roadholding with excellent weight distribution. As much fun as modern V8s but more predictable. New set disc pads and tyres. Spare set road tyres. No body corrosion.

★ Appreciating Classic offering lots of performance with no heavy engine bills.

★ I think **£2,750** a fair price to include 4 JMF registration number.

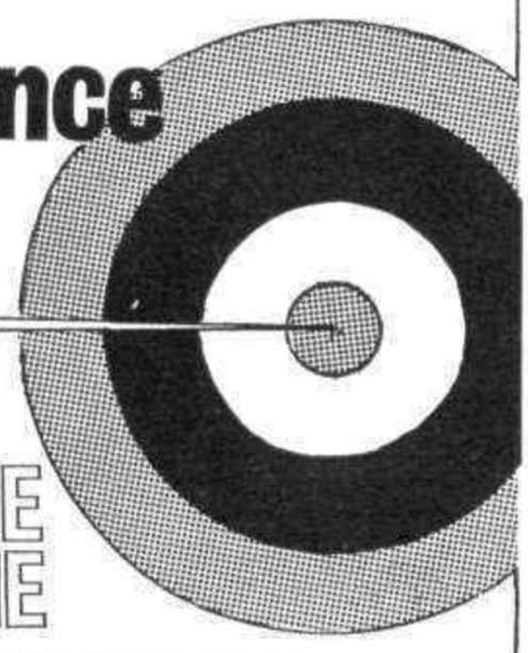
CHRISTOPHER D. STEWART, THE OLD DAIRY FARM, GREEN STREET, ELSENHAM, ESSEX. TEL.: MOUNTFICHET 510 (after 6)

When your target is

Perfect Performance

aim with

SAH



TRIUMPHTUNE and SAABTUNE

5 STAGES OF TUNE AVAILABLE

The latest development in ENGINE CONVERSION SUSPENSION MODIFICATIONS — SPECIALISED EQUIPMENT including the exclusive **TITE-A-TURN** wishbone independent rear suspension kit for all HERALD, VITESSE, SPITFIRE & GT6 models.

Fill in this coupon (BLOCK LETTERS, PLEASE) and send with 15p P.O. for catalogue and price list of all conversions and accessories.

MODEL..... YEAR.....

NAME.....

ADDRESS.....

.....

SAH Accessories Ltd

Dept. M.S., Leighton Buzzard, Beds. Tel.: 3022

HALOS...

TUNGSTEN HALOGEN HEADLIGHTS FROM THORN

The outstanding new advance in auto lighting, Tungsten Halogen provides high intensity white light in a tightly controlled beam pattern, resulting in a longer field of vision for the driver and less glare for on-coming traffic.

1972

THE QUEEN'S AWARD TO INDUSTRY 1972 FOR TECHNOLOGICAL INNOVATION IN TUNGSTEN HALOGEN LAMPS

THORN LIGHTING LTD THORN HOUSE UPPER SAINT MARTIN'S LANE LONDON WC2H 9ED THORN

For facts about Tungsten Halogen and a complete guide to the range of HALOS Tungsten Halogen headlights, complete the coupon and send it to:—

THORN HALOS,
404–406, Sydenham Road, Croydon, Surrey.

Name

Address

Town

MS3

radbourne

CROMODORA

Radbourne Accessories Limited,
Unit 4, 49-55 Gorst Road,
London, N.W.10.



THE WORLD'S BEST WHEELS

EVERYONE KNOWS. . . . FORD 6" × 13"

. . . that the strongest way to make an alloy wheel is by high pressure die-casting

. . . that Magnesium is lighter than aluminium and stronger than steel

. . . THAT CROMODORA-RADBOURNE ARE THE **ONLY** WHEELS COMBINING ALL THESE SAFETY FEATURES.

Available through the following area distributors:—

Warrington Tyre Distributors Ltd.,
104 Wilderspool Causeway,
Warrington, Lancs.
095-32516

Tyres & Access Ltd.,
27 Corstorphine Road,
Edinburgh, Scotland.
031-337 6389

Potters Bar Tyre Services Ltd.,
19 Crambourne Parade,
Mutton Lane,
Potters Bar, Herts.
0707-50351

Ton Tyres Ltd.,
50 Quarry Hill,
Tonbridge, Kent.
07322-63333

Midland Distributors (Birmingham) Ltd.,
Haslucks Green Road,
Shirley, Solihull,
Warks. 021-745 1111

FOR SALE—continued

SPRITE. Exceptionally excellent throughout. Registered December 1965. Two fussy owners; white; black interior; radials; radio; ammeter seat belts and many other extras. Just fully serviced; M.o.T.; mechanically good and body superb; not cheap! Best never was; H.P. arranged. All exchanges considered. £385 o.n.o. Will haggle sensibly, must sell now! Tel.: 01-560 3245 (evenings). (7551

CONTINENTAL DRIVERS and American Collectors take note. Daimler SP250, left-hand drive; red; 65,000 miles; C spec. 1963. Excellent condition; new hood and back axle this year M.o.T. June, tax Feb. At present in Luxembourg but viewings anywhere within reasonable radius, including England pre-Christmas. For sale £575 or 1,375, payable any sound currency. Stevens, 12 rue Heine, Luxembourg. Tel.: Luxembourg 43 50 11, ext. 384 (weekdays). F51294

WORTHWHILE RESTORATION, 1948 Healey. Sports two-seater alloy Duncan body. Last known eight approximately Drones built, much rarer than "Silverstone" has racing history. H.S.C.C. registered. 2½-litre Riley mechanicals. Spare engine workshop manual. Some restoration begun. Much love and labour required. Cost me £420, but however, low offers considered. Must sell, but hurry as bargain! Tel.: 01-560 3245 (evenings). (7551

A. C. BUCKLAND tourer, 1947. Recently resprayed. Requires interior work. Offers wanted. Tugwell. Tel.: 01-606 7453 (day), 01-876 9762 (evening). (2853

M.G.-C GT, "H" reg. Grampian grey under 27,000 miles from new. Fully rustproof by Ziebart. Maintained to high standard by M.G. enthusiast concours winning car. Extras include electric fan; latest seats; Motolita steering wheel; heated rear windows; Spax shock absorbers. Price £1,095. Tugwell. Tel.: 01-606 7453 (day), 01-876 9762 (evening). (2853

JENSEN 541R, 1960. Regal red; triple carbs., overdrive; wide wheels; good radials; leather rim wheel; taxed, long M.o.T.; v.g.c. Appreciating in value; 125 m.p.h. for £650 o.n.o. Tel.: Upper Warlingham (820) 5346. (8331

LOTUS CORTINA, 1969. 25,000 miles, one owner. With extras £785 o.n.o. or will split. Tel.: Hagley 2107. (8337

M.G.-A 1958. F.h.c. in daily use, damaged big end, body good for years. Requires good home. £90. No offers. 264 Eaton Rd., West Derby, Liverpool, L12 2AN. (8338

ROLLS 20. Rolling chassis plus other spares. R. Black, Village House, Cropwell Butler, Notts. Tel.: Radcliffe-on-Trent 3335. (8339

FOR SALE—continued

SUNBEAM ALPINE, Mk. V, 1966. 23,000 genuine recorded miles. Excellent, as new condition throughout; w/w; tonneau; p.b. radio; o/d available free w/shop manual; engineer maintained; taxed, 1 year's M.o.T. AA inspection invited. £525 o.n.o. Tel.: Farnborough (Kent) 51504. (8341

JAGUAR E-type, 1967. 2 + 2, £180 just spent; now A1. Worth £1,100 or might P/E something more wifely. Tel.: Blackmore (Essex) 821565. (8342

AUSTIN HEALEY 3000, 1960 with Mk. III engine; hard- and soft-tops; tonneau. Overall good condition. Offers around £360 to George Browning. Tel.: Meriden 242 or 021-772 3092. (8347

B.M.W. 2002 coupé, 1970 automatic, unmarked atlantic blue finish, black interior; one owner; moderate mileage; service history available. £1,395. H.P. arranged; exchange considered. Tel.: Highcliffe 5051 (Hants.) (8348

LOTUS ELITE, Series II. Immaculate, stage III. Over £500 just spent on complete rebuild. £950 o.n.o. Tel.: Bodmin (CWLL) 2669 (office hours—ask for Mrs. Maddever). (8344

JENSEN INTERCEPTOR, "F" reg. Lavender with black interior. Genuine 41,000 miles from new, every conceivable extra including automatic transmission; electric windows and aerial, twin speaker radio with a fine history and at a fraction of the original cost. £2,250. H.P. arranged, exchange considered. Tel.: Highcliffe 5051 (Hants.) (8348

RARE AUSTIN. Pedal car; replica pre-war twin cam; racer. Completely renovated. £35. Tel.: Churchdown (Glos.) 712490. (8349

ESCORT RS1600, May 1971. Cosworth 16 valve, B.D.A. engine just overhauled, never raced or rallied. £965. Tel.: Horsham 4104 (evenings). (8350

1930 RILEY 9 Biarritz. Good runner. Very original M.o.T. Exchange for good Austin Seven or £300 o.n.o. Tel.: Harlow 25751 (after 7 p.m.) (8351

M.G. TD2, March 1953. Black. Genuine 72,000 miles, one owner last 10 years. Outstanding condition, used daily, new hood tonneau trim; recent engine overhaul; every extra. Sold with very many spares and accessories including spare engine, tyres, radio, manuals etc. £950 o.n.o. Tel.: 01-839 5409 (day), 01-556 0546 (evenings). (7795

LOTUS EUROPA S2 "J". Green, electric windows; twin tanks; low mileage; 1 private company director from new. £950 tax and insurance included. Private sale but part exchange considered and H.P. possible. Bailey. Tel.: Oxford 77351 (daytime). (8202

SPORTS CAR INSURANCE

We are a Company formed with the intention of keeping Sports Car Premiums to the minimum *BUT* at the same time provide extensive cover.

If you own a sports car or intend purchasing one we ask you to contact us for a quotation. We feel sure you will be satisfied.

- LOWEST RATES AND SECURITY
- EASY INSTALMENT PLAN
- A POSSIBLE 70% BONUS
- SPECIAL POLICIES FOR NEARLY ALL MAKES OF SPORTS CAR
- YOUNG AND CONVICTED DRIVERS ARE CONSIDERED AT REALISTIC PREMIUMS

IMMEDIATE TELEPHONE QUOTATIONS (NO OBLIGATION)

01 - 802 7261 (4 lines)

WE ARE THE

SPORTS CAR INSURANCE SPECIALISTS

If you require a written quotation (no obligation) please complete the form below and post to us for details of your premium and the instalment plan.

NAME..... AGE:.....YRS..... MONTHS

ADDRESS .....

..... OCCUPATION.....

NATIONALITY.....FULL/PROV. LIC. HELD FOR.....YEARS

MAKE OF CAR.....MODEL.....

CC..... YEAR..... VALUE £.....

CAR GARAGED: YES/NO

I REQUIRE COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT WITH/WITHOUT PASSENGER COVER.

FOR MYSELF ONLY/ANY DRIVER/MYSELF & WIFE/NAMED DRIVERS OVER.....

I AM ENTITLED TO..... YEARS NO CLAIM BONUS

PLEASE DELETE WHERE INAPPLICABLE

MS12

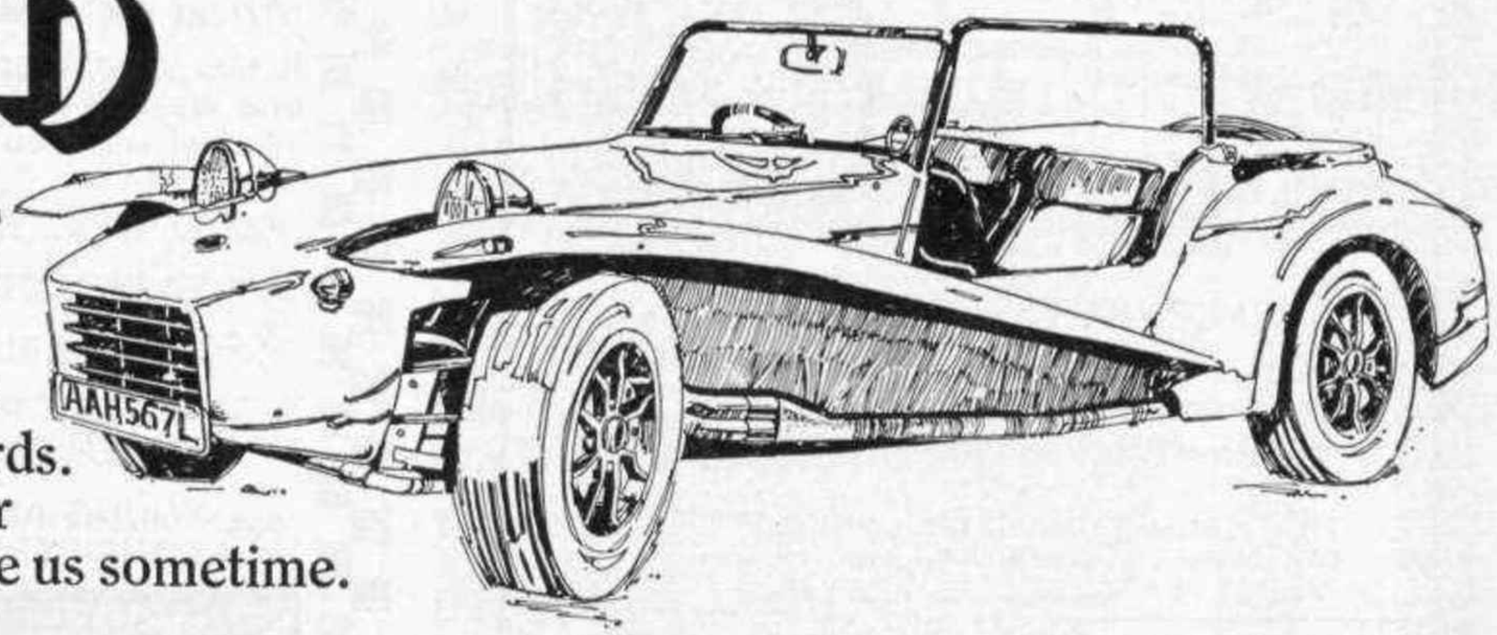
Please enclose details of any previous accident or conviction, and/or details of business use including travelling to and from work.

POST TO

SPORTS CAR INSURANCE SPECIALISTS LTD.

18a AMHURST PARK, LONDON, N.16

The Magnificent Seven



The unbeatable 1300 GT Seven gives you the sort of breathtaking performance that cannot be described in mere words. It's time you tried one for yourself. Come in and see us sometime.

Caterham Car Sales (London Showroom) 142 Finchley Road London NW3 01-794 9659	Caterham Car Sales Town End Caterham Surrey Caterham 46666	Harrop Motor Co Ltd Trafford Garage Alderley Edge Cheshire Alderley Edge 222239	W B Sports Cars 1 Evans Road Bristol BS6 6TQ Bristol 35759

A-LEVELS?

School and holidays over – first Squadron ahead?



Now you have your GCEs safely accomplished, you want to get on with a career in flying. Think ahead to the time when you join your first operational RAF Squadron. It might be a fighter Squadron, flying Lightnings on interception missions over the North Sea, a helicopter Squadron, ferrying soldiers on exercises, or – as this officer's was – a long-range strike Squadron, flying the Buccaneer in Germany. You'll learn a lot, probably travel a great deal, you'll make many new friends. And, flying with the RAF, you'll have a serious and totally absorbing job that takes all the skill and energy you can give it.

When you join your first Squadron, you could be earning £2,603–£3,230 a year. The first step towards it could be this coupon.

RAF officer: flying

This coupon will bring you more information. You can *either* take it to your nearest RAF Careers Information Office – address in 'phone book – *or* post it to **Group Captain W. D. Rooney, OBE, RAF, Adastral House (894QZ1), London WC1X 8RU.** *Please send me, without obligation, information about aircrew commissions.*

Name .....

Address .....

.....

Date of birth ..... (Age limits, 17-25½)

Royal Air Force

Please enclose a separate note of your present and/or intended educational qualifications. If you can offer A-levels or a degree, you are particularly welcome. There are a few vacancies for good O-level candidates – minimum 5 O-levels, including English language and Maths; or equivalent.

E. B. Spares

The Alfa Romeo Centre

The Name that Means So Much to the Alfa Owner

The Only Name that Means

1. Possibly the largest stock of spares in the country.
2. Certainly the most carefully selected secondhand guaranteed spares.
3. Advice on any Alfa technical problem.
4. Advice on how to service your Alfa.
5. Advice on how to buy or sell an Alfa.
6. The cheapest rebuilt units and engine overhaul kits available.
7. Same day despatch of spares by special post or rail methods.
8. Latest Racing and Tuning hints from sponsored Sprint G.T.
9. A unique department to help the owner who cannot afford high London overhaul costs.
10. And lastly but most important, the cheapest spares and finest service in the country.

If any of the above ten points apply to you, Write, Ring or Call:

E.B. SPARES
THE WHARF, FROME RD., BRADFORD-ON-AVON, WILTS.
Bradford-on-Avon 7819

(Only 1¼ hours from London on the M4 Motorway)

for the only reliable and economical
CAR SHIPPING SERVICE
contact Britain's leading car shippers

INTERCONTI
FORWARDING LIMITED

CALL COLLECT FOR RATES AND CAR SHIPPING RESERVATIONS 01-623 6642

14 PHILPOT LANE · LONDON · EC3

FOR TAX FREE CAR SALES

FIAT

INTERCONTI
CAR SALES

CALL COLLECT FOR PRICES AND EARLIEST DELIVERY DATES 01-626 3541



Owner's Workshop Manuals

* These are the only authentic manuals based on practical workshop experience.
* Only written after the relevant car has been dismantled, overhauled, and completely rebuilt in the Haynes workshops.
* Each manual is full of really useful advice and information, including many special hints and tips.
* Unique step by step photographs of dismantling and reassembly procedures make even the difficult jobs easier.
* Large exploded line drawings and clear detailed text.
* Comprehensive 'Get you going again' Fault Finding Charts.
* Approved and recommended by the Castrol D.I.Y. service.
* Average contents, 200 pages and over 400 illustrations.

PRICE £2 ea. P. & P. Free

SHOP SOILED STOCK. A limited number of shop soiled or damaged copies (all complete) of the above are available at the special price of £1.25 each.

Austin A35, A40 1957 - 68
Austin A55 Mk II, A60 1959 - 69
Austin A99, A110, Princess 1959 - 68
Austin Maxi 1500, 1750 1969 on
Austin Healey Sprite I - IV 1958 - 71
BLMC Mini, Elf, Hornet, Cooper & 'S' 1959 on
BLMC 1100/1300 Wolseley, MG, Riley Mk I & II 1962 - 71
BLMC 1800, Wolseley 18/85, Mk I, II & 'S'
Fiat 850 1964 - 71
Ford Prefect, Anglia 100E 1954 - 62
Ford Anglia 105E 1959 - 68
Ford Capri 1300, 1600 1969 - 72
Ford Capri 2000, 3000 1969 - 72
Ford Consul, Zephyr, Zodiac Mk I-III 1951 - 66
Ford Corsair V4 1965 - 70
Ford Cortina I, Corsair 1962 - 65
Ford Cortina II 1966 - 70
Ford Escort 1968 - 72
Ford Transit (Petrol) 1966 on
Ford Zephyr, Zodiac V4, V6 Mk IV 1966 - 72
Hillman Avenger 1250, 1500 1970 on
Hillman Imp, Chamois, Stiletto 1963 on
Hillman Minx I - V, Husky I - III 1956 - 65
Hillman Hunter, Minx 1966 - 72
Morris Oxford 1959 - 69
Morris Minor 1000 1956 - 71
MG Midget 1960 - 71
MG Magnette 1959 - 68
MG8 1962 - 70
Reliant Regal 1956 on
Renault 4, 4L 1961 - 72
Riley 1.5 1957 - 65
Rover 2000 1963 - 72
Sunbeam Alp I - IV, Rapier I - IV 1955 - 65
Sunbeam Tapier, Alpine, H120 1967 on
Singer Gazelle IIa - V, Vogue I - III 1955 - 65
Singer Gazelle, Vogue 1966 on
Triumph Herald 1959 - 71
Triumph Spitfire I to III 1962 - 70
Triumph 1300, 1500 1965 on
Triumph TR2, 3, 3a, 4, 4a 1952 - 67
Triumph 2000, 2.5 PI 1963 on
Triumph Vitesse Six, 2 litre 1962 - 70
Triumph GT6 Mk I & II 1962 - 70
Vauxhall Viva HA 1963 - 66
Vauxhall Viva HB 1966 - 70
Vauxhall Viva HC (1256) 1970 on
Vauxhall Victor FB, FC, 101 1961 - 67
Vauxhall Victor FD 1967 - 72
VW 1200 1954 on
VW 1300, 1500 1965 on
Wolseley 1500 1957 - 65
Wolseley 15/60, 16/60 1956 - 68
Wolseley 6/99, 6/110 1961 - 68

We also stock the complete range of AUTOBOOK WORKSHOP MANUALS Price £2 each

Old customers of the Motorists Bookshop at Lower Odcombe will be glad to know we are now at Sparkford on the main A303. We continue to offer our return post mail order book service under the new name CARBOOKS.

We look forward to welcoming customers both old and new, and personal callers will have no trouble finding us.

GENERAL MOTORING BOOKS AND ROAD TESTS

The Observer Book of Automobiles 1972	58p
Sports Cars in Profile	£2.10
Great Cars in Profile	£2.10
Luxury & Thoroughbred Cars in Profile	£2.10
The Sports Car (new edition)	£2.64
History of the World's Sports Cars	£2.75
Post-War British Thoroughbreds - Their Purchase and Restoration	£3.75
World Car Catalogue 1972	£5.75
Motor Cycles in Colour	£1.46
Specials by J Bolster	£2.95
The Leyland Papers	£2.89
Expert Driving the Police Way	£1.63
Driving - The M.O.T. Manual	70p
Motoring Through 'Punch' 1900 - 70	£2.31
History of the World's High Performance Cars	£2.31
The Motorists Bedside Book	£2.14
24 Motor Sports Car Road Tests - 1965	85p
High Performance Cars 1962 - 63	35p
High Performance Cars 1963 - 64	35p
High Performance Cars 1964 - 65	40p
High Performance Cars 1965 - 66	60p

Each of the above 4 books contains approximately 35 'Autosport' road tests

Advertising and the Motor Car	£6.25
British Cars of the Sixties	£3.45
A History of Sports Cars by G N Georgano	£3.75
Land Speed Record (from 39.24 to 600+ mph)	£4.24
Lord Austin – The Man	£2.71
Motoring and The Mighty	£2.06
Great Cars	£1.95
Touch Wood (Autobiography of Duncan Hamilton)	£1.51
Car Facts and Faults	£2.20
The Age of Motoring Adventure	£2.61
Automobile Year No.19	£5.28
Car Customising	98p
Motormania	£3.14
Save Money on Your Car	56p
The 1930 London Motor Show & Paris Saloon	£4.25
Rolls of Rolls Royce	£2.39
Motorcade (Dictionary of Motoring History	£1.86
Rotary Piston Machines	£2.24
Vehicle Operation and Testing	£2.39
Vehicle Equipment	£3.14
Gears & Transmissions	£2.39
Steering, Suspension & Tyres	£1.59
Engine Design	£1.59
Steam Cars 1770 - 1970	£3.29
Modern Electrical Equipment for Automobiles	£1.94
Car Maintenance & Repair	£2.14
The Mechanism of the Car	£2.01
Automobile Brakes & Braking Systems	£1.64
Automobile Engines	£2.01
Modern Transmission Systems	£2.14
Ford - Biography of the Two Hairy Fords	£3.25
Mr. Lionel - An Edwardian Episode	£1.64
The Complete Encyclopaedia of Motor Cars (1885 to the present)	£6.67
Electrical Equipment of British Cars	£2.39
The High Speed Two Stroke Petrol Engine	£3.21
Automatic Transmissions	£1.94
Passenger Cars 1863 - 1904	£1.35
Passenger Cars 1905 - 1912	£1.35
Passenger Cars 1913 - 1923	£1.35
Sports Cars 1907 - 1927	£1.35
Sports Cars 1928 - 1939	£1.35
Advanced Motoring (Driving Manual)	74p
American Cars of the 1930's	£1.46
American Cars of the 1940's	£1.46

RACING AND RALLYING

Faster! by Jackie Stewart	£2.64
Aces Wild - The Story of the British Grand Prix	£2.60
Grand Prix Bugatti	£3.75
Go Formula Ford - How to start single seater racing	£2.39
Building and Racing an 850 Mini	£1.07
High Speed - Low Cost - How a record breaking Mini based single seater was built	£2.46
The Chequered Year - The Story of a Grand Prix racing season	£2.99
How to Go Saloon Car Racing	£1.63
How to Start Motor Racing	86p
How to Start Rallying	£1.07
History of the Worlds' Racing Cars	£2.45
Rally-Go-Round - Story of International Rallying	£1.63
Jackie Stewart - World Champion	£1.90
Motor Sport Annual - Race Report 5	£3.80
The Rally Handbook by Hudson-Evans	£2.45
The Motor Racing Year No 3	£2.35
The Encyclopaedia of Motor Sport (Georgano)	£7.35
When the Flag Drops - Jack Brabham	£2.65
Jochen Rindt - The Story of a Champion	£2.40
Grand Prix Championship 1950 - 1970	£1.60
Such Sweet Thunder - The Story of the Ford Grande Prix Engine	£2.64
Sports Car & Competition Driving - Paul Frere	£2.25
Rallying Escorts & Cortinas	80p
Life at the Limit by Graham Hill	£1.95
Castrol Rally Manual (2nd edition)	£1.62
Castrol's Guide to Motoring Sport	84p
Motor Racing Year 1972	£1.64
Prince of Speed - Phil Read	£1.65
Rallying - New Edition by Stuart Turner	£1.62
The Art & Technique of Driving - Pat Moss-Carlson	£1.65
The Technique of Motor Racing	£1.88
British Racing Green	£3.15
The Grand Prix Car 1954 - 66	£7.60
Motor Sport Yearbook 1972 - J Player	£1.75
The French Grand Prix	£1.95
The Le Mans 24 Hour Race	£1.05
The German Grande Prix	£1.20
The World's Racing Cars	£1.40
The Evolution of the Racing Car	£2.64
Power and Glory (Grand Prix History 1906 - 51)	£6.67
Motor Racing by S.C.H.Davis	£2.00
Graham Hill's Motor Racing Book	£1.39
Competition Driving by Paul Frere	£1.00
Motor Racing - The Grand Prix Greats	94p
Racing Cars (70 Years of Record Breaking)	£1.46
Sixteen on the Grid	£1.64
Return to Power (1966 and 1967 Grand Prixs)	£2.00
Formula One	£2.31
Racing Cars in Colour	76p
Cars, Cars, Cars	£1.16
Fundamentals of Auto Body Repair	£1.24
Autocar Handbook	89p
Theory & Design of Automatic Transmission Components	£2.34
Automobile Design - Great Designers & Their Work	£4.46
Automobile Electrical Equipment	£3.05
Car Badges of the World	£1.64
Car Handyman	£2.00
Car Spraying made Easy	£1.30
The Dashboard Revolution	84p
The Hyper in Rolls Royce (Claude Johnson)	£2.39
Mechanics of Road Vehicles	£1.89
The Mechanism of the Car	£1.94
The Motor Vehicle	£4.20
Grand Prix Chronology (Results since 1950)	£1.70
The Sebring Story	£3.14
Wheelspin by C.A.N. May	£2.94
Full Throttle by Sir Henry Birkin	£3.21
Road Racing 1936 by Prince Chula	£2.94
Wheels at Speed by Prince Chula	£2.94
Autocourse 1971 - 72	£4.29
Competition Cars of Europe	£1.89
A History of the Monte Carlo Rally	£1.39
A History of Motor Racing	£4.24
Racing Cars 1898 - 1921	£1.35
Brooklands to Goodwood 1912 - 1962	£1.94
Grand Prix & Sports Car Drawings	£2.39
Grand Prix Racing - Facts & Figures	£4.00

VINTAGE AND VETERAN
(see also 'Books on One Make')

Restoration of Vintage & Thoroughbred Cars (new edition)	£2.15
History of the Brooklands Motor Course 1906 - 1940 (reprinted)	£2.75
Veteran & Vintage Cars in Profile	£2.10
Lost Causes of Motoring - Europe - Vol I	£3.14
Lost Causes of Motoring - Europe - Vol II	£3.36
Cars of the 1930's - Sedgwick	£3.75
Rover Memories - An Illustrated Survey of the Rover Car	£2.14
French Vintage Cars - J Bolster	£1.70
The Age of Motoring Adventure - T.R. Nicholson	£2.64
Sixty Miles of Pencil - An Intimate Impression of the Brighton Run	£3.25
History of the Motor Car	£5.60
Early Cars	£1.64
Early Motor Cars	£2.24
Some Early Motoring Avertisements	£1.54
Horseless Carriages	£5.14
The Motor Book (Reprint of 1903 edition)	£2.20

BOOKS ON ONE MAKE

Bugatti - le pur-sang des automobiles	£5.25
Those Elegant Rolls-Royce	£5.50
Rolls-Royce, The Elegance Continues	£5.50
Illustrated History of the Bentley	£2.95
The Daimler Tradition	£6.25
The Magic of a Name (Rolls-Royce)	£3.74
The Rover	£3.64
Rolls-Royce in the Twenties	95p
Rolls-Royce in the Thirties	95p
The Vintage Bentley Book	95p
Another Vintage Bentley Book	95p
Bentley in the Thirties	95p
Ferrari (3rd edition)	£3.50
The Rolls-Royce Companion	£1.65
The M.G. Companion	£1.38
The 1100 Companion	£1.38
The Jaguar Companion	£1.38
Jaguar Cars 1954 - 1955	95p
The Story of Lotus - 1947 - 1960	£2.46
The Story of Lotus - 1961 - 1971	£4.30
Rolls on the Rocks - The History of Rolls-Royce	£1.65
Alvis in the Thirties	95p
Jaguar & S.S. Cars 1931 - 37	95p
Jaguar & S.S. Cars 1937 - 47	95p
Jaguar Cars 1948 - 51	95p
Jaguar Cars 1955 - 57	95p
Lagonda in the Thirties	95p
M.G. in the Thirties	£1.35
M.G. Cars 1929 - 34	95p
M.G. Cars 1935 - 40	95p
M.G. Cars 1940 - 47	95p
M.G. Cars 1948 - 51	95p
M.G. Cars 1952 - 54	95p
M.G. Cars 1955 - 57	95p
M.G. Cars 1957 - 59	95p
Riley Cars 1932 - 35	95p
Riley Cars 1936 - 39	95p
Alfa Romeo - New edition by Hull and Slater	£3.65
The Ford GT 40 - Prototype & Sports Cars	£1.50
The Works Minis	£3.00
Porsche - The Man & His Cars	£3.40
Bentley - 50 Years of the Marque	£5.50
Austin '&' Specials - Williams	£1.95
Healeys and Austin -Healeys	£4.46
Riley Manual 1930 - 56	£4.06
Porsche Story	£3.25
Rolls Royce - The Living Legend	£4.55
Ferrari V-12	£1.50
Lotus 49	£1.50
Mercedes W125	£1.50
The 6c 1750 Alfa Romeo	£3.14
MG Workshop Manual (M to TF) by W.E. Blower	£2.35
Maintaining the Breed (MG)	£2.94
Rolls Royce & The Great Victory (World War 1)	£3.14
The Magic of M.G.	£4.75
Vauxhall Companion	£1.64
Riley Cars 1932 - 35	94p
Riley Cars 1936 - 39	94p
Rover Memories	£2.11
The Rolls Royce Motor Car	£6.79



Sparkford, Yeovil, Somerset

For immediate C.O.D. despatch phone:

North Cadbury (STD 90634) 562

MARCOS JEM MARSH

PERFORMANCE CARS

TVR

Jem Marsh, founder of Marcos, has the largest selection of Marcos in the country. Selling your Marcos ? Contact Jem Marsh — highest cash prices paid.

1966 1800. Red. I.R.S. Alloy wheels, sun-roof.
1967 1500. Yellow, red upholstery. Recon. engine.
1969 1600. Red. Sun-roof, radio, Cosmic wheels.
1969 3-litre Ford. Orange. Alloy wheels, sun-roof.
1969 2-litre. Yellow. Sun-roof, radio, alloy wheels.
1971 3-litre. Red. Radio, sun-roof. Low mileage.
1971 3-litre Volvo. Radio, electric aerial, tape. Low mileage.
1971 3-litre Volvo. 8-track tape, alloy wheels. Low mileage.

JUST A FEW FROM THE HAND-PICKED SELECTION
Prices start from £850.

TVR in the West. Contact Jem Marsh for a demonstration in the fabulous new TVR 'M' range. Instant part-exchange prices. Beat V.A.T. A few left in component form before April.

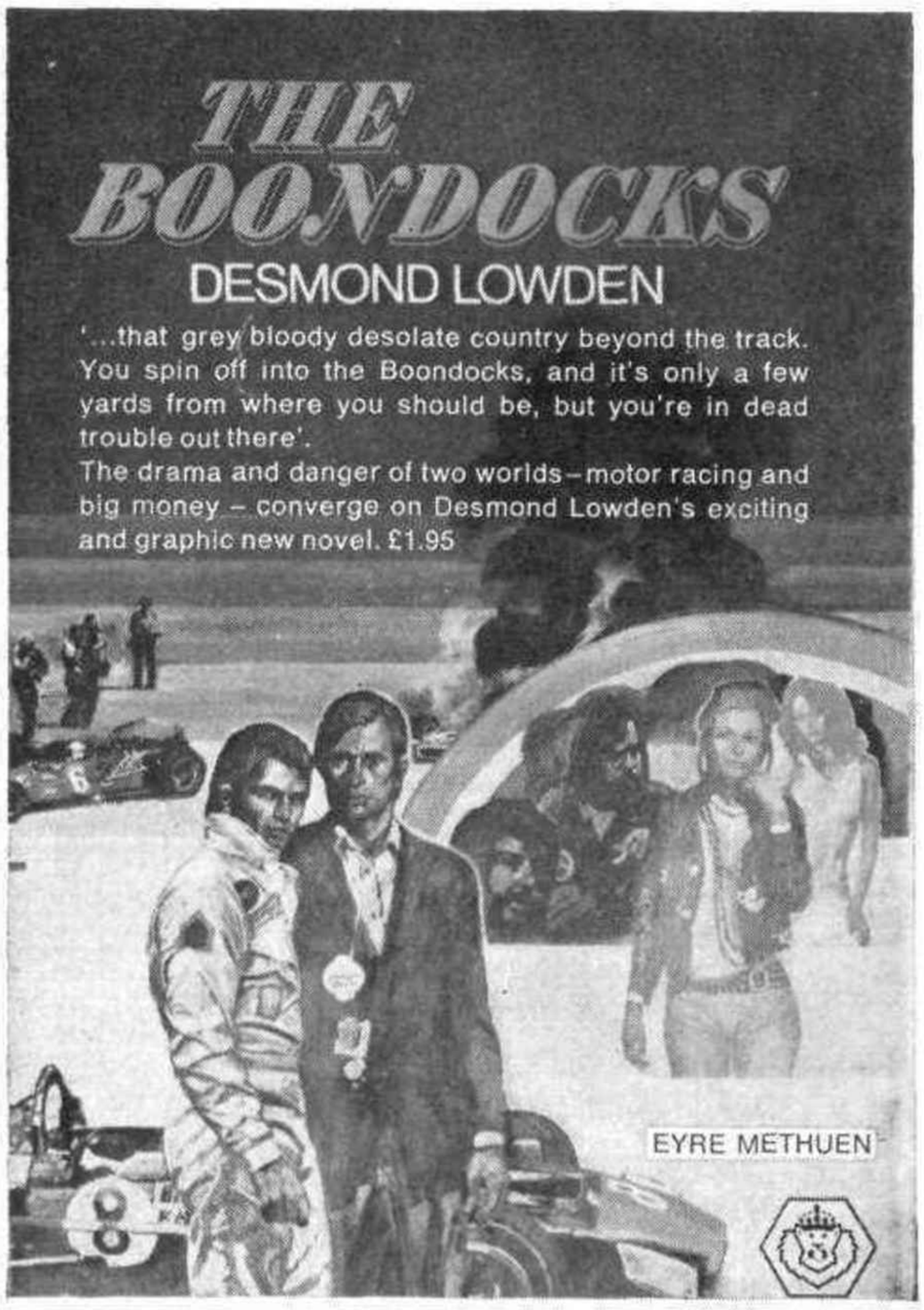
TVR 3000 'M'. Yellow. Radio, alloy wheels... **£2,278.06**
TVR 3000 'M'. Maroon. Radio, alloy wheels... **£2,278.06**
TVR 2500. Blue. Alloy wheels..... **£1,779.00**
TVR 1600. Choice of colours..... **£1,638.00**

TVR — MARCOS. Factory-trained staff available at all times.
Telephone for further details on both models.
CREDIT FACILITIES AVAILABLE

SERVICE **SPARES** **SALES**

Visit Jem Marsh at Westbury, Wiltshire. 1 hr. 50 min. on M4 from London. 1 hr. 40 min. Main Line Station.
To avoid disappointment, telephone first before visiting to ensure we have the performance car to suit your needs.

JEM MARSH **153 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.**
Telephone : Westbury 3663 (STD 037-382)



LESLIE J. DAY INSURANCES

The sports car Insurance specialists invite enquiries from the motor trade

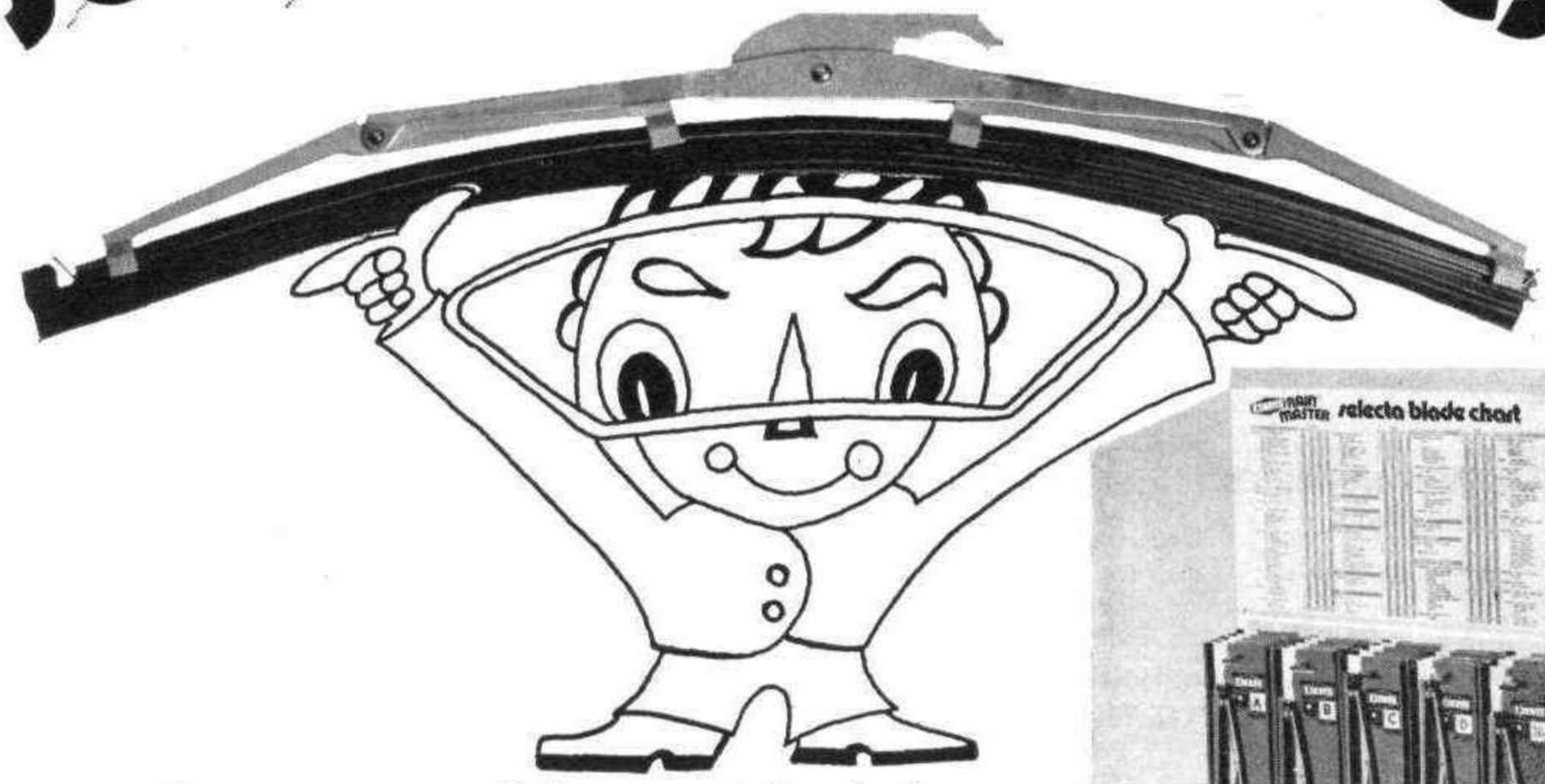
Private enquiries welcome.

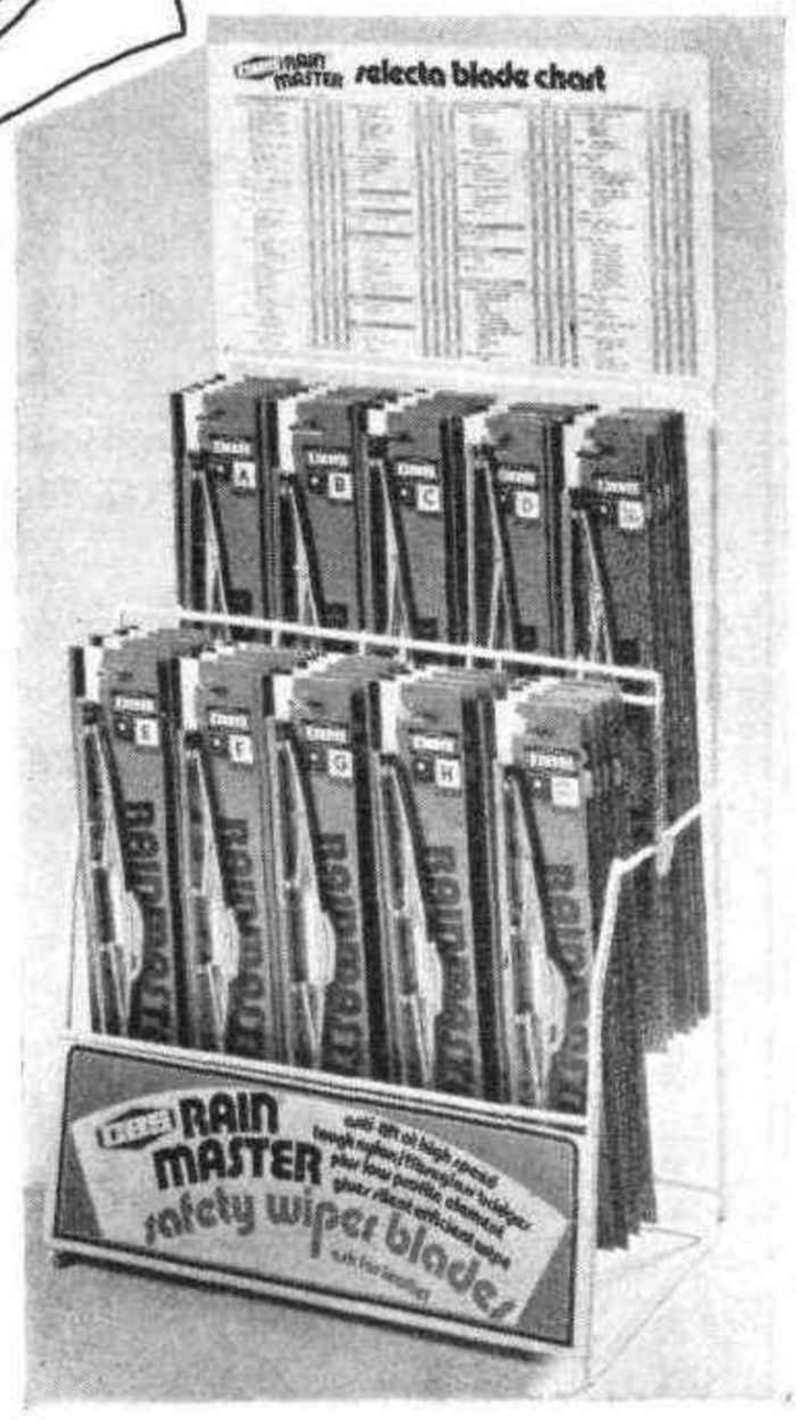
Write or Phone :

John Kingston,
Leslie J. Day Insurances,
Dobern House,
2, Green Lanes,
London, N.13.
Tel : 01-888 5571 01-888 6892

when the outlook's bleak you'll be glad you fitted

CBS **RAINMASTER** **safety wiper blades**





Rainmaster - A totally new and revolutionary windscreen wiper blade designed to eliminate those irritating faults in the usual type of blade. With Rainmaster you get a SILENT, EFFICIENT wipe at all times. *This is why.*

Anti Windlift - in cross wind and adverse motorway conditions.

Flexibility - small bridges in non-scratch weather resistant glass fibre reinforced nylon. Conforms to the most difficult screen curvature.

Silent Action - metal to nylon/ Delrin components throughout eliminates rattle and rust and minimises wear.

Simple Fitting - attachment clip moulded in tough DELRIN polymer - easy but secure snap-on snap-off fit.

Clear View - Low profile rubber element gives consistently efficient wipe.

Safety - Stainless steel main bridge in satin anti-glare finish.

Select your Rainmaster Safety Wiper Blade from this distinctive self service merchandising unit at your local garage or accessory shop.

In cases of difficulty write to C.B.S. (Automotive and Industrial) Ltd., Bone Lane, Newbury, Berks. Tel: Newbury 4291

PAGE TOURS 1973

announce their 1973 programme of motor racing tours.

NEW — BIGGEST EVER 56-page brochure packed with information.

35 Tour itineraries at UNBELIEVABLY LOW prices.

FROM AS LITTLE AS £16.50 for a whole week-end.

NEW ITINERARIES to new destinations.

Also FABULOUS competition-prize. WIN A FREE VISIT TO THE AMERICAN G.P.

PAGE TOURS BROCHURE. BEST VALUE IN THIS MONTH'S MOTOR SPORT — IT'S FREE — 56 PAGES.

SOUTH AFRICAN G.P.
17-day — luxury holiday. £249.

SPANISH G.P.
Week-end and one-day flights. From £27.

SPA 1,000 Kms.
Week-end £23.

TARGA FLORIO
3-day week-end. £42.

BELGIAN G.P.
2 week-end itineraries. From £23.

INDIANAPOLIS
14-day USA holiday. £138.

NURBURGRING 1,000 Kms. & MONACO G.P.
13-day holiday. From £58.

MONACO G.P.
10 different itineraries. From £26.

LE MANS
5 different itineraries. From £16.50.

FRENCH G.P.
One day flight. £27.

SPA 24 HOURS
Week-end visit. £24.

GERMAN G.P.
3 week-end itineraries. From £26.

AUSTRIAN G.P.
10-day and 8-day holidays. From £54.

ITALIAN G.P.
4 different itineraries. From £27.

U.S. G.P.
Sensational 5-day visit. £110.

post the coupon today

PAGE TOURS have packed 56 Pages of Motor Racing Brochure with exciting information. It's free.

Send for it today —

NO STAMP NEEDED — TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

cut along dotted line

To Page Tours, Page & Moy Ltd., 221-223 Belgrave Gate, Leicester.
Tel. 24181

Please send me your free illustrated motor racing brochure.
BLOCK CAPITALS PLEASE.

Name..... *Mr./Mrs./Miss*

Address.....

MSDEC

..... *County*.....

first fold along this line

first fold along this line

Postage will be paid by licensee

Do not affix Postage Stamps if posted in Gt. Britain, Channel Islands or N. Ireland

BUSINESS REPLY SERVICE
Licence No. LE1039

PAGE TOURS

(PAGE & MOY LTD)

221-223 BELGRAVE GATE

LEICESTER

LE1 3HW

fourth fold along this line (and then tuck into other end)

third fold along this line

second fold along this line

second fold along this line



A. C. COBRA Mk. III

CHASSIS No. 6127. EX-IAN RICHARDSON. THE LAST COBRA TO LEAVE THE FACTORY. HAVING COVERED 1,700 MILES AND UNREGISTERED. THIS COBRA CAN ONLY BE DESCRIBED AS SUPERB IN EVERY WAY.

Serious enquiries only please, as a premium price is required.



PHONE: **GEORGE MORTON at EATON BRAY 220508 OFFICE HOURS**

OR WRITE: **58 HIGH STREET, EATON BRAY, NEAR DUNSTABLE, BEDFORDSHIRE**

FOR SALE—continued

JOWETT JUPITER, E3SA 918 (1953). Taxed, tested. Completely rebuilt. Immaculate throughout. £500 o.n.o. Boddy, Tel.: Worthing 39900, ext. 372 (office). (7497

AUSTIN SOMERSET, 1954. Sound original condition. Present owner 14 years. £60. Tel.: Thorney 433 (Peterborough). (7498

A.C. ACECA, Bristol. Disc brakes, overdrive, radio. Sound condition. Immaculate green body. Good tyres. Suspension recently overhauled. £690. Tel.: Norwich 713301. (7499

1954 XK120 drophead. Beautiful condition, superb specimen. Bromfield Manor, Bromfield, Shropshire. Tel.: Bromfield 279. (7500

TR6, 1969. Red. Extras. 28,000 miles. Perfectionist's car, mint condition. Genuine reason for sale, so only £995. Tel.: Bristol 77930. (7501

LOTUS ELITE, Stage III, genuine 70,000 miles, hardly used. £620 o.n.o., or swap your "7" Elan with cash either way. Barry, Tel.: Stockton 67878 (office hours). 66 Eden Cres., Darlington. (7502

1935 WOLSELEY Hornet. Purchased by father 1938 (receipt), history recorded, in full use, but not restored. Excellent condition. M.o.T., taxed. Good offers only, write: Rogers, 29 Hayes Close, Wimborne, Dorset. (7503

ASTON MARTIN DB5. Sundym windows, Selectaride, radio, etc. Excellent condition. Quick sale required. £900. Tel.: Lytham 7110. 7504

FOR SALE—continued

1939 WOLSELEY 10 de luxe. Immaculate condition. Engine overhauled. King-pins, brakes. New tyre. Resprayed. Original tools. Body very sound. Chrome in perfect condition. M.o.T till October 1973. £350 o.n.o. Tel.: Shepton Mallet 2054 (Somerset). (7505

M.G.-B GT, 1966, excellent condition, 39,000 miles. Radio, wire wheels. £625. Tel.: Dudley 58719. (7506

AUSTIN HEALEY 3000 Mk. III, red/black upholstery, wire wheels, overdrive, heater, spots, tonneau, hard/soft-tops, new exhaust; low mileage. £750. Tel.: 061-928 2144 (office). (7507

M.G. PB, 1936. Near original specification. Mechanically sound. Original engine. 3,000 miles since last overhaul. Body extremely good. £595 o.n.o. Tel.: Macclesfield 26579. Halle, West House, Birtles Rd., Macclesfield. (7508

M.G.-B, 1969 (July). One owner. B.R.G. Radiomobile, tonneau. 48,000 miles. Excellent value at £685 o.n.o. Tel.: 01-788 1687 (evenings) or 01-262 8011, ext. 151 (daytime). (7509

M.G.-B ROADSTER, 1970 (April), white, overdrive, radials, undersealed from new. One owner. £970. Hill, "Hillside", Marshalls Heath Lane, Wheathampstead, Herts. (7510

ASTON MARTIN DB4, 1960. Taxed and M.o.T. June 1973. Fine appearance throughout. Recent respray in light grey. Good chrome. New exhausts. Bills for £400. Reluctant sale, going abroad. £750 o.v.n.o. Tel.: 986 2873. 7511

FOR SALE—continued

TR3, H/s.-tops, full/½-tonneau. Long M.o.T. Good condition. Offers. Richards, Tel.: 01-636 4445 (office) (London). (7491

1972 LOTUS Europa, Twin-Cam. 6,000 miles. Radio, alloy wheels. £1,475. Tel.: Ripley (Derbys.) 3304. (7492

M.G. YA saloon, 1950. Good bodily and mechanical condition; resprayed; new battery, good tyres. M.G.C.C. registered. UMG registration. Original example. Long M.o.T. Taxed December. £275. Tel.: 01-788 3996. (7493

TR6, "K" Regd. Saffron, o/d., 13,000 miles. Superb car. £1,400, p/x considered. Tel.: St. Mary Bourne (Hants.) 223. (7494

FIAT 2300S Ghia coupé, 1966. Motorola, electric windows and aerial. Reclining seats. Metallic blue with tan hide interior. Many other luxurious refinements. £675. Tel.: Accrington (Lancs.) 31062. (7495

TR5 1968. Dark green; low mileage; wire wheels; new XAS; overdrive. Exceptional condition throughout £800 o.n.o. Tel.: Welshpool 2217. (7550

1933 RILEY 12/16 special, 2-seater; good condition throughout; M.o.T., taxed. £390 o.n.o. Exchange considered. Write: C. Lu, 1-5 Lambeth Rd., London, S.E.1. (7472

JENSEN CV8, 1964. Mk. 2; 46,000 miles. Excellent condition. £775. Wilson, 46 Beauvale, Newthorpe, Notts. Tel.: Langley Mill 4947. (7549

FOR SALE—continued

MASERATI SEBRING, 1966. A search lasting over a year resulted in the present owner buying this rare car. Apparently there are only 4 manual r.h.d. cars of this model, and year in the country. Concessionaire maintained and reluctantly offered for sale for £1,750. Tel.: Beaconsfield 3197 (after 7 p.m.). (4756

1955 M.G. Magnette ZA. Recent new tyres, exhaust system; battery etc. Three previous owners, well maintained. Original registration book; M.o.T. and taxed end January. £125. Ellnor, "Hillcrest", Woodville Rd., Altrincham, Cheshire. Tel.: 061-928 2944 (after 7 p.m.). (4994

M.G. TA. 1936 rebuilt; many new parts; rechromed; recent M.o.T., offers. Stokes, St. Dunstans School, Burnham-on-Sea. Tel.: 2104. (7535

LOTUS ELAN, S3, 1966 S/E coupé; Fern green; 33,000; radio; knock-ons; belts new M.o.T. £730. Tel.: Worthing 40666 or 01-937 9275 (7537

ONE MUST GO! Healey 3000, Mk. IIA, 1963. White new clutch; taxed, M.o.T.; wire wheels; good body/mechanics; fold-away hood; Mk. 3 motoring at sensible money, £495. M.G.-B 1966. White; overdrive; wire wheels. Superb original vehicle. Taxed, M.o.T. £595. Tel.: Southport 78254 (evenings/weekend). (7539

The Turnberry Veteran and Vintage Car Classic

April 13, 14 and 15, 1973

British Transport Hotels and British Rail in association with the Royal Scottish Automobile Club are promoting this new event in the motoring calendar, based on the luxury Turnberry Hotel, on the Ayrshire Coast.

Entry limited to 60 cars. Qualifications:—
Veteran; vintage; post-vintage thoroughbred; and post-war British thoroughbreds — 1946-52.

A special night sleeper Motorail train will leave London for Girvan on April 12, returning on April 15.

★ Light-hearted contests
★ Motoring tour of Burns country
★ Edwardian banquet
★ Concours d'Elegance

Many prizes, including a week at the famous Gleneagles Hotel; Motorail trips; weekends at luxury resort hotels in the B.T.H. group.

Price, including accommodation, meals, entry fee —

£25 for Scottish and Northern entrants.
£35 for Motorail entrants from London and the home counties, including rail sleeper travel.

Fill in the coupon below for entry form.

To: **Central Reservation Service, British Transport Hotels, St. Pancras Chambers, London NW1 2QR.**

Please send me entry form for the Turnberry Veteran and Vintage Car Classic, April 13, 14 and 15, 1973.

Name .....

Address .....

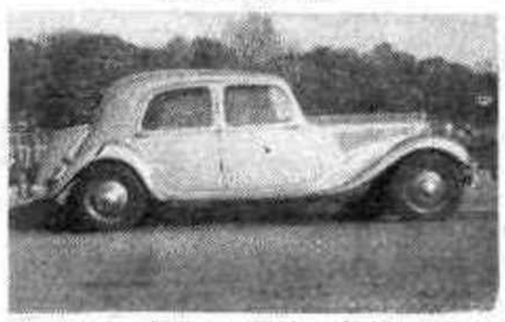
.....

.....

Type of Car ..... Make .....

Model ..... Year .....

CITROEN 1955
LIGHT 15



An immaculate example of this unique car. One devoted owner. Professionally resprayed every four years. Original undersealing. Main bearings, engine, clutch, gearbox just rebuilt. Full mechanical record.

Ring 01-228 2681



1958 **DAIMLER 104**..... £395
1959 **BRISTOL 406** *(illus.)*..... £850
1960 **BRISTOL 406** £850
1969 (Nov.) 2+2 **'E'-Type** .. £1,575
Full details and history of above from :

FOX FARM
Brook Lane,
Timperley, Cheshire.
061-928 2922

PAUL BECK

ACCESSORIES FOR THE VETERAN AND VINTAGE CAR ENTHUSIAST
Amongst the items available are: Cast Aluminium Number Plates, Heavy Brass Bonnet Hinge with Brass Pin, Headlamp Stoneguards, 25% discount on the "Loctite" range of Adhesives. Exhaust Fish Tails, Aero Screens, Grease Nipples, Wing Bolts, Coach Building and Trimming Materials, Bonnet Tape, Rubber Matting, Rubbolite Lamps, Running Board Strip, etc. Accessories of use to every enthusiast. All available by post. If you already know about the service tell your friends about it. A comprehensive list is available for 10p (which can be sent in stamps) or $1 overseas.
BRUNSTEAD GRANGE, STALHAM
NORWICH, NORFOLK NOR 17Z
ENGLAND

HINTONS

51-53 Chigwell Road,
London, E.18.
01-989 5311

1957 **AUSTIN A50.** Black, 13,000 recorded miles, a new vehicle.
1952 **HILLMAN Minx,** very clean.
1952 **TRIUMPH Mayflower,** one owner, 34,000 miles.
1950 **FORD V8 Pilot.** Black, 56,000 miles, original.
1936 **MORRIS Eight,** two owners.
1933 **STANDARD Little Nine.** Original invoice and Parts Book. 46,000 miles, one owner. Breathtaking.

ALL OF THE ABOVE ARE COLLECTOR'S ITEMS AND MUST BE SEEN TO BE APPRECIATED

D B 4 GT, 1961. White with tan interior. "Carte Blanche" overhaul by Tocock 20,000, miles ago included rebuilding of engine clutch, Webers, suspension, wheels, brake system, steering. Since then is regularly maintained by Tocock as can be checked on his records. This is one of the nicest GTs around and offers are invited.

Phone : 01-668 2489

For Sale

1911 ROLLS ROYCE
Silver Ghost Limousine

In original and concours condition.

Box 3670

FOR SALE

MODEL "T" FORD
STATION WAGON

SOUND CONDITION THROUGHOUT.
Apply in writing to :
BROMYARD ROAD MOTORS (WORCESTER) LTD.
Bromyard Rd., Worcester, WR2 5EE

PORSCHE 911S SERIES II

Silver with black trim. 'H' Regd. 35,000 recorded miles. Sundym glass, electric sun-roof, electric windows, heated rear window, rear windscreen wiper. Blaupunkt radio, 8-track stereo. Mag. wheels, Dunlop SP tyres.
£2,950 Part exchange considered.
Private sale.
Tel.: 021-359 2400

VINTAGE ACCESSORY AND MOTORCYCLE AUCTION/AUTOMARKET
OXFORD TOWN HALL, JANUARY 6th

An auction and automarket for buying and selling all veteran and vintage spares and accessories. Entries to date include numerous veteran De Dion and Peugeot items, including engines, gearbox, axles etc, and some delightful 2-seat coachwork. Rolls-Royce catalogues, complete V & V, numerous brass lamps inc. 10" Rotax, Brooks veteran toolbox, collection R-R spares, 1920 Harley, 1911 Indian, prints by Montaut, etc, etc, etc.

Further entries invited: Lamps, horns, engines, mascots, bikes, etc. As little as 5% commission charged.

Auction commences 1pm, open 10am for viewing and market (stalls fully booked).

Catalogue in advance 14p, from VTEC, 4 Victoria St, SW1. 01-834 9225



Here it is!
The B-G P45.
The first twin filament, 12v. 60/55w. Tungsten-Halogen H/lamp bulb for the Duplo-D flange, **VW & BMW** (after 1968), **Opel, Porsche, Mercedes, Renault, Citroen, Peugeot, Simca, Fiat, Alfa Romeo, Lancia, SAAB, Volvos,** plus **Escort, Viva, Hunter, Avenger Ford Consul and Granada** (with rect. lamps). A straight replacement - no special work, fitted in minutes! Amazing light intensity, yet retains dip beam cut-off.

£8-95 pair inc. P. Tax.
Trade & Export enquiries welcomed.

BROWN & GEESON LTD
Dept. 777/779 High Road, Goodmayes, Ilford, Essex. Telephone: 01-599 3001





JAGUAR XK120 ROADSTERS

We specialise in this type of car. 15" chrome E-type wire wheels. New single and tandem master cylinders plus wheel cylinders. Complete exhaust systems. Competition rear springs. Splined hubs rebuilt, steering boxes rebuilt, shock-absorbers rebuilt; new XK120 tail-lights and chrome-type sidelights and later type. Aluminium rear wings. All bodywork, Mechanical & Retrimming undertaken. **Breaking 120 Rdstr.** *(Overseas enquiries welcome.)*

CLASSIC AUTOS, 10, HIGH STREET, KING'S LANGLEY, HERTS
Tel.: King's Langley 62994 (office), 01-445 9535 (home)

Sports Car Championship

ANTHONY PRITCHARD

This book traces the design and development of all the important cars that took part in Championship races from 1968 to 1971, and gives a full account of the teams that entered them and the drivers who raced them.

Demy 8vo £3.20 *Illustrated*

ROBERT HALE

Aston Martin 1959 DB III

Overdrive, disc brakes; resprayed, new interior, new tyres. 12 months' M.o.T. Only wants seeing. **£700 o.v.n.o.**

Aston Martin 1955

Cost to buy and restore this car approx. £1,000. Will accept **£650 o.v.n.o.**

Aston Martin 1955 Vantage

Over £1,100 spent at Aston Martin works in past 40,000 miles. Documents to prove this statement. **£400.**

More details, telephone
NOTTINGHAM 278167
(Mr. Wallace 9 am to 5 pm)

1956 BENTLEY S1 in genuine outstanding condition. Dark blue over grey with matching grey trim. Mechanically excellent. Much work carried out on this fine car in our workshops including full service. **£1,175.** No time wasters please. **THORPE AUTOPOINT, Rolls-Royce & Bentley Specialists, Main Street, Lubenham, Market Harborough. Telephone : Market Harborough 2156 (anytime).**

1925
3 LITRE BENTLEY



VANDEN PLAS SPEED MODEL
Very original.
Offers around £5,000
Telephone :
CRAWLEY (Sussex) 20029

High Detail Full Colour Prints

JO SIFFERT's Last Race
14.5" x 20" B.R.M. 40p

JOHN SURTEES
14.5" x 21" Surtees-Ford 40p

JACKY ICKX
14.5" x 21" Gp. 5 Ferrari 55p

Mono:
GIJS VAN LENNEP
14" x 22" Gp. 5 Mirage 28p

incl. carriage (Br. Isles only)
Elsewhere (Airmail) add 25p each
Payments only in Sterling

— Can we undertake your photography ? —

ACTION PRINTS LIMITED
8 HIGHFIELD ROAD · DARTFORD · KENT

HARGREAVES & BAILEY LTD

OF BLACKPOOL

— THE SPORTS CAR SPECIALISTS OF THE NORTH —

EARLIEST DELIVERY

LOTUS +2S 130/5. Tawny brown. Radio, heated rear screen. Five-speed gearbox **£2,992**
LOTUS Europa Special. Fawn brown metallic/oatmeal interior. Five-speed gearbox. Alloy wheels..... **£2,250**
LOTUS Elan Sprint d.h.c. White with black interior. No extras..... **£2,044**
LOTUS Elan Sprint d.h.c. Carnival red/white. Tonneau cover..... **£2,044**

DEMONSTRATION CARS OF ALL LOTUS MODELS.

1972K M.G. B GT. Harvest gold/navy int. Cert. 2,000 miles only. Overdrive. H.R.W. Undersealed. Radial tyres **£1,495**
1971J LOTUS Europa. Lotus yellow/black int. Radio, stereo eight-track unit. Supplied and maintained by us..... **£1,295**
1971 M.G. B GT. Tartan red/black int. Sunshine roof, wire wheels, Pirelli tyres. Genuine 17,000 miles..... **£1,325**
1971J LOTUS 2 + 2. Royal blue. Radio, h.r.s. 22,000 miles. Sold and maintained by us..... **£1,695**
1971 LOTUS Elan Sprint d.h.c. Royal blue/white. Certified 15,000 miles only. Original condition **£1,495**

SCIMITAR GTE ARRIVING SHORTLY

SCIMITAR GTE Automatic. Beaujolais red/black int. Alloy wheels, stereo tape player/radio, h.r.w..... **£2,592**
SCIMITAR GTE Overdrive. Everest white/black int. Alloy wheels, h.r.w., radio..... **£2,456**
SCIMITAR GTE Automatic. Wessex green/tan int. Alloy wheels, h.r.w., radio..... **£2,546**

1972K LOTUS +2S 130. Royal blue/black int. Certified 14,000 miles. Radio, h.r.w., chrome wheels..... **£2,345**
1971K TRIUMPH TR6 coupe. Hard-top. White/black int. Genuine 12,000 miles. Radio and extras..... **£1,375**
1971 RELIANT Scimitar GTE Automatic. Metallic electric blue. Radio, h.r.s., automatic seat-belts. 22,000 miles. Supplied and maintained by us..... **£1,945**
1971 FORD Mexico. Maize/black int. One owner. Wide wheels, extras carpets. Nominal mileage. Original cond. **£945**

70-PLUS USED CARS IN OUR CONSTANTLY CHANGING STOCK.

AUSTIN WOLSELEY

FACTORY FRESH NEW AUSTIN & WOLSELEY MODELS IMMEDIATE DELIVERY

OPEN DAILY UNTIL 9 am to 6 pm. CLOSED ON SUNDAYS.

1970H JAGUAR 4.2 'E' type f.h. coupe. Light blue/navy int. 32,000 miles only. Radio, chrome wheels, h.r.w. **£2,045**
1970J M.G. B sports. Glacier white/black interior. Wire wheels, radio. 26,000 miles only. Tonneau, etc.... **£1,055**
1969G M.G. C roadster. Snowberry white. One lady owner. Automatic transmission, wire wheels, racing mirrors **£925**

WE ARE THE BEST CASH BUYERS IN THE NORTH FOR GOOD USED SPORTS CARS.

MG IMMEDIATE DELIVERY

NEW M.G. B GT. Blaze/navy int. Overdrive, servo, radials, h.r.s. ... **£1,647**
NEW M.G. B roadster. Teal blue, vellum interior. Overdrive, servo, radial tyres..... **£1,471**
NEW M.G. Midget sports. Blaze red/navy int. **£1,003**

1969G M.G. B sports. British Racing Green/black int. Overdrive, radio, wire wheels, 38,000 miles..... **£965**
1969 M.G. B sports. Tartan red. Overdrive, wire wheels, radio. Undersealed. Genuine 41,000 miles. Carefully kept throughout **£965**
1968G M.G. B GT. Snowberry white. Wire wheels, automatic transmission, sun-roof. 38,000 miles only..... **£925**
1967F RELIANT Scimitar GT. Metallic light blue/black int. Overdrive, radio. 44,000 miles. Remarkable original condition **£895**

PERSONAL EXPORT ENQUIRIES WELCOMED — FIRST CLASS SERVICE.

ALFRED STREET SHOWROOMS, BLACKPOOL
Tel. 28401/2

KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

TVR
CLAN
and
MAZDA

Distributors
Demonstrations
Anywhere







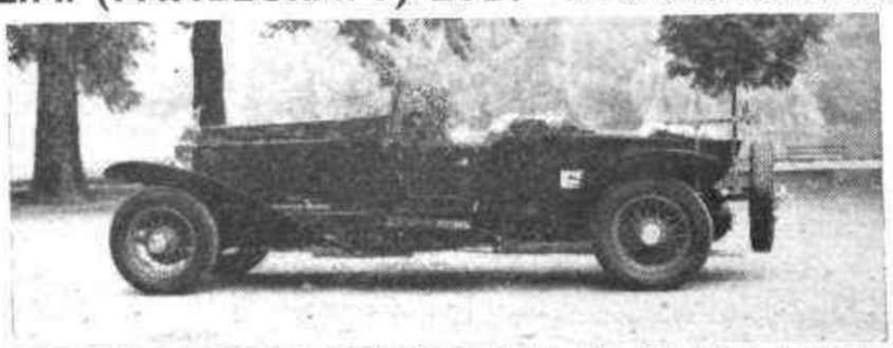
TVRs
All Models for Immediate delivery, including Component Form.

ELAN
All Models for Immediate Delivery. Built or in Component Form.

MAZDA
All Models in stock including the Rotary RX3 and RX2.

BRIDGE MOTORS (BOCKING), BRAINTREE, ESSEX. TEL: BRAINTREE 141 or 140

F.L.M. (PANELCRAFT) LTD. COACHBUILDERS



1927 ROLLS-ROYCE PHANTOM I BOAT-TAIL TOURER

AN EXAMPLE OF NEW COACHWORK BY :—

F.L.M. (PANELCRAFT) LTD.
32-35 THE ARCHES,
BROUGHTON STREET.
LONDON, S.W.8
01-622 2080

S. P. CARS

TEL : NINFIELD 259

(Hooe Garage Ltd) Hooe, Battle, Sussex.



THE NEW S.P. HIGHWAYMAN GT

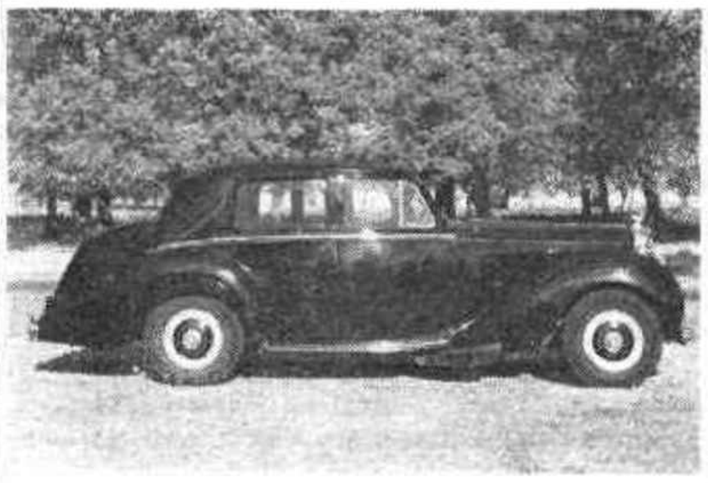
Brief details :
Rover V8 engine or similar.
De Dion rear suspension.
S.P. non-independent front suspension.
Aluminium bodywork on zinc-coated steel space frame and chassis.
Body styling and extras to individual requirements.

FOR SALE

1958 Mercedes-Benz 300SL roadster, silver with red leather. **£2,250.**
1965 Gordon Keeble, one owner. **£1,600.**
1955 Arnott 2-str. sports, Climax. **£600.**
1971 'K' regd. S.P. Highwayman, 2/4-seater open sports. **£3,500.**
1948 Armstrong Siddeley 4-door Typhoon and **M.G. Y** saloon, any reasonable offers.

ROBBINS OF PUTNEY LTD.

The family business established for half a century



←

BENTLEY 'R' Type 4¼-litre, 1953, chassis with 4-speed synchro-mesh gearbox. Standard 4-door saloon. Finished in midnight blue with tan leather upholstery. An outstanding example of the 'R'-Type saloon in mint condition, and with an excellent service history. Copy invoices available for servicing over the past few years, and 3,000 miles back the engine was reconditioned throughout by the Rolls-Royce Distributors in Bristol. **£1,900**

→

BENTLEY Mk. VI, 1951 (June) 4¼-litre 4-door sports saloon. Black with brown hide upholstery. Total mileage believed to be 103,000 miles. In one ownership since new. At 80,000 miles the engine was overhauled and converted to Full Flow Oil System. This car is a unique example of the Mk. VI. In superlative condition and complete down to the smallest detail. An outstanding investment. **£1,145**



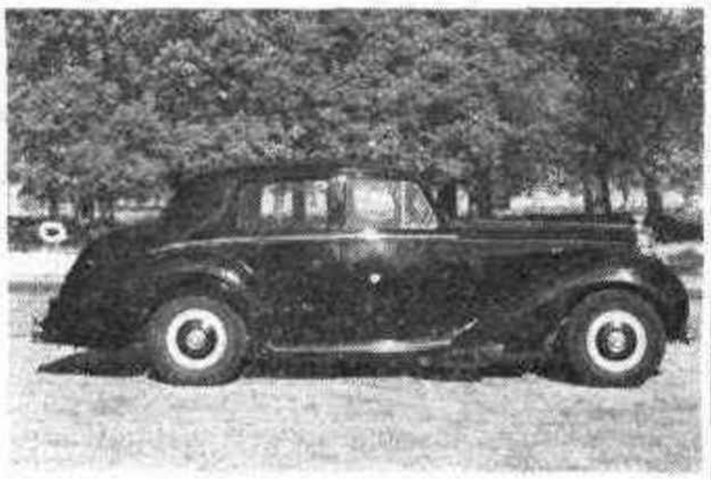


→

BENTLEY 'R' Type 4¼-litre, 1954, chassis with automatic transmission, standard 4-door saloon. Finished in velvet green with grey leather upholstery. Genuine total mileage since new 48,000 miles. In one private ownership. Service history available. In immaculate condition in every respect. **£2,350**

←

BENTLEY 'R' Type 4¼-litre Automatic chassis fitted with H. J. Mulliner 7220 Type 4-door sports saloon body (all aluminium). Finished in black with brown hide upholstery, piped beige. This car was originally supplied by us in 1954, and taken back from the first owner at 6,000 miles, and sold to the second owner who has retained the car ever since. The car is in unmarked condition. The walnut veneers are almost as new; in fact, the whole car is just as it was when delivered 15 years ago to the late owner. **£3,250**



THE FOLLOWING ADDITIONAL CARS ARE AVAILABLE AT THE TIME OF GOING TO PRESS :

BENTLEY S.1 HOOPER SALOON — **BENTLEY S.1 STANDARD 4-DOOR SALOON**
BENTLEY S.2 STANDARD SALOON — **BENTLEY 1964 S.3 CONTINENTAL DROPHEAD COUPE**

Our Stock of Used Bentley and Rolls-Royce Cars is constantly changing, and we welcome enquiries in this specialist market.

ROVER - TRIUMPH - AUSTIN - M.G. - WOLSELEY

96-98 UPPER RICHMOND ROAD, PUTNEY, S.W.15

Telephone: 01-788 7881

FABULOUS 'IN-CAR' ENTERTAINMENT OFFERS!
LARGEST SELECTION BIGGEST DISCOUNTS

COMPACT CASSETTE	
Mono	
AUTOVOX MA341	£21.95
PHILIPS 2605	£17.50
Stereo	
PHILIPS 2607	£32.95
AUTOVOX 717	£43.95
MOTOROLA 241	£45.50
PYE 2252	£29.50
PYE 2253	£34.50
TEAC AC5	£59.95
AUTOMATIC CS99934	£48.85
HITACHI C5204	£36.75
TOSHIBA TC412	£52.95
RADIOMOBILE 302	£35.95
Mono Stereo plus Radio	
AUTOVOX MA754	£69.95
MOTOROLA 752	£61.95
PHILIPS RN702	£87.25
HITACHI C5213	£42.95

(*includes speakers)
Carr. 50p extra on all models

8 Track Slot Stereo	
HANIMEX HC8030	£22.95
MOTOROLA 132	£31.95
RADIOMOBILE 106	£45.95
POINEER TP72	£33.95
HANIMEX HC8000	£23.95
8 Track plus Radio	
BINATONE	£74.95
HITACHI CST153	£74.00
LEAR JET L7277	£40.95
MOTOROLA 150	£52.95
PIONEER TPLA86	£66.50
RADIOMOBILE 108	£66.95

Car Radios	
PHILIPS 314	£20.50
PHILIPS 214	£16.95
HITACHI 840	£23.95
HITACHI 1410	£31.50
MOTOROLA 124	£16.95
MOTOROLA 114	£22.95
SHARP 947	£20.95
SHARP 942	£31.95
GRUNDIG WR 2002	£24.95
PYE 2062	£20.95
SELMAR CR52	£10.95
RADIOMOBILE 1095	£27.95
RADIOMOBILE 1070	£23.95
PHILIPS 495	£27.25
MOTOROLA 282	£35.95

PHILIPS EL3302 CASSETTE £16.95 COMPLETE WITH CAR ADAPTOR



SONY SANYO SPECIALISTS

BARCLAYCARD

SPECIAL PURCHASE!
HANIMEX
STEREO CAR CASSETTE PLAYER



LIST PRICE £69.95
OUR PRICE £36.95
SAVE OVER £30

Auto Reverse
Neg Earth.
Balance
Control

CAVENDISH SALES CASSETTE CENTRE
279-83 WHITECHAPEL ROAD, LONDON, E.1
Tel: 01-247 3032. CALLERS WELCOME. NEXT TO WHITECHAPEL UNDERGROUND.

FOR SALE—continued

ALVIS GRABER TC 108G, 1957 saloon. New wheels; tyres; exhaust, body parts; paint. £450. Also offers invited for concours TC21, Mitchell, 7 Reay Gardens, Westerhope, Newcastle-on-Tyne 869396 (evenings). (8906

TRIUMPH SPITFIRE, 1964. Soft-top in really exceptional condition accident free; no rust. Very slight synchro wear in third, otherwise mechanically perfect. M.o.T. Aug. 1973; taxed April. Any trial welcome. £2,750 o.n.o. Tel.: 061-445 8921. (8675

ROESCH TALBOT 75, ADD 2 reg. Jan. 1st, 1935. Darracq sports saloon body. Offers. Box 3697. (8676

LOTUS F.H.C., SE, S4. "J" reg. Black/yellow. 17,000 miles; immaculate. £1,200 o.n.o. House purchase forces sale. Mr. Crouch. Tel.: Chesham (Bucks.) 3602. (8678

SWALLOW DORETTI. Good condition; mechanically perfect. Offers. D. J. Arthur, "Impsley", Blackwater, Truro, Cornwall. Tel.: Threewaters 428. (8679

ALFA ROMEO 2600 Sprint, 1964. Webasto roof; radio; recent new clutch and engine overhaul. Very good condition; 10 months M.o.T. Excellent value at £425. Tel.: Brighstone (I.o.W.) 605. (8680

FOR SALE—continued

TR4A, Dec. 1967. Surrey, h/s-tops; overdrive, red. Excellent coachwork, mechanics 80 lbs. OP. 30 m.p.g. Kenlowe W.I.; headlamps; l/rack; M.o.T. 1973. £730 o.n.o. Might part-exchange Mk. II Cooper "S" plus cash. Bevan. Tel.: High Wycombe 38787 (after 7.30 p.m.). (8682

1965 ALFA ROMEO, 2600 Spyder sports four-seater convertible. Only 9,000 miles since complete engine etc.; overhaul; genuine bills for over £1000 in last 12 months shown. This is a fast car of great character. Very reluctant but genuine reason for selling. Enthusiasts car. £995. Tel.: Morecambe 2446. (8683

M.G.-B GT (Late 1970). Immaculate in yellow, fitted with sun-roof; o/d; recon. seats; Rostyles; 8-track stereo; radio; fog lamps; Halogen headlamps and much more. £1,250. Tel.: Cheltenham 59239 (after 6 p.m.). (8687

1947 M.G. "Y"-type. Taxed, M.o.T. Excellent runner but body needs attention. Some spares. Offers. Tel.: 061-445 7691. (8686

SAAB 99, Sun-roof; SAH conversion; twin Webers, etc. Cosmic wheels; Autovox stereo. Reluctant parting. £1,299. Tel.: Milford-on-Sea 3303/3770. (8684

STABILFAST
FRONT SPOILER

Stylish and functional — carefully designed and developed for individual models to give increased road-holding and improved straight-line stability — helps to relieve strain of Motorway driving — suitable for road or track use — manufactured to the highest standard in tough G.R. plastic, bright yellow or black — fitted in minutes — available for MINI, ESCORT, CORTINA, CAPRI, IMP, AVENGER, VIVA/FIRENZA, AND VW BEETLE. Please write for information on other models. **Price £7.50 inc. p. & p.**

When ordering please state colour required, year and model of car.

ROBIN STATHAM ACCESSORIES LTD., Dept. DM12, CHAPEL STREET, BERKHAMSTED, HERTS.



HEXAGON OFFER



1971 (October) FERRARI Daytona, finished in metallic burgundy with pig-skin trim, fitted air conditioning. One owner, 12,000 miles. **£8,695.**



1972 ASTON MARTIN V8 Mk. II. Finished in metallic terracotta with black trim, fitted air conditioning. Just 4,000 miles. **£7,495.**



1970 ASTON MARTIN DB6 Mk. II Volante, Vantage engine. Finished in black with black trim, fitted power-operated hood, Sundym glass, chrome wire wheels, radio ; 34,000 miles. **£4,995.**



1970 ('J' Reg.) MERCEDES 280SE 3.5 convertible. Finished in metallic gold with green trim. Fitted power steering, electric windows. One owner 30,000 miles. Full service history. **£5,895.**



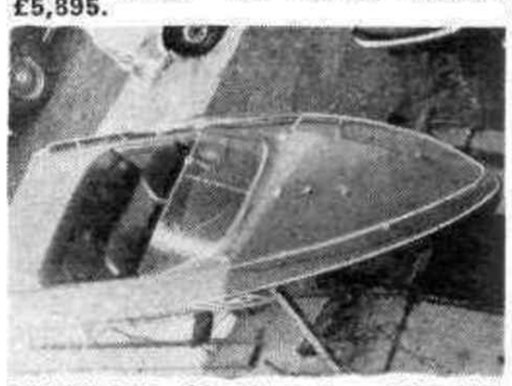
1972 PORSCHE 911S. Finished in lemon with brown leather trim. Fitted electric sun-roof, limited slip diff., Recaro seats, Blue Spot radio. One owner, 9,000 miles. **£5,395.**
Choice of five other Porsches from stock.



MASERATI Birdcage Tipo 61. Silverstone lap record holder, 2nd in JCB Championship 1972. **Offers in the region of £5,000.**



1948 BENTLEY Mk. XI Special, aluminium body gives incredible performance. Completely rebuilt, overhauled, etc. **£1,595.**



AVENGER 21 Chrysler 250 V8 Inboard/Outboard, electric trim tabs, full instrumentation. Finished in deep red. Fitted Sundym screen. **Offers in the region of £1,995.**

FOR FULL DETAILS OF THE ABOVE CARS — PLEASE CONTACT: —

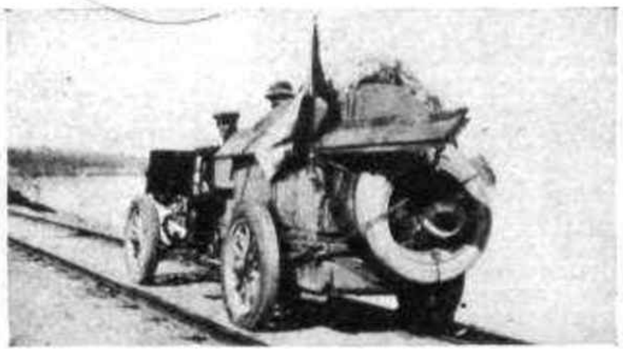
HEXAGON OF HIGHGATE LTD

26 NORTH HILL, LONDON N.6

TELEPHONE: 01-348 5151

PEKING TO PARIS

LUIGI BARZINI



The great Motor-Car Race of 1907 at last available with a new Introduction by the son of the author and with newly-discovered photographs. A fascinating journey which even today would excite travellers in cars very different from the Itala which carried them triumphantly over ten thousand miles.

Published 4 *December* 63 *photographs*
£5.00 *Route Map*

Alcove Press

59 St. Martin's Lane, London, WC2N 4JS Tel: 01-836 4194

NOSTALGIA for

THE 1965 EX-WORKS PROTOTYPE MGC



I'm always interested in exchanging or buying similar original machinery, or even merely wasting time exchanging nostalgic anecdotes.
Just ring
GREENCOATES 591
or call any evening or weekend at
27, London Road, Hertford Heath, Herts.
(B1197 between Hertford & Hoddesdon)

Chassis No. GRN 1/100
Factory developed engine and suspension
Genuine 140 mph
Host of extras
Quite unique and absolutely superb
£1500

ALFA ROMEO * LOTUS
JENSEN * JENSEN-HEALEY

Essex Distributors

FIAT DEALERS

GRANGE MOTORS

BROOK ST · BRENTWOOD · Tel 216161

GLC Sports, G.Ts, Saloons

GARRATT LANE CARS LIMITED

1961 CHEVROLET Corvette convertible (Route 66 Model). White Band tyres, radio. Exceptional condition. Finished in red with black trim and hood **£1,199**

1970 LOTUS Super 7 Series 3. Polished aluminium. Green nose cone and wings, oil-cooler, electric washers, heater, radials, full weather equipment and service history. One owner, 26,000 miles **£849**

1967 M.G.-B. Wire wheels, overdrive, 5-p.b. radio (Motorola), electric aerial, radials. Finished in black with red trim **£779**

1970 M.G.-B. Wire wheels, overdrive, SP radial tyres, Waso steering and ignition locks. Two owners, 22,000 miles only. Finished in glacier white with black trim **£1,129**

1966 M.G.-B. Wire wheels, overdrive, radials, 5-p.b. radio with balanced speakers, cassette slot tape player, twin spotlights, tonneau cover, leather wheel. Finished in silver fox with black trim... ... ... **£699**

1967 M.G.-B. Wheel leather covered. Wire wheels, overdrive, radio, tonneau cover, air horns. Finished in golden sand with black trim ... **£779**

1965 M.G.-B. Wire wheels, Cinturatos, Radiomobile, tonneau cover. Finished in British Racing Green with black trim **£549**

1966 M.G.-B GT. Wire wheels, sunshine roof, radio, radials. Finished in tartan red with red trim ... **£749**

1968 M.G.-C. Wire wheels, overdrive, Motorola radio, XAS radials, wood-rim wheel, tonneau cover. Two owners, 38,000 miles. Finished in black with red trim **£849**

1966 M.G. Midget 1098 Mk. II. New hood, radial tyres. Two owners. Finished in white with black trim **£449**

1969 ('H' Reg.) M.G. Midget. One owner, 28,000 miles. Cinturatos, tonneau cover, wire wheels. Finished in pale primrose with black trim ... **£699**

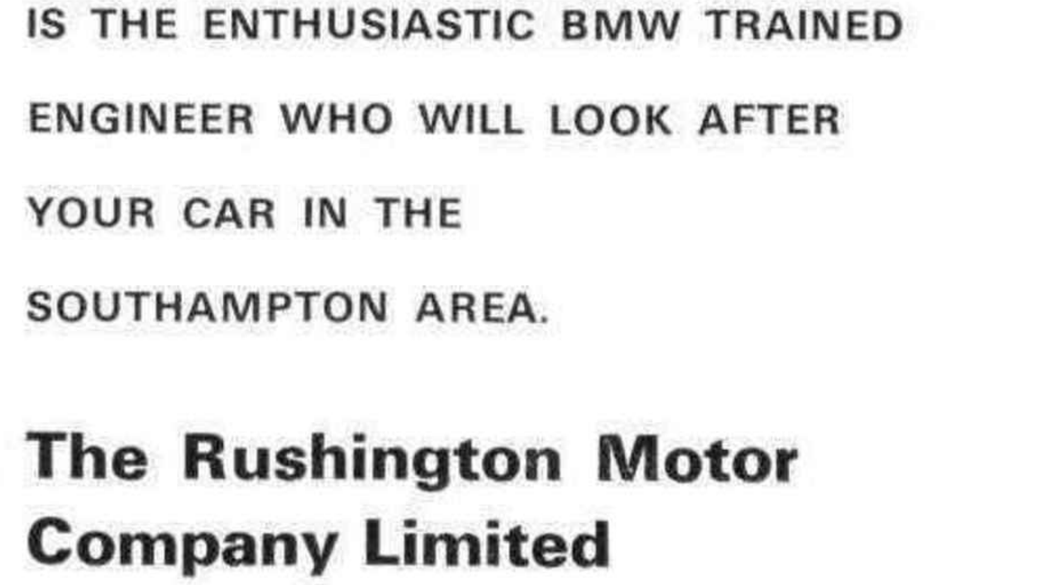
1966 M.G.-B. Wire wheels, radio' Cinturatos, tonneau cover. Finished in B.R.G., black trim **£649**

1967 M.G.-B GT. Wire wheels, overdrive, radio, ZX radials. Finished in Havana brown with black trim **£829**

GARRATT LANE CARS LTD

645-649 GARRATT LANE EARLSFIELD LONDON . SW17 OPB

01-946 0607/3312



KEITH CALLAWAY, OUR SERVICE MANAGER IS THE ENTHUSIASTIC BMW TRAINED ENGINEER WHO WILL LOOK AFTER YOUR CAR IN THE SOUTHAMPTON AREA.

The Rushington Motor Company Limited
Spicers Hill,
Totton By-Pass,
Southampton

specialise in B M W SERVICE and SALES

RUSHINGTON - BMW - SOUTHAMPTON
Telephone: Totton 2223

An Associated Company of Keewest Developments Ltd



FAMOUS BREITLING CHRONOGRAPH FOR ONLY £6·15 DEPOSIT or £24·25 Cash

We've done a fantastic deal! Bought these great Breitling Top Time chronographs so advantageously that we can let you have one at an incredibly reduced price. From the same range advertised in this magazine in July 1972, we now offer this chrono. to you reduced from £34.25 to £24.25. Full maker's guarantee included!

They have all the features a racing and rally man wants – a tachometer scale, 45 minute "stop and look" recorder, second-sweep and hour-sweep hands; stop-watch with stop, go and return trip-buttons – all in a very simple, elegant gold plated or white metal case that's tough, too. So you can wear it to work and play! Perfect, precision-made in Switzerland. Film-makers, sportsmen, TV stars, top rally enthusiasts wear Breitling! Like the 1st American in space!

Cash price £24.25 or £6.15 with order and 9 monthly payments of £2.40. (Total £27.75.)

Send money with order (plus 25p post & insurance) to Sovereign House, Marketing Dept. MS 140, Wardour Street, London W1V 4AQ

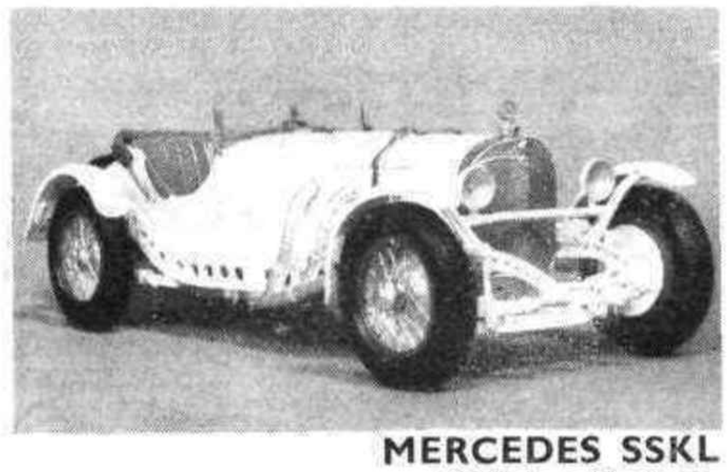
Free full colour catalogue and price list of this and other models on request.



AUSTIN 7
£4.20 Post Free.
U.S.A. $13.50 inc. Air Mail.

MAGNIFICENTLY DETAILED 1/24th SCALE
METAL MODEL CAR KITS
Unretouched photos of Models

Send 3p stamp for free illustrated list of cars. Range includes 4½-litre Bentley, Morgan 3-wheeler, ERA 1½-litre, MG M, MG K3, Jaguar SS100, etc. 24 different models ! Simple assembly with adhesive, no soldering.



MERCEDES SSKL
£5.25 inc. Postage.
U.S.A. $15.50 inc. Air Mail.

WILLS FINECAST, LOWER ROAD, FOREST ROW, SUSSEX RH18 5HE

FOR SALE—continued

A.C. 2-LITRE, 1949. Stripped down for rebuild but lack of time forces sale. All parts to complete plus several spares. Please Tel.: Beverley (0482) 881131 for details. (7541

A/H 3000, 1967 "F". Finlay hard-top; full tonneau; wires; overdrive; radio; XAS's; 1 years M.o.T., 6 months tax. Don't be put off because this car will cost only £750. It was rebuilt to a high standard 3 years ago following a fire and is now in excellent condition. Any trial or inspection invited. Tel.: Bolton 35239 (day), 56919 (evening). (7540

BMW 2002, 1968. Silver grey; sun roof; laminated screen. £950. Tel.: 01-330 5656 (Surrey) (7542

TR4A SPORTS. November 1966. Wires; radio, new hood; woodrim; radials; economical reliable and good condition. £525. Part exchange saloon considered. Mr. Underwood, 49 The Grove, Gravesend. (7543

ALVIS TE21 automatic. Mulliner Park Ward body; silver with red upholstery; 1965 model, 1964 regd; wire wheels; radio. Very sound condition. Recent bills available. £895 Tel.: 01-402 6141 (daytime) or 01567 8422 (evening). (Ask for Mr. Edmonds). (7544

1936 ROVER 10 saloon. Two owners entirely original in every respect; 140,000 miles. Mechanically outstanding; carefully maintained throughout from new. Private sale preferred. £325 o.n.o. Box 3662. (7546

1933 MORRIS 10/4. Two seat tourer; new hood; side screens; windscreen; interior; two new tyres and batteries. Requires running boards to complete. £325. Tel.: Green Coates (Herts.) 594 (7548

TRIUMPH TR4A, 1966. B.R.G.; wire wheels; overdrive; tonneau cover; tested. Good condition; bodily and mechanically. Bargain £495. Tel.: Barnsley 710521. (7552

1970 T.V.R. Vixen S2. One owner; 22,000 genuine miles; white; tinted rear window; aluminium wheels; radio; Selmar burglar alarm. £900 o.n.o. Tel.: Whipsnade 727 (after 7 p.m.). (7553

ISO RIVOLTO, 1965 model. R.h.d. Motorola radio with front and rear speakers; wire wheels; 5½-litre Chevrolet Corvette V8 engine. Four speed all synchromesh gearbox. A fantastic looking car with performance to match offered at the genuine low price of £695. Current model costs over £8,000. Can deliver. Tel.: 061-437 7462 (evenings only please). (7554

1952 A.C. 2-litre saloon (NRH 885). Needs some attention; various spares including engine, gearbox, diff. with Regn. No. RRB 26. Offers together or separate. "Ellswood", Chapel Hill, Ashover, Nr. Chesterfield, Derbyshire. (7556

TR3A 1962. Finished in unmarked B.R.G. Really beautiful condition; works hard-top; hood; tonneau. Brand new gearbox; clutch; overdrive; brakes; steering suspension tyres. Twin spots, radio. All bills available. Owned by engineer. Not often you find one in this condition offered at £545 o.n.o. Seen London or Birmingham. Tel.: Bloxwich (Staffs.) 77569 (office hours). (7557

TR6 1969. White, good condition 14,000 miles only; wire wheels; overdrive; radio. £1,100. Tel.: Horsham (0403) 60290. (7559

SUNBEAM ALPINE, GT. 1965. Taxed. M.o.T.; radio; s/belts. £325 o.n.o. 45, Chantry Heath Crescent, Knowle, Solihull. (7560

T.V.R. VIXEN, 2500 1972. Alloy wheels; tinted rear window; belts; 8-track stereo; sun-roof; Marigold; black interior. £1,450. Ashby-De-La Zouch 2800. (7563

DAIMLER CENTURY, drophead coupé. 1955. Reconditioned engine. £299. Tel.: Southend 86561. (7564

ALFA ROMEO 1300 GT Junior. S.Z. Zagato, August 1970. One owner taxed 1973; unique example in U.K.; low mileage; special cams and jets; magnesium wheels; radio; tape recorder-tapes. Completely serviced and overhauled; very fast perfect throughout. "L" registration; l.h.d. Must be seen. Give away £1,290. Tel.: 01-672 2695. (7562

54 LOTUS Elan, d/h coupé 1969 One owner French blue; radials; servo; tonneau. Never been raced nor rallied. £965. Tel.: Worcester 820806. (7565

M.G.-B GT, 1966. Beige; o/d; w/w; sunshine roof; radio; 6,000 since new engine; clutch and ZX tyres fitted. £725 or exchange TD, TF. Booth, 14 Burford Ave., Salisbury. Tel.: 28305. (7566

AN M.G. of character; TF model specially fitted with twin cam engine; gearbox and instrumentation, etc. Most impressive under bonnet appearance. £875. Excellent sports car 1920-1950 wanted Tel.: Steyning (Sussex) 814197 (anytime). (7567

BEAUTIFUL, BELOVED bahama yellow Porsche 912, 1969. 43,000; 5 new tyres; radio; stereo; new clutch. Will be M.o.T. 1973 November. Mr. Spiney and new 911 forces sale. £1,850. Tel.: Penistone 3365. (7574

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 30

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, DAF	£10	£15
CORTINA, AVENGER, MARINA, VW	£12	£18
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£17	£24
SPITFIRE, COOPER, MIDGET	£22	£27
ALFA ROMEO, BMW, MERCEDES, MGB	£36	£39
LOTUS, TVR, TR6, E-TYPE	£51	£63

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION

Name..... Age..... Nationality.....
Address.....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... Garaged Yes/No
Cover required *Comp. / Third Party Fire & Theft / Third Party
Drivers: *Owner Only / Owner and Wife / Any Driver
Used for: *Social and Pleasure / Business / Commercial.
am entitled to.....years No Claim Bonus.
Details of any convictions or accidents :.....
* DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
ASHLEY ROAD HAMPTON MIDDLESEX TEL 01-979 9998/9
OFFICE OPEN DAILY 9am - 6pm INCLUDING SATURDAY
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

DISPLAY YOUR PRIZED COLLECTION



in a beautiful cabinet

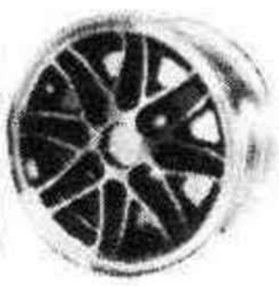
Perfect for displaying military miniatures, model cars, locos, small antiques, gem stones, shells, etc., etc. Craftsman-made in solid hardwood finished satin teak, hardboard back in white enamel, sliding Makrolon front. Type A (illustrated) 17¾" x 11¾" x 2½". Shelves 16⅝" long x 1¾" deep. 2⅜" clearance. Price £4.58. Type B 17¾" x 11¾" x 3½". Shelves (3, including base) 16⅝" long x 3" deep. 3⅛" clearance. Price £4.85. Type C as B but two shelves (including base) and 5¼" clearance. Price £4.70. All prices inc. P.&P. Trade inquiries welcome. Dept. MS1.

CASES (HALIFAX) LTD
Wellington Street South, HALIFAX, Yorks.
Tel: 0422 52503

Road and race equipment at top discount prices!

COSMIC

4 x10 – **£4·00**
4½ x10 – **£4·65**
5 x10 – **£5·00**
6 x10 – **£5·75**
5 x12 – **£6·20**
5 x13 – **£6·80**
5½ x13 – **£7·05**
6 x13 – **£7·45**
5½ x14 – **£8·45**
6 x14 – **£8·70**
5½ x15 – **£9·05**
6 x15 – **£9·05**
XJ6 – **£10·70**
16 Chrome Nuts £2·00
Duo Pack £4·50



GOODYEAR

5 x10 – **£5·95**
5 x12 – **£6·85**
5½ x13 – **£7·60**
6 x13 – **£7·95**
6 x14 – **£8·15**
6 x15 – **£9·95**
5½ x15 – **£9·45**
Price includes Chrome nuts.
4 locking nuts—£3·50



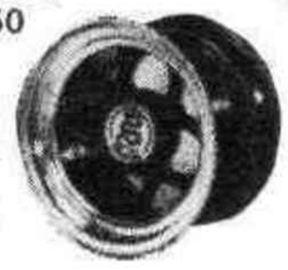
ASTRALI

5 x10 – **£5·80**
5½ x13 – **£6·80**
16 Chrome Nuts—**£2·00**
4 locking Nuts—**£3·50**



MAMBA

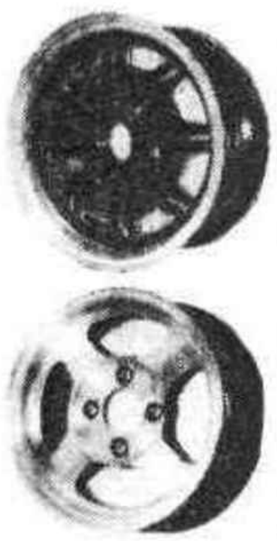
5x10 Nat — **£6·60**
5x10 D/L — **£7·20**
6x10 Nat — **£6·90**
6x10 D/L — **£7·60**

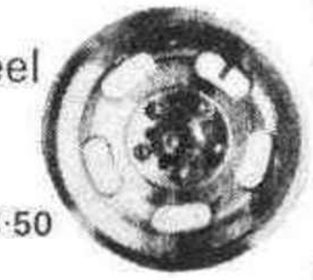




NEW

The Revolution Road Wheel
5x10 – Available December.
6x10 – Available December.
5½x13 – **£7·50** 6x13 – **£7·80**
7x13 – **£13·50** 16 Chrome nuts – **£3·50**





GT

5 x10 – **£6·50**
6 x10 – **£6·80**
6 x12 – **£7·80**
5½ x13 – **£8·50**
6 x13 – **£8·70**
6 x14 – **£9·80**
5½ x15 – **£11·00**
6 x15 – **£12·00**
Price includes Chrome nuts.
4 locking nuts—**£3·50**

MIDLAND METALLIC

5 x10 – **£6·45**
5 x12 – **£7·90**
5½ x13 – **£8·60**
5½ x14 – **£8·95**
16 Chrome nuts—**£2·25**
4 Locking key nuts—**£3·50**

WOOLFERACE

5½ x13 – **£11·90**
7 x14 – **£14·25**
6 x15 – **£15·20**
6½ x15 – **£15·20**
7 x15 – **£15·45**
8½ x15 – **£16·90**
10 x15 – **£21·00**
Price includes Chrome nuts.
4 locking nuts—**£3·50**

DUNLOP

5 x10 – **£6·25** (Inclusive). Set of "Stick On" Balance weights – **75p.**

Correct Wheel Size for Your Car is IMPORTANT

5 x 10 Fits: Mini, Honda, Bond. **6 x 10** Fits: Mini, Honda, Bond. **5 x 12** Fits: BMC 1100, Escort, Imp, Viva, Corolla, 1300, Clan. **5 x 13, 5½ x 13, 6 x 13** Fits: Ford, Rootes, Toyota, Triumph 2000 2·5, Toyota, Marina, Maxi, Sprite, Midget, Europa, Vauxhall, B.M.W., Bond, Datsun, Marcos, Fiat, Ginetta, Lotus, Masda, Opel, Renault, Simca, Triumph. **5½ x 14, 6 x 14** Fits: MGB, Stag, American, Mercedes, Mazda, K.70, Skoda, Opel, Toyota, Peugot, R.O.80, Alpha, Audi, B.M.W., 2402, Stag, American. **7 x 14** Fits: 2402, Stag, American. **5½ x 15, 6 x 15** Fits: V/W, Porsche, TR 4/5/6, XJ6, Saab, Scimitar, Volvo and American. **7 x 15, 8½ x 15, 10 x 15** For specials and American. **Free Specialist Fitting on all Wheels (Callers Only).**

TERRY HUNTER SEATS



Carrera Comp. £16·98
Sebring Recliner £19·98
Easy Rider High Back £14·98
Motorway £12·50 D/L £13·95
Monza High Back £15·98
All prices include sub frame and runners. Fitting arranged.

ASTRALI 13" STEERING WHEELS Hand stitched, thick grip, semi dished, polished alloy frame, complete with centre cap – Fit all makes of popular car – **£4·75** (Inc. Boss). Thumb Spats – **50p** extra. Most other makes in stock (Inc. Motolita).



GT4.

CORBEA SEATS

GT A	£13·00
GT A High Back	£15·00
GT 4	£18·50
GT 6 Recline	£26·50
GT 8 Competition	£22·50
Sub-frame and runners	£2·75

FREE FITTING ON ALL CORBEA SEATS

NIKKI CARBS: These fantastic Japanese Nikki Twin-Choke Carbs offer the finest value for the enthusiast and give considerable increase on both acceleration and top speed. Complete kits are available for: BMC 850, 1000, 1100, 1300 – All Anglias & Cortinas, Escort, Capri – Viva – Fiat 600, 850 – Renault R8, R10, – VW 1200, 1300, 1500.
Each kit comprises: carburettor, inlet manifold, linkage, fuel connection and chrome filter.
List price **£25·50**. Our price **£19·00** (Fitting Service).





"IN - CAR" ENTERTAINMENT

RADIOMOBILE		106 s ST.8	£44·60	281 P/B	£46·75
1095 P/B	£27·46	301 CS Cass	£34.89	122 Manual	£18·70
1085 P/B	£25·17	102 S. ST.8	£30.17	124 Manual	£17·80
1070 P/B	£22·06			252 Rad/Cass	£58·00
80 Manual	£16·98	**MOTOROLA**		241 Cass.	£42·95
320 Manual	£13·95	112 P/B	£23·60	132 St.8	£31·80
930 Radio	£36·50	114 P/B	£21·36	150 St.8/Radio	£49·83
108 SR ST8/Radio	£66·70	282 P/B	£34·50	170 Stereo	£59·00

Fitting Service Available.

SENN – SOUND 8 track stereo Retail £29·50 Our Price **£19·75** (Inc. speakers) Fantastic sound.

ALL GOODS COVERED BY MONEY BACK GUARANTEE

Please deliver _____

I enclose cash/P.O./Cheque for £ _____

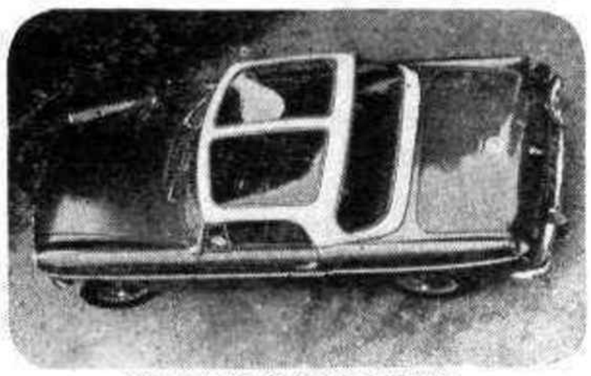
Please send c.o.d. (50p. extra) _____

My car is make _____ year ____ model _____

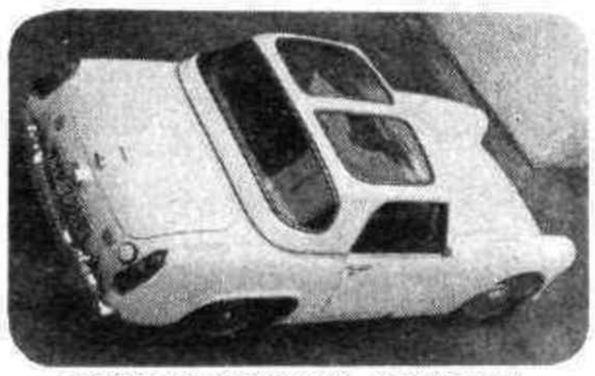
Name _____ Address _____

John Brown (Wheels), 18 Far Gosford Street, Coventry 23889.
Order form **88, Kingsgate Road West Hampstead London NW6**
tel: 328 6413
Terms C.W.O. or C.O.D. (C.O.D. 50p Extra). All goods – Free U.K. delivery (N.I. and Scotland orders welcome). Personal delivery covers most areas (Pay driver). All goods – firsts only. Money back G'tee.

John brown wheels



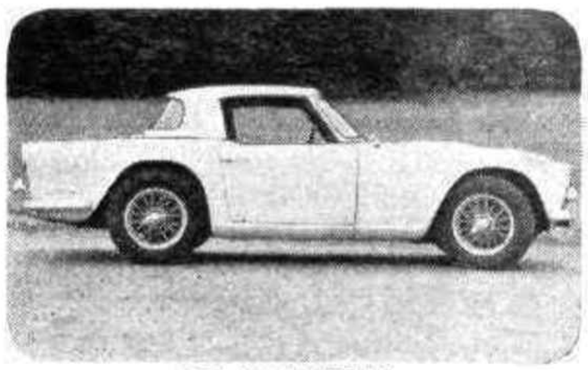
MG-B/MG-C CARIBBEAN



SPRITE IV/MIDGET III CARIBBEAN



MG-B/MG-C GT FASTBACK



TR CARIBBEAN



SPITFIRE CARIBBEAN



HERALD/VITESSE HARDTOP

THE NEW DIRECTORS OF
HERON PLASTICS LIMITED
OFFER

£10

OFF
ANY DE-LUXE HERON HARDTOP
ORDERED BEFORE 1st JANUARY '73



E'-TYPE JAGUAR CARIBBEAN

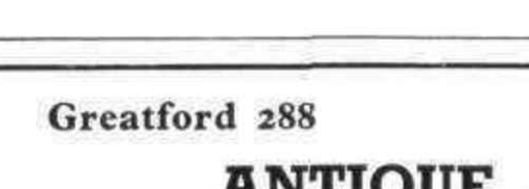
**123 CALVERT ROAD,
GREENWICH, LONDON,
SE10 0DQ 01-858-0081**

heron
hardtops and consoles
Heron Plastics Limited

Motorway Sports Cars Ltd

**THE STREET BOUGHTON
NEAR FAVERSHAM KENT.**
Tel BOUGHTON (022-775) 223 or 475

JAGUAR 'E'-type 2+2, Ser. 11, '69. Extras	**£1,795***	**M.G.-C GT,** '68. Wire wheels, etc.....	**£895†**	**M.G. Midget Mk. III,** '69. Radio, etc.....	**£645***
TRIUMPH TR6, '71. Overdrive, etc.....	**£1,345***	**M.G.-C roadster,** '68. Overdrive, wires....	**£795***	**M.G. Midget Mk. III,** '67. 1275cc unit....	**£485***
TRIUMPH TR6, '69. O/d., w/w., det. h/t.	**£1,065***	**M.G.-B,** '69. Overdrive; one owner.....	**£955***	**HEALEY Sprite Mk. IV,** '69. Recl. seats..	**£620***
TRIUMPH TR5, '68. Sports roadster....	**£895***	**M.G.-B GT,** '67F. Overdrive, wires, radio..	**£825***	**HEALEY Sprite Mk. III,** '66. Wires, etc...	**£395†**
TRIUMPH TR4A roadster, '67. Extras..	**£735***	**M.G.-B,** '67F. Overdrive, wire wheels, etc...	**£735***	**HEALEY Sprite Mk. III,** '65. W/windows..	**£345†**
TRIUMPH TR4A, '66. Hard/soft-tops....	**£655†**	**M.G.-B,** '66. Wire wheels, etc.....	**£595†**	**CHEVROLET Camaro 350 SS conv.,** '67..	**£1,195**
TRIUMPH TR4, '64. Overdrive, wires, etc.	**£465†**	**M.G.-B,** '65. Radio, o/d., **£545†** O/d., w/w.,	**£565†**	**FORD Mustang conv.,** '66. V8. P.a.s., p.b., p.h.	
SPITFIRE III, '70. O/drive, det. h/top....	**£770***	**M.G.-B,** '64. O/hauled unit, overdrive.....	**£460†**	**SUNBEAM Alpine Ser. IV,** '64. O/drive..	**£345†**
SPITFIRE II, '66 Det. hard-top, wires....	**£445†**	Probably coming: **Aston Martin DBS, M.G.-B**		**LOTUS Elan,** 66. convertible. Extras.....	**£695†**
(*Illus.*) **TVR Vixen S2,** '69. lwb, 1600GT unit	**£995***	**GT** and **roadsters,** '70; **Spitfires** '63 and '67.		(*Illus.*) **LOTUS 7 Series III,** 69. Extras....	**£780†**



AND many others now in. Please 'phone or check our advert in *Motoring News*. Most cars prepared and serviced. Parts and labour guaranteed if marked *, parts guaranteed if marked †. Generous price reductions for cars taken as they are. Almost any vehicle, boat or motorcycle taken in part exchange. Low payment H.P. and insurance. **WE ARE** on the A2 (M2—1 mile, Canterbury—6 miles) an easy run from London. Nearest station—Faversham (London approx. 1 hr.). **OPEN** Mon., Tues., Wed., Sat. 9-6. Thurs. & Fri. 9-9. Closed Sun. Can you see the big M?
SPORTS CARS WANTED FOR CASH. S/h. tonneaus around **£5.**



Greatford 288 **Greatford 288**

ANTIQUE AUTOMOBILES LIMITED

offer for sale the following :—
1904 AUTOCAR. 4-seater tonneau body (rear entrance). Part restored. Many spares. A unique opportunity to obtain a superb Brighton Run car, reasonably priced at **£4,000.**
1936 HISPANO SUIZA saloon by Van Vooren, recently restored. (*Illustrated.*)
A choice of **FERRARIS** ranging from a **1950 F2 2-litre, 1951 Type 166 Barchetta, 1952 4.1 Barchetta, 1958 Testa Rossa,** and finally what is certainly the best **4-cam GTB** (my personal transport) available today.
1959 MASERATI 250S. The rarest of the sports/racing Maseratis, fully restored. Priced most reasonably at **£4,250.**

35-39 MAIN STREET, BASTON, PETERBOROUGH PE6 9NX

AMERICAN TYRES

Special prices from biggest U.K. distributors.

ALL TYPES & SIZES STOCKED

AMERICAN TYRE SALES

31-33, FORTUNE GREEN ROAD, LONDON, N.W.6

Tel.: 01-435 8988/4992

COOPER 500c.c.

Engines—gearbox spares and many other parts available for these cars.

MK 11 MK 13 MK 9

Cars available.

Contact John Mitchell

IAN RABY (RACING) LTD.

BRIGHTON 66201

Thorpe Autopoint

SPECIALISE IN MECHANICAL RESTORATION OF ALL ROLLS-ROYCE & BENTLEY CARS EVER MADE

Panel work and recellulosing also.

MAIN STREET, LUBENHAM, MARKET HARBOROUGH

Telephone :

Market Harborough 2156 (anytime)



1965 HEALEY 3000 Mk. III, w/w, o/d **£795**

1965 ALVIS Sports saloon, auto, p/s **£990**

1967 JAGUAR 420, outstanding **£855**

1965 TIGER, fitted 4.7, hairy .. **£850**

1967 TR4A coupe, radio **£735**

1964 LANCIA FULVIA coupe, radio **£465**

1964 Le Mans coupe Sprite GT £425

Good selection of Sprites, Midgets, Spitfires, M.G.-B's etc., all years and prices. Please 'phone.

Lerham Sports Cars Ltd., Harrietsham, Kent.

Telephone 06-274 570

(24 hr. enquiry service.)

FERRARI 330GT

Concours condition. **£1,950.**

ALVIS TE21

Blue. New exhaust, tyres, respray. **£950.**

ALVIS TE21

1966 drophead. Green. **Offers.**

Tel.: **MILTON ABBAS 411/675**

FOR SALE—continued

ARMSTRONG SIDDELEY "Sapphire", 1954. In good condition, constant care and servicing, one owner, taxed, M.o.T., mileage 64,000. Tel.: Exeter 54505 (5 to 7 p.m.) (9059

B.M.W. 2002. Colorado, 1971. One owner, immaculate, under 14,000 miles, sunroof, spots, h.r.w., £1,695. Tel.: Preston 613184 (Lancs.) (9060

HUMBER 12. Jan. 1935. Excellent condition, 2,000 miles since extensive renovation. 12 month M.o.T., £300. Tel.: 031-336 4637 (Edinburgh). (9061

DELAGE D6, 1936 drophead coupé and Talbot 6-cylinder 1935 drophead coupé for sale. Both in need of restoration. Price for both £450. Box 3705. (9062

ROUGH FIAT circa 1922 for spares or restoring. Also good front axle with B.E. wheels. Tel.: Rayleigh 71520. (9069

M.G.-A ROADSTER 1600, 1961. Grey, red trim, good radials, tonneau, radio, taxed March, really well maintained, £325. Roberts, Tel.: 01-580 0321 (daytime), 01-226 2050 (evenings). (9074

RARE JENSEN Interceptor. Recon. engine, new brake cylinders, linings, tyres. White with black vinyl roof. Tel.: Woking 67208. (9075

'INDY 50'

THE NEW TOY FOR BUDDING CHAMPIONS



REAL ENGINE POWER

AUTOMATIC CLUTCH

EXCITING PERFORMANCE

FULLY SILENCED

IDEAL FIRST-STEP IN DRIVING TUITION

Off-the-road fun for boys and girls

£59.50

PLUS CARRIAGE

FLOWRITE KART SERVICE
53 BECKTON ROAD
LONDON E16
01-476 7060

W. B. Sportscars Ltd.

Lotus Seven Main Dealers

1, EVANS ROAD, REDLAND, BRISTOL

Tel.: 35544

NEW & USED SEVENS IN STOCK

ALL AT COMPETITIVE PRICES

Write or 'phone before buying.

Barry Simpson Engineering

Restoration and repairs to Vintage, Classic Cars and Historic Racing Cars by Skilled Engineers and Craftsmen.

CIDER WORKS, ABBOTSKERSWELL, NEWTON ABBOT, DEVON. NEWTON ABBOT 3815

WANTED ! WANTED !

ANY ROLLS-ROYCE
SILVER CLOUD or
SILVER DAWN

Condition unimportant !
(Tatty car preferred)
Cash Payment !

TEL.: 01-602 0748
(Kensington) London

FOR SALE—continued

M.G. TF, £660. Red, red interior, new hood, taxed, M.o.T.'d 1973, tonneau, r/light. Tel.: 01-886 0424 (evenings). (9042

RARE 1928 all-steel 11.9 Morris Oxford Tourer. Restored, maroon/black, fawn hood, £850. Also 1930 Morris Cowley saloon. Original carpets, etc. Maroon/black, £425. Tel.: Torquay 38673. (9043

M.G. MIDGET Mk. III "G" Reg., w/wheels, Cints., resprayed, many extras, immaculate, change of circumstances forces sale. £570. Tel.: Hemel Hempstead 65374. (9044

GINETTA G4, 1500 GT, 1967. Lime green, roll over bar, 5½" J's, G800's, electric fan, A2 cam, soft top, tonneau, M.o.T. tax, £620 required for this fine example. Tel.: 71-39252 (Ruislip) (evenings). (9045

TR3A O/DRIVE, h/s tops, tonneau, rebuilt suspension, M.o.T., good condition, must sell, £250 o.n.o. Tel.: Eastbourne 32389. (9057

FOR SALE—continued

LANCIA FLAVIA coupe, 1964, r.h.d. 1,800 c.c. Good bodily and mechanically, gunmetal blue, fawn cloth interior, Michelins, power discs, electric aerial, silent 70+ cruising with 30 m.p.g. M.o.T. £395. Tel.: Taunton 86353. (9046

TRIUMPH GT6, 1971, overdrive, extras. £1,075. View Lincs., Midlands, S. Wales. Box 3704. (9047

TR5. YELLOW. One owner. £720 o.n.o. Tel.: Oxford 35193 (evenings). (9048

RILEY 1938 Adelphi 2,443 c.c. Completely re-built, v.g.c., £800. Scintilla mag. 4-point anti-clock £15. Healey Silverstone engine, v.g.c., £70. Tel.: Cleethorpes 63774. 22 Denby Drive. (9049

1936 AUSTIN Ruby Pearl. New hood, repainted, mechanics good, one year's M.o.T., taxed. £250 o.n.o. Apply 14 Denby Drive, Cleethorpes, Lincs. (9049

M.G.-B ROADSTER, 1967. Taxed, long M.o.T., wire wheels, radio, new hood, carpets, tonneau. Offers around £575. Must sell. Tel.: Lytham 6810. (9050

TRIDENT CLIPPER V8, 1971. Aquamarine/black. Every possible luxury fitting. Magnificent eyecatching motor car. Fantastic performance: 0-60 in 4.7 sec., but economical: 21 m.p.g. on 4-star petrol. Just completed 12,000 mile service. Spares obtainable at BLMH/Ford dealers. Cannot be adequately described, must be seen. Offers/P.X.? Telephone Southport 67295 (evenings/weekends). (9051

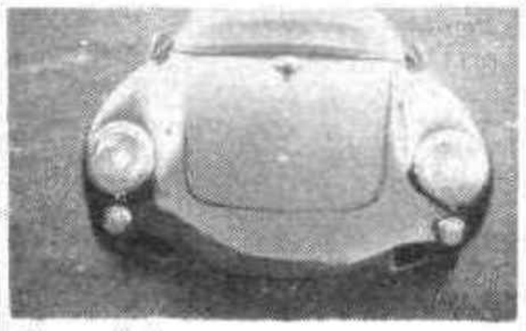
M.G. MIDGET Mk. III, 1967. 1,275 c.c., wire wheels, as new tyres, oil cooler, gauges, hood cover, etc., B.R.G., immaculate throughout, full M.o.T. £335. Tel.: Blackpool 33639. (9052

SPITFIRE MK. IV, 1971. Saffron, low mileage, excellent condition, £850. Part exchange. Station Garage. Tel.: Ripley 3304 (Derbyshire). (9053

HEALEY 3000 Sports convertible. Metallic blue and white. Recent full rebuild to engine, gearbox. New M.o.T., fitted o/d, wires, spots. Very desirable car at £675. Tel.: 01-748 8677. (9054

JOWETT JAVELIN de-luxe, 1952. Present owner 18 years, splendid condition, full maintenance history; offers. 73 Northey Avenue, Cheam, Surrey. Tel.: 01-643 1749. (9055

TR3A. Very good ghroughout. New engine and clutch. M.o.T. Sept. 73. £350 o.n.o. 190 Robin Way, Chipping Sodbury, Bristol. (9056



Pictured above :
PORSCHE RS SPYDER 4-Cam.
Completely restored to *concours* condition in every respect. 140 m.p.h. yet completely tractable on the road. Ideal winner 2-litre JCB Championship (?!).



Pictured above, a medley of cars, including left to right :
ALLARD K2
HEALEY SILVERSTONE
£975 : Factory Competition Light weight LOTUS ELAN.
Other interesting cars include :



Perhaps one of the prettiest professionally-built specials ever — a cross between a Riley Imp/Bug 37/Excaliber. Power by M.G., suspension by Triumph. Built by specific request for an eminent purveyor of horseless carriages mentioned on the back page of this mag.
A last-minute addition picture below:



£1,200 : M.G. TF 1500
A beautiful example of this car, complete with wire wheels and lots of bills.

Last but not least



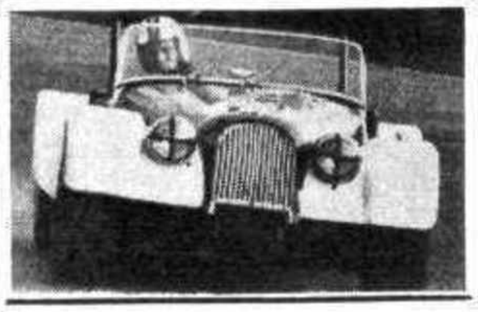
£2,495 : 1961 James Young S.II Continental. Two owners. Silver grey, beautiful in every respect.

OFFERS, EXCHANGES, FOR THE ABOVE TO

BRIAN CLASSIC

BUCKLOW HILL 830423

(Nr. MANCHESTER)



MORGAN CAR HIRE LTD.

MORGAN +8

4/4 2-seaters.

4/4 4-seaters.

Brochure sent on request.

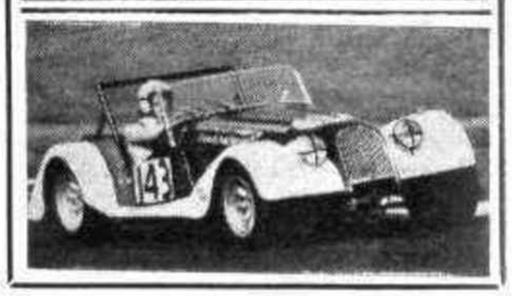
MORRIS STAPLETON MOTORS LTD.

Reece Mews, London, S.W.7 Tel.: 01-589 6894

LONDON'S MORGAN DISTRIBUTORS

The Stapleton Brothers suggest the following Breakfast presents for Christmas. A packet of cornf'akes free with each one. An October 1970 (J) +8 in flame red, extras include luggage rack and tonneau cover. 'H' registered 1970 +8 in crimson red, 27,000 miles mag. wheels, and luggage rack. 1969 +8 in Post Office red, also with luggage rack, tonneau cover, etc. In the 4/4 range we have a 1972 in orange with only 2,000 miles, the Brown 4/4 four-seater which was at the 1970 Motor Show, wire wheels, brown interior and luggage rack. Another orange '70 4/4 2-seater with 72-spoke wire wheels, bucket seats, etc. A light blue 4/4 2-seater with luggage rack, also 1970. Three 1969 4/4 2-seaters in black with black leather, wire wheels. Pale blue, fitted tonneau, heater, and new clutch. Green with new hood and leather steering wheel. A 1968 4/4 in pale blue, with wire wheels, two owners and luggage rack. A 1967 4/4 in indigo blue, reg. Dec. Wire wheels, SP tyres, recently reconditioned engine. Now for Plus 4's. A 1967 +4 Supersports, all aluminium body in indigo blue, white roundals, aero screens, rebuilt Lawrence-tune engine, 72-spoke wire wheels. A 1966 blue +4 with twin Webers, and last but not least two coupes of 1964 and 1959. Which probably will have been sold by the time you read this Merry Christmas.





FOR SALE—continued

VERY SPECIAL Gilbern Mk. II, hand built, fully balanced 1622 c.c. B.M.C. engine (rebuilt less than 500 miles), over-lap cam; H.R.G. head; large valves; twin 42 DCOE Webers; alloy flywheel; comp. clutch ZF box. Terrific performance! Servo brakes, disc front; wires, R.S.5s (2 new). Red, black interior; many extras. One owner. £650 or near offer. Tel.: 01-989 6081. (8369

1930 AUSTIN Seven. Box saloon; daily use, second car 15 years. Many spares; taxed. M.o.T. £400 o.n.o. Thornbury (Glos.) 2023. (8371

DAIMLER CONQUEST Century. 1954. Many new or reconditioned parts. Dismantled, any offer considered. Tel.: 0276 (Camberley) 64926. (8372

LOLA CLIMAX, Mk. I. Fabulous condition; probably better than new. Original specification throughout. Certain J.C.B./H.S.C.C. winner. £2,000. Tel.: Northwood 25435. (8373

LOTUS CORTINA, "G" registration. Silver fox with black interior; vinyl roof; silent travelled radials; known history immaculate condition. £610. Tel.: Quatt (Salop.) 402. (8374

ASTON MARTIN, DB2/4. 2.6 Vantage. Metallic blue. New black leather upholstery, carpets; trim. Good Pirellis. Mechanically excellent. £590 o.n.o. Tel.: Altrincham 061-980 4886. (8375

WORLD WAR TWO tank complete with engine and gun. 1945 Bren gun carrier. 1944 Daimler Dingo Scout car. Tel.: Harefield (Middlesex) 3236. (8376

MORRIS 10, De luxe 1938. Excellent condition; current M.o.T. Sensible offers please. Tel.: Camb 54259. (8377

M.G.-B 1972, Red. One lady owner. Still under warranty; 10,000 miles. £1,275. Tel.: Worsop 2973 (evenings). (8378

LOTUS CORTINA, Mk. 2, 1967. "F" reg. finished in superb blue mink with black interior and heated rear window. No gimmicks or flashy extras. A truly beautiful low mileage bargain. £540. Tel.: Ashford (Middlesex) 51889. (8380

PHANTOM II engine virtually complete with all ancillary equipment plus bell housing; flywheel and clutch parts. Tel.: Gaddesby 419 (Leicester). (8381

TR6 1971, Excellent condition; w/w; radio; overdrive. £1,300. Scott. Tel.:01-639 6121 (office hours). (8382

AUSTIN HEALEY 100-4 with overdrive; wire wheels; recently resprayed, in immaculate condition; quick sale. Offers around £450. Tel.: Leighton Buzzard 2776 or 2125 during office hours or 4259 (evenings). (8383

1937 AUSTIN 18. Excellent example of this rare car; one owner 1949-1972. Head gasket requires attention. Some spares. £110. Richard Rollett. Tel.: Rawmarsh 2678. (8384

LANCIA FLAVIA 1.8 coupé, 1965. Good condition. Must sell. Full 12 month M.o.T. £550 o.n.o. Tel.: 01-769 1494. (8389

BRISTOL 408 with 409 modifications. Very carefully maintained by private owner. Colour midnight blue. Regret no part exchange. Tel.: Fairford 506. (8386

SUNBEAM ALPINE; overdrive, 1962. Extensive renovation, including respray (red); engine; gearbox; suspension; 5 new radials; h/s-tops o.i. heads spots heater. Substantial bills available for inspection. £240 o.n.o. Tel.: Egham (Surrey) 4455, ext. 270 (after 5 p.m.). (8387

M.G TF 1250. Completely rebuilt, re-chromed, re-upholstered; extensively re-carpeted; new hood and sidescreens; gearbox rear-axle and suspension rebuilt. Bodywork in beautiful condition above and below. £985. Tel.: 01-650 5033 (Beckenham, Kent). (8388

FOR SALE—continued

GILBERN INVADER automatic. Gold/black interior; 44,000 miles; electric windows; fan; aerial regularly maintained. £950. Tel.: Woodborough (Wilts.) 269. (8385

MARCOS 2½-LITRE, 1971. "K", tangerine/black interior; immaculate; 10,000 miles only; electric windows; alloy wheels. £1,450. Tel.: Wincanton (Somerset) 3096. (8685

BENTLEY SI, 1956. Midnight blue/shell grey, one owner from new; chauffeur driven, guaranteed 87,000 miles only; new exhaust system, superb condition. £1,250. Thornton. Tel.: Harrogate 62492 (day) or Darley 306 (evenings). (8688

E-TYPE JAGUAR, 2 + 2, 1966. Good condition. £795. Tel.: Halifax 31475. (8689

E-TYPE JAGUAR, 4.2 fixed head coupé, 1965. Good condition. £725. Tel.: Halifax 31475. (8689

COMPLETELY ORIGINAL, Wolseley 6/90 for spares or repair. Manual and handbook; condition good for year (1958). £50. Wilkinson, 33 Park Road South, Birkenhead, Cheshire. (8690

STAGE SIX, M.G.-B. Full race specification by Bill Nicholson. Immaculate in yellow/black. Fully road equipped. Taxed and M.o.T. until August 1973. £600 o.n.o. Nigel. Tel.: Kettering 2455 (day), 4069 (evening). (8691

PORSCHE 356C, 1964. Bali Blue; 26,000 miles on rebuilt; 95 b.h.p. engine excellent; overall mechanical condition; XAS's; Konis; p.b. radio; new exhaust system; £500 spent to keep the car in peak condition; body and interior trim in incredibly fine condition. Fully documented service history; distinctive registration; Porsche club member owner. Reluctant sale. £825 o.v.n.o. Tel.: Sandbach 4548 (½-mile from M6 Motorway. After 6.30 p.m.). (8692

M.G. TF, 1250. One owner. Genuine 17,500 miles since new with wire wheels; stored past 5 years; really first class condition. £1,600. Tel.: Yateley 2380. (8693

ALFA ROMEO Giulia 1600 TI, 1966 ("G" reg.). Aubergine. Recent complete engine and gearbox rebuild. Cost over £260. Brakes overhauled; exhaust renewed; Pirelli cinturatos. Luxury car in very good condition. £465. Tomlinson, 7 Lincoln Rd., Swinton, Manchester. Tel.: 061-794 3906 (Evenings). (8694

TR3A 1962. One of last 30 built; hard/soft-top; respray, new SP sports; taxed; tested; beautiful condition many other parts renewed. £455. Tel.: 021-706 3550. (8695

SCIMITAR G.T.E. "H" reg. in Manhattan blue; h.r.w.; new tyres; taxed Sept. £1,360. Tel.: Abson 2665 (Glos.). (8696

E-TYPE F.H.C. 1968 c.w.w.; sun-roof; h.r.w.; low mileage; outstanding condition. £1,350. Tel.: Leighton Buzzard 3317 (office) or Kettering 81677 (home). (8697

RELIANT SCIMITAR GT saloon. Regd. July 1965. 2.5-litre Ford Straight-Six engine; wire wheels/Cints.; overdrive 3rd and 4th; radio; new clutch, exhaust; batteries, resprayed 1970 Silver blue; usual instruments plus Vac gauge and battery indicator; special three spoke steering wheel; workshop manual; taxed; 12 month M.o.T.; superb condition throughout. £495 cash or part exchange for Volkswagen or modern 4-berth caravan. Tel.: New Mills (Derbyshire) 43242. (8698

T.V.R. VIXEN, S2. "H" registered; magnetic wheels. British racing green immaculate condition. £935. Tel.: 01-979 5132 (evenings). (8699

1922 ARROL-JOHNSTON, 15.9, rolling chassis for restoration. £325. 1926 Bianchi chassis for spares or restoration. 4 Byford Close, Rayleigh, Essex. (8700

FOR SALE—continued

GILBERN GENIE. "G" reg. 1969 model. Blue with tan interior; overdrive; radio. Excellent condition. Tel.: Cheltenham 32854. (8702

BMW 319/55, 1937 sports car; chassis, engine, gearbox; suspension and gearbox completely rebuilt. Body requires fitting. Many spares. Offers around £600. Tel.: 021-454 2554. Parsons, 8 Phoenix Green, Birmingham 15. (8704

E-TYPE, Oct. 1961 Roadster Red. A really good example of this classic 3.8 model. Tel.: Tedburn St. Mary 473 (Devon). (8705

LEA FRANCIS, 2½-litre saloon, 1951. Recent respray, engine overhaul brakes religned, etc. Current M.o.T. £450 o.n.o. Please Tel.: 061-773 8311. (8706

LEA FRANCIS Roadster, 1949. Twin cam 1,767 c.c., 14 h.p. engine. Excellent condition bodily and mechanically; needs interior retrimming to complete restoration. All parts available. £350 o.n.o. Tel.: Burnley 28546. (8707

1939 BMW 326. Recently rewired; brakes rebuilt. Five excellent tyres, battery. Generally sound, but needs loving attention to trim, paint, chrome to be really nice car. In daily use, with spare engine; gearbox. £200. Oliveira. Tel.: Sandiway (Cheshire) 8459. (8708

TR4A, 1966. W/w; overdrive; radio; immaculate; white, black interior never bent; new engine 1971. £630 o.n.o. Tel.: Botesdale (Suffolk) 536. (8710

LAGONDA LG6, 4½ Le Mans, two-seater body. Meadows engine; requires detailed finishing. £1,500. Box 3682. (8709

SAAB 96, June 1971. Taxed September 1973. Colour white with red upholstery; fitted Kenlowe fan. £895. Tel.: 0742 363929. (8712

LAGONDA, 1953. 2.6-litre saloon. Very sound, runs but requires some work on engine, M.o.T., tax, bills. £225 o.n.o. Mr. Bowron. Tel.: Bournemouth 35460. (8713

LANCHESTER L.O. 10, 1947. M.o.T. Beautiful car, practically 1 owner; 66,000 miles. Bargain at £200 o.n.o. Smith, 1 Nelson Close, Rivermoor, Teighmouth, Devon. (8715

SAMANTHA VIGNALLE Fiat 125S. "H" registered; 38,000 miles. Rare example black, white interior; electric windows; staggering performance. £1,200. Tel.: Kinver 2220. (8718

1968 M.G.-C Roadster; 24,000 miles; wire wheels; good condition. £680. John Webb. Tel.: Warwick 43466 (daytime). (8719

SCIMITAR GTE, 1970. Caribbean green; overdrive; sun-roof; radio and stereo tape. £1,450 o.n.o. Tel.: 01-373 4852 (evenings late) or 01-626 1531, ext. 608 (office). (8720

LEA-FRANCIS Sports 14 h.p., 1949. L.h.d. Completely renovated; retrimmed in white leather; tax, M.o.T.; truly a fine example of this thoroughbred. An investment at £1,250. Tel.: 01-902 0890, 01-205 1804. (8721

1968 JAGUAR E-type, 2 + 2 automatic; dark blue; black interior; chrome wire wheels; heated rear window; V.H.F. stereo radio and cassette; 40,000 miles. Immaculate condition, regularly maintained company director's car. Price £1,425. Tel.: Hamble 2544 (daytime), 2038 (evenings). (8723

ELAN COUPE, Dec. 1967. New engine; tyres; radio; superb metallic green; taxed, M.o.T. full history. Tel.: 01-286 7852 (evenings), 01-628 7700, ext. 2647 (daytime). (8724

LARGE QUANTITY of motor racing negatives for disposal covering early years of competition, Gordon Bennett, French Grand Prix, Kaiserpreis, Ardennes etc. Box 3683. (8716

FOR SALE—continued

XK 150, D.H.C. Reg. UBY 150. White, 3.4; overdrive; new engine, 11,000 miles; new hood; wire wheels; very sound. No rust. Laid up 6½ years. Offers around £985. Genuine enquiries only. Smith. Tel.: 051-430 3486 (Cheshire) (after 7). (8725

AUSTIN SEVEN, Ruby 1936; 52,000 miles. One fastidious previous owner 1936/67; maintenance record; unused 1942/50 and 1967/72. Re-chromed; partly dismantled for repaint. Tel.: Gerrards Cross 83482 (evenings). (8726

RARE SSII. Open sports tourer, 1935. No time to restore. Offers. Tel.: 0298 4644. (8727

1938 2-LITRE Triumph Vitesse "Avon" Foursome coupé. Believed unique; 70 per cent restored. Fabric trunk and hood excellent. Reupholstered; six new tyres; rewired. £1,000 o.n.o. Tel.: Stourbridge 2824. (8728

ROLLS ROYCE Silver Wraith. James Young with division; cocktail cabinet; radio; 1955 mint condition. 87 Grove Rd., Southampton. Tel.: 72384. (8729

1962 SPRITE. Taxed end December; M.o.T. April 1973. £150 o.n.o. Tel.: Ridgmont (Beds.) 276. (8730

MERCEDES BENZ, 220SE convertible. 1959. Grey, red leather; rare model in exceptional condition. Tel.: Southampton 72384. (8731

MERCEDES 230SL, 1965. Gold, Automatic; power stering; hard and soft-tops; radio; taxed. Fully tested and in fine condition. Offers around £2,000. Tel.: Stratford-upon-Avon 3552. (8732

FIAT COUPE, 128SL, 1300. Must sell this brand new car due continental transfer. £1,150 (List £1,398). Consider L.h.d. exchange. Stevenson, Tresco Cottage, Marazion, Cornwall. (8733

PORSCHE 356B, 1962 model. White, red interior. Excellent condition. £525. Tel.: Southampton 69386. (8735

1949 ROVER 10/75, v.g.c. Reluctant sale space needed. £80 o.n.o. Tel.: Devizes 4639 (ask for Bill). (8736

VICKERS ENGINE, c. 1919. Four cylinder in two pairs. No accessories. £50 o.n.o. Wheater, 8 Fairfield Rd., Rotherham. Tel.: 4075. (8734

COMPLETE SET "Motor Sport" 1924-1971. Best offer secures. Box 3683. (8716

BENTLEY MK. 6, 1948 saloon black. Grey interior; R-type front seats; very good engine and mechanics; fitted towbar; flashers and relay washers; seat belts. Taxed £475 o.n.o., 01-668 5217, 01-654 6977 (evening). (8869

RILEY 1½ saloon, 1954. This car has been extensively overhauled and refurbished including new pistons; bearings; carburetter; brakes; track rod ends; clutch; hood and lining and is in superb condition; the body and chassis are excellent, there are no repairs or fibreglass fillings black and cream; green interior. Sole reason for sale, am buying faster car. £400. Tel.: Portsmouth 812397 or 21953. (8870

M.G.-A ROADSTER, 1958. New hood and tonneau; M.o.T. until Dec. 3rd, 1973. Very sound and original. £180. Some rust in sils. 254 London Rd., Isleworth, Middlesex. (8871

JENSEN CV8, Mark III, 1966. Black with tan upholstery; XAS. History known. £800. Tel.: 01-397 5151, ext. 400. (8873

1968 ALFA ROMEO, 1750 GTV. Bluette with tan. Immaculate body, no rust; engine; gearbox; clutch renewed approx. 4,000 miles ago. H.r.w.; new continental radials; Lucas sealed beam headlamps. Owner buying large estate £1,390. Potter. Tel.: Bracknell (0344) 22477 (8874



— SPORTS CARS FOR HIRE —

M.G.-Bs, M.G.-B GTs, 'E' Type Roadsters

Comprehensive insurance, A.A. membership. Radios, overdrive, etc., fitted

SPORTSHIRE LTD.

4a DEODAR ROAD, LONDON, SW15 01-789 0757

AND ALSO AT SOUTH KENSINGTON 01-589 8309



John Britten

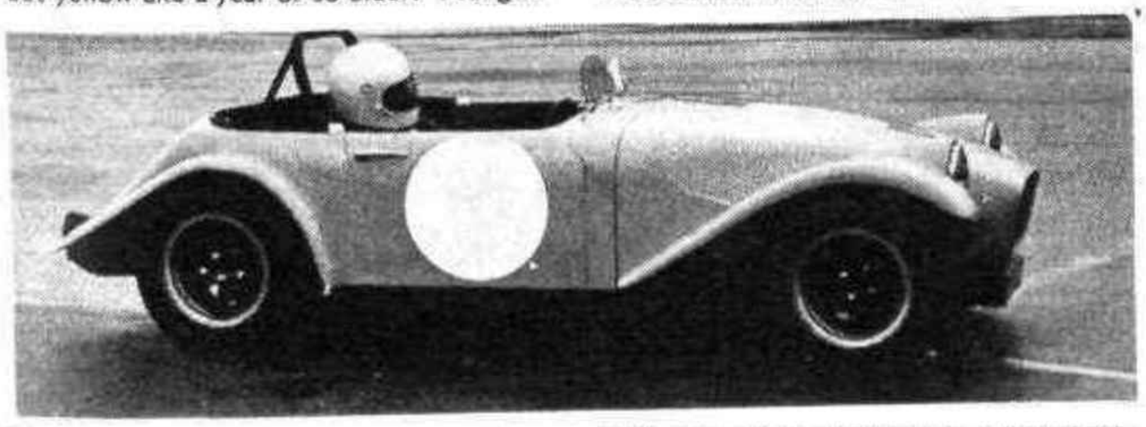
Listen to me and I'll tell you a story, of fifty sports cars in all their glory. **Triumph TR6,** 1970, sienna brown, overdrive, wire wheels, leather rim, 8-track stereo, £1,175. **Morgan Plus 8,** May 1969, yellow, luggage carrier, rear bumper, one owner, garaged from new. **Morgan 4/4,** Comp model, Oct 1970J, indigo blue, wire wheels, Cints, grid, spot, fog, badger bar, tonneau, pneumatic horns, five push-button, rev. light, cig. lighter, bumpers fore and aft, one owner. **Austin Healey Sprite Mk. IV,** 1969, mineral blue, wires, radio, they fitted high-ratio axle that year, £610. Pair of late (H) 1969 **Lotus Sevens,** both S3s, last of the *real* Sevens, as a matter of fact they've gone into hibernation at present, might be

Our under (tonneau) cover agent in Malvern Link reports that Morgans have bought the factory next door so that (assuming they can find a good supply of dedicated craftsmen and green baize aprons) delivery times might start getting shorter again. Dual exhaust is now standard equipment on the Plus 8, and by the time you get yours Salisbury's will be providing a raised diff ratio for this model. All '73 Morgans have large and robust anti-burst door catches. When asked at the Motor Show stand whether these came off a railway carriage, a long-suffering member of Morgan's staff replied "yes", but a closer guess would be that they're off another Rover V8-powered conveyance. Recently Morgans have been using cellulose type paint instead of the synthetic truck enamel that emerged from their spray guns up till early 1972, so to special order your new Morgan can be any colour you like, and we've got several hundred samples. This new paint can be locally resprayed and feathered in, an advantage for those owners with invisible gateposts. We have a special list of unusual options for Morgan cars, not for circulation but you are welcome to come and look.

able to rouse one for an ardent suitor, necessary to bring warm clothing + hip flask. **Lotus Elan S3** coupé, 1966, white, centrelock wheels, black interior, £695. **MG-B,** 1969, mineral blue, black leather, black £80 double-skinned works hard-top, wire wheels, radio, £925. **Morgan 4/4** Series II, 1959, white, completely rebuilt on new chassis, scuttle, etc., 600 miles since engine rebuild. Expecting another similar but yellow and a year or so older. **Morgan** 1964, signal red, again richly endowed wheel and tyre wise, £295. **TVR Vixen S2,** November 1969H, supplied new by us to finicky bank official in special black and silver livery, alloy wheels, leather rim, regularly serviced by none other than JB Garages, he's getting a new 2500M, £1,060. **Morgan Plus 4** 2-seater, 1969, Westminster green, wire wheels (60-spoke they look like, lacking the umbrella frame fragile look of earlier wheels), meaty G800s, grid, bumper, tonneau, bucket seats. **MG-B GT,** 1971, flame red, overdrive, wire wheels, heated rear window, radio, nearly £400 less than a new one on the road at £1,345. **MG-C GT,** sandy beige with black vinyl roof, red leather, chrome wire wheels, 1969, overdrive, five push-button, leather rim, £1,030. **Morgan 4/4 Comp.,** Dec. 1968G, yellow, black trim, wires, Kenlowe, Brooklands aeroscreens, rollover bar, radio, bucket seats. **Arkley SS,** freshly built on pre-owned (a phrase they apparently use in the Australian 2nd-hand camera trade) 1275 chassis, harvest gold, tan hood, black interior, £820. **MG-B GT,** Mk II model, 1968G, BRG, black leather, overdrive, wire wheels, radio, leather rim, air horns, £955. **Morgan Plus 4,** 1968, yellow, wire wheels with triple-eared nuts, black leather interior. **MG-C,** 1969, mineral blue, overdrive, wire wheels, hard- and soft-tops, radio, £895. **Morgan Plus 4 4-seater,** 1968G, white, wire wheels. **Triumph TR4,** 1965, conifer green, black interior,



white dashboard, overdrive, wire wheels, Surrey top, £595. **TVR Vixen,** 1971, Lagonda lime, black interior, alloy wheels, sliding sun-roof, radio, we supplied new, £1,260. **Morgan 4/4,** 1972, indigo blue, brown trim, four seats, wire wheels, tonneau cover, rear bumper, semi-louvred bonnet. **VW Hound Dog,** Fish carb, tuned engine, radio, spots. Does that make it a Dalmatian? £325 but you must ring up at once as it's liable to be sold in first few days of month. **Morgan 4/4 Comp,** 1968 (June), Westminster green, wire wheels, radio, many small accessories and special features. **Morgan 4/4,** 1969, orange chrome, wire wheels, five new ZXs, Comp model. **Morgan 4/4,** 1970, Westminster green, 5pb radio, tonneau cover, rear bumper. **Morgan 4/4,** 1966, red wire wheels and much else. **Morgan 4/4,** 1972 (July), silver with black leather, bucket seats as Plus 8, triple wipers, twin spotlights louvred bonnet, tonneau cover. **Triumph TR4A,** 1965, signal red, wires, overdrive, Webers, alarm, radio, radials, £625. **MG-B**



Plus 4, 1968G, white, two seats, wires, grid, underseal, Kenlowe, etc. **Triumph TR3A,** 1962, white, black hard-top, overdrive, flared arches replete with wheel, tyres to suit, £315. **Triumph Spitfire,** 1965, blue, dark blue leather, wire wheels, new hood, 5-bearing crank, radio, recon engine, £460. **MG Midget,** 1968, 1,275cc, red, radio, £520. **MG-B,** 1965, red, black leather, overdrive, wires, 5-bearing, oil-cooler, radio, £560. **Morgan 4/4,** 1971K, white, black interior, bucket seats, Empi wheels, wide rims and oversize SP Sports, copper tailpipe, louvred bonnet, rear bumper, strapped, tonneau cover. **MG-B,** 1966, white, wire wheels, radio, £575. **Lotus Elan S4** convertible, silver grey, 1970, radio, spl. equipt. which includes uprated engine, knock-on wheels, servo brakes; pushbutton radio, £1,195. **MG-B,** 1966, mineral blue, radio, folding hood, many other extras, £550. **MG-B,** 1969, tartan red, black leather, reclining seats, overdrive, wire wheels, radio, air horns, leather rim, one loving (who undersealed it from new), £980. **Arkley SS,** pepper red, black trim, the widest wire wheels you've ever seen, newly built, 1,275cc unit, front bumper, missing from our stock list for



We've been waiting what seems an age for our new TVR 3000M demonstration model, but it may have come by the time this appears in print. As well as the new square-tube chassis and revised suspension it has the uprated, smoother, more powerful V6 power unit, with closer ratio gears and a more precise shift. It really is your last chance to get a component-form TVR without paying purchase tax or value-added ditto; we have in stock a 2500M, a 2500 and a 1600M. All the latest model with square-tube chassis, revised suspension, glass rear window and sliding sun-roof. Any TVR can now be ordered (at surprisingly little extra) with a performance wheel pack consisting of extra wide 14" diameter Woolferace polished alloy wheels fitted with Avon wide-tread low profile tyres of a type so new they apparently haven't got a name yet. Our congratulations and best wishes to Brian Hough for winning outright the STP Modsports Championship in his 3-litre TVR (not too far removed from a standard car). We can now provide a towing bracket, properly engineered and with standard 50mm ball, for your new TVR. Also any colour you like for nominal fee. Also reclining seats, with or without headrests.

some reason but between £800 and £900. On the new car scene we're having a to-do about the availability of **new MGs** but we are MG agents and hope to have new ones in stock by Dec 1st; we have two Mini 1000s and a 1300; also a new **Arkley SS** which can be bought after the Racing Car Show. New **Jensen Healey** which we've been waiting for for six months will be with us last week of Nov. Our used cars (except for cars *of a certain age*) have thorough pre-sales service, fresh oil/filter, lube service, workshop inspection, faulty components replaced. Written guarantee. We require a cleaner/mechanic. If we can't get one a dirtier mechanic will do. Actually, we want



one top sports-car mechanic, one handyman/driver/cleaner. Morgan Plus 8 rollover bar, suit slim driver, £5. **Lenham hard-tops** in stock, black or white vinyl finish, with headlining, for MG-B, MG Midget, Triumph Spitfire. So warm, my dears. **Arkley SS,** in component form, please enquire for details, and modsports drivers be warned that my power-packed little machine will be eligible next season in the new 1,300cc class. Open to 7pm, closed Sundays and over Christmas from Saturday 24th to Tuesday 27th inclusive. See you soon!

JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

GILBERN SALOON, 1969. One owner; 41,000 miles; sun roof; radio; overdrive; stainless exhaust. Excellent. About £1,270. Tel.: 01-560 7916 (Hounslow) (evenings). (8510

CAPRI 3000 GT, XLR. Sapphire blue. Steel sliding vinyl roof Kenlowe fan; interior silent travel kit; every extra. Reg. Jan 1972; uprated engine etc. and is in pristine condition. £1,450 o.n.o. David Manning, 18 Glenfield Ave., Felixstowe, Suffolk. Tel.: 4910. (8511

JAGUAR XK150. House purchase forces the sale of this magnificent dark blue d.h.c. Registration number 1 PHX. New white hood; recent major engine overhaul; new tyres; new rear leaf springs. 25 m.p.g. Probably one of the finest examples to be found. Investment £1,500. Can be viewed in Plymouth. Tel.: Looe 2169. (8516

LANCIA COUPE. Flavia 1.8 silver grey. "F" registered. Quartz lighting low mileage. Almost immaculate, any inspection. £1,650. "Glenoran", High Way, Broadstone. Tel.: (Dorset) 2969 (before December 12th) or write. Returning U.K. early Spring). (8517

SWALLOW DORETTI. Very good condition; recent mechanical rebuild. £200. Engine, back axle, Recon. gearbox; brakes; wheel bearings 5 new Cints, extras overdrive; hood, sidescreens, tonneau M.o.T. 1973. £400 o.n.o. Also Austin 1100 "G" 2-door W/black interior. 37,000. Tax Dec. 1972, M.o.T. March 1973 new tyres, clutch, waterpump. Very good condition. £415 o.n.o. Tel.: 021-353 8916 (evenings). (8518

COBRA-STYLED Sports car. IFS de Dion, 4.2 Ford engine; wide wheels; new tyres. £450. 63 Twyford Ave., Acton, London, W.3. Tel.: 01-992 6291. (8519

PEERLESS GT 2, 1959. White, good condition. £250. Possible exchange. Tel.: Bodmin (Cornwall) 2614 (anytime). (8520

M.G.-B 1972. Hard-top and overdrive also headrests; servo and RO wheels. Blaze in perfect condition. £1,250 or near offer. Tel.: 01-228 6550. (8887

CONTINENTAL CARS! Audi 70, two-door saloon. Registered October 1966 by distributor. Gearbox just rebuilt, new tyres; low mileage and distributor maintained. Good condition. £345. H.P. Renault 16TS offered by my cousin. 1970 model registered October 20th, 1969. Sold and maintained from new by Surrey agents. One owner; genuine 40,000 odd miles. Metallic green. Available January due to delivery of new 16TS. I can arrange H.P. if required. Bargain purchase. First offer of £825. Secures, as must be sold now, genuinely. Tel.: 01-560 3245. (8871

1937 DAIMLER 15 with Mulliner body. Immaculate condition throughout. Completely overhauled and reconditioned, including engine; brakes; gearbox; new tyres and exhaust system etc. Unmarked black paintwork with red leather interior. Financial pressure forces unwilling sale of unusual and interesting car. About £825. Tel.: 01-692 2378 (evenings, London). (8875

ALVIS TE21 drophead, 1966. Green; P.A.S. 5-speed gearbox in excellent condition. Offers. Tel.: Milton Abbas 411/675. (8877

ALVIS TE21 saloon blue. 5-speed gearbox; new tyres; new exhaust system and rear wing sections complete respray. £950. Tel.: Milton Abbas 411/675. (8877

1939 V12 LAGONDA Rapide, open two-seater. Short chassis, four carbs., twin magnetos; foldflat windscreen. Turbine-smooth and quiet, fully rebuilt engine. Fantastic car in excellent condition. Box 3694. (8876

1933 PHANTOM II Continental, 2-door Gurney Nutting closed sun-roof coupé. Original R-R order sheet specifying continental chassis. Staggeringly handsome; unrestored car. Box 3694. (8876

MARCH 1970 Works prepared "E"-type Jaguar. Black. Hard/soft-top; 18,000 miles; black trim; gas flowed head inlet manifold; high lift cams, larger inlet valves. Polished crack tested conrods; polished crankshaft; competition suspension. Brake cooling ducts, special pads; wide chrome wheels on original XJ6 tyres; Radiomobile; 8-track stereo; Marchal headlamps; spots. Original invoice over £3,100 available. A truly fabulous motorcar in absolutely concours condition. Directors 2nd car. Photographs. Private sale £2,100. Tel.: Cardiff 703717. (8852

SS100, SS90, SSI spare parts completely assembled or unassembled replicas. Also Austin FX4 petrol London taxi, October 1968. £1,000. Garber, 61 Southway, Totteridge, London, N.20. Tel.: 01-445 7670. (7431

BENTLEY "R" TYPE. Automatic S.S. saloon. Built 1953. Recently resprayed original Tudor Grey. Engine and body have both been extensively restored by R-R/Bentley experts 6,000 miles ago. Details of work and bills amounting to nearly £1,000. Also new tyres. An impressive car at a reasonable price. £1,500. Box 3690. (8820

M.G.-B GT, 1971. Flame Red 24,000 miles; radio; rostyles. Immaculate, any trial. £1,195. Atkinson, 4 Central Ave., Burrowash, Derby. Tel.: 673748. (8821

ASTON MARTIN, DB4, 1959. Genuine 50,000 miles; dark blue; year's M.o.T.; need cash, must sell. £750 o.n.o. Tel.: 01-736 5803. (8825

1919 "D"-TYPE Vauxhall and 1926 14/40 Vauxhall tourer. Particulars from 01-590 6466. (8826

M.G.-B SPORTS. Radials; wires. M.o.T. July 1973. Excellent. £275. Tel.: 051-426 4852. (8847

FOR SALE—continued

PORSCHE 1960, 356B, Super 75. Enthusiastically maintained; rebuilt engine etc., original condition; partnership car forces sale. £400 o.n.o. Anderson, The Cottage, Melbourne, Derbys. Tel.: Melbourne 2191. (9004

M.G. MIDGET, 1971 model. Hard-top; excellent cond., extras. £765 o.n.o. Box 3700. (9005

M.G. MIDGET, 1970 "J". Bronze yellow; w/w; guaranteed; 32,000 miles; one owner; ZXs beautiful condition. £695 o.n.o. Tel.: Nottingham 76195 (office), 248057 (evenings). (9006

XK150 JAGUAR 3.8. F.h.c. W/wheels; o/drive. Bodywork excellent. Recond. engine; rewired; long M.o.T. £675. Tel.: Haywards Heath (0444) 2015. (9007

LOTUS CLIMAX Seven. ZF box and diff. Currently fitted large Shorrock supercharger, but original Webers available. Quite successful hill-climb car noted for immaculate condition, but unused last four years owing to owners vintage and aviation activities. Envisage around £750, but prepared to haggle. Harding. Tel.: Woking 60641 (evenings). (9008

LOTUS ELAN S3, SE d/h coupé, £700. Now M.o.T. Tel.: Royston (Herts.) 42820. (9009

JAGUAR XK150 drophead coupé, 1960. Olde English white with red interior. Chrome wire wheels; overdrive; mechanically rebuilt. £1,250 o.v.n.o. Tel.: 01-500 1443. (9010

BRISTOL 400 saloon, 1949. M.o.T. certificate. Body interior requires attention. £300. Lunt. Tel.: Warrington 61889. (9011

RILEY 1953, 1½ R.M.E. Good condition throughout. Colour light grey; new roof; three owners. £320.: Sutton Coldfield Warwicks. Tel.: 021-354 5063 (after 7 p.m.). (9012

DAIMLER CONQUEST, 1953. Good sound example; 48,000 miles; Silver grey. Wants an interested owner. £300 o.n.o. Tel.: Pagham 3623. (9013

M.G. S.I., 1932 four-seater. Excellent condition, dismantled but complete. £350 o.n.o. McConnel, Merton College, Oxford. (9014

1934 SSII. Partially dismantled. Suitable for restoration. For details Tel.: Caerphilly 2463. (9015

FIAT 1917 Wagonette. V.g.c., dated. Ex-World War I vehicle, believed only one left in Great Britain. Type F2. Twin rear wheels; restored and rallyed this year. £1,750. Dunnings; Roundwood, Cornmill Bottom, Shelley, nr. Huddersfield. Tel.: Kirkburton 2403. (9016

1971 "K", M.G.-B/GT. Bronze; o/d; h.r.w.; u/sealed; radio. Immaculate, only 1,400 miles. Offers around £1,350. H.P. possible. Bryant. Tel.: Liphook 722244. (9019

FOR SALE—continued

ELVA COURIER. Rare 1964 coupé; dark blue; M.G.-A 1622 powered, fibreglass body. Tel.: Aston Nantwich 259. (9017

M.G.-A 1600, 1961 Roadster; M.o.T. until August 1973. Excellent condition; radials; tonneau, etc. £360 o.n.o. Tel.: Basingstoke 29063. (9018

ROLLS-ROYCE 20/25, 1934 Sports saloon by William Arnold recently restored to first class condition. £2,500. Bowles. Tel.: Canford Cliffs 79755, Bournemouth 63344 (business). (9020

"F" REGD SUNBEAM Alpine GT. Excellent condition 1,725 c.c.; radials; belts; Commodore blue. £530. Tel.: 051-928 4611. (9021

LOTUS ELAN coupé, SE, 1968. Metallic maroon; black. One previous owner; recent extensive overhaul. Part exchange considered. £890. Tel.: 051-625 9241. (9022

1968, 1300 GT Alfa Romeo. Bluette with tan upholstery; 46,000 miles; recent engine overhaul. Good mechanical condition, body well cared for. Property of Master Mariner on 3 year foreign tour. Sensible offers Tel.: Southampton 29003, Ower 298 (evenings). (8783

SCIMITAR GTE, July 1969, 32,000 miles. Caribbean green. Expanding family forces sale of magnificent car. Manufacturer's overhaul in last 5,000 miles, practically new tyres. O/d., h.r.s., rear washer/wiper. £1,400. Tel.: Newton-le-Willows (Lancs.) 7838 (any time). (9151

RILEY 2½-LITRE sports saloon, 1952. In truly exceptional condition throughout. Coachwork and mechanics virtually faultless. Engine rebuilt 2,000 miles ago at cost of £120. New roof, all good tyres. M.o.T. tested in September, and just taxed. Owner wishes to sell at Christmas. Offers around £300. Tel.: Crosshills (Keighley) 32939. (9152

ALVIS, August 1967. Last but two. 65,000 miles. Automatic. Remarkable condition, resprayed, wire wheels. M.o.T. November. One owner. £2,000. M.G.-B, 1966, overdrive, wire wheels; resprayed silver, new roof; 65,000 miles. One lady owner. £625 o.n.o. Apply (after Dec. 7th): R. P. Watts, Tel.: Swaton 206. (9153

BENTLEY, 1952. Taxed, M.o.T. Good order, low mileage. All original tools, radio, sun-roof. £475. Tel.: Wolverhampton 29201. (9154

ALFA ROMEO 1300GT, 1968. Superb condition. L.H.D. £650. Tel.: Preston 54018 (day), Croston 630 (home). (9156

1972 DATSUN, cherry, 4-door, sunshine roof, many extras. £895. Tel.: Burnley 0282 26139. (9157

CANNON—Trials Formula, 1,172 c.c. Fiddles, 4½ × 15 wheels. £175. Tel.: Burnley 0282 26139. (9157

1933 MERCEDES-BENZ Model 200. Colour photograph and full description 20p. 30 College Rd., Aston Clinton, Bucks. (9158

LOTUS ELAN Sprint, 1971 (April), drophead, silver grey. 16,000 miles; radio; well maintained. £1,275. Tel.: 01-959 7473. (9159

FOR SALE—continued

DAIMLER SP250, 1963. Hard- and soft-tops. Gearbox overhauled. £550 o.n.o. Tel.: Oxted (Surrey) 5760. (9160

1959 M.G.-B roadster, black, genuine low mileage, w/w., o/d., immaculate. £920. Tel.: Norwich 810904. (9161

SUNBEAM TIGER, 1965. Blue. H/s-tops, radio. Ex-works car with F.A.V. engine and extensive specification. Immaculate condition. £850. Tel.: Ledbury 2562. (9162

DAIMLER CENTURY Mk. II, mechanically perfect. 12 months' M.o.T. Used daily. Good interior. Radio. Bodywork needs attention. £120 o.n.o. Tel.: 051-924 5718. (9163

SPITFIRE, Mk. II, 1965, h/s-tops. £325. Spetch. Tel.: Codford St. Mary (Wilts.) 216. (9164

SUNBEAM TALBOT 90 convertible, 1951. 12 months' M.o.T. First class condition. £175. Tel.: 021-458 1068. (9170

MID-ENGINED two-seater in lime-green fibreglass. G.T.M. Used highly-tuned B.M.C. mechanicals, close-ratio box, etc. 0-60 7½ sec. 40 m.p.g. Heater, alloy wheels, luxury trim and instrumentation, other extras. 1,300 miles only since late 'K' reg. Offers over £700. Tel.: Reading 478188. (9171

DAIMLER STRAIGHT 8 limousine, 1937 Barker all-alloy body, very good condition throughout. Re-coachpainted. Offers around £900. Further details from Coventry 51646 or Mr. M. Cox, 9 Cloister Croft, Walsgrave, Coventry. (9172

GINETTA G15, 'J' Regd. Orange. Good condition. £800. Tel.: South Normanton (Derbyshire) 460. (9174

MG ZB Magnette, 1957. Twilight grey. Good condition. Well maintained—performs well. Full equipment. Good investment for enthusiast. M.o.T. 12 months. Two owners only. Price £375. Tel.: Borough Green (Kent) 3227, or Box 3711. (9177

AUSTIN HEALEY 100/6, 1957. Works hard-top. Recent M.o.T. Spare short engine (brand new). Attractive car at reasonable price. £195. Tel.: 021-445 2400 (business hours). (9178

M.G.-A 1600 roadster in first class condition in all respects, including all metal body with the exception of one fibre-glass seal. Original condition, regularly serviced, enthusiastically maintained. Taxed, M.o.T. £395 o.v.n.o. J. Parrish, 1 Viewfield Rd., London, SW18 1NB. Tel.: 01-874 2884. (9179

M.G.-B GT, 1967, 'F' Reg. Finished in mineral blue, black interior. Motorola, oil-cooler, undersealed. Good general condition. £725 o.n.o. Tel.: 01-648 6260 (after 6.30 p.m.). (9180

M.G.-B WORKS hard-top, black, £40 o.n.o. Tel.: Nelson 68435 (after 6 p.m.). (9181

TD21, 1963, excellent example. Golden sand. Power steering, 5-speed box. 58,000. M.o.T. Nov. 1973. £650 o.n.o. John Buck, Tel.: Hedingham 135. (9182

AUSTIN HEALEY 3000 Mk. II BJ7. Colorado red, wires, overdrive. Reconditioned engine, gearbox last year. Offers over £400. Tel.: Horbury 2502 (day), Leeds 665757 (evenings). (9189

FOR SALE—continued

DAIMLER SP250 Dart, excellent condition, wire wheels. Goodwood green. Mechanical overhaul by qualified engineers, bills available. M.o.T. Lady owner. Used summer months only. Gilmar, G.X. Hyde, Cheshire SK14 5RN. Tel.: 061-368 1253. (9183

SUNBEAM-TALBOT 90, 1957. Taxed, M.o.T. Reconditioned gearbox, overhauled engine 3,000 miles only; third owner. Original pristine condition. £215. Mr. Booth, Tel.: Oxford 57431 (evenings). (9184

SUNBEAM TIGER, 4.2-litre V8. 1966, one owner, 71,000 miles; red, hard/soft-tops, radio, adjustable front shock absorbers, Magna 5½J wheels, Goodyear GP radials, electric cooling fans, stainless steel exhaust, tonneau. £665. Tel.: Newcastle 37016. (9185

EX-WORKS TR3A. Complete body, engine, brake, suspension rebuild; many new parts; undersealed, recellulosed B.R.G., wires, ZXs, overdrive, servo, h/s-tops. Immaculate. £500. 56 Laidleys Walk, Fleetwood. Tel.: 5381. (9187

HEALEY 3000 Mk. I B.T.7, 1961, o/d., hard-top spots. M.o.T. £350 o.n.o. Tel.: Danbury (Essex) 2327. (9188

M.G.-B GT, 6768, white, black leather. Radio, wires, new tyres, Peco exhaust. Genuine 38,000 miles. No problem motoring. £760. Tel.: 01-658 0575 (Beckenham). (9190

A.C. 2-LITRE sports saloon, 1956, four-door model. Excellent example of this hand-built car. Black, with red interior. Maintained and serviced by A.C., Thames Ditton. Over £1,200 spent since 1967, receipts available. M.o.T. Accept £1,100. Tel.: 01-648 7602. (9191

T.V.R. VIXEN S2, 1970. Alloys, leather wheel; radio, twin speakers; wing mirrors; new battery. Specialist maintained. Offers around £1,025. Tel.: 021-350 1610. (9192

FACEL VEGA HK500, sports 2-door f.h.c., excellent condition, reconditioned gearbox just fitted, new steering, etc., new M.o.T. Appreciating classic investment £675 o.n.o. Would consider exchange for interesting Jaguar or similar. Foley, 66 Ashworth Mansions, Elgin Ave., London, W.9. Tel.: 01-286 2319. (9193

MERCEDES 190SL sports roadster, hard/soft-tops, excellent condition, recent major overhaul. Grey with red hide, 1961, R.H.D. £925 o.n.o. Tel.: 01-286 2319 (London, W.9.). (9193

COOPER S Countryman, 1969H, 1,316-c.c. Downton engine, full "S" mechanics. 110 m.p.h. Minilites, XAS, Cibies, oil-cooler. Immaculate red. £725. Swift, 16 Westfield Park, Bristol. Tel.: 32040 (after 6 p.m.). (9194

M.G.-B GT, 1967. With overdrive, wire wheels, sun-roof, radio. £695. Tel: Southampton 69582 (evenings). (9195

CAPRI 3000GT XLR. "J" Reg. Gold/black. Radio, slats etc., etc. £1,075, or will consider a good sports saloon in part exchange. Can be seen in Birmingham or Portsmouth area. Contact Mr. P. T. Goodwin, Tel.: Fareham 6525, or Birmingham, 021-357 3765. (9196

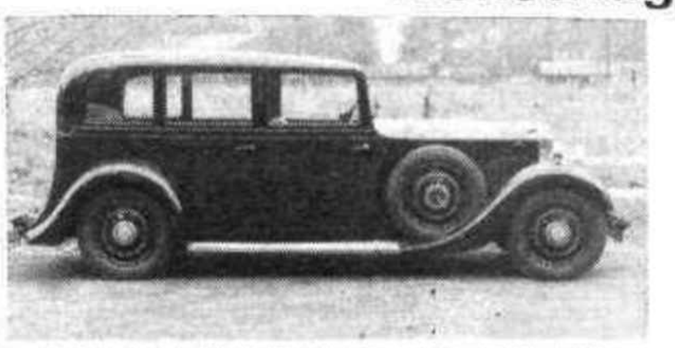
GGD 7, RILEY 1½-litre, 1948. Sound but non-runner. £40. Tel.: Faringdon (Berks.) 20459. (9200

Paul Weldon Automobiles Ltd

Fine Motor Cars

(Leonard Potter & Paul Weldon)

Henstridge Airfield, nr. Stalbridge, Dorset



1936 ROLLS-ROYCE 20/25 by Thrupp & Maberly, swept-back limousine. Complete body and mechanical restoration makes this a superb investment.

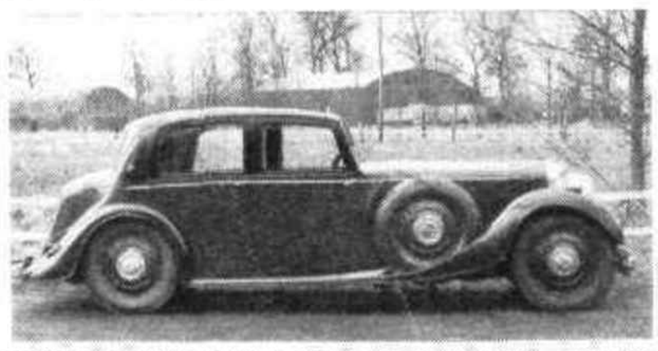
1967 ASTON MARTIN DB6, in metallic green and black. Manual gearbox, w/w., tinted glass, etc.
1971 MG-B roadster in green and black; w/w., o/d.; one owner.



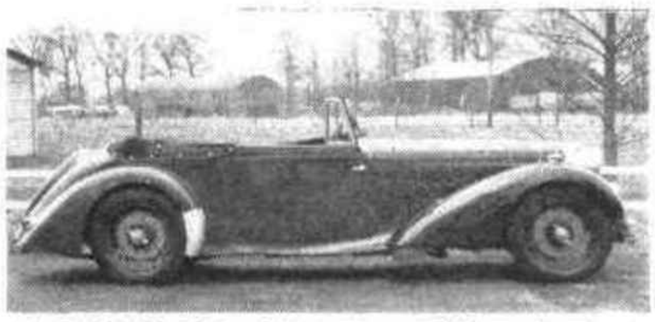
1957 ASTON MARTIN DB2/4. A much-sought after example of this *marque,* being one of the last built with a special engine and other features. Finished in dark green with beige hide. Excellent running condition.

1971 BMW 2000 touring. One owner; special wheels, radio, h.r.w., etc.

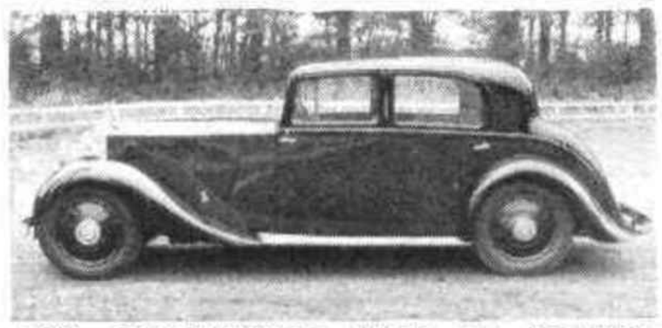
1972 PORSCHE 911S 2.4. All extras. Finished in yellow and black.



1937 BENTLEY 4¼ by Thrupp & Maberly. Bodily and mechanically very good. Finished in green and black with brown hide. A particularly attractive 4¼.



1939 ALVIS 4.3 by Whittingham & Mitchell. A true sports touring car in sound original condition. Finished in red and black with new hood and tonneau. A very usable PVT classic.



1935 ROLLS-ROYCE 20/25 by Cockshoot. Finished in black and red with brown hide. General condition is excellent. A small and stylish sporting car.

We urgently require cars, both modern and old, similar to the above. Please 'phone or write for immediate response. H.P. and insurance arranged. Open at week-ends by appointment only.

Tel: STALBRIDGE 671

FOR SALE—continued

M.G.-B GT. Bronze yellow, overdrive, radio, electric aerial. £1,245. Tel.: Shephall 243 or 01-267 4827. (9212

HONDA S800 Coupé, F" registration, sunroof, outstanding condition, £395. Tel.: Cobham (Surrey) 5325. (9213

Mk. III MINI COOPER "S". June '71. Only 10,000 miles. Yellow /dark blue int. Dunlop wheels, radio, full service history, an immaculate example of this rapid model. Tel.: Halland 082-584-320 (anytime). (9214

JAGUAR XK150, d.h. coupé, white, 1959. Reconditioned engine, Mk. 2 brake calipers. Present owner 10 years. £685. View evenings, weekends. Sherwin, 54 Esher Rd., East Molesey, Surrey. (9216

RILEY 9, Merlin 1936, £45. Further details. Tel.: Norwood Hill (Surrey) 318. (9217

JAGUAR 3.4, 1965, silver grey. Exceptional original condition, one previous owner, 56,000 miles from new, maintained regardless of expense by main Jaguar agents, any test, XJ6 imminent, £525. Tel.: Wootton Bassett 2185. (9218

LANCIA FLAVIA 1800 Farina coupé, early 67 model. Undersealed, reclining seats, radio, t.h.d., £695 o.n.o. for quick sale. Tel.: Southeod 611385. (9219

MORGAN 4-SEATER, 1970. 1600 GT competition engine, 21,000 miles. Royal ivory, heater, wing mirrors, full tonneau, Cinturatos, rear bumper, extra-view rear windows. £1,245. Tel.: Southend-on-Sea (0702) 557602. (9220

1,225 C.C. M.G. Midget, 1970. Two careful owners, extras include, wire wheels, £600. Last Bristol's 2.2-litre 406, Reg. HNV 1, £800. Consider interesting exchange preferably vintage sportsracing. Pinfield-Lodge", Barntgreen, Birmingham. Tel.: 445 2551. (9221

FIAT 124 Sport, 1969 ("H"), 5-speed, sunroof, h.r.w., new SPs. Must sell, £999. Tel.: 01-839 700, ext. 210 (Day), 01-370 5692 (evenings). (9222

TRIUMPH GT6, Mk. II, 1969 July. Royal blue, h.r.w., radio, M.o.T. August '73. £800. Tel.: Berkhamsted 71178 (evenings). (9223

FRAZER-NASH, 1951 model Mille Miglia, British Racing Green. 100 D2 engine. £2,000 o.n.o. Strong, 4, Highfield Rd., Evesham, Worcs. (9224

M.G.-C GT automatic, 1969, sunroof, h.r.w., radio, alloy wheels, SP sports, 20,000 miles from new, £995. Tel.: Hoddesdon 68604. (9225

1950 M.G. TD famous ex-Works Team car as driven by Dick Jacobs. Price and details from Box 3708. (9226

PDD 40 ON 1955 M.G. ZA Magnette. Good condition, radials, taxed, M.o.T. Offers. Tel.: Brockton 603 (Shropshire). (9227

SUPERB HEALEY 3000 Mk. 3 1967½. B.R.Green, 150 m.p.h., 3 T.C. Webers. Race/Rally cam, balanced, £400 extras under bonnet. W/wheels, radials, o/d, Motorola. Reason for sale? New house, wife demands central heating. £1,385 o.n.o., Tel.: 01-668 3711 (Purley). (9228

ESCORT RS 1600. "J" registration, 29,000 miles. Never rallied. Radio, taxed, £1,050 o.n.o. Tel.: 01-459 7985 (flat 7) after 6 p.m. (9229

LANCHESTER LD10, 1947. One registered owner, 51,000 miles, excellent condition, £170. 10, Collins Rd., Sylvania Park, Exeter. (9230

M.G.-B GT, 1970. B.R.G., wire wheels, overdrive, radials, any inspection, £1,050, P.X. H.P. Emms, 16 Home Park Rd., Wimbledon, S.W.19. Tel.: 946 7825. (9231

OGLE SX1000. A rare and distinctive vehicle. 1275 "S" engine, servo brakes, Cosmic wheels, in B.R.G. with recently renovated black interior. Possibly the best Mini conversion ever made. Offers around £700 please. Tel.: Silver End (Essex) 3336. (9232

ELAN S4, 1969. Yellow/black, servo, Radiomobile, new hood, taxed October, £1,150. D. Aylwin, Manor Farm, South Mundham, Chichester, Sussex. Tel.: Pagham 2032. (9233

ASTON MARTIN, 1965 DB5. Webasto roof, low mileage, recent de-coke, new valves, etc., new clutch, good condition. £1,250. Tel.: Chesham 2551 (weekdays). (9234

LOTUS ELAN S3 S/E, 1966, £700. Part-exchange considered. Tel.: Knowle (Warwickshire) 4630. (9235

CHUMMY, basic kit to build Chummy, some parts missing. £100. Tel.: Emsworth 5000. (9236

TR4, 1963. Body outstanding, having been comprehensively derusted and rebuilt with new wings, aprons, sills, etc., resprayed white. Brakes and steering overhauled, new silencing system, rear springs, generator, water pump etc., sound engine and transmission. Year's M.o.T. All this has taken a great deal of time and money and frankly I have grown to hate the car. £410. Tel.: Bramley (Surrey) 3727. (9237

WOLSELEY 6/90, Series III. Classic saloon, late 50's. Very low recorded mileage. Two owners, new gearbox, clutch, M.o.T., very good condition, £79. Tel.: 021-705 7813 (for details). (9238

ALFA ROMEO 1600 f.h. coupé 2+2. Colour, blue. One owner for last four years, very good condition for year (1963), £250 o.n.o. Tel.: Selsey 3120. (9239

TRIUMPH GLORIA 6, 1935, with Lee custom body. No M.o.T. Offer. Tel.: Fair Oak 2465 (Hants). (9240

1933 FORD B 2-door sedan excellent condition. 1937 22 h.p. V8 saloon, also Ford "T" V8 engine and axle spares. Smith, Tel.: Kirton (nr. Boston) 260. (9241

M.G.-B., WHITE. O/D, w/w, host of extras, low mileage, in excellent condition, £999 o.n.o. Tel.: Swindon 26859. (9242

BENTLEY "R"-Type. Very good condition, £1,250. Also Bristol 405, £425. Wanted earlier Bristol any condition considered. Brian May. Tel.: 021-474 4918. (9243

3½-LITRE JAGUAR saloon, 1946 SS model, recent new clutch, radiator, battery, excellent body and interior, £400 o.n.o. Tel.: (Ramsgate) Thanet (0843) 52491. (9244

TR6, 1969. Damson, black interior, overdrive, excellent Mich. XAS, p/b radio, £895. Tel.: Chorley (Lancs) 3342. (9245

AUSTIN 7, 1928. Engine and gearbox, also spares. Renault 7.9, 1910 engine and gearbox. 182 Parkstreet Lane, St. Albans, Herts. (9246

FOR SALE—continued

TRIUMPH TR4, good condition mechanically and bodily, M.o.T.'d. Interesting registration 16 KD. Will haggle around £360. Tel.: Kingswinford (Staffs.) 4594. (9058

M.G. B GT, Dec. '66. Red, new gearbox, clutch, exhaust system, shockers, brake linings, four Pirellis, batteries, engine o/h 6 months ago, M.o.T. Extras, servo brakes, p/b radio, twin speakers, centre console, Astrali s/w, headrest, anti-theft, cigar lighter, reversing light, underseated, workshop manual. Very nice car, £700. Clemett, Officers Mess, RAF Lyneham, Wilts. Tel.: Bradenstoke 381, ext. 318. (9070

M.G.-M TYPE. Remnants of spare car after rebuild. Almost complete less engine, gearbox, and wheels (all available) very tatty but cheap. Space and cash needed urgently. Write or call, 6 Somerton Rd., Breightmet, Bolton, Lancs., or Tel.: 061-834 0191 (daytime, before 8th December). J. Marland. (9071

ASTON MARTIN DB3, 1958, most immaculate condition throughout, metallic green, chrome silencers. Overdrive, radio. £850. Mr. Mitchell. Tel.: Brierley Hill 78037 (9-6 p.m.). (9076

1947 HILLMAN drophead coupé. M.o.T. Badge bar. Many extras including five spare tyres, £80. Tel.: 66 54038 (evenings). (9077

1970 LOTUS +2S. Royal blue, sunroof, new tyres, radio, 20,000 miles, absolutely immaculate. £1,690. Tel.: Chichester (STD 0243) 83619 (office hours). (9078

GP BUGATTI Type 35B. Genuine original supercharged vintage Bugatti, completely dismantled for total rebuild. Chassis assembly No. 369; also another chassis assembly No. 290 but less engine. Both cars have new bodywork and both have original studded alloy wheels. 111 Culford Rd., London, N1. (9079

SPITFIRE MK. IV. November 1971. Hard/soft tops. SP radials. Undersealed. 10,000 miles, 12 months Wynn's guarantee. As new. £915 o.n.o. Tel.: Cambridge (0223) 62502 (evenings or weekends.) (9080

100/4, 1955. Enthusiast maintained, excellent condition, taxed and tested. First to see buys at £250 or best offer. Tel.: Hagley (Worcs.) 2259. (9081

MERCEDES-BENZ 230SL, 1964, recently fitted with 250 engine. Automatic, p.a.s., white with blue interior and blue detachable hard top. Reg. NCL 50, very attractive. Price around £1,750. 41 St. Mary's Green, Biggin Hill, Kent. Tel.: Biggin Hill 3718. (9082

M.G.-B, 1965, Tangerine, matching Bermuda top, soft top, tonneau, tuned engine, suspension, etc. New 185 H-R sports, competition wir,es competition oil cooler, servo brakes, triple air horns, twin speaker radio, fast and reliable, exceptional condition, must sell emigrating. Offers around £490. Tel.: Bradford 71503 (Yorkshire). (9083

1972 FIAT 124 Coupé 1600. Yellow. Unexpired manufacturer's warrantee, low mileage, pristine condition, extras. Must sell, best offer secures. Tel.: Hornchurch 48048 (Essex). (9084

1968 TR5 PI. Red/black trim, excellent condition throughout. £880. 5 Brill Close, Caversham, Reading. Evenings and weekends. (9085

AUSTIN HEALEY 3000 Mk. III, "C" registration, O/drive, wires, Motorola radio, luggage rack, burglar alarm, spot, reversing lamp, tonneau, half-tonneau new hood, very good condition, £825. Tel.: 01-954 5533. (9086

1963 PANHARD Tiger. Complete mechanical rebuild by Mr. Hanks. £550 o.n.o. Vaughan, 5 Little London, Andover, Hants. (9087

TR6, 1969. White with black interior, overdrive, wire wheels, radio and other extras. Very good condition. 31,000 miles. £1,175. Tel.: Lincoln 22253. (9088

LANCIA FULVIA Coupé, 1,216 c.c. Sept. 1965, Webers, £520 o.n.o. Tel.: Bracknell 3538. (9089

TR6, 1969. In perfect condition throughout. White, 38,000 miles, hard/soft tops. O/drive, radio. M.o.T. June 1973. Taxed March 1973. Genuine reason for sale. Price £1,050. Tel.: Welwyn Garden 21655. (9090

A.C. ACE for sale. A.C. engine rebuilt 3,000 miles ago. Car resprayed and recarpeted, £250 recently spent on brakes, transmission, radiator, etc. Full history and bills. Offers near £800. Tel.: Warrington 62357. (9091

1972 MARCH Datsun 1800 Laurel. 7,000 miles, radio, undersealed, cost £1,445. Accept £1,245 o.n.o. Moore, 11 Hullen Edge Gardens. Tel.: Elland 3836. (9093

MORRIS 1,275 "S", 1968 "F", 38,000 miles. Dark green, tinted windows, mag. wheels, racing mirrors, twin tank, radio, etc. Spent £150 recently. Taxed March '73, M.o.T. July '73. £620 or offer. Tel.: 01-886 0460. (9094

E-TYPE "G" registration. Jaguar roadster. Hard- and soft-top; c.w.w. Absolutely immaculate; new clutch, battery, brake pads and wheel cylinders last month. Must be one of finest £1,550. Tel.: Barnstaple 2705 (North Devon). (9095

SUNBEAM RAPIER, 1957. Genuine 18,000 miles. Superb all round condition. £485. Tel.: Thanet 21657 (Kent). (9096

JAGUAR E-TYPE, Series II, 2 + 2, 1969 (July) auto; h.r.w.; Motorola; wire wheels; 17,000 miles only; unmarked Ascot fawn champagne beige interior. Superb condition throughout. £2,250 o.n.o. Tel.: Bagshot 3482. (9097

M.G.-B GT; overdrive; radio; 1967, B.R.G. taxed. £750 o.n.o. Biz. Tel.: Dunster 237 (Somerset). (9098

AUSTIN HEALEY Sprite, Mk. 1, 1960. Fibreglass Frogeye bonnet; otherwise original but tired. Offers. Tel.: Kidderminster 68704. (9099

MAGNIFICENT BRISTOL 401, 1952. Taxed, M.o.T., dark red, resprayed and complete engine and gearbox overhaul this year. Potential concours winner. £550 o.n.o. Flynn, 42 The Ham, Westbury, Wilts. Tel.: 2268. (9100

UNCOMMON MORRIS Eight, Series one, four-door saloon. Opening sun-roof. Everything except wiper works, needs small amount restoration so only £70. Must sell! Tel.: Ash Bank 2626 or write: 499 Ashbank Rd., Werrington, Stoke-on-Trent. (9101

FOR SALE—continued

TR6 NOVEMBER, 1970. Immaculate; 20,000 miles; overdrive; radio; electric aerial; hazard lights; tonneau cover, etc. £1,300. Tel.: 01-486 3863 (day), 01-904 5455 (evening). (9102

ALFA ROMEO, 1750 GTV, 1971. Maroon; tan interior; 18,000 miles. Fitted with 4-speaker; 8-track stereo. £1,800 o.n.o. Finance arranged if required. Tel.: Rotherham 4535. (9103

SCIMITAR 3-LITRE, GT, 1968. Superb condition. Genuine personal reason for sale, not connected with storks or bank managers. 33,000 miles; M.o.T., taxed August, 1973. Unmarked silver bronze body; overdrive. Regularly serviced; Cinturatos; Motolita; l/rim; steering-wheel. Could be delivered London or seen at Doncaster by appointment. Drives beautifully. 25-30 m.p.g., relaxed cruising in the 80's. £800 o.v.n.o. Maddox. Tel.: Scunthorpe 3481 (9104

"E"-TYPE ROADSTER, 1967. Sable (dark brown) red interior; low mileage; maintained (Henleys). Regardless of cost; radio; new clutch; exhaust; chrome wires with Dunlop sports. Must be the most immaculate and attractive "E"-type at £1,100. Tel.: Uxbridge 51062. (9105

PUM 999, 1952. Austin ambulance; ex Leeds Health Dept.; new 900 x 16 tyres; 14,500 miles. Ideal as caravan, racing car transporter etc. Body and mechanics very good. £85. Tel.: Bradford (Yorks.) 493036. (9106

V8 CORTINA. 3,500 Jaguar gearbox; Konis; radio; stereo; wide wheels; rally seats. £800 o.n.o. Foster. Tel.: South Cerney (Gloucestershire) 450. (9107

MASERATI QUATTROPORTE, 1966. Immaculate condition metallic maroon, black leather; r.h.d.; not one of the tatty imported ones. For complete details see last month's ad; apologies to all who tried to call, but was away arranging emigration to U.S.A., for which reason. No reasonable offer now refused for car. Also have half-completed M.G. PA rebuild, ditto re offers. Tel.: 01-723 7523 (home) or 01-998 1021 (office). Might deliver either. A. Cathcart, 66 Clarence Gate Gardens, London, N.W.1. Tel.: 01-723 7523. (9108

SUNBEAM TIGER, 4.2 V8, 1967. Carnival red; hard/soft-top. Really immaculate and original condition. Must be one of the best today. Many extras including oil cooler and tonneau. H.P. possible. Only £699. Tel.: 061-432 7147. (9109

LOTUS ELAN Sprint. "K" reg; 65,000 miles. One owner; colorado/white. Immaculate. £1,590 o.n.o. Tel.: Tamworth 68101 (Staffs.) (9110

GT SPEC. PLUS! Cortina 1965 1,560 c.c. powermax; rebuilt engine 2000 miles ago. Resprayed professionally Monza blue. Host of extras. Regd. No. BFP 11. £425 with number. Tel.: Waltham-on-the-Wolds 807 (Leics.) (9111

RILEY 1½-LITRE, 1953. Genuinely one of the finest in the country, very reluctant sale by dedicated enthusiast. Genuine enquiries only please. £550. Tel.: Sheffield 367795. (9112

LOTUS SUPER 7, 1968; 1,500 c.c. Ford. Very quick; Cosworth head; two 40 D.C.O.E. carbs.; 6J wheels. Will accept fair offer. Tel.: Swansea 66120 (day) or Swansea 60129 (after 8 p.m.) or write: Mike Varley, 35/37 Newton Rd., Mumbles, Swansea, Glam. (9113

1936 MORRIS 8 saloon. Very sound original condition. £125. Tel.: Clive 373 (Salop). (9114

FLYING STANDARD 12, 1938. Collectors item, low mileage; one owner; M.o.T., taxed. Tel.: Bristol 651369 (evenings) (9115

RILEY R.M.E., 1½-litre, 1954. Maroon. M.o.T., July 1973. This car is in excellent condition throughout; engine and clutch rebuild (not reconditioned) at 8,000 miles. All instruments in full working order; radio; seat-belts; original tools. Would suit Riley enthusiast. Please call or write to: Mr. N. Hill, "Larksfield", Englefield Green, Surrey. (9116

LOTUS SUPER Seven, 1500 GT, 1968. Very good condition throughout; heater; radio; roll cage; alarm. Other extras. £540 o.n.o. Tel.: Warrington 35953, ext. 2613 (office hours). (9117

1964 ASTON MARTIN, DB5 Silver grey; h.r.w.; radio; Sundym windows etc.; very good condition throughout. £1,200 o.n.o. Hubbard, Lime House, Bridge Street, Lincs. Tel.: Brigg 2743. (9118

FIAT 850 coupé. Yellow, 22,000 miles one owner. First registered April 1970. Stylish economical motoring; very attractive car. £750. McKie, 55 The Avenue, Girvan, Ayrshire. (9120

LOTUS CORTINA, 1968. Saluki/black; one owner; 54,000 miles. Extras. Bargain if you can obtain insurance at £500. McKie, 55 The Avenue, Girvan, Ayrshire. (9120

LOTUS +2, 1969. Blue; 39,000 miles. Immaculate condition. No reasonable offer refused. Tel.: Yatton (Somerset) 833747. (9122

LOTUS ELITE, 1963. Bristol body. Probably best available. £895. Exchange considered (25/30, AC, Morgan?). Tel.: Holmewood (Chesterfield) 559. (9123

ALFA ROMEO Giulia Sprint GT Veloce, 1967 "F", 1,570 c.c.; pine green, tan interior. Bertoni design; 5-gear; excellent Cinturatos 12 month M.o.T.; genuine 45,600 miles only; servicing records available. £850 o.n.o. Tel.: Horning (Norfolk) 260. (9124

M.G. TC 1948. Completely restored near new condition. Investment. £850. Tel.: Brighton 734032 (work hours). (9125

FOR SALE—continued

1959 SPRITE, 2 owners; taxed, M.o.T., radio; good condition. £200. Tel.: Brymbo 538. (9126

THE GODFATHER'S Chevvy? Fantastic opportunity to own the only one like it in Britain. 1951 Chevrolet Powerglide deluxe, automatic immaculate; l.h.d.; in original condition. Genuine 20,000 miles from new. Cash offers. Daugherty, 26 Gable Rd., Mirehouse, Whitehaven, Cumberland. (9127

LOTUS CORTINA. Complete engine overhaul; new front struts; adjustable rear dampers; new pad and linings. This vehicle is in almost perfect condition throughout. £450 with 12 months M.o.T. Part exchange considered if cheap. Tel.: Biggleswade 40475. (9129

ATLANTIS 1600. M.G. Midget 1600 GT, 1972. Teal blue; alloy wheels; hard-top; tonneau, etc. Save £300 on new car. £1,040 for quick sale. Tel.: Oakley (Bads.) 2570. (9130

DMY 9, XK140. F.h.c. complete. Mechanically sound; body rusted. Hence £175. Tel.: Bookham 52199. (9131

1915 ENFIELD improved 10 pretty 2-seater tourer; bullnose radiator; 4 cylinder engine. Requires some attention but runs. £1,400. Tel.: Kimpton (Herts.) 563. (9132

OUTSTANDING 1968 Alfa Romeo Giulia Super. R.h.d. A super sports saloon in every respect; usual comprehensive equipment plus Motorola push-button radio, etc. Really vivacious performer; a joy to drive. Genuine opportunity priced at £685 for quick sale. Full particulars. Tel.: 01-658 3221 (evenings) (Beckenham). (9134

SUPERLATIVE 1968 Lancia Flavia, 1.8-litre Sedan. An excellently maintained super quality sports saloon for the discerning. Current style bodywork combining speed and economy. Practical and prestigious. To see is to buy, very attractively priced at £765 for swift sale. For details Tel.: 01-658 3221 (evenings) (Beckenham). (9134

MIDGET, December 1968. Tonneau, anti-roll bar, new clutch. Taxed July. £510. Tel.: 051-632 2970. (9135

LOTUS ELAN, S4, Sept. 1968. Crashed condition. Front badly damaged. New chassis and body rebuild. Offers above £250. Tel.: Windermere 4575. (9136

ZB AND 3A. Magnette has recon. engine; T.R. good, but needs some work. £300 the pair, will split. Tel.: Petersfield 4394. (9137

DAIMLER 17 H.P. Mulliner body, 1937. £135. Lanchester 10.5 h.p., 1938, £95; two tons of pre-war spares, all makes. Tel.: Stevenage 53736. (9138

GORDON-KEEBLE. Magneta red; 5½-litre company maintained car. Two owners from new and full history available. Many extras including hazard warning; radio with three speakers in switched pairs with balance controls; facia light dimmer; twin petrol tanks with total capacity 20 gallons; Kenlowe thermostat controlled fans; all facia instruments in perfect working order. Generally in excellent condition; M.o.T. £1,700 o.n.o. Tel.: 01-736 5101. (9139

AN EXCLUSIVE sports car. Matra Aug. 1971. Exceptional condition. A rare car for the discerning owner. Body by Matra, Paris. Engine by Ford, Cologne. Excitingly styled; 24,000 miles. Approx. £1,800. Tel.: Guildford 66867. (9140

ROLLS ROYCE 20/25, 1933. Exceptionally attractive sports saloon by Barker. Mechanically excellent; beautifully maintained. Offers over £2,500. Tel.: 01-733 1803 (evenings). (9141

ELAN +2S, 1970. White, maintained regardless of cost; low mileage. £1,495 for quick sale. Tel.: Sittingbourne 3758. (9142

M.G. NA Magnette 1934. 2-seater sports, 1,271 c.c., o.h.c. 6 cylinder. A beautifully restored example of this rare motor car. Offers over £1,000. Serious enquiries only please. Box 3707. (9143

LOTUS ELITE, 1961. Series II Climax. Recent complete overhaul; M.o.T. November, 1973. Excellent example. £650. Tel.: Stansted 2262 (Essex). (9144

1971 LANCIA Flavia 2000, f.h. coupé (Farina). This magnificent Lancia is finished in immaculate indigo dark blue and fitted with all usual extras including "ZF" power steering; Motorola with automatic electric aerial; air conditioning and reclining seats. A truly wonderful low mileage; one owner bargain at £2,085. Part exchange considered. Tel.: Woking (Surrey) 67057. (9145

E-TYPE, Series II Roadster. Regd. 1971. Slot stereo; h/top etc. £1,300. 91 Berkeley Avenue, Bexleyheath, Kent. (9146

M.G. TC 1949 plus many spares. Present owner seven years, much work done. Best offer over £400 secures. John Rushmer. Tel.: Hemel Hempstead 51241 (office hours). (9147

ALVIS TD21, 1963. ZF Box. Mechanically excellent; body needs tidying; new clutch; brakes; radials; timing; exhaust; radiator. £550. Tel.: 0742 20641 (office hours). (9149

JAGUAR XK150. D.h.c.; S/E. Reg. No. WN 150; wire wheels; radio; Cotswold blue body, double skin, black mohair hood; excellent condition bodily and mechanically. Kept as second car by present (3½ years) and previous (10 years) owners; stored six months of year. Interesting history. Offers Tel.: Swansea 22571 (evenings). (9150

IMMACULATE AUSTIN 1800 "S" Antelope with black interior registered January 1970. Fully serviced and maintained by B.L.M.C. dealer. £800. Tel.: Aylesbury 3964. (9020

JK SPORTSCARS

405 GREEN LANES,
HARINGEY, LONDON N4 1EU
01-348 2222

GENUINE REDUCTIONS

WINTER SALE

CONSIDERABLE SAVINGS



1968 JAGUAR "E" Type drophead in willow green. Fitted chrome wires. A beautiful example. Was £1,445. **Sale Price £1,375**



1970 'J' Reg. M.G. B roadster, in red. Fitted overdrive, Rostyle wheels; low mileage. Was £1,075. **Sale Price £995**
1967 FORD Corsair convertible, in red. Ideal 4-seater drophead. Motoring at a realistic price. Was £575. **Sale Price £450**
1967 LOTUS Elan f.h.c., Special Equipment, in red. Fitted k.o. wheels, electric windows. Above average. Was £795. **Sale Price £750**
1968 ALFA ROMEO Spider Veloce, 1,750 c.c. (*illustrated*), in red. One owner from new. Was £1,250. **Sale Price £1,150**
1968 UREN SAVAGE 1600E, based on 3-litre V6 engine. In saluki bronze. Full specification with Rostyle wheels; 36,000 rec. miles. Was £895. **Sale Price £845**
1969 M.G. B GT, in red. Fitted wires, overdrive, h.r.w. Was £965. **Sale Price £875**
1967 TRIUMPH Spitfire Mk. III, in B.R.G. A very clean example Was £499. **Sale Price £399**
1969 TRIUMPH TR6, in red with black trim. Fitted overdrive, Rostyle wheels. Was £1,095. **Sale Price £950**
1967 LOTUS Elan d.h.c., Special Equipment, in yellow. A very bright example. Fitted new hood, radio. Was £850. **Sale Price £750**
1968 M.G. C roadster, in B.R.G. Fitted wires, overdrive. Was £745. **Sale Price £685**
1970 RELIANT GTE Mk. II, in silver with black trim. Fitted h.r.w., radio. Was £1,495. **Sale Price £1,395**
1969 TRIUMPH TR6, in dark blue. Fitted overdrive, wire wheels, hard-top, radio. One owner from new. Was £1,095. **Sale Price £995**

Due to shortage of space we cannot list every vehicle. If the car you are looking for is not shown, please ring our Sales Department.



1969 JAGUAR "E" Type f.h.c., in dark blue (*illustrated*). Fitted h.r.w., chrome wires; one owner from new, low mileage. Was £1,725. **Sale Price £1,650**

Our MATRA 530 LX demonstrator in red (*illustrated*). Right-hand drive, fitted radio and 8-track stereo. A 2 + 2 sports car from the famous racing stable. A fine example of engineering and design. Very comprehensively fitted, including roof removable in one or two sections which stow in bonnet, leaving an attractive "Targa"-type appearance. Mid-engine. The rear wrap-around screen is adjustable. Upholstered in black with reclining seats which are just about the best designed seat we have yet tried, pop-up headlights, clock, cig.-lighter, and all creature comforts. Good boot space.
List price £2,295. **Sale Price £1,895**

Stop Press: 1964 ASTON MARTIN DBS..... £1,250

THREE MONTHS' GUARANTEE
ANY PART EXCHANGE ACCEPTED

Nearest station :
Manor House Tube, Piccadilly Line

OPEN 9.30 - 6.30 INC SATURDAY,
AND FOR YOUR CONVENIENCE

-PVK-

would like to wish everyone who reads MOTOR SPORT A VERY HAPPY, INDEED MERRY, CHRISTMAS.
If you wish to return this cordial greeting it's possible to mix business with pleasure by giving us a ring and buying a Rolls-Royce or Bentley, and then we might be able to afford some Xmas pudding this year. So please 'phone

01-749 2439

80 St. Elmo Road, London, W.12

Peter West Motors

1960 BENTLEY, beautiful condition, radio, stereo..... **£1,550**

1967 MERCEDES 250SL, hard-top, two-tone blue; very beautiful car **£2,600**

For Collectors: 1955 TRIUMPH TR2. This car has been completely rebuilt and is in *concours* condition. **£575**

1966 MERCEDES 230S, super condition as this car has only done 50,000 miles.

1965 JAGUAR E-Type, in brilliant red, chrome wires, radio,etc. **£890**

1967 FERRARI Dino, in *concours* condition, low mileage.

1972 CAPRI 3000E, in blue, matching interior, low mileage, at **£1,350**

Tel.: KEADBY 581

CAR MARKS OF HULL

WE DEAL EXCLUSIVELY IN VEHICLES WITH DISTINCTIVE REGISTRATIONS

Stock on hand includes :

ROL 9	Morris Oxford	**VL 17**	Morris	**CB 37**	Austin
190 K	Austin	**2 MME**	Morris	**HC 121**	Austin
28 KW	Ford	**5 KNI**	Rover	**BJ 60**	Vauxhall

MANY OTHER VEHICLES. LIST AVAILABLE S.A.E.

CAR MARKS OF HULL
84, MILL LANE, KIRKELLA, HULL, E. YORKS. Tel.: HULL 658206 (Evgs.)

FOR SALE—continued

PORSCHE 911S. 1970 March, dark blue-black interior. Electric sun-roof; stereo 8 track; radio; electric aerial. Latest Dunlop Continental just fitted. Immaculate condition enthusiast owned; only reason for selling taking delivery of new Porsche Carrera. £3,500. H.P. if necessary, part-exchange possible. Tel.: 31843 (after 6.30 p.m.) or 21612 (during office hours). (8827

LANCIA. Very rare and lovely appreciating asset; Flaminia three carb coupé Superleggera alloy coachwork. Compelling reason for reluctant sale. Best offer secures. Box 3691. (8828

JAGUAR MK. IX, 1961. Manual overdrive; 73,000 miles; connaught green. Excellent condition. £395. Tel.: Stock (Essex) 674. (8829

BRISTOL 406. Excellent dark red bodywork with matching hide interior. Fitted usual Bristol refinements. Has manufacturers oil pressure and 11 months M.o.T. £625. Tel.: Otford (Kent) 2807. (8831

FIAT 124 Sport coupé 1600. Dec. 1970, 1971 model. Red with black sunshine roof, one lady owner; immaculate condition; 14,000 genuine miles. £1,450. Tel.: Wokingham 1643 (evenings please). (8833

PORSCHE 912. 1966 beige, black trim; superb condition. £1,085. Tel.: Fritton (Norfolk) 228. (8834

1928 WOLSELEY, o.h.c. Straight Eight; rolling chassis with bonnet, wings. Ideal vintage racing £300 o.n.o. Also 1926 Hotchkiss AM2 engine, gearbox, rear axle and wheels, stering column. £70. Tel.: Rayleigh 71520. (8835

FERRARI 275, GTS Spyder convertible, 1966 series engine overhauled, latest modifications; superb condition; new hood, Borranis. Must be seen. £2,750 o.n.o. Exchange considered. Tel.: (London), 01-579 3538, 01-727 1639 (evenings). (8838

FOR SALE—continued

HEALEY 3000, Mk. II, 1963. B.R.G. Servo engine/gearbox/overdrive/ rear axle rebuilt. Immaculate throughout. £650. Kidner. Tel.: 01-788 5307. (8830

TR3A 1958, O/d; w/wheels; hard/soft-tops; tonneau; 2.2-litre engine. Aluminium finned differential and sump oil cooler; works TR extras; Sebring white; recent respray. Bills and history available. £400 o.n.o. Tel.: Eston Grange 2639. (8837

PORSCHE 911S, 1968. Factory reconditioned, 1971. Recaro seats; electric roof; tinted glass; Blue Spot radio. Excellent condition throughout, any trial. £2,250 o.n.o. (London) 01-579 3538, 01-727 1639 (evenings). (8838

TRIUMPH VITESSE 2-litre, October 1969. Blue, under 20,000 miles. Impeccably maintained underseal; Quartz spot and fog, bonnet locks, etc. Now Company car necessitates sale of this immaculate vehicle. £580. Tel.: Berkhamsted 5721 (evenings). (8836

SUNBEAM 90, Mk. III. 72,350 miles; engineer's report; floor change; rev. counter; H.M.V. radio; overdrive M.o.T. August 1973; tax Feb. 1973. 3 new tyres; new battery. Well-cared for specimen offered by third owner. £160. Tel.: Leatherhead 75036. (8839

1960 PEUGEOT 403 convertible. L.h.d.; 4-seater. Ivory with red leather; quite rare. Excellent original condition; M.o.T. 11 months, taxed. £275. 44 York Rd., Cheam, Surrey. Tel.: 01-642 7808. (8840

AUSTIN 12, 1937. Remarkably sound original condition. Needs engine, £55. Tel.: 01-340 5030, 45a North Road, London N.6. (8841

ASTON MARTIN, DB5. 6 cylinder; vantage engine, 1969. Manual; electric windows; radio with electric aerial. Air conditioning; Sundym glass; new tyres recently fitted. Superb condition throughout. £3,300. Tel.: Epping (Essex) 5492 (evenings). (8844

FOR SALE—continued

LOTUS SUPER Seven, 1300 G.T., 1972. Under 5,000 miles; Burnt Orange. Reluctant disposal due to fragile new wife. £850 or part exchange more civilised sports car. Todd, Tel.: Blackfield 3624 (evenings only). (8774

XK150, F.H.C., o/d; wire wheels; new turbos; speeds; M.o.T. Good condition throughout. Offers £500+. Tel.: 021-556 0247 (after 6 p.m.). (7568

1972 (APRIL) M.G.-B Roadster. Glacier white; fitted overdrive; radio; servo brakes; tonneau cover; under 7,000. Carefully run-in £1,325. Parsons, 50 Heathfield Park, Midhurst, Sussex. (7569

TR6 TRIUMPH 1972 (May) roadster. Sienna with tan trim; fitted with overdrive, radio, etc. Nominal mileage only. Petrol injection; performance with economy. Reason for sale. Tel.: Bolton 41087. (7576

JAGUAR E-TYPE, 2 + 2 coupé, 1968. Metallic blue; manual gearbox; Koni shock absorbers; h.r.w. A well used and maintained car in good condition throughout. £1,375. Tel.: Ilkeston 6222 (Derbyshire). (7577

OVERLAND semi-open fronted taxi. Believed 1917, wooden wheels; beaded edged-tyres; no front wheel brakes; engine out of chassis already o/hauled. Rest of car very rough. Offers over £450 or exchange more practical car. Cash either way. Tel.: 061-428 6301 (day), 061-224 5878 (evening). (7578

M.G. Y saloon, 1950. Good condition; no rust, minus engine/gearbox; M.o.T. £55 o.n.o. Tel.: Worthing 49419. (7579

FIAT 124 Sports, 1968. White/black. Excellent condition. Regular Fiat maintenance. Recent overhaul. View Gloucester or Exeter. £900. Neill, Tel.: 0392 813160 (Topsham, Devon). (7580

FROG-EYED SPRITE. Good original condition; hard and soft-top; engine overhauled. £250 o.n.o. Tel.: Halifax 31475. (7581

LOTUS ELAN, SE4. Fixed head (Nov. 1968). Excellent condition. £890. Tel.: Halifax 31475. (7581

FROG-EYE yellow and black; taxed. M.o.T. maintained regardless of cost by enthusiast. Numerous extras incl. tweeked engine; Mk. 3 gearbox; 5½ Js. £295. Tel.: 01-675 0988 (after 6). (7582

BENTLEY S2. Rare long wheelbase, 1960. Electric division beautifully kept car, green/silver coachwork. Specially fitted interior including radio front and rear, rear heating and electric windows. House purchase enforces sale. Best offer accepted. Urgen. Tel.: Medway (0634) 77200. (7585

DAIMLER DART. Metallic blue. Rebuilt mechanically last year and only used as second car recently. A fast, eye-catching machine at £695. Tel.: Chester 23406. (7588

M.G.-A TWIN-CAM. Rebuilt from chassis up. Very fast, you may have seen it at race meetings this year. I have spent a tremendous amount of money on this car. Accept £800 including many spares. Send for details. Steve Pyne, 50 Edward St., Westbury, Wilts. Tel.: 2283. (7589

AUSTIN 7 RUBY, 1934. Excellent condition; engine overhauled. Bargain £235. Tel.: Redhill: 63237 (Surrey). (7590

1967 PORSCHE 912 in the condition you always look for but can never find; 38,000 miles, many extras. Yellow callouse with black interior. Full history £1,550. Tel.: Farnborough (Kent) 53107 (evenings only). (7678

1966 BMW 2000 TI. Red, black interior; 43,000 miles. Recent engine overhaul and thorough checkover. £690 o.n.o. H.P. arranged. Lofty's garage, Morley Bridge, Trafford, Nr. Chester. Tel.: Mickle Trafford 264. (8040

JAGUAR MK. I, 1959. B.R.G., 3.4; overdrive; flawless bodily; mechanically. £265. Taxed, full M.o.T. Tel.: Stourbridge 6148 (Worcs.). (8041

BOND EQUIPE, GT4S. Outstanding condition. Recent new engine, resprayed metallic purple. £280 o.n.o. 48 Whinfield Lane, Ashton, Preston. Tel.: St. Helens 24061, ex. 259 (office). (8097

FOR SALE—continued

ALFA ROMEO Vettura Spyder 2000, 1962. Hard/soft-tops; Polar white; body by Touring, Milan. L.h.d. Offers. Tel.: 021-458 1105 (evenings). (8092

S2 BENTLEY, 1960. Beautiful condition with much money recently spent, £1,350. Also Victor 3300, 1969. Alloy wheels; reconditioned engine. Excellent condition and performance. £550. Tel.: Dinas Powis 2248 (after 6 p.m.). (8106

TRIUMPH TR4A H/s-tops; wires; 58,000. V.g.c. £470. Tel.: Littlewick Green 2821 (Maidenhead). (8045

ELAN S4 S/E. F.h.c., 1968 "G", M.o.T. Sept. 1973. Immaculate condition in every respect. £350 spent on repairs in last 3 months to engine, front suspension; rear suspension; steering; brakes. £995 o.n.o. Tel.: Spalding 4059. (8107

1952 ARMSTRONG-SIDDELEY Lancaster. This beautiful car has had one titled owner from new and is complete with original tools and receipt. This rare model has a low recorded mileage and must be a sound investment at £550. Perry, Coombe Cottage, West Hill, Wraxall, Nr. Bristol, Somerset. Tel.: Nailsea 4541. (7926

M.G. ZB, 1957. Impecunious M.G.C.C. member desires about £130 for car mentioned. M.o.T. and tax, and in good nick; exchange Mk. 2 Midget or W.h.y. Dave. Tel.: Falkirk 25787. (8053

GILBERN GENIE, 3-litre, 1970. Light green; electric windows, overdrive; private sale but H.P. available. £1,095 o.n.o. Tel.: Derby 57726. (8878

1966 HUMBER Imperial. Blue; automatic; power steering; managing director's car; works maintained since new. Excellent proposition for discerning purchaser. £450 o.n.o. Tel.: Rowlands Gill (Co. Durham) 2603. (8879

JENSEN CV8, Mk. II, 1964. Midnight blue, with light blue leather upholstery in beautiful condition. Usual Jensen features; selectaride suspension; radio; etc. Reg. 111 NOV. This fibreglass body cannot rust, giving you a worry-free investment. New M.o.T. £795. Tel.: 01-994 2665. (8880

ALFA 1300 GT, 1967. Red; superb condition; radio; finance possible. £645. Tel.: Sunbury 88481. (8881

ALFA ROMEO Giulia Super 1966. Blue, one owner, Alfa maintained; overhauled. Excellent condition. £425. Tel.: Farnham 4321. (8882

TRIUMPH TR2, 1954; very original; new M.o.T.; reg. No. HDB 3. Lady owner. Well worth seeing can only appreciate in value. First offer over £275. Tel.: 061-224 5878. (8885

M.G.-A 1600. 1960, red, £100 spent since February includes recon. engine; new carpets £395. Tel.: Maidstone 37569. (8886

CITROEN DS21 Pallas 1966; 61,000 miles. Good condition. £500 o.n.o. Tel.: 061-980 7965 (Manchester). (8887

TR4A 1967. White; wires. Excellent condition. £680. Also M.G. J2 block perfect. Tel.: Coventry 70679. (8890

SUNBEAM ALPINE, Mk. V, GT, 1968. Overdrive; well maintained throughout; excellent condition. Two owners. £610. Wallis, Tel.: Stafford 3121 (office). (8891

XK150 3.4 F.h.c. Cotswold blue; grey interior; wire wheels; overdrive. Recent complete overhaul of brakes; steering, and suspension; near new Cinturatos; registration number WAM 303. £595. Nickerson, 6 Portland Rd., Rushden, Northants. (8892

LOTUS EUROPA, S2 "K" registered. Aubergine. Fitted stage 1 "Elise" conversion; 11,000 miles. £1,295. Tel.: 0782 617030. (8893

DUTTON B, 1972. Yellow, black trim. Spitfire engine. £495. Tel.: 01-979 8329. (8894

M.G.-A 1960 Slight frontal disfigurement, £185 o.n.o. Daimler Century, £60 o.n.o. Taylor, Dan-y-graig, Upper Cwmbran Rd., Cwmbran, Monmouthshire. Tel.: Cwmbran 4288. (8895

JAGUAR 1½-LITRE saloon, 1948. Good all round condition; very smart looking; taxed, tested. £450 o.n.o. Tel.: Dewsbury 5361 (days), Mirfield (Yorks.) 5557 (evenings). (8896

PHANTOM II. Radiator; gearbox; axles; wheels; springs. Ghost logbooks, oddments. 021-353 3705. (8897

FOR SALE—continued

HEALEY 3000, Mk. II, 2 + 2, 1963. Overdrive; radio; 9 months M.o.T. £300. Tel.: 021-523 6009. (8898

PORSCHE SPORTOMATIC 1968; mileage 40,000 mustard, black. Radio and stereo. Discriminately driven; very good condition. Elm Point, Abberley, Worcs. Tel.: Great Witley 495. (8899

AUSTIN ATLANTIC A90 coupé. Fantastic red and chrome coachwork; superb example of one of Donald Healys early designs; quick action windows etc. Mechanically and bodily excellent. 100 m.p.h. at 4,000 revs. Some work needed on interior to bring this now rare car to concours. Will haggle around £250. Tel.: 01-352 7536 (anytime). (8900

BUGATTI T40, 1927 unused since 1936. Details from Murdy. Tel.: Hathern 443 (Loughborough). (8901

JENSEN 541R, 1958. Metallic silver; blue wire wheels; radio. Offers. Tel.: Usk 2039. (8902

1957 2-SEATER FORD Thunderbird. Desirable, well preserved, rarity; hard-top, soft-top; electric windows, etc. 1 owner last 5 years and completely rust free. £750. Tel.: Frinton-on-Sea (Essex) 6311. (8430

HV 3104, 1933 Austin 10/4, 2-seater with dicky; maroon/black wings. Very good condition. Almost new tyres; original upholstery; regularly run and shown at local rallies; M.o.T. July 1973. £385 o.v.n.o. Tel.: Heckmondwike 3959 (evenings), 5641 (day). (8429

PORSCHE 911, 1967. Genuine 26,500 miles. White, black trim. Rolled and rebuilt practically new body. Bills for £950. Now like new. Nearest £1,550. White House, Field Stile Rd., Southwold. Tel.: 2311. (8432

FIAT 124 Coupé, 1969. Positano yellow; 5-speed, one owner, meticulously maintained by J. Barclay (bills available). New exhaust and Avons; 34,400 miles. Very quick taut motor car. £895. Tel.: 01-836 3779 (daytime). Whipsnade 794 (after 8 p.m. and weekends). (8433

1948 LEA-FRANCIS four-door light saloon. Good original condition. Full history available, sensible offers. Tel.: 0789 4532. (8434

JAGUAR 3.4 1968/69. Manual overdrive; red; black upholstery; radio, taxed April. Ex police. £550. Tel.: Abingdon 49. (8435

1954 M.G. TF 1250. Red; recent engine rebuild; new hood, tonneau; carpets trim; re-upholstered. New battery, front shock absorbers and rear road springs. Good radials. Paintwork needs some attention. Serious offers: J. A. Feakins, 14 Eva Rd., Chadwell Heath Essex. (8436

ALFA-ROMEO 1600 GT Veloce, 1968. White, good condition; moderate mileage; regular service by Alfa agents; radio; extras. £975. Box 3645. (6800

FOR SALE—continued

ASTON MARTIN, DB 2/4, Mk. II. Rare f.h.c. £950 or £1,050 when retrim completed. Tel.: Empingham 640. (7534

ASTON MARTIN, DB Mark III saloon. DBA engine; dark blue with red interior; clutch; brakes; exhaust and king-pins replaced since March 1972. An original example in exceptional condition. Best offer around £1,000. Tel.: Crewkerne (Somerset) 2357 (anytime). (7011

ROLLS-ROYCE, P11, tourer. Excellent chassis replica body in brown and cream. Good history. Saunders, 89a Sharde Green Lane, Fulwood, Preston. Tel.: 716746. (6997

MORGAN PLUS 4, 1968. Maroon, beautiful condition many extras. Regrettably must sell, owner going overseas early 1973. £975. Tel.: 01-289 2463. (6565

E-TYPE, Fawn/Sandalwood, 1970 "J"; 30,000; c.w.w.; XAS's; stereo speakers; showroom. £2,000 o.n.o. Tel.: Greatford 296 (home), King's Lynn 61441 (office). (6097

XK150S, 3.8, 1960. F.h.c., grey. All extras and bills March M.o.T. Immaculate bodywork; clean interior; sound mechanics. Offers over £600. Tel.: 01-723 0037 (evenings). (3224

ROLLS PHANTOM I chassis. All complete but dismantled; chassis no. 2 LF. Price £675. Talbot, Tel.: Freckleton (STD 0772) 633320. (8739

FANTASTIC M.G.-B. Completely rebuilt. Engine rebuilt, balanced; 16,600 miles; Janspeed mods.; o/d; suspension 7-coat respray; Kenlowe; Cibie heads; q.i. spots; air horn; I.S.T.; Targa hard-top. Better than new in many ways. Can't keep 3 cars so will reluctantly sell for £499. J. Berrisford. Tel.: Henley-on-Thames 049 12 5447 (daytime). (8741

TR4A 1967 coupé; overdrive; wire wheels; radio; low mileage. Taxed July 1973. Superb condition. £695. Tel.: Penn (Bucks.) 2792 (evenings). (8742

M.G.-C SPORTS. Automatic; November 1968. Heron full hard-top; soft-top; wire wheels; Radiomobile; white. Immaculate. £795 o.n.o. Tel.: Orpington (Kent) 35479. (8743

"F" REG. E-type, 4.2 Series II, bonnet on 1966; metallic green; F.h.c.; wire wheels; h.r.w.; recorded mileage 1,600. £1,000. Brake, 32 Blackmore Rd., Stalbridge, Dorset. Tel.: Stalbridge 601 (evenings). (8745

ALLARD 1949. Open 4-seat tourer. Recent respray and tyres. Good interior; recon. V8 eng. A good car £650. Tel.: Woburn Sands 2651. (8746

ROLLS ROYCE, 1948. Silver Wraith Park Ward; electric division; Mascot; slight damage nearside door. Hence price £865. Also quantity pre-war R-R spares. Please write Marjory Marsden, "Wayside", Britannia Rd., Morley Yorks. Tel.: Morley 68209. (8749

A PAID day trip to Ostend? Yes, if you buy my immaculate r.h.d., 1971 B.M.W. 2500. Radio, stereo cassette; h.r.w.; sunroof and more. Price £2100. Write for details to Peter Evans, Laarbruch School, BFPO 43. (8340

SPORTSCAR GARAGES

DAIMLERS



Choice three Barker Special Sports 2½-litre coupés, incl. one 23,000 only, from £650.



One only Barker 4-str. drophead coupé, 3-position hood. Black, Replica hood in fawn. Top overhaul in progress. £675. Another in ivory, blue interior, due in shortly.

We also hope to have in stock by the time this appears another low-mileage Consort, a pair of DB18 saloons with sun-roofs, and one or two late Century saloons.

WANTED:

BARKERS, HOOPERS, CONSORTS, DB18s AND CENTURYS.

42, TWYFORD ST., LONDON, N.1

Open:	Tel.:	Tube:
10-6	01-837 3766	King's X

SPECIALIST CARS (LIVERPOOL)
6 DENISON STREET,
(off Gt. Howard Street)
LIVERPOOL 3
Tel.: 051-236 3077

GILBERN DEALERS FOR THE NORTH

Offer the following exclusive automobiles for sale:

New Gilbern Invader Mk. III. List 1972 Gilbern Invader Mk. III, our demonstrator, at a huge saving on the new price..... **£2,375**
1968 Gilbern Genie, orange; a real flier, but refined and well looked-after **£1,050**
1962 Daimler SP250, a rare chance to acquire a rare car in rare condition for only..... **£700**
1972 Group One Avenger GT, 7,500 miles only from new..... **£1,025**
Fiat 2300 ..... **Offers**
Several more arriving this month.

WE SPECIALIZE IN THE SERVICING OF FAST AND UNUSUAL CARS

TVR

LOCKHART SPORTSCARS



For those observant people who see our **TVR** demonstrator rushing through the countryside, are right in assuming that the registered number **TVR 6** is the property of **Simon Dalglish.** Our new **TVR 3000 'M'** is a joy to drive; ring us for an appointment to see the new model. I have two new kits for November delivery, both **2500 'M's,** finished in tangerine and yellow—hurry! Second-hand stock dwindling, 'cos I am putting my money into a new venture—I might tell you next month. **1968 LOTUS 7** 1500, yellow, c/r, g/box. **£685. 1967/8 TVR Tuscan,** L.W.B. V8, S/E., blue and silver, **£1,850. 1967 GINETTA G4** d.h.c., 1500, c/r, g/box, red. **£595.**
WANTED: In part exchange for above, Morris or Mini Traveller for the wife.

Pothill Farm, Dial Post, nr. Horsham, Sussex.
Telephone: Partridge Green (0403) 710488
(Directions: Travelling south on A24 London/Worthing road, through Dial Post, take Ashurst turning, 1 mile farm entrance, on left.)

Motor Cars for Sale

Rolls-Royce PII sports limousine, 1933.
Rolls-Royce 25/30 limousine, 1937.
Rolls-Royce Twenty limousine, 1927.
Elegant Hooper Daimler limousine, 1950.

DAVID NUDD,
ATTENBOROUGH, NOTTS.
Telephone: Nottingham 250614



1967 James Young BENTLEY 'T'. Finished in burgundy with black upholstery. Sundym windows. Refrigeration. Truly immaculate.

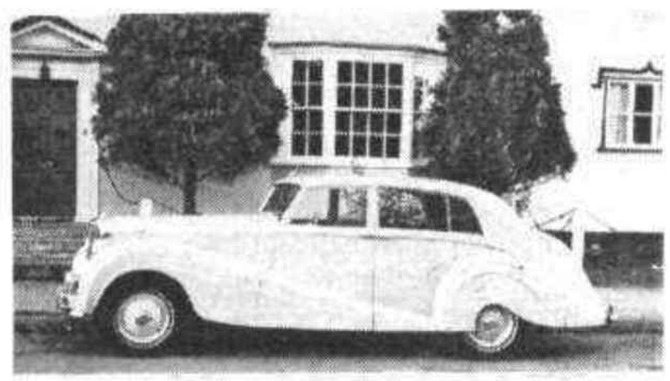
A selection of cars always available

P&A Wood

CORNICHE GARGE
GREAT BARDFIELD
ESSEX

GREAT BARDFIELD 604

Choice of two Standard SI BENTLEYS, 1957 and 1958, both in good order.



1952 Mulliner Mark 6 BENTLEY. A most elegant car absolutely original down to tools, handbook and radio instruction. Mechanically excellent. Finished in light grey with red upholstery.

FOR SALE—continued

SCIMITAR COUPE. August 1968. One owner, overdrive, Webasto roof and radio. Excellent buy. £825. Tel.: 01-954 1926. (9063

MERCEDES 190SL, 1960. 86,000 miles, radio, heater, hard and soft tops, v.g.c. £695 o.n.o. Tel.: 01-788 5217 (evenings). (9064

DAIMLER CONSORT, 1952 2½-litre. M.o.T. 2 owners, genuine 52,000, very nice condition, £245. Tel.: 01-286 3981. (9065

EX POLICE WOLSELEY 6/80, 1951. Much admired. Extras include radio, twin spots, power brakes and temp. gauge. On good radials. M.o.T. Space required hence £100 o.n.o. Camamile, 75 Southfield Rd., Nailsea, Bristol, BS19 1HN. Will deliver reasonable distance. (9066

CORVETTE STINGRAY, 1963, divided rear window, fastback. 327 cubic inch, 300 b.h.p., 4-speed close ratio manual gearbox, power steering and brakes, electric windows, radio, Cints., new Positraction, c.w.p. and drive-shafts just fitted. White with tan interior. £500 spent on this vehicle in last 4 months to put into first class condition and performance. £1,250. Tel.: 01-764 1252. (9067

ALFA ROMEO 1600 Sprint GTV, 1967. Superb condition, sunroof, radio, M.o.T. and taxed. Only 45,000 miles. Quick, quiet and comfortable. First offer over £865 secures. Tel.: Twyford (Berks.) 341001. (9068

M.G.-B GT. Excellent condition; "F" regn.; overdrive; wire wheels; Cinturatos; radio; windhorns. £745. Would consider good Mini in part exchange. Tel.: 01-462 4083 (evenings). (8981

TR6 1969, Damson, tan. Immaculate condition throughout extras overdrive; radio-cassette, boot rack. Recent new gearbox; clutch; metering unit and overhaul. Excellent investment at £1,050. Tel.: Godalming 6740. (8971

S.P. 250 DAIMLER, 1964. "C" series, white; M.o.T. to Oct. 1973. Complete engine and front suspension rebuild; new wire wheels. Excellent condition throughout. Offers over £850 considered. Tel.: Tadworth 2085. (8972

LOTUS ELAN, S3, S/E coupé. Immaculate as new example; electric windows; K/Os; 2,000 miles only; recondition engine, £825. Tel.: 942 5852. (8973

AUSTIN HEALEY 3000, Mk. II convertible, 1963. Genuine 42,000 miles from new; two owners; overdrive; wires; burglar alarm; good XAS tyres no rust, year's M.o.T., other extras. £750. Tel.: Bewdley 3343. (8974

RILEY 1½ R.M.E., 1954. Black, good condition; taxed and M.o.T. £200. Tel.: Colyton 52260 (Devon). (8978

LOTUS +2, "F" reg. Concours condition, No. But it's great at £950 o.n.o. See it any evening or weekend, 147 Westcombe Hill, London, S.E.3. (8982

For **THOROUGHLY GOOD** Vintage cars
For **THOROUGHLY GOOD** non-Vintage Chauffeurs
For **THOROUGHLY GOOD** comfort
In fact
For **THOROUGHLY GOOD** service, whether weddings, sightseeing, publicity, balls, picnics or parties
CONTACT
Those **THOROUGHLY GOOD** people

THOROUGHBRED MOTORHIRE
Triumph House
189 Regent Street
London W.1
01-734 5412

TILLINGHAM ST GARAGE

(Olaf P. Lund & Son)

Specialists in Classic Cars Offer:

ALVIS 4.3, 1937, short-chassis tourer by Vanden Plas. Complete rebuild to *concours* condition. Serious enquiries invited. **AUSTIN HEALEY 3000 Mk. I, 1959.** Resprayed, new hood and tonneau, **£375. M.G.-A Twin-Cam** roadster, **1959,** complete coachwork rebuild, new hood and tonneau, **£525. JAGUAR Mk. IX, 1959,** two-tone grey. Automatic. Radio. Reg. No. 9 LPJ. **£250. LEA-FRANCIS 14-h.p.** all-aluminium saloon. **1953.** Recent engine rebuild. **£250. WANTED: All types of Pre-War ALVIS.**

35, Tillingham Street, Soarkbrook, Birmingham 12.

021-772 2655 Evenings 021-444 2100

MG

MIDGET—MAGNA—MAGNETTE
1929 - 1936
Nearly
500 NEW parts
available or in production.
Send for separate lists for following models: M, J, P, N, 15p ea.
Andre Hartford reconditioning and spares Stockist. Quick postal service—C.O.D. if required. Enquiries—S.A.E
Please telephone first if you wish to call

MIKE DOWLEY
Sports & Vintage Motors
(Shrewsbury) Ltd., Upper Battlefield
SHREWSBURY, SY4 3DB
Tel.: Bomere Heath 467 (09396-467)

FOR SALE—continued

SCIMITAR GTE, June 1971. Low mileage. Manual gearbox / overdrive, Caribbean green; radio plus all usual extras carefully maintained by private owner who has now taken delivery of new car. First offer of £1,700 accepted H.P. possible. Tel.: Farnham Common 4065 (home) or 01-567 2400 (office). (8979

MORGAN 4/4 Competition 1968; 49,000 miles; Westminster green; new Semperit radials; tow bar; rear bumper. Full and half tonneau; new battery. £925. Mr. Roberts. Tel.: Waterlooville 51713. (8981

TR3A, Reg. No. FEY 123; h/s-tops; overdrive; wires new ZX's; anti-roll bar; good mechanics. Many new parts long M.o.T. Excellent steel body; original appearance; resprayed white; retrimmed; new carpets. About £400. Morgan. Tel.: Kirkbymoorside (Yorks.) 31751 (daytime). (8983

JENSEN HEALEY. Under 1,500 miles. Pacific blue with tonneau. Offers around £2,250. Tel.: Suckley (Worcs.) 315. (8984

FORD CAPRI 1600 GT XLR, 1970 "J". White, matching sunshine roof radio; silent travel; superb condition. £900. Tel.: Shrewsbury 53197 (after 6.00). (8985

JAGUAR XK140. Beautiful white, fixed head coupé; overdrive; wire wheels; push-button radio; 50 p.s.i. oil pressure taxed, M.o.T. £750. Alexander. Tel.: Huddersfield 27481/Hull 54945. (8986

FOR SALE—continued

RILEY 2½, R.M.F. saloon, August 1953. Chassis No. 10827, original excellent condition. Known history since new very exceptional car. £485. Tel.: Swainsthorpe (Norfolk) 372. (8987

MERCEDES 230SL, 1966 model. Hard- and soft-tops; radio; taxed; M.o.T.; third seat fitted; manual gearbox; mechanically overhauled; r.h.d. Fast and beautiful. £1,450. Tel.: 01-681 1588 (evenings, weekends). (8988

ROLLS-ROYCE, 1929 Phantom II, Barker Sedanca. Very pretty car being the actual car illustrated in Dalton and also a Motor Show exhibit when new. Completely original with speaker, hand operated direction indicators, and very rare Barker Patent dipping and swivelling headlamps. It is now in need of full restoration but sound and not messed. Only £1,950 or offer if quick. Shaw. Tel.:01-328 4271 (evenings, etc.) (8989

BARGAIN B.M.W. 2000 Tilux 1970. Only 17,000 miles; radio, etc. £1,575. Tel.: 01-302 9673 (weekends and evenings). (8990

LANCIA FLAVIA coupé, 1966 model. Immaculate, dark grey; new XAS's; M.o.T. etc. £750 o.n.o. Tel.: 01-890 5032. Chesham 2234 (evenings). (8991

XK150 F.H.C., 1960. Sherwood green; superb condition; resprayed; retrimmed; mechanically perfect. £1,250. Tel.: 01-398 3631. (8993

FOR SALE—continued

G.P. CENTRON. Midd. 911S Porsche engine; wide wheels; racing tyres; high back seats; Porsche brakes; full harness, adjustable shocks; dry sump; 911 instrumentation leather steering wheel. Cost over £5,000 to build. Ideal for road—Rally Autocross hillclimb. Note: This car is very fast and should be bought by someone who can drive well. £1,800 o.n.o. Pierre Du Plessis. Tel.: 01-890 5032 (day), 01-568 7437 (night). (8992

MERCEDES. Rare collector's model, 220SE coupé, 1960. Fuel injection; power brakes; Blaupunkt self-seeking radio; red leather interior, reclining seats. Five new Cinturato tyres. £300. Recently spent on complete engine recondition etc. Serviced and maintained regardless of cost. Can only appreciate in value. Part exchange considered. £985. Tel.: Northbourne (Bournemouth) 4952. (8994

H.R.G. AERODYNAMIC, 1947 M.o.T.; B.R.G.; good condition. Some spares included. £650 offers. Tel.: Chelmsford 63964. (8995

1925 23/60 Vauxhall Tourer, and 1934 Riley Imp. Details. Tel.: Stapleford (Essex) 334. (8997

1965 LOTUS Elan. Recent engine overhaul, recent hood; new test. £500 Tel.: Wrexham 52300. (8999

1965 JAGUAR, Mk. 10, 4.2 Automatic; P.A.S. Superb condition throughout. £275 Tel.: Wrexham 52360. (8999

P.E.A.R. Ltd.

RIVERSIDE GARAGE. Phone St.IVES HUNTS.(A1) 62952/62961

MAIN OPEL DEALER · H.P.& PART EXCH. · SPORTS & RACING CARS

New Manta Rallye, yellow	List	**1967 Jag. 'E' 2+2 auto.,** white	£1,395	**1962 FACEL 2.** Latest Chrysler Eng. wide wheels, tyres; real performance	£2,050
New 1.6, ochre	List	**1968 Jag. 'E' racing,** special body, many mods	Offers	**1964 Mercedes 220SE coupe,** superb	£925
New Rekord coupe, Monza blue	List	**Racing Healey 3000,** many successes	Offers	**1946 Chrysler coupe,** r.h.d.	£375
New Rekord saloon, gold	List	**1951 XK120 roadster,** ex. cond.	£1,000	**1938 Railton D.H. Straight 6,** needs complete rebuild	£235
New Rekord saloon, lime green	List	**1959 XK150 'S' roadster 3.4**	£1,150	**1971 Viva,** one owner	£725
New Ascona 4-door, white	List	**1955 Thunderbird,** l.h.d., electric windows, engine recon., respray	£650	**1967 Viva**	£395
New Kadet, yellow	List	**1966 Spitfire,** one owner	£395	**1967 Cortina GT**	£475
Manta 1.6 demonstrator	£1,345				
1971 Rekord saloon, auto	£1,275				



TOULMIN MOTORS (1962) LTD.

'World-wide reputation

MG Specialists exclusively — Spares, Sales Service.

MG Exchange engines, gearboxes, axles. T.R.U. Scheme.

MG Exchange seats. All trimming requisites.

MG All models tuning and maintenance.

MG TC, TD, TF suspension parts, anti-roll bars.

MG 'Brooklands' aero screens and steering wheels.

MG Rebuilds and sports preparation.

MG All rubber mouldings.

MG-B Major Body Panels Half Price

Shipping, air freight, mail, etc., all over the world. S.A.E. or International Response Coupon please (available post office).

181 LONDON RD., ISLEWORTH, MIDDX.
01-560 1722
01-560 2228

VINTAGE TYRE SUPPLIES

Jackman Mews,
North Circular Road,
Neasden,
London, N.W.10,
England.

Telex: 922043

Telephone:
01-450 6468

	Dunlop Tubed Type	Cover £.p	Tube £.p
•	500/525–16	8.06	1.40
•	550–16	8.70	1.44
•	600–16 RS5	12.36	1.44
•	670–16 6 ply	12.54	1.40
•	700–16 6 ply	15.00	1.40
•	450–17	6.19	1.40
	500–17	10.50	1.51
•	525/550–17	12.85	1.51
	450–18	7.90	1.40
•	475/500–18	9.69	1.51
	525/550–18 4 ply	11.05	1.51
•	525/550–18 6 ply	12.99	1.51
•	600/650–18	17.64	1.90
•	350/400–19	7.31	1.40
•	450–19	8.06	1.40
•	475/500–19	10.14	1.51
•	525/550–19 Nokia	12.50	1.51
•	525/550/600–19	15.58	1.51
•	450/475/500–20	14.18	1.81
•	525/550/600–20	24.33	2.31
•	700–20 (650/700)	27.03	2.31
•	450/475–21	14.60	1.81
•	500/525–21	17.54	2.31
•	600–21	24.75	2.31
•	700–21	27.71	2.31
	Straight Side Type		
•	32–4½	23.76	2.02
	Fort Tubed Type		
•	600/650–17 'c'	16.26	1.68
•	700–17	22.20	2.21
•	700–18	27.80	2.21
•	650/700–19	17.89	1.68
	Beaded Edge Type		
	26 × 3	8.19	1.65
•	30 × 3½	16.19	1.57
•	710 × 90	16.19	1.57
•	730 × 130	22.31	2.39
•	760 × 90	16.19	1.57
•	810 × 90	17.88	1.74
•	815 × 105	20.36	1.57
•	875 × 105	22.73	1.74
	820 × 120	22.73	2.02
•	880 × 120	24.70	2.02
•	895 × 135	31.46	2.65

• Are in stock at time of going to press. Carriage extra.

Prices subject to alteration. Many other sizes in stock, please ask

Jensen Interceptor 1971 'K' registered

Tangerine, black hide trim. Refrigeration. Radio. 8-track stereo. Sundym glass. Automatic. PAS, HRW. New tyres and full 15,000-mile service just completed. Chauffeur maintained, company chairman's second car to Rolls-Royce. Selling due to arrival of new Jensen.

Price — £5000. HP/PX.

01-643 7557 office or 01-604 2053 home :-

Anthony G. I. J. Cosgrove
262-270 High St., Sutton, Surrey.

HOWE MANIFOLDS
EXHAUSTS and INLETS
HOWE CAMS
Road and Race Developed. S.A.E. lists.
ALL FORDS, B.L.M.C., ROOTES, etc.
JEFF HOWE EXHAUSTS Main Road.
R/o Hollyville Cafe. Brands Hatch 1 min.
West Kingsdown (Tel.: 2347), Kent.

FAIRLIGHT MOTORS LTD. (Rolls-Royce & Bentley Repairers)
BARRETTS GREEN ROAD, PARK ROYAL, LONDON, NW10 7AG
Tel.: 01-965 5368 and Sales: 01-286 2029

5 minutes from Harlesden Tube Station (Bakerloo Tube), Watford Line.

Rolls-Royce Silver Dawn, a very rare and sought model in exceptionally fine condition in midnight blue.
Rolls-Royce Silver Cloud I, 1958. Low mileage and immaculate in shell and Tudor grey with blue interior.
Rolls-Royce Silver Cloud I, 1956, in midnight blue, in very fine condition.
Bentley Mk. VI. With Mulliner coachwork in Grecian white, recently refurbished.
Rolls-Royce Silver Cloud III, 1963. In shell and Tudor blue and in spotless condition.

From our successful endeavours we are continuing our offer to dispose of customers' cars on a commission basis.

Urgently required . . . an MG TC or MG TD, original condition is essential whether restored or not.

FOR SALE—continued

SAVE YOURSELF a few hundred pounds! 2.4 Porsche 911T-lux "L" reg., under 2,000 miles; yellow with black interior; wireless with electric aerial, stabiliser bars; rear window wiper. Offers Overton (Hants.) 247. (8766

1936 AUSTIN Ruby. Complete but partly dismantled, bodywork good; garage stored until recently. Best offer secures. Woodman, The Old Vicarage, Aubourn, Lincoln. Tel.: Bassingham 236. (8769

M.G. MIDGET, "J" November, 1970. Bronze yellow; radials; 22,500 miles, one enthusiastic owner; excellent condition throughout. £695 o.n.o. (reasonable). Tel.: Wroughton 291, ext. 298 (Fyfe). (8771

UNIQUE OPPORTUNITY to acquire the Concours class winner designate in the Mark VII to IX register of the Jaguar Drivers' Club. Immaculate "M"-type in grey with red leather; manual gearbox and overdrive. Authenticated 5,800 miles from new in 1955. Offers invited around £1,250. Tel.: Harrogate 82818 (after 7 p.m. or weekends). (8772

JAGUAR MARK V saloon; low mileage, original; Good tyres; 2 owners from new; M.o.T. September 1973. £395. Tel.: Milverton (Somerset) 556. (8773

TRIUMPH TR6, 1970 "J". Overdrive; hard- and soft-tops; wire wheels; radio; 16,000 miles. £1,275. Tel.: 061-709 5205 or 061-483 625o (office hours). (8915

AUSTIN HEALEY, 100/4 1956; 4-speed box; w/w; overdrive; engine rebuilt; metallic blue. £400 o.n.o. Tel.: Barnsley 710535 (9 a.m.-7 p.m.). (8916

M.G.-B GT, 1966. Blaze; new clutch; brakes; starter ring; recent tyres; top end and body overhaul regularly maintained and garaged; mechanically and bodily excellent; radio; tow-bar. £675. Tel.: Sandiway (Cheshire) 3281. (8917

1968 1300 GT Alfa Romeo. Bluette with tan upholstery; 46,000 miles recent engine overhaul. Good mechanical condition body well cared for. Property of Master Mariner on 3 year foreign tour. Sensible offers to Southampton 29003, Ower 298 (evenings). (8842

M.G. TF, 1,250 c.c., 1954. Rebuilt 15 months ago. Bills for £600. B.R.G., 12 months' M.o.T. £950. Tel.: 01-858 9622. (8918

ASTON MARTIN, DB2/4. In beautiful condition; resprayed, rechromed, retrimmed, new tyres. £100 just spent on engine, brakes etc. A very impressive collectors' item. Offers. Tel.: Dawes Green (Surrey) 244 (evenings). (8919

SPRITE MARK II, 1961. Not the usual tatty heap; genuinely immaculate condition. Radials, recent new hood, 10 months M.o.T. £155. Tel.: 01-998 6131 (evenings). (8920

FOR SALE—continued

1922 DAIMLER saloon, rough but suitable for restoration. £110 for quick sale. Box 3698. (8921

HEALEY 3000, Mk. II; overdrive; wires; servo; taxed, M.o.T. £365. Felstead. Tel.: Derby 31111, ext. 778 (daytime). (8922

MARCOS, 3-LITRE Ford. Yellow, 1971. £1,550 o.n.o. Flt.-Lt. MacKenzie. Tel.: Amesbury (Wilts.) 3331, ext. 2165. (8923

BENTLEY SI, 1957. Tilted owner 11 years; two-tone green; automatic; power steering; well serviced. In excellent mechanical condition and also bodywork except for some attention required to wing edges, etc. £700 o.n.o. Space required for new car, hence low price. Tel.: 0533-707389. (8925

M.G.-B GT "H", W/w; o/d; radio; radials. Red/black; 28,000. Immaculate. £995 o.n.o. Tel.: Pontefract 3828. (8926

AUSTIN HEALEY 3000, Mk. III, 1966. Wire wheels; radio; many other extras. Finished in Aubergine paintwork with black interior; low mileage; well maintained in excellent condition. Must sell, hence price £750. Tel.: Winkfield Row (Berks.) 4719. (8927

MORGAN +8, 1970. "J" reg. Excellent condition; 1 owner; flame with black trim; extras; new Dunlop SP radials fitted. £1,550. Tel.: Littlebourne (Kent) 522. (8928

MORGAN 4/4, 4-seater 1971. Why wait 12 months for new Morgan? Heater, tonneau, luggage rack, bumpers. £1,350. Tel.: 01-959 8662 (Mill Hill). (8929

M.G.-A F.H.C, 1800 c.c. Excellent condition; luggage rack; radio; q.i. lamps. £333 o.n.o. Tel.: Chieveley (Berks.) 325. (8930

SUNBEAM TIGER, Nov. 1966. Red/black; h/s-tops; Motorola radio; new tyres; M.o.T. April 1973. Excellent condition. £725. Tel.: 01-888 9701. (8931

T.V.R. VIXEN S2, 1969. Metallic B.R.G.; clean, reliable car. 1600 GT engine. Minilite mag. wheels Motorola radio; M.o.T., taxed. £850. Smith. Tel.: Grays Thurrock 71196 or Orsett (Essex) 391. (8932

XK 150 "S", 3.8 f.h.c. 1961; new clutch and exhaust system. Grey; also XK150 "S", 3.8 d.h.c. 1960; new clutch; exhaust system and hood. White. Owner retiring abroad. £1,100 each or £2,000 for both. Cheke-Fletcher, The Mount, Penshurst, Kent. Tel.: 304. (8933

LOTUS ELAN coupé. November 1967. White; radio; spotlights; K.O. wheels; 12 months tax and M.o.T. Recent complete suspension rebuild. Fitted Elan Sprint driveshafts, way above average example. £795 o.n.o. Crook, 1300 Warwick Rd., Knowle, Solihull, Warwickshire or 021-705 0762. (8934

AUSTIN HEALEY 3000, Mk. III. Colorado red. All the usual extras. No expense has been spared in maintaining this car. All bills available, owner unexpectedly emigrating. Offers over £1,000. Beadle. Tel.: 01-242 5747 (work), West Wratting 331 (evenings). (8935

FOR SALE—continued

1973 MUSTANG Mach-1. 351 CID-2CV; automatic; power steering; power front disc brakes; radio; sports interior; convenience group; choice of bright red or white, with black interior. £3,200. Tel.: Hereford 65304. (8936

1906 UNIC 20 h.p. open drive, fully folding-away landaulette; chassis complete and unrestored; body sound, but partition missing. Very special motor. £2,250. 01-834 9225. 32 Carlisle Mansions, S.W.1. (8937

c1908 VAST ARIES, chaindrive chassis; c40 h.p., 11 ft. 11 in. wheelbase, mostly bonnet; 99 per cent restored; new pistons; valves etc. Fantastic motor. £3,750. Tel.: 01-834 9225. 32 Carlisle Mansions, S.W.1. (8937

1953 BENTLEY. Very rare Mulliner lightweight "R"-type 4-door sports saloon; black aluminium coachwork; interior recently renovated. In outstanding condition throughout; fitted manual gearbox, sunroof, radio; new tyres. Several years receipts available for extensive work carried out. First offer of £1,450 secures this fine machine. Julian Wade. Tel.: 01-672 5445 (Sunday or evenings). (8938

1958 S1 MANUAL Bentley. 4-door sports saloon; 50,000 miles; beautiful original condition; synchromesh; gearbox; 8-1; sage and smoke green. Fantastic performance, like a Continental. £1,950. Tel.: Colnbrook 2734. (8940

1969 6.3 MERCEDES 300SEL sports saloon. Silver, black leather; electric sun-roof and windows; stereo; central locking. £3,450. Tel.: Colnbrook 2734. (8940

CAPRI-CHEVROLET part built, rebuilt 4.2 Chev. engine; gearbox. Wishbone front suspensions; 6½J Magna alloy wheels. Most parts to complete £495 o.n.o. Could deliver. Tel.: Eastleigh (Hants.) 2445. (8941

FIAT 124 coupé, 1969. White. Black interior, radio; 5-speed box, low mileage; beautiful condition. £1,050 o.n.o. Tel.: 01-992 8439 (evenings), 01-580 8465 (weekday). (8942

THE HARE and the Tortoise 1967. BMW 1800, white 4-door saloon. 1946 Rover. 10 h.p.; black both cars truly beautiful cond. Serious enquiries welcomed. Must sell, buying house. Tel.: 01-668 1546. (8943

JAGUAR XK150 1960. F.h.c. certified 32,000 miles. Immaculate bodily and mechanically. £1,695. Tel.: 021-458 4572. (8944

MORGAN, D.H. Coupé, 2,138 c.c., 1966. One owner; original condition. £950. Tel.: Southampton 69582 (evenings). (8945

ONE OF THE best super sports; beetle backed; J.A.P. engined Morgan three-wheeler in the country and a 1932 Alvis Speed Twenty Open tourer. Good cars so good prices. Offers. Box 3699. (8947

LOTUS ELAN coupé, 1967. Blue. Truly magnificent condition. M.o.T. 1 year. £750. Can view Birmingham. Tel.: Caernarvon 3174. (8948

LOTUS SEVEN, Sii, 1969. True sports car bred from racing experience; all extras. £695. Wakelin. Tel.: 01-499 8374 (office), 01-897 1194 (home). (8966

FOR SALE—continued

1931 AUSTIN 7 tourer; 80 per cent restored; all spares; new tyres. Offers around £450. Nash. Tel.: 061-483 3097. (8949

1936 AUSTIN Ruby saloon. Excellent original condition. Tested October 1973. £365, near offer. Stubbs, 17 Welch House, Shurdington, Cheltenham, Glos. (8950

PACKARD, 1939. Convertible 2 + 2, 29.4 h.p. Complete but requires some restoration. Offers over £70. Tel.: Parbold (Lancs.) 2070. (8951

MERCEDES 230SL sports, 1965 hard- and soft-tops; automatic; power steering; Blaupunkt radio; finished red with black-tops and interior; 1 owner up to August 72, history known, taxed July 1973, superlative condition. £1,825 private sale but consider exchange. Tel.: Macclesfield (Cheshire) 27008. (8952

1933 M.G. Midget J2 with original 4-seater sports body, similar Frazer Nash. Requires Straight forward restoration; no rust. £135. Tel.: Ormskirk (Lancs.) 74157. (8953

AUSTIN HEALEY 3000, Mk. III, 1964. Excellent condition; radio and many other extras, taxed; M.o.T. £800 o.n.o. Tel.: Leighton Buzzard 3080 (evenings). (8954

1951 ROVER 75. Superb condition for age; no time to make absolutely perfect; new tyres; M.o.T. June. £250. No offers. Tel.: Ongar (Essex) 3105. (8955

ASTON MARTIN, DB2/4, 1957. Engine recently overhauled. Offers around £500. Tel.: 01-624 4470 (evenings after Dec. 6). (8956

MUSTANG MACH I, 1969. L.h.d.; 351 C.I.D. engine; 4-speed manual; mag. wheels, power steering and brakes; radio. £1,550. Tel.: Harpenden 62525. (8957

M.G.-A 1600 Fixed head coupé, 1960. Radio; seat belts; spot; fog; passing reverse lights, heater X's luggage rack; black vinyl roof, taxed March; M.o.T. Enthusiasts car in superb original condition. £450 o.n.o. Tel.: Liss (Hants.) 2199. (8958

STUDEBAKER HAWK GT. Exceptional car, well worth investigating. One owner. Tel.: Radlett 5509. (8960

SAAB T/S, 1966. Red 4, new radial; exhaust and battery; M.o.T., May 1973. Exceptional condition £315. Tel.: Portsmouth 34445. (8961

BENTLEY SERIES VI saloon. Recent respray grey. Very good condition; recent new clutch. Offers. Tel.: Leeds 812271. (8962

AUSTIN NIPPY engine; gearbox; shafts, rear axle; radiator. Hill, Boarshurst, Greenfield, Oldham, Lancs. (8963

ALFA ROMEO, 1966 Giulia 1600 Spider; red; new hood. £350. Tel.: Bollington (0625) 72316 (Macclesfield). (8964

M.G. NA. Magnette 1936; 2 + 2, seater body in aluminium by Bertelli. The only one known of 12 sold by the Cresta Motor Co. Rebuild completed this year, since covered 1,500 miles. Offers. Powell, Kimber Cottage, Glaziers Lane, Normandy, Surrey. (8965

JAGUAR 1955, Mk. 7 "M" black saloon, in beautiful condition, very slight restoration for showroom condition. Has been chauffeur driven by last owner. Offers around £250. Tel.: Chobham 8142 or 8649. (8967

LOTUS ELAN, S3. F.h.c. 1966 white; radio; electric windows; knock-ons etc. Really excellent condition. £650. Tel.: North Walsham 3452 (Norfolk). (8968

LANCIA FLAVIA 1500, 1963. £225. Excellent condition; new clutch. Recondition gearbox. Offers. Tel.: Peterborough 60233. (8969

1942 MORRIS EIGHT, ex. G.P.O. van. Needs some attention. Good spare engine; gearbox and clutch. Best offer secures. Tel.: Kearnsney 2067. (8970

FOR SALE—continued

AUSTIN HEALEY 100/4, 1955. Good mechanically; wires; o/d; new hood; bodywork needs some attention. £140. New drill for 100/4, £7; 100/6 engine, 12 port head, new distributor, £35. Tel.: 01-340 5030. 45a North Road, London, N.6. (8841

SPORTY MINI. Marriage forces sale of my Mini Mk. II, 1100 with 1098 engine and gearbox. M.G. 1100 head with 1.5 in S.U. card. Built May 1970 with new body shell, no rot spacers; Dunlop 4½ in. J reverse rim, steel wheels. Mitchelin: 2 X Js all round; worth £475 but £410 o.n.o. Tel.: 0742 361846. (8845

ASTON MARTIN. 2-litre saloon 1937; less engine. £225. The Thatched Cottage, Sciviers Lane, Lower Upham, Soton, Hants. Tel.: Durley 307. (8846

CONCOURS WINNER. M.G. TF 1500 c.c. 1955. Wire wheels; black beige interior. This car was completely stripped and rebuilt by professional men regardless of cost to a superlative degree rarely achieved. Winner of many concours prizes. £1,250. Exchange considered. Write G. Kilpatrick, Finetree Cottage, Bo'ness EH51 9SS. (8848

ASTON MARTIN, DBS Vantage, 1971. Excellent specification; 5-speed. £4,250. Offers? Exchanges? Tel.: Boughton (022 775) 475/223 (Kent). (8850

TR5 1968. Superb road car; S.A.H. prepared to approx. 170 b.h.p.; overdrive; alloy wheels. Detachable hard-top. A. Best. Tel.: C1-889 5433. (8853

MASERATI 3500 GTI, 1962. Outstanding example of fast 140 m.p.h.+; economical 20 m.p.g.+; GT; l.h.d.; injection; wire wheels 5-speeds etc. Offers over £950. Tel.: 06952 3409. (8854

AUSTIN HEALEY 100/6, 1956. Overdrive, wires; hard-top; spares; superb bodywork. Reg. RFL 3. Investment at £400. Tel.: South Elmsall 3138 (Yorks.) evenings. (8855

MERCEDES 220, SE convertible. Genuine mileage 30,400. By one previous fastidious owner. First reg. 1965, but now has a 1969 "G" registration. Immaculate Burgundy coachwork with unsoiled beige hide upholstery and matching hood. Automatic gears, with power steering. Fitted radio/cassette. The whole car is in original mint condition. £1,650. Tel.: 021-705 3245. (8856

MORGAN 4/4, 1964. Good condition; M.o.T. Nov. 1973. Recondition engine; new clutch; front suspension November; no competition. £500 or part-exchange V.W. Tel.: Camelford (Cornwall) 2235. (8857

LOTUS ELITE, 1962. Rebuilt engine, stage 2. The following are all new parts: clutch, ZF gearbox; twin Webers; 4 branch exhaust manifold; brake servo; 60 spoke w/w 5 new tyres. Regn. No. 4 VMA. Resprayed in Rolls-Royce Regal Red; immaculate. £975. 3 Brotherhood, Marsh Hall, Manor Lane, Holmes Chapel, Cheshire. Tel.: Holmes Chapel (after 8 p.m.). (8858

HEALEY 100/4. Wires; tonneau. Five good Cints. Basically sound. Offers. Alan Hawkins. Tel.: Walsall 21337 (daytime). (8859

HEALEY 3000, Mk. IIA, 1963. B.R.G.; wind up windows. Extras include: wires; servo; SPs; w/mirrors; Motorola, tonneau; hood cover; underseal; air horns; boot rack. Recent new: rear axle; SPs; battery; shockers; exhaust; brakes all round; spinners; king pins. Last year, 1 rear spring; one new hub; two wires rebuilt; wood s/wheel. 59,000 miles genuine. New M.o.T. Exceptional. Private sale £600. Consider exchange convertible, immaculate Morris Minor plus cash. Crispin. Tel.: 01-942 3433 (Kingston, Surrey). (8867

PACKARD SUPER Eight, 1938. 32.5 h.p. Sedan. Black; stored since 1965. Offers around £500. Tel.: Cardiff 64760 (evenings). (8863

LOTUS ELAN +2. "F" reg. Caribbean blue; new M.o.T. £920 o.n.o. Tel.: Hatfield 67398 or St. Albans 54845. (8864

3-LITRE SCIMITAR, GT, 1967. Silver Streak with black trim. Overdrive; radio; Cinturatos; 40,000 miles. £800 o.n.o. Tel.: Kimbolton 448. (8865

TR4A 1965. Wires; overdrive; steel Surrey top; Kenlowe fan. Recent engine rebuild; re-sprayed original signal red, black top. £520 or exchange Jaguar "S" saloon 3.8, plus cash. Coker. Tel.: Basildon 3040, ext. 647 (day). (8866

1949 BENTLEY, Mk. 6. Beautiful silver coachwork. Restored this year. Mechanics good etc. taxed; M.o.T. A stunning car. £490. 1937 M.G. TA Roadster. Just restored throughout in blue. Engine needs to be run in; new hood to be fitted. Everything original, £650. Exchanges considered. Contact Richard, 38 Addison Gardens, W.14. Tel.: 01-602 1904. (8867

JAGUAR WORKS. Reconditioned 3.8 engine with auto box. Not yet been in car. Offers to I. Venable. Tel.: Overseat 281 (Burton-on-Trent). (8521

ATTENTION TR Enthusiasts. 1959 TR3 hard-top; stripped to the bone. Engine completely rebuilt. Chassis cleaned; body needs some attention. Complete car for sale, unassembled. Transit can be arranged within reason. £300 o.n.o. Tel.: Tattenhall (Cheshire) 70317 or 70667. (8522

M.G.-A ROADSTER, 1961, 1600 c.c. Blue with blue interior. One owner from new and genuine mileage of 34,000 with tonneau cover. A very rare example. £495. H.P. arranged. Tel.: New Milton 613848. (8523

M.G. PB. 2-seater, Concours rebuild. Really beautiful, available January. Tel.: Rochdale 33516. (8524

FOR SALE—continued

1964 SAAB reconditioned two-stroke engine attached to iron oxide body; M.o.T. £60. 7 North Avenue, Mickleover, Derby. (8849

M.G. PA. Supercharged racing special, 1,098 c.c. Original engine and all road equipment included. Tel. Rochdale 33516 (home). Tel.: 061-330 2893 (office). (8524

JAGUAR 3.4, Mk. 2, 1964. Manual/o.d.; dark green/suede green upholstery; radio; low mileage. Original condition and in superb order throughout. £445. J. F. Goodwin. Tel.: Stoke-on-Trent 35238. (8525

RILEY 1½-LITRE, 1955. Black with green interior. Brakes relined, engine overhauled 1971. £95 or near offer. Tel.: Runcorn 73327. (8526

ROVER SPEED 14 Streamline coupé, 1936. All aluminium. See George Olivers book, "The Rover". Very rare and in fine condition. Best offer over £250. Tel.: Leiston 830645. (8527

M.G. MIDGET, 1971. Bronze yellow; l.h.d. every extra. Full U.S.A. Federal specification; P.T. paid; low mileage, taxed. Bargain at £700. Tel.: Leiston 830645. (8527

TR6, May, 1970. Royal blue; h/s top; tonneau; radio; stereo 25,000 and immaculate. Attached to towbar is 1971 15 in. Shakespeare powerboat/85 h.p. Evinrude on snipe breakback trailer, owner emigrating next month. £1,500 the two or will split. Tel.: Holmfirth 3498 (for details). (8528

BENTLEYS. Exceptional S1, black on silver. £1,075. Also very good 1951, Mk. VI, £525 and many Mk. VI spares. Tel.: 01-743 4187 (evenings). (8530

ARMSTRONG SIDDELEY, 17 h.p. saloon, 1939. One owner. Tel.: Crowthorn 6835 (for information). (8531

1946 WOLSELEY 10, M.o.T., taxed. £100. Nevill House, Norwood Lane, Meopham, Kent. Tel.: Fairseat 822237. (8538

BMW 2002, 1971 "J" registration, finished Malaga with cloth upholstery. New radials; Blue Spot radio, 8-track stereo; good condition. Well maintained. £1,625 o.n.o. Reluctantly changing due to company car scheme. Tel.: Peatling Magna, (Leics.) (053758) 569 (evenings). (8534

1948 DAIMLER, DB18 saloon. Grey/blue; 59,000 miles from new. Taxed and M.o.T. Interior unmarked. Body excellent. Seen Stockport. Tel.: 061-480 5672 (office hours). (8535

ESCORT MEXICO, May 1972 "K" under 5,000 miles; radiomobile track 8/radio; rally sport cloth seats; undersealed; taxed April. Makers warranty. £1,095. Tel.: 01-852 3903. (8536

FROG-EYE and Midget. Enthusiast going abroad. My cars need new lovers, both 12 months M.o.T., excellent examples; 1960 and "G" reg. £235 o.n.o. and £515 o.n.o. Must sell. Tel.: Moor End 267 (Northants) (evenings and weekends). (8538

FACEL VEGA, HK 500, 1959. "Motor" road-test car. Well maintained. £600. M.o.T. 1973. 30 Coventry Rd., Burbage, Leics. Tel.: Hinckley 39262. (8539

1934 M.G. PA. 4-seater body, whole car in superbly restored condition. Nearest offer to £1,000. Tel.: Welwyn 5451. (8540

M.G. TD2, 1953. Restored bodily and mechanically B.R.G.; seatbelts; tonneau, and other sensible additions. Spares include 1½ engines and 2 gearboxes. Offers around £800. Tel.: Nutley (Sussex) 2740 (weekends) (8542

BMW 1800 TI, 1966. Excellent condition; Blaupunkt; Cinturatos; white. £525. Lewis. Tel.: Bridgwater (0278) 4321, ext. 7139 (business). (8543

MARCOS 1800, Sunlight roof; Minilites. Excellent condition. £785. 2 Thorpe Close, Little Sutton Lane, Sutton Coldfield, Warwickshire. (8544

1922 AUSTIN 20/4 landaulette, very rough body. £110. 1929 Austin 16/6, sound bodywork missing. £95. Tel.: Rayleigh 71520. (8545

RILEY 1½-LITRE, 1954 (MTR 13). Extensively overhauled; new exhaust and roof; new battery; towbar; some chrome work etc. Full M.o.T., works manual and some spares. Should be worth £400. Open to offers as room wanted. 168 Black Bull Lane, Fulwood, Preston. Tel.: 718796. (8547

LOTUS ELAN, +2S, late 1969. Burnt sand, h.r.w.; fog/spot. Excellent condition. £1,500. Tel.: Sutton Elms (Leicestershire) 282752. (8552

FERRARI 212, Export, very attractive Ghia-Aigle coupé. Manufactured 1951. Excellent and original. £2,950 o.n.o. Tel.: Oakham 2053. (8553

M.G. MIDGET III, 1972. June; blaze; all extras including tonneau cover; oil cooler etc.; h.p. arranged; part exchange considered. Tel.: 01-304 6762. (8554

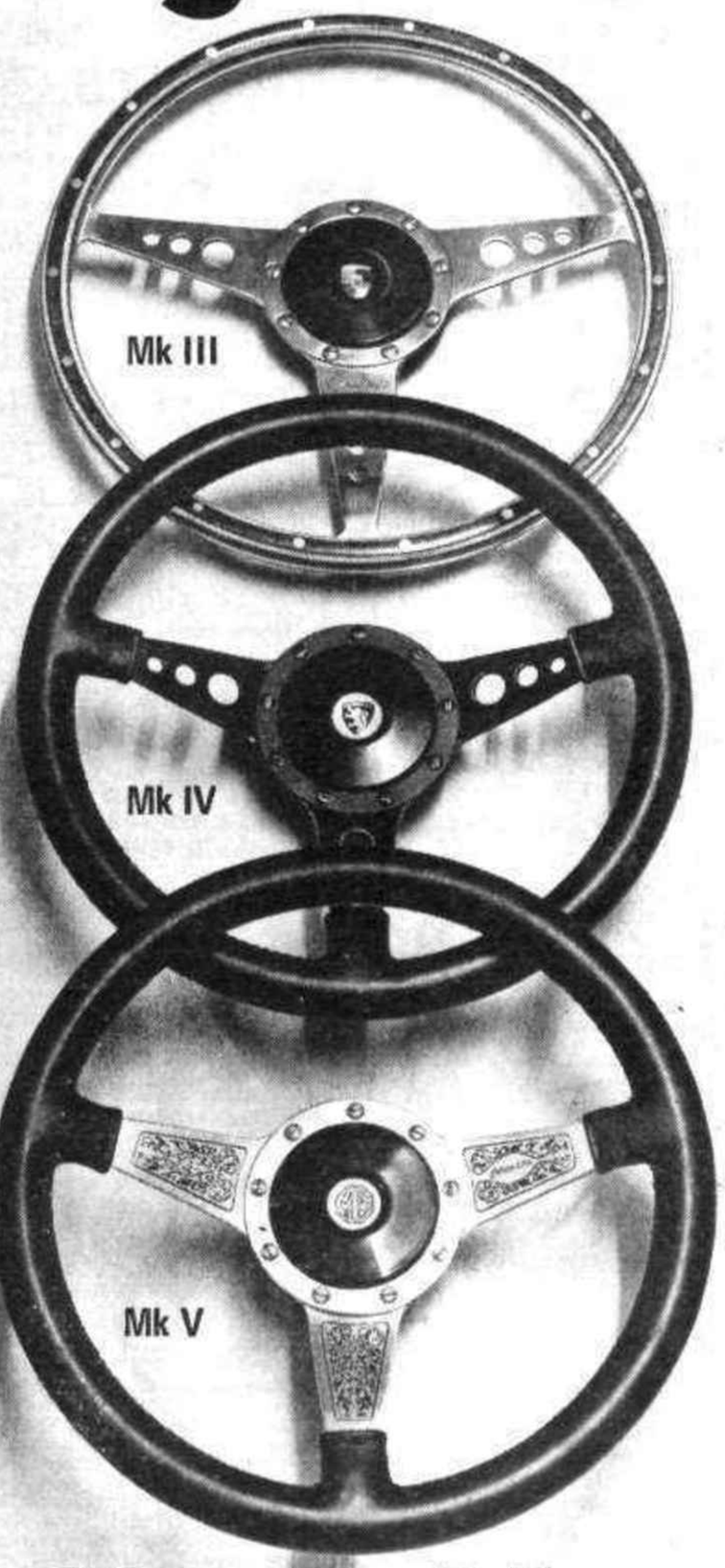
HEALEY 3000, Mk. I, 2 + 2; 32,000 miles; M.o.T.; h/s-tops; tonneau Cinturatos radio. Excellent condition. £550. Tel.: Bridgnorth 2577 (office hours). (8559

TRIUMPH TR4. Completely overhauled and rebuilt. All sensible extras over £1,000 spent in last 3 years. Beautiful condition bodily and mechanically. £500. Write for details to Greenaway, 22 Frankley Buildings, Bath, BA1 6EG. (8561

VOLKSWAGEN 1500 Beetle 1970. Clementine with black interior; fastidiously maintained; well below market value at £670 o.n.o. Tel.: Dinnington 4740 (Nr. Sheffield). (8565

SIT UP and Beg, 1954 Ford Popular, immaculate. Two owners only. New engine M.o.T., taxed. What offers. Franklin, 54 Addison Gardens, London, W.14. (8571

Magnificent



Moto-Lita

Moto-Lita steering wheels are available for all popular British, Continental, and Japanese cars. Prices from £12.50 complete. Lay hands on the best — Moto-Lita.

Write for colour brochure of our range of magnificent steering wheels. **Simon Green, Brighton Rd, Surbiton, Surrey. 01-399 3381**

NAME _____

ADDRESS _____

_____

_____

M.S.1.

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDX.
Tel: 01-560 7911



1966 AUSTIN HEALEY 3000 convertible, B.R.G/. black, hard- and soft-tops, Mich 'X', tonneau, rad/blind, 5-push-button radio; recorded mileage 46,859, condition of car suggests true..... **£895**

1964 (Sept.) AUSTIN HEALEY 3000 Mk. III, red/black, overdrive, radio, recent SP Sports, tonneau; nice condition **£695**

1968 BOND Equipe 2-litre saloon, red overdrive, wire wheels, radio, SP68s, extra instrumentation.. **£645**

1963 (late) BENTLEY S3, Twin Headlamp Model, green/beige, automatic, power-assisted steering, radio; exceptional condition..... **£1,995**

1959 CHEVROLET Corvette, black/silver, automatic, hard- and soft-tops (electric hood), electric windows, radio, engine overhauled in 1970; last owner for last 5½ years, he has just bought new Corniche conv.; no expense spared to keep this car in beautiful condition **£895**

1969 FIAT 124 Sport, green/beige, one fastidious owner, certified mileage 25,655; 5-speed gearbox, radials, servo; interesting car..... **£995**

1969 FORD Cortina 1600 GT Crayford convertible, red/black, one owner, full tonneau, radio + cassette player wood wheel; very rare car in exceptional condition **£795**

1969 FORD Lotus Cortina, red/black flash, mag. wheels, centre console, radio, mirrors, Cinturatos; recorded mileage 29,619..... **£695**

1958 JAGUAR XK150 fixed-head, Cotswold blue/grey, stored for the last two years, fitted with overdrive, wire wheels; rare two-owner example, first owner for nine years. This example of these superb cars is truly outstanding..... **£995**

1965 JAGUAR 3.8 'S' saloon, opalescent green, overdrive, 5-push-button radio, power steering, mirrors; nice condition **£425**

1969 (Nov.) LOTUS Europa Series II, yellow/black one owner; Selmar anti-thief, servo, tinted windscreen **£975**

1972 (L), 1966 Model LANCIA Flaminia 3c, 2.8-litre 'V6' (just imported), Superleggera touring coachwork, fixed-head coupe, the 2/4-seater model (very rare), silver grey with red; recorded mileage only 39,405 km. Beautiful classic..... **£1,295**

1968 (Oct.) LOTUS Elan S4, S.E. f.h.c., burnt sand; one owner since 1969..... **£925**

1961 (late) M.G.-A Mk. II fixed-head coupe, outstanding condition throughout, finished in deep red with red trim, radio, Cinturatos. Cannot be too many in this condition left now, must appreciate **£495**

New M.G.-B roadster, bronze yellow, overdrive, belts, tonneau, Pirelli radials ('73 model)..... **£1,495**

1972 M.G.-B, blaze/blue overdrive, servo tonneau, headrests, radials, 49 miles, manufacturer's guarantee **£1,425**

1972 M.G.-B roadster, superb in rare aqua blue; one owner, confirmed mileage 8,700, manufacturer's warranty **£1,295**

1971 'K' M.G.-B GT, teal blue/autumn leaf, overdrive, servo, headrests, Rostyles, 'hot' rear window; one owner..... **£1,345**

1971 Model M.G.-B GT, flame red, one owner, confirmed mileage 15,458; overdrive, wire wheels, radials, 'hot' window, new sun-roof just fitted **£1,345**

1970 M.G.-B GT, primrose/black, overdrive, wire wheels; certified mileage 22,599, history known to us, exceptional condition..... **£1,195**

1970 M.G.-B roadster, white/black, wire wheels, overdrive leather wheel, tonneau; certified mileage 19,100 ..... **£1,125**

1970 M.G.-B, flame red, wire wheels, chrome rack, Cinturatos; one owner, 16,565 miles..... **£1,045**



1969 MARCOS 1600, silver blue/black, sun-roof, wire wheels, 5-push-button radio; recorded mileage 34,647, enthusiast maintained, delightful car.. **£995**

1969 M.G.-C GT, white/black, overdrive, wire wheels, recent radials, expensive radio..... **£1,045**

1969 M.G.-C roadster, red/black, overdrive, Motorola, tonneau, servo, air horns, five recent SPs, new batteries, owner (RAF) been posted only reason for sale, exceptional condition **£995**

1969 M G -B, red/black, overdrive, tonneau, gearbox/overdrive overhaul (cost £123), one owner, nice condition **£925**

1969(H) M G -B, red/black; one lady owner, confirmed mileage 25,613; tonneau..... **£895**

1969 M G -B, blue, one Dr. owner; wire wheels, steering lock, fog/spot, Marchal headlamps, XASs, side flashers; well maintained..... **£845**

1968 'G' M G -B GT, green/black, G800s; two owners only, reputed 25,873 miles, exceptional condition **£845**

1967 M G.-B GT, mineral blue, one owner; overdrive, wire wheels, 5-push-button radio; outstanding example **£825**

1966 M.G.-B, white/black, recent new hood; in average condition throughout..... **£495**

1955 M.G. TF 1500, green; rare wire-wheeled model; appreciating **£945**

1954 M.G. TF, green/black, last owner for 12 years; engine rebuilt, bored out to 1,350 c.c., Stage II head; magnificent condition. M.G. enthusiast's you should see one..... **£1,395**

1968 MORRIS Mini 1000 Mk. II saloon, red/red, two owners only; better than most..... **£435**

1968 Morris 1300 2-door de luxe, Connaught green, one owner; good condition throughout..... **£375**

1967 SUNBEAM Tiger Mk. II, very rare 4.7-litre model, made for export only (this one must have been hiding), finished in beautiful red with black hard-top + soft-top, Koni shockers, stereo, oil-cooler, 'SP' Sports. 'Don't arf go'..... **£1,295**

1966 ('65 model) SUNBEAM Tiger 'V8', green/black, certified mileage 53,798 since new, owned by a Dr. since 1970, one family owner previously; new clutch fitted by us, full tonneau, Mich. 'X'; really exceptional..... **£845**

1966 SUNBEAM Alpine Mk. V, blue/black, rare one-owner; overdrive, tonneau, Mich. 'X', fog/spot, new hood just fitted..... **£495**

1965 SUNBEAM Tiger V8, white, hard- and soft-tops, radio, heater, mirrors; recent bills for shock-absorbers, springs, silencers and tyres..... **£595**

1971 TRIUMPH Spitfire Mk. IV, Valencia blue/tan, overdrive, chrome wire wheels, hard- and soft-tops, undersealed, clock, radio; one owner..... **£925**

1971 TRIUMPH Spitfire Mk. IV, saffron/black; one owner, confirmed mileage 16,567; 5-push-button radio, mirrors, tonneau; export model (r.h.d.) **£875**

1970 TRIUMPH TR6, signal red, hard- and soft-tops, chrome rack, XASs, steering lock; one owner; export model (l.h.d.)..... **£995**

1970 TRIUMPH Spitfire Mk. III, damson/black, hard-top, tonneau, chrome rack, G800s; one owner, 21,186 miles..... **£745**

1967 TRIUMPH Spitfire Mk. III, blue/blue hard-top/soft-top, 4½Js, Mich. 'X', tonneau..... **£475**

1968 T.V.R. Vixen 1600, white/black, wire wheels, Kenlowe, Cints.; outstanding example..... **£695**



1971 (Oct.) TRIUMPH GT6 Mk. III, Wedgwood blue; one owner; overdrive, h.r.w.; confirmed mileage 15,699; impeccably maintained, very pampered..... **£1,195**

1963 VOLVO P1800, white/red, one owner until 1971, radio, overdrive, Cints.; interesting car.. **£495**

SELLING IN SCOTLAND?

Please note that our buyer visits Scotland frequently and people wishing to sell should contact us, when arrangements can be made to sell your car there. We will arrange transportation, etc. Scottish Motor Traders please note.

W H Cocks & Sons

South Ealing Road, W.5 (Opposite South Ealing Tube Station, Piccadilly Line).

This garage has been serving the motorist since 1904. S.U. Carburetter Distributors, Crypton Tuners, Repco Dynamic Wheel Balancers, Koni Distributors and Fitters. Many other specialist services for sports-car enthusiasts. Jaguar and Rover repair and service specialists. **01-567 0535/7694**

Toulmin Motors (1962) Ltd., 181 London Road, Isleworth, Middx. 01-560 1722/2228.
International M.G. spares and repairs specialists.

We are 1½ miles west from Chiswick Roundabout.

Opening hours MON. to SAT. 9 a.m. to 7 p.m. (Works) 8 a.m. to 6 p.m. For Sunday (viewing only). Telephone Saturday for an appointment.

Courtesy car: Proceed Piccadilly Line to South Ealing, cross road to W. H. Cocks & Sons who will arrange transport to Performance Cars Ltd. If Cocks are closed, use public phone outside tube station.

I have for sale/part exchange a .....

for which I expect £ .....

I am interested in a new .....

For Personal Export/Home delivery or

Used .....

NAME .....

ADDRESS .....

.....

.....

Tel. No. (Home/Office) .....

timesaver

First see the
Swanmore Selection
of high
performance cars.
Turn to **1453**

COACH TRIMMERS
Ex Rippon Bros.
SPECIALISTS IN ROLLS, BENTLEY, ALL VINTAGE CARS, RE-TRIMS, HOODS, ETC.
'BROADDALE'
Back Honoria St., Bradford Rd., Huddersfield, Yorks.
Hudds 20315

SP 250
1963. Red. Virtually as new, full history **£850**

XJ6
4.2 Auto, P.A.S. Fawn with tan interior, immaculate throughout **£1,995**

HARPENDEN 63719

PONTIAC
Fire Bird "400"
1970. "L" Reg. P/S., P/B. Automatic, air-cond., AM/FM radio. Excellent condition throughout. Car must be seen.
Tel.: ST. ALBANS 58709 (daytime)
Tel.: ST. ALBANS 54976 (after 7pm)

RADAR SPOTTER

This SAVES this



Prevention is best— you know it makes sense !
Endorsements are expensive! Our unique radar spotting device gives earliest possible warning of radar speed traps—up to 1/3rd of a mile on give and take roads (1½ miles on motorways) and helps you to be a better and safer driver. Self contained, only 10½ ozs. Clips on sun visor. **DON'T WAIT UNTIL IT'S TOO LATE— ORDER NOW.**

To: BELDING & BENNETT LTD. (Box 10), 45 Green Lane, Purley, Surrey. Tel.: 01-668 3255 & 01-660 2896.
Please send.....Spotters at **£13.75** ea.
Enclosed P.O./Cheque .....
Name .....
Address.....
Details only: Send 4p stamp.
Trade enquiries welcomed.

Concord Garage (Wraysbury)

Offer the following

1931 MORRIS Oxford saloon. Completely original, one owner.

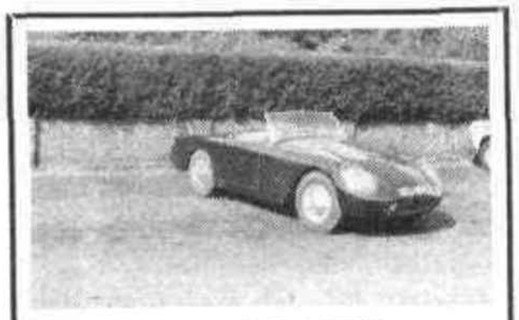
1937 STANDARD Flying 12, fully restored.

1937 VAUXHALL 10 tourer. Sound. Runner and complete.

1937 AUSTIN Ruby saloon. Excellent specimen for restoration exercise.

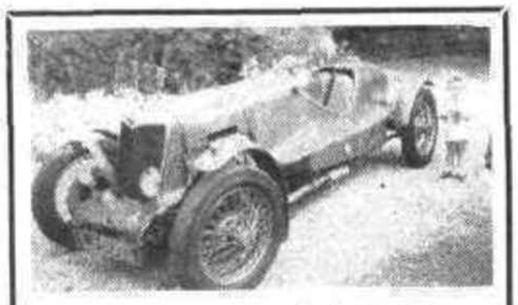
1937 MORRIS 8 tourer. Tatty but ready for rework.

CALL OR PHONE
WRAYSBURY 2927 or 2815
or
WINDSOR ROAD, WRAYSBURY, STAINES, MIDDLESEX

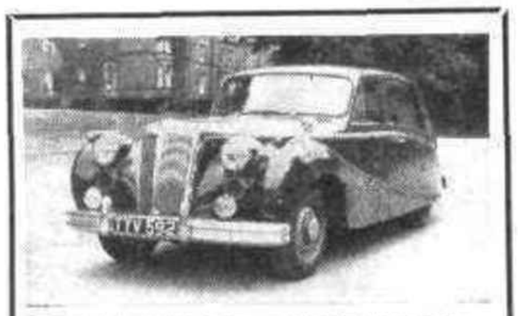


MERCANTE

M.G.-A engine and chassis fitted with aluminium body. 49,000 miles since new. Many spares also available, including suspension units, new and crated half engine (1,622 c.c.).
£350 o.n.o.
L. W. CHAPMAN, 39 Warren Park, Warlingham, Surrey.



1930 RILEY
Registered 1932
Fin tail, built for 750 kilo races. Plus four chassis, special twin-cam engine. Siamesed copper exhaust, competition clutch. Spares. Taxed one year. Enthusiast maintained.
£925
TEL.: 01-602 0748



DAIMLER EMPRESS
3½-LITRE SALOON
With aluminium body by Hooper. Electric windows. Real hide. Polished walnut woodwork. Very low mileage. Perfect condition. Any inspection invited. Private sale. **£1,475**
Telephone : 01-650 4499 (EVENINGS)

Exhaust Systems in Stainless Steel
AND HEAVY DUTY MILD STEEL
FOR ANY VEHICLE INDIVIDUALLY OR IN QUANTITY. PRIVATE OR TRADE.
VETERAN AND VINTAGE REPLICAS A SPECIALITY
LANGFORD & KNIGHT
OLDKNOWS FACTORY. EGERTON STREET. NOTTINGHAM.
Phone: 52821

FOR SALE—continued

LANDROVERS for sale. 1967 L.W.B. petrol pick up. Excellent mechanically; sound bodily, no rust. Heavy duty springs; tow bar; heater. M.o.T., 1973. £475. Two 1950 SWB 80's. Both M.o.T. good condition. £110 each. Tel.: 01-794 7666 (6-8 p.m.). (9019

FIAT 124 Sports coupé, late 1968. But mileage guaranteed under 20,000. Positano yellow/black; 5-speed gearbox; radio; h.r.w. and fitted silent travel. Virtually new condition throughout and available only because of arrival of 1972 "1600". £995. Tel.: Rickmansworth 73981. (7399

M.G.-C GT, 1968 "G" reg. Radio; overdrive; w/w; etc. One owner; new engine only 10,000 miles. Quick sale £750 o.n.o. Tel.: Chichester 84062. (6842

LOTUS ELAN, 1968, S4. D.h.c. special equipment; yellow; very well maintained; extras; must sell, £945. Tel.: Liverpool 051-424 8303. (9186

"E"-TYPE, 1964. D.h.c. low mileage; Silver blue/navy; Abarth exhaust; steering lock; recent hood, clutch, shock absorbers, etc. Fortune spent on what is one of the best of this marque in the country. Must sell £795. Tel.: 01-950 3708. (9004

BENTLEY. Superb 1923 3-litre V.D.P. in bits. £2,500 o.n.o. Spare engine. Tel.: Broad Chalke (Wilts.) 344. (8991

1967 LOTUS Elan S/E. F.h.c.; red; mileage 36,000; one owner. £800. Car is in Yorkshire, but ring Mr. Johnston, Helensburgh 2747 (evenings). (9003

1922 FIAT type 501. Superb vintage family tourer in excellent original order. Complete with crated spare engine and gearbox. £1,400. Tel.: Cambridge 52280. (9038

ALFA ROMEO. Carrozzeria Bertone 2.600 Sprint; 5 gears; 100 m.p.h.+; electric windows; Sebring wing mirror; new clutch; reclining seats. Just resprayed red; UHF radio; new tyres; engineer owned. Good condition. £575 o.n.o. Tel.: Sevenoaks 54542. (9037

HARRINGTON ALPINE, Le Mans 2 + 2 coupé, 1962. Much modified by specialist builders; servo; oil cooler; wire wheels; overdrive all working and in reasonable condition M.o.T. £265 o.n.o. Tel.: 01-789 7129. (9036

1946 M.G. TC Sports and 1952 M.G. YA saloon. Offers Tel.: 01-567 6088. (9017

JAGUAR MARK IX, 1959. Low mileage; automatic; power steering; one owner car in fantastic condition inside and out. One of several cars owned; taxed; M.o.T. November, 1973. Tel.: Milverton (Somerset) 556. (9389

MASERATI SEBRING, 4,000 GT, 1969. Absolutely concours. The finest in England and virtually the last made. £2,300 o.n.o. Tel.: Weybridge 49422 or Little Wick Green 2916. (9390

LOTUS ELAN, +2, 1970. In Regency red with black trim. Fitted h.r.w.; chrome; knock-on wheels; radio. Two careful elderly owners; 21,000 miles, in perfect condition; taxed May. £1,795. Tel.: Newick (Sussex) 2606. (9395

FOR SALE—continued

LAGONDA RAPIDE, August 1963. In concours condition. Rare, beautiful and one of the finest in existence. First reasonable offer over £1,500. Tel.: Weybridge 49422 or Little Wick Green 2916. (9390

JAGUAR XK150, 1960. 3.8S. F.h.c.; B.R.G.; very good original condition. Tel.: 01-709 9421 (business hours), 01-660 4914 (home). (9394

BEAUTIFUL BENTLEY convertible, 1955. R-type; Park Ward aluminium body. Superb condition; R-R maintained. £2,500, no offers. Tel.: 01-989 2113. (9396

SAVAGE CORTINA E, V6. 3-litre factory "Crayford" conversion, with the usual goodies; phenomenal acceleration and road holding. No external visible signs. A real wolf in sheeps clothing! Finished in Suluki bronze with black interior. Host of extras. £775. Tel.: Cobham (Surrey) 2530. (9397

E-TYPE 2 + 2 auto. "F" Dec. 1967. Dark blue; excellent condition all round; c.w.w.; h.r.w. Private sale H.P. available. £1,300. For tragic quick sale due to divorce. R. Johnson. Tel.: Guildford (0483) 77129 (anytime). £9398

M.G. MIDGET 1965. B.R.G./black interior. Genuinely absolutely immaculate. Extras include leather steering wheel; boot-rack; radials; new hood etc. Director's 3rd car regretfully for sale at £310 o.n.o. Tel.: Staines 57662. (9399

M.G. YB, 1953. M.o.T. licensed until April. £105. C. Cole, Eardisland, Nr. Leominster, Herefordshire. (9400

HONDA S800 sports coupé, 1969 "H"; 27,000 miles; two local owners from new; Motorola radio. Write or Tel.: Loughborough 890560 (evenings), 2102 (day). Latimer, 59 Roecliffe Rd., Woodhouse Eaves, Leics. (9401

MUST SELL beautiful M.G.-B; "G" reg. Bermuda hard-top; hood; tonneau; w/-wheels; o/drive. £825 o.n.o. Terms arranged if necessary. Tel.: 061-962 3567 (after 6 p.m.). (9402

PORSCHE, 1968. 911 "L"; 33,000; radio; sun-roof; beige; recon. engine. Recent very extensive service. Now typical Porsche perfection. £1,975. Sadler. Tel.: 01-864 4178 (Harrow). (9403

MEXICO, January 1971. Unmodified; road use only; excellent order. Seen London or Buxton. £800 o.n.o. Kneller. Tel.: 01-629 5359 (office), Buxton 4853 (weekends). (9404

LOTUS ELAN S2, 1966. Yellow with hard/soft-tops; new M.o.T. Above average condition. Offers around £575. Tel.: Northwich (Cheshire) 76289. (9405

MORGAN 3-WHEELER, "F" Super; 2-seater, 1950. Very sound and original running order; good chrome. £275. Also 1935 Singer Le Mans similar condition. £275. Tel.: Woburn Sands (Bucks.) 2651. (9406

HEALEY SILVERSTONE original condition; spare engine all to finance Nash purchase. Tel.: 061-428 5669. (9407

M.R.G. for BRITISH LEYLAND TRIUMPH in the North East

NEW CARS FOR IMMEDIATE/EARLY DELIVERY

TRIUMPH 2.5 PI's with overdrive. French blue/black trim, mallard/black trim. **— LIST**

TRIUMPH 2000 with overdrive. carmine/grey trim. **— LIST**

TRIUMPH 2000 automatic, sapphire blue/blue nylon trim. **— LIST**

TRIUMPH Dolomites, pimento red. black trim, honeysuckle/chestnut trim, ice blue/black trim, **— LIST**

TRIUMPH GT6 with overdrive, new white/black trim. **— LIST**

NEW CARS FOR IMMEDIATE/EARLY DELIVERY

TRIUMPH Spitfires, new white/blue trim, emerald green/black trim, pimento red/black trim. **— LIST**

TRIUMPH 1500s, French blue/grey trim, pimento red/black trim, new white/black trim, carmine/chestnut trim, sienna/chestnut trim. **— LIST**

TRIUMPH Toledos 4-door — sapphire blue/black trim, honeysuckle/chestnut trim. **— LIST**

TRIUMPH Toledos, 2-door — French blue/black trim, emerald green/black trim. **— LIST**

MORRISON ROAD GARAGE LTD.
ANNFIELD PLAIN, STANLEY, CO. DURHAM DH9 7RX
Telephone: 020-73 4356/4219

SPQR MAJORCHANGE FOR MINIS

The world-famous SPQR Majorchange, superbly designed and manufactured, ensuring constant reliability and smooth, positive action. The unit fits inside the car, NOT underneath where it can foul up and become difficult to use. Comes with fitting instructions for both Mk I and Mk II Minis. **(List price complete £16.50)**



OUR PRICE £9.65 (P/P 40p)

The attractive leather-grain finished console is available at an extra £1.30

REMOTE GEAR CHANGE FOR FORDS



Easy to fit, gives smooth, quick, positive changes. Designed to replace the original long lever, this high quality remote gear unit gives your Ford that "GT" touch. ANGLIA 997, ANGLIA 1200, CORTINA Mk I, CORTINA Mk II. Please state model when ordering.

(List price £12.95)
SAVE £4.45

£8.50

(P/Post 40p)

Includes rubber floor seal.



VEGLIA BORLETTI 3¼" TACHOMETERS

(List price £11.25)

£5.50

(P/Post 25p)

Original equipment on Ferraris, Maseratis, Fiats, Lamborghinis. Large diameter (3¼"), highly accurate: white on black. Illuminated. Available 8,000 or 10,000 rpm and 2, 4, 6 or 8 cylinders* (*2, 6 & 8 cyl. available in NEG. only. 4-cyl. models available positive or negative earth).

SUPER ACCESSORIES

(Dept M/S) 367 Lewisham High St, London SE13. Tel: 01-690 4691
Mon.-Sat. 9-6 (Opposite Lewisham Hospital).
Also at 385 LONDON ROAD, CROYDON, SURREY. Tel: 01-684 1018.

CLARENDON CARRIAGE COMPANY LTD

Wishes you a Merry Christmas and a Prosperous New Year

1957 ROLLS-ROYCE Silver Wraith L.W.B. by Hooper. Dark blue with grey interior. Auto and P.A.S. Some history available.

1954 ROLLS-ROYCE Silver Wraith L.W.B. touring limousine by H. J. Mulliner. Auto. P.100s. Black over grey. Excellent condition throughout.

1957 ROLLS-ROYCE Silver Cloud I. Tudor pearl with green hide interior. Good example.

1950 BENTLEY Mk. 6 by H. J. Mulliner. Light grey with blue interior. Good investment.

1954 BENTLEY R-Type sports saloon. Sand over sable. Auto. Rebuilt engine, gearbox, suspension, steering, brakes. Respray, rechrome. Very beautiful and with whitewall tyres.

1930 ROLLS-ROYCE fabric-bodied 20/25 saloon by Mulliner, in original order. Excellent mechanics.

1957 ROLLS-ROYCE Silver Wraith L.W.B. touring limousine by Park Ward. Auto. and P.A.S. In excellent order.

MANY OTHER ROLLS-ROYCE AND BENTLEY CARS AVAILABLE.

01-789 0746/3875
18 DYERS LANE, LONDON, S.W.15
(Off Upper Richmond Road)

FOR SALE—continued

ALVIS TD21, Series II, 1962. Recently resprayed ivory, new hood; exhaust; major overhaul brakes and automatic gearbox; M.o.T. one year. £590. Squadron Leader Rae. Tel.: Finningley (Doncaster) 255/364. (9408

LOTUS 6, M.G., 1,250 c.c., 1959. Very good all round condition. Recent respray; hood etc.; rare model; M.o.T. £295. Would swap pre-war tourer. Tel.: Woburn Sands 2651. (9409

1961 **M.G.-A** 1600. White. Recently resprayed. Hard/soft-top tonneau, boot rack. £395. Tel.: Ashtead 72243. (9410

LANCIA RALLYE S2. White, black trim. April 1971, one owner, 19,000 miles; Motorola. About £1,400. Tel.: Gateway 3172. (9411

TRIUMPH MAYFLOWER, 1953. Metallic grey, red upholstery; 44,000 miles. Believed to be in very good condition, having been laid up for two years and before that carefully used by elderly owner. A good opportunity to acquire an increasingly rare car either for use or preservation. Offers up to £250. Tel.: Bristol 0272 46398 (9412

LOTUS ELAN, 1968, Series 4, S/E model in Lotus yellow. Complete with tonneau. £875. Tel.: Bishops Stortford 51276. (9415

1934 **AUSTIN** LT 12/4 "Open road" tourer. Excellent condition throughout. £750. Tel.: Sittingbourne 70797. (9416

1912 **DELAUNAY** Belleville four-seat tourer. Really not expensive for the finest pre-W.W.1 motor. Also 1925 Citroen tourer. Good running order; pretty original. £275. Tel.: 01-834 9225 or write 32 Carlisle Mansions, S.W.1. (9417

ROLLS ROYCE 20-20/25. Amount of s/h parts for sale. Tel.: Farnham 22615 (evenings). (9418

1937 **MORRIS** 18 H.P.; 30,000 miles since new. Working order. Tel.: 01-504 3608. (9419

ZODIAC, 1964. M.o.T., one owner; genuine 34,900 miles; Motorola Radio; seat belts, etc. Taxed March 1973, excellent tyres. £190. Tel.: 01-455 4949 (London, N.W.11). (8782

TRIUMPH TR6, PI, March 1970. White, black trim; soft-top/hard-top/tonneau. Price £1,250 o.n.o. Tel.: Darlington 2667. (8784

FORD V8 Pilot, 1951. Exceptional condition bodily and mechanically; only 47,000 miles. Nearest offer to £350. Tel.: Cardiff 591520. (8785

HEALEY TICKFORD. "F" model, break or sell (private). J. Burgess. Tel.: Medway 47608. (8790

M.G.-B 1969. Primrose, matching hard-top, soft-top, tonneau; wires; o/d; SP sports; undersealed spots. Special exhaust. Excellent condition. £975. Cook, 29 George Ave., Brightlingsea, Essex. (8789

FOR SALE—continued

1953 CITROEN Light 15; metallachrome grey. Excellent all round condition. £375. Middleleigh, Street, Somerset. Tel.: Street 2582. (8786

M.G. TD, 1953. 1,250 c.c. Diamond black with red hood and wheel cover. Excellent mechanical condition, 2 sets of seats. Mr. Robello. Tel.: 01-337 6362 (evenings only). (8791

M.G. TD, 1951. B.R.G. Concours condition. Many extras and spares. Michelin Xs; taxed; M.o.T. £900. 208 Heywood Old Rd., Bowlee, Middleton, Nr. Manchester, Lancs. (8792

LOTUS EUROPA, 1969. Dark blue; Else tuned; wide Cosmics; radio; low mileage. Immaculate condition. £1,050 o.n.o. Call or write, Mitchell, 6 Milford Rd., Haverfordwest, Pembs. Tel.: 2978 (day). (Can be seen in Lincoln Dec. 24th-28th). (8793

SS JAGUAR, 1937, 1½-litre. Excellent condition 2nd owner from 1938 to 1971. £1,100. Box 3688. (8795

VW KARMANN Ghia Coupé, 1963. White, red interior; M.o.T. Aug. 1973. Exceptional condition. £265. Tel.: Southampton 72384. (8796

1926 AUSTIN 7 "Chummy". Extensively restored. Minor items to complete; M.o.T. Tel.: Northwood 26975. (8799

T.V.R. TUSCAN, V6, July 1970. Yellow; overdrive; alloy wheels; radio; spot and fog lights. £1,150 o.n.o. Tel.: Henley (049 12) 2863. (8794

SENSATIONAL E-TYPE Roadster. Series II, 1969. Regency red and tan; low mileage and high speed, only £1,700 includes numerous extras. Trenerry. Tel.: Kings Lynn 2757 (office). (8776

M.G.-B 1967. Blue; serviced regularly since new, taxed; M.o.T.; new hood; wire wheels; o.d. many extras. £610. Tel.: Watford 26757. (8777

TR4. Very clean. Exceptional body and good mechanics. 5½J wheels with new Dunlop SPs. Soft-top; overdrive and radio. Fast economical and reliable; 1 year M.o.T. and taxed. £375 o.v.n.o. Tel.: Hagley (Worcs.) 2695. (8778

FOR SALE—continued

PORSCHE 356SC, 1964 model. Blue, with black leather. Radio; SPs; chromium wheels; r.h.d.; new M.o.T., taxed, new battery. Special registration number. Coachwork excellent underside sound. Extremely fast. £775. (VW Beetle wanted). Tel.: 01-681 1588 (home). (8779

ENTHUSIAST SELLING 1950 Sheerline (P100's type). M.o.T. May 30th, 1973. Nice bodywork/interior, newish Cinturatos, £62; brakes, steering, £165. 1955 Riley 1½, M.o.T. April 10, 1973. Clean bodywork/interior; new roof (£25); engine needs attention. £65. Exchange both, plus cash if necessary, for Mk. VI Bentley, cheap SI considered, Riley 2½, immaculate 1½. Old Rolls/Buick/Austin 7. Anything cherishable/interesting. Enthusiasts always welcome at 135 Denton Lane, Chadderton, Oldham. (8780

WANTED

T.V.R. GRIFFITH V8. 4.7 wanted by private buyer; good clean car only, no rubbish. Derek. Tel.: 01-606 2394 (office, daytime), Blackmore (Essex) 822548 (home, evenings). (8884

M.G. TC. Sought by American enthusiast, any condition considered. Also engine/transmission, other spares for sale. Might consider SA or PB. Send picture, details to: Robert Wisener, 1600 Nolana, Apt. 16, McAllen, Texas 78501. (51386

M.G.-A ROADSTER. Twin cam or Mark II, very sound condition. Please write to N. S. Smith, Charleton Point, West Charleton, Kingsbridge, South Devon. (8862

LAGONDA WANTED. Any pre-war model except Rapier. Restored or restorable, Schofield, Foxhill, Mottram Rd., Stalybridge, Cheshire. Tel.: 061-338 2017 (Evenings), 061-338 6236 (day). (8860

LOTUS 7 wanted, 1964-1970. Must be in very good condition, cash paid. J. Stanley, 16 Warwick Rd., Basingstoke, Hants. (8846

WANTED: Late Peugeot 404 "L", family estate, 8-seater. Campbell. Tel.: Pembroke 2343. (9001



THEY CALL ME THE MYSTERY MORGAN BUYER!
01-348 2226

WANTED—continued

WANTED! Any sports or vintage or left-hand drive car; year and condition unimportant. Immediate cash payment. Tel.: 01-602 0748 (Kensington, London). (8998

W.O. BENTLEY, 3-litre wanted by British enthusiast. Condition immaterial; cash payment. Write: N. Griffin, 21 Russell Gardens Mews, Kensington, London, W.14. Tel.: 01-602 0748. (8998

WANTED for 1920-23 Scott. Frame, cycle and 2-speed; gear parts. G. Suter, Foston, Grantham. (8959

PRE-1934 SUNBEAM Lagonda saloon or tourer; running or requiring restoration wanted by V.S.C.C. member. Tel.: 0602-868025. (8975

ROLLS-ROYCE Silver Wraith in sound and healthy condition wanted by professional person who will courteously acknowledge all responses of details. Box 3701. (8996

WANTED: SPORTS car 1930-1950 or Austin Seven 1925-35 restored or unrestored. Please send description, price and if possible photo to Arne Gunnarsson Vastorp, 36051 Hovmantorp, Sweden. (9000

WANTED: "Motor Sport". Bound in excellent condition. Most years. Rowe, 11 Fulton Mews, W.2. Tel.: 01-629 1208 (office). (9022

M.G. TF must have wire wheels up to £1,100 cash waiting. Tel.: Topsham 4294 (Devon). (9023

FOR SILVER GHOST, chassis frame with axles and wheels, about 1922. Box 3676. (8391

BENTLEY THREE-LITRE parts, photos; drawings; workshop equipment. Neil, 45 Ravenswood, Northwood (Middlesex) 21342 (evenings). (8532

ROLLS-ROYCE Silver Wraith, Dawn or Cloud I wanted for restoration or good chassis (hearse). Airmail, Anderson, 249 Ilam Rd., Christchurch, New Zealand. (8570

WANTED: Registration R.B. with any low number. R. Bellamy. Tel.: 021-236 6710 (daytime). (8556

FLAMINIA enthusiast requiring 3B engine; transmission; wheels; tyres; instruments; seats; battery; bonnet/boot lid; steering, suspension; brakes; doors; bumpers. Offers. Tel.: Aldershot 21663. (7313

K.A.W. or K.W. registration with low or interesting number. Would accept KER 1E. Apply 35 Park View, Hockley Heath, Solihull. Tel.: Lapworth (Birmingham) 2857. (9167

GOOD PRICE paid for any of the following: "Autocar": Sept. 7th, 1934; Sept. 21st, 1934; Sept. 13th, 1935; Sept. 6th, 1935; June 21st, 1935. "The Motor": July 30th, 1941, Jan. 24th, 1940. A. Hewitt, 11 Bolton Gardens Mews, London, S.W.10. Tel.: 01-373 4959. (8674

MG TD II 1953



Completely rebuilt to *concours* condition. Finished in fabulous gleaming red cellulose, with bright rich light fawn leather interior, dark brown carpet, with fawn hood and tonneau. These models offer modern comfortable ride (independent front suspension) with speed and economy.

M.o.T. Taxed. Ready to drive home. P.X. considered.

£1,275

Tel.: 01-328 3200 — Evenings 01-958 4910 / 01-958 5945 } Daytime

OR WRITE: Mr. MANN, 9 WAVEL MEWS, N.W.6

THOROUGHBRED CARS

ST. GEORGES STREET, DUNSTER, SOMERSET
Telephone: DUNSTER 237

For Restorations and Repairs on Vintage, Thoughbred and Sports Cars

FOR SALE: Mk. VI BENTLEY, £350. R-TYPE BENTLEY, £650. S.I. BENTLEY, £650. ALVIS TA14, £200. XK 150, £375.

PORSCHE

The Porsche Club Great Britain is entering its second decade as an independent club. For information about the club's wide range of activities, including racing, technical information and social events, please contact:

S. A. Standen,
18/24, Warwick Way,
London, SWIV IRX.

NOTTINGHAM SERVICE FOR VINTAGE & LATER VEHICLES

Specialising in Complete or Part Rebuilding, Chassis, Mechanical, Bodywork etc, to Customers' Requirements.
Deferred Terms Available.
Stove-enamelling Service. Piston Suppliers.
CLIFF WALK SALES & SERVICE, 1A, Annesley Street, Nottingham, NG2 2AA. - Phone (0602) 864604

SIMON JAMES MOTORS LTD.

Pendle Garage,
Rimington,
CLITHEROE, Lancashire.

SPORTS CAR SPECIALISTS

We are pleased to announce that we have been appointed official area dealers for the North of Lancashire for the remarkable CLAN CRUSADER.



Demonstrators available anywhere, any time. Kit cars in stock.
We also have a selection of used cars including the following:

1972 CITROEN-MASERATI	£4,850
1971 LOTUS Elan f.h.c.	£1,395
1971 CLAN CRUSADER	£1,295
1970 M.G.-B roadster	£1,050
1971 TRIUMPH Spitfire	£895
1965 AUSTIN-HEALEY 3000	£860
1968 TRIUMPH Spitfire	£595
1964 M.G.-B roadster	£495
1967 TRIUMPH Spitfire	£495
1967 TRIUMPH Spitfire	£495
1961 TRIUMPH TR3A	£395

ALWAYS AT LEAST 20 CARS IN STOCK

Telephone: Gisburn 535 — Barnoldswick 2688

FOR SALE—continued

K-TYPE M.G., 1934. 100 m.p.h. plus supercharged road/racing Magnette. Completely built to racing specification and in mint, concours condition. Under 1,000 miles since rebuild. Eligible VSCC events. Reluctant sale but offered at the sensible price of £3,500. Genuine enquirers only, prefer user. Box 3686. (8747

SCIMITAR GTE, 1969 "H"; overdrive; radio; rear screen washer/wiper; fog and spots. Carribean green. Owner going back to school. £1,475. Thompson. Tel.: Andover 3402 or Stockbridge 852. (8748

M.G.-B GT, 1967. Blue with overdrive; radio; radials; new clutch and new batteries. One owner. £650. Tel.: Dakham (Rutland) 2902. (8750

ASTON MARTIN DB4 in much above average condition. Maintained regardless by professional engineer past 7 years. Offers around £750, 38 Cuthbert Ave., Levenshulme, Manchester 19 3DG. (8751

PEUGEOT 204 Cabriolet 1970, r.h.d. Maintained by Peugeot in England and France. Excellent condition; one owner; 24,400 miles. Can be seen Ascot or London. £900 o.n.o. C. Floris, Tel.: Gerrard 5155. (8752

M.G.-A MK. II, 1962. F.h.c. Body restored; engine and gearbox overhauled. Owned for four years and well cared for. Offers for an immaculate car to Richardson. Tel.: 01-405 3613 (office). (8753

DECEMBER 1960 Rolls-Royce, Cloud 2 Black Pearl over Silver Grey; electric window; white wall tyres; two owners; very small mileage superb car. £2,250 o.v.n.o. or exchange 1971 E-type d.h.c. or similar. Tel.: 01-393 9827 (after 6 p.m. please). (8754

TRIUMPH VITESSE, 1969. Mk. II. Grey convertible; excellent condition. £600. Tel.: 021-705 1535. (8755

LOTUS FORD Cortina, "G" reg.; two owners. Good condition. £650. Tel.: 021-355 2070 (evenings). (8755

M.G.-B 1967. B.R.G., hard-top, soft-top; v.g.c. Many extras; taxed, M.o.T. Aug. 73. Reluctant sale. £640 o.n.o. H.P. arranged. Tel.: Chester 673171. (8756

RILEY 2½-LITRE, 1952. Really beautiful condition two owners; sunshine roof. £375 o.n.o. Tel.: Radwinter 396. (8760

ROLLS-ROYCE 20/25, 1934. Beautiful car in daily use. Seen London or Wiltshire. £1,500. Webber. Tel.: Devizes 4234. (8761

FOR SALE—continued

DB MK. III Aston. Overdrive; discs with servo; twin exhaust high performance engine. Cruises 120 m.p.h. at 4,100 in overdrive. Immaculate Regal red on alloy coachwork. Immaculate interior with fawn upholstery and carpets; black dash and clean under bonnet; 70 p.s.i. Oil at 4,000 r.p.m.; M.o.T.; new tyres; disc pads, rear shoes, drums and shockers. £1,000. Tel.: Lorton 254 (after 7 p.m.). Box 3687. (8757

ASTON MARTIN. DB4 Vantage. November 1962; 78,000 miles. Fiesta red. Just had complete engine overhaul at Newport Pagnell; new tyres; battery at cost of £600. Genuine proposition kept in tip top condition by Aston Martin Lagonda who know full history and garaged under cover throughout. £1,400. Tel.: 01-235 7475 (5 to 6 p.m. or before 9 a.m.). (8758

BOND BUG. "J" registration. Full instrumentation; one owner. £450 or nearest. Tel.: Gloucester 68428 (daytime), Newent 692 (evening) (8759

ALVIS TD21, December 1963. Impeccable condition throughout; automatic; wire wheels; Motorola push-button radio; radials. £595 o.n.o. Tel.: Radwinter 396. (8760

URGENTLY WAITING to be rescued. Two 1948 Rover 75's. Sadly neglected but lots of love could make one out of the pair. Only sell together. Offers? Ludgate, Church Rd., Bratton, Westbury, Wilts. (8762

1972 SPITFIRE, Mk. IV with overdrive. Very low mileage example finished in Sapphire blue. Manufacturer's warranty and taxed till March. Company car forces sale. £945. Tel.: Chesterfield 6663. (8763

JENSEN 541R, 1958 with DS7 engine, very recently overhauled; new king pins; well shod. Taxed. M.o.T. £475 o.n.o. Tel.: Worcester 422145. (8764

1968 BMW 2000. L.h.d. white; 2 owners. New axle and motor; gearbox rebuilt within 18,000 miles. Slide roof, heated rear screen. Blue cloth trim. Radio; 4 q.t. spots; rev. counter; ZX tyres; twin Solexes per TI. Very fast, economical and comfortable. £675 o.v.n.o. Bennett. Tel.: Camborne 3309 (after 7 p.m.). (8765

M.G.-B ROADSTER, June 1969. 33,000 miles; wire wheels; B.R.G.; folding hood; radio one owner. £880 o.n.o. Tel.: Herne Bay 3641 (after 7 p.m. or weekends). (8770

NO RUBBING DOWN · NO PRIMER · NO PREPARATION!

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

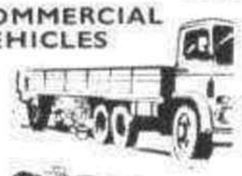


SAME DAY DESPATCH



USED ON 3 WORKS CARS R.A.C. Round Britain Rally

COMMERCIAL VEHICLES



CHIP RESISTANT FINISH



DIRT REPELLENT FINISH FOR TRIALS BIKES

Perfect UNDERBODY SEAL & Anti-Corrosive

8 SUPERB COLOURS!

BRUSH-ON ROLLER or SPRAY-ON car sills, under wings vehicle chassis; even rusted areas. Tough, RESILIENT SILICONISED ENAMEL cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seal many times. Quick hose-down shifts surface film, speeds up heavy transport M.O.T. inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied, even in winter. Send NOW. **EIGHT SUPERB COLOURS:** Silver-grey, Bronze, Lt. Green, Mid. & Dk. Green, Lt. & Dk. Blue, Black. ½ Gall. **£2.45** (add 20p p & p pkg.) including full instructions. 1 Gall. **£3.30** (add 20p p & pkg.). QUANTITY REDUCTIONS. USE COUPON (state colour). Order Now.

SUPER HIGH GLOSS FINISH on CARS, M'CYCLES, VANS, Etc.

FAR TOUGHER than Manufacturer's Original!

Outside test panels still glossy after 6 yrs! USER'S REPORT 'Quality of finish most amazing.' 'Best finish ever had.' 'Wonderful! All the ad. says.' A SUPER UNUSUAL FINISH ON LARGEST CAR - IN 60 MIN. Makes car bodywork, m/cycles like NEW! Min. preparation. No u/coat. Covers scratches fibreglass. No rain spots. EASY with spray gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ Gall. Hammerite & ½ Gall. Special fireproof thinners including full instructions ONLY **£3.78** p/paid. SAME DAY despatch. Use coupon. State Colour.

PROTECTS MACHINERY · ENGINES · HEATERS (Stands 300°F) ANY SURFACE



HAMMERITE (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300°F.), engines, all types of machinery, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ML (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. all uses (does car wheels or complete m/cycles). State col. Same day despatch. Send 40p plus 10p p/pkg.
HAMMERITE — 'has proved every bit as good as claimed', *Car Conversions.* **'FINISH TOUGH & GLOSSY'**, *Autocar.*

TRIAL OFFER

POST COUPON NOW!

Rush me the order detailed here:
Encl. CHQ./M.O./P.O./Cash Value £.....

Quan.	Descript'n	Col.	Price

Name.....
Address.....
County.....

FINNIGANS LTD. (MSP) Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411

FOR SALE—continued

GOLD ASTON MARTIN, DB5. Immaculate. Reg. DBU 5C. Owner forced to sell. £1,450. D. G. Talbot, Deerkeepers House, Woburn Park, Beds. Tel.: Woburn 213. (8412

SPITFIRE II, 1966. White, hard/soft-tops and practical extras; hardly used for last 12 months; new M.o.T. £360 o.n.o. Tel.: 01-668 2294 (Caterham). (8413

TR2, 1956. M.o.T. Aug. 1973. Excellent condition; engine; body. Redesigned interior Elan seats; XJ6 wheels. £255 o.n.o. Tel.: Slough 29524. (8414

VINTAGE HUMBER. 14/40 4-seater tourer. Built 1928 and in very original condition. Maintained by enthusiast and in first class running order. £1,250. Also second car same model but less body. £250. Must sell two together. Fordham, Norton, Bury St. Edmunds, Suffolk. Tel.: Pakenham 30798. (8415

T.V.R. MK. IIA. Very good condition; new M.o.T., taxed; many new parts fitted. £225 o.n.o. Tel.: Billingshurst 2916 (daytime), Horsham 63189 (evenings). (8416

ALFA ROMEO 1600, 1963. R.h.d. in good condition. Offers over £250. Part-exchange considered. Tel.: Nuneaton 4435. (8431

FOR SALE—continued

BMW 1.8-litre, "J" reg. Genuine 19,500 miles only; Motortune serviced; mechanically first class with immaculate blue coachwork; h.r.w.; sunroof; radio; spot/fog lights etc. Very fast and economical sports; 4-door saloon. Company car forces sale; £1250 only. Write: Grist 38 River Park, Marlborough Wilts. (8418

VINTAGE BENTLEY. This is the rarest Bentley ever built. 4½-litre short chassis. Only eight built and only two or three left, in very fine order. Meticulously maintained and serviced. Balanced tuned engine with new cross shaft gears just fitted. Offers round £7,000 invited. No time wasters please. 60 Gunnersbury Ave., W.5. Tel.: 01-992 8488 (evenings). (8419

C1904 MORS, huge running chassis; good condition. Thought to be more than 10-litres. Also a 1924 Supercharged Mercedes, running, original, and unrestored. Tel.: 01-834 9225, 32 Carlisle Mansions, S.W.1. (8420

GINETTA G15, 1970. Dark purple with black interior; 998 c.c.; 26,000 miles; sunroof, very good condition throughout. £795 o.n.o. Tel.: Dronfield 5597 (near Sheffield). (8422

FOR SALE—continued

JAGUAR XK140. D.h.c., reg. SXK 356. Rebuilt throughout with 3.8 B-type engine; 2 in. S.U.s; close ratio gearbox; overdrive. 120 Competition silencer; Konis; turbospeeds XK registered; fastest 140 JDC Greenham Common. Immaculate white cellulose new trim. Lacks hood so £440 o.n.o. Tel.: 01-592 7300, ext. 2403 Billericay 54780 (evening). (8417

WORLD CUP Rally Triumph XJB 303. "H", ex Green-Jackson car. Just resprayed and in good rally condition, complete with spares. Offers to H. D. Bos, Lowgate, Gedney, Spalding, Lincs. Tel.: Long Sutton 362162. (8423

LANCIA FULVIA Rallye coupé, 1300. 1968/69 "K" reg. L.h.d., dark blue. Excellent, regularly maintained mechanics; underside steam cleaned month ago. Extras, cassette/radio; remote gear shift fog/spot. £785. Mr. Morley. Tel.: 01-979 4640. (8424

AUSTIN HEALEY 100-4M. Louvred bonnet, rebuilt wires, new G80Gs, recent respray; M.o.T.; exceptionally fine example of this classic sports car. £550, Williams. Tel.: 021-454 2033. (8425

FOR SALE—continued

INCREDIBLE JAGUAR, 3.8 Mk. II. Completely rebuilt at a cost exceeding £800. Based on Mulsanne design, all panels replaced fitted Wolferace wheels and V.R.70 Sports; engine rebuilt and uprated. Body finished midnight blue with extended wheel arches. Reupholstered as original, fitted every extra. Serious enquiries only please. Price £1,400. Also available immaculate 1965 Tiger; guaranteed; mileage; h/s-tops; wide rims; all extras. Price £795. Tel.: Stratford/Avon 68685. (8426

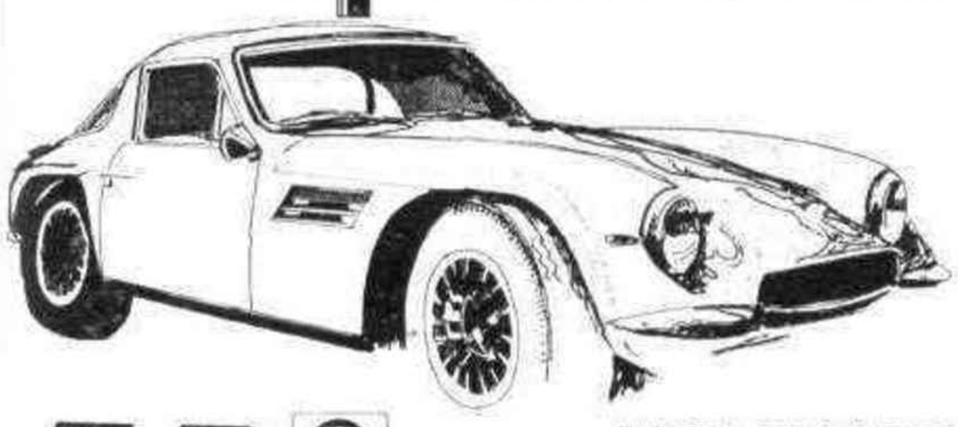
1934 SINGER Sports. Part restored. Complete and many spares; 27 Sandhurst Rd., Leicester. Tel.: 856408. (8427

M.G.-B GT, May 1967. B.R.G., overdrive; radio; wire wheels; ZX tyres; 75,000 genuine miles, engine overhaul 2,000 miles ago, raised exhaust system. Religiously maintained. All bills available; company car and fiancée force realistically priced sale at £670 o.n.o. Tel.: Newcastle (Staffs.) 613140. (8428

ALVIS SALOON automatic, dark blue, Dec. 1962. Very good condition. £550. Tel.: Mawnan Smith (Cornwall) 683. (8421

Holly House Hyperformers

CARS THAT TURN HEADS



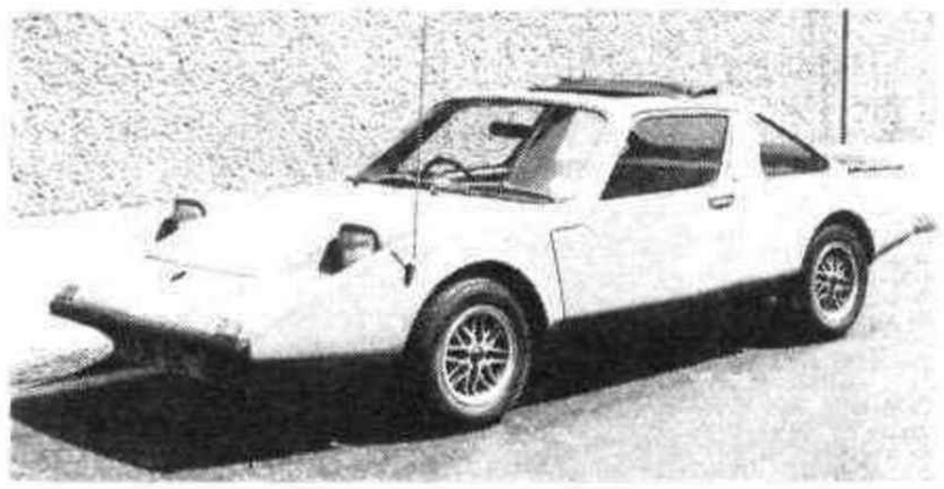
New TVR Vixen 1600M, with mag. wheels, choice red or met. light blue. **List price**
1970 TVR Vixen, yellow, radio, mag. wheels, 17,000 miles recorded **£1,265**
1969 Escort Superspeed, white, 3-litre, Rostyle wheels, stereo, rally seats. Reg. 11 WY **£1,395**
1971 Marcos 2.5, yellow, alloy wheels, sun-roof, radio, low mileage **£1,695**
1970 Jaguar E-Type 4.2 2+2, red, sun-roof, h.r.w., radio, 34,000 rec. miles **£2,225**
1970 Marcos 3-litre, tangerine, sun-roof, radio, Minilites, Uren engine **£1,645**
1968 Marcos 1600, yellow, sun-roof, w/w. **£1,165**
1971 MG-B roadster, yellow, headrests, etc. 19,000 rec. miles **£1,215**
1971 MG Midget in BRG, low mileage **£865**
1967 MG-B GT, blue, w/w.; good condition **£825**

TVR OPEL

HOLLY HOUSE PERFORMANCE MOTORS LTD.
Bradford Road, Dewsbury. Telephone 67444

CHURCH LANE





EARLY OR IMMEDIATE DELIVERY

BMW 2000 Touring, Chamonix.
BMW 2002 tii, Golf or Inka.
BMW 2002, Chamonix, Inka, Verona, or Fjord.
BMW Automatic, Chamonix.
BMW 2500 Automatic, PAS, Chamonix, Verona.
BMW 3.0 SLI, Fjord, Verona.

CLAN

Now taking orders for January delivery.

Please phone for further specification.

Part exchange, hire purchase special low rates, and we will demonstrate any car at your home in Lancashire, Cheshire, Yorkshire, Midlands or North Wales.

GARAGE Macclesfield 20637 26730

WANTED—continued

WANTED LAGONDA or Alvis (Vintage/P.V.T.). Any condition, restorable to mint. Original coachwork or special. Anything considered by private LAG/Alvis enthusiast. Good home offered, definitely no resale. D. Brandon, 59 Attfield Walk, Hampden Park, Eastbourne. Tel.: Eastbourne 30557 (work). (6802

A.C. COBRA any condition considered. Tel.: Almondsbury 3800. (8722

"FOR SILVER GHOST", chassis frame with axles and wheels, about 1922. Box 3676. (8391

WANTED PRIVATELY. A pre-war Rolls-Royce. Write giving details to Davis, 10 Hilltop, Loughton, Essex. (8681

WANTED: BENTLEY, Mk. VI for restoration or spares. K. Mather, 34a Davenport Rd., Hazel Grove, Stockport, Cheshire. (8798

LOTUS ELITE II in good running condition with undamaged body. Include details and price. Will be given a good home. Box 3684. (8904

ROLLS-ROYCE Chassis wanted by enthusiast. Realistic price paid. Please send details. Box 3703. (8206

BRISTOL WANTED. Condition immaterial but not to expensive please. Tel.: Wragby 405. (8738

WANTED: Rolls-Royce Mascot, any type. Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. Tel.: 3327. (8781

WANTED: "Silverstone" Healey or J2 Allard. Tomlinson, The Knappings, Charlton Kings, Cheltenham. (8787

M.G. SA Tourer or Singer Le Mans, 1½-litre, consider M.G. NA. Condition immaterial. Please write Box 3689. (8787

SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 223. (8435

WANTED: Austin Healey 100-4, 100-6, or 3000 new parts only, any quantity, any item, include price and shipping: CIF New York. John Townsend Peters, Wyndover Lane, Stamford, Conn. 06902. (51139

VETERAN AND FINE vintage vehicles wanted by our multitudinous members. Anything anywhere. Vintage Transport Enthusiasts' Club, 4 Victoria St., S.W.1. Tel.: 01-834 9225. (3776

ANY SPORTS CAR wanted urgently, any condition. Also any Rolls-Royce and Bentley's. Cash. Tel.: 01-658 1005 (anytime). (1087

SALES BROCHURES, Manuals on pre-war American cars, one or entire collections. Price, description. Box 3579. (51056

"MOTOR SPORT" pre-1950, "Speed", "Veteran and Vintage Magazine", "Vintage and Thoroughbred Car" and motoring literature. Details and prices required. Have for exchange or sale "Motor Sport" 1950-1972 some complete years and odd copies, also other motoring magazines and literature. Box 3638. (6575

WANTED LAGONDA or Alvis (Vintage/P.V.T.). Any condition, restorable to mint. Original coachwork or special. Anything considered by private LAG/Alvis enthusiast. Good home offered, definitely no resale. D. Brandon, 59 Attfield Walk, Hampden Park, Eastbourne. Tel.: Eastbourne 30557 (work). (6802

SWEDISH ENTHUSIAST requires pre-war M.G. Sports to rebuild and cherish. All replies acknowledged. Sven Ahlgren, Luthagesplanaden 42B, Uppsala, Sweden. (8093

MASERATI 3500 GT convertible by Vignale. Must be drum brake; carburetter; wire wheel model. State condition and price. Box 3668. (8037

XK120 WANTED by enthusiast. Good condition essential. Write Mr. Read, "Redwood", Sandy Lane, Kingswood, Surrey. (8042

NORTON TRIUMPH or other pre-war large capacity motorcycles or parts wanted by racing enthusiast. Tel.: 01-743 2502. (8104

PANHARD. Front axle and steering gear for 1908 or other Edwardian. Walker, Home Farm, East Langton, Market Harborough, Leics. (8084

CAISTER CASTLE requires a motor car with original body manufactured by Mann Egerton. Can you help please. If so please write to Alderman Hill, Caister Castle, Nr. Great Yarmouth. (8100

PAINTINGS by F. Gordon Crosby, Peter of Dalkeith, Bryan De Grineau, Roy Nockolds, Rex Hayes etc. Please write to P. R. Hill, Caister Castle, Nr. Great Yarmouth, Norfolk. (8100

CAISTER CASTLE Motor Museum, Nr. Gt. Yarmouth is seeking a Maserati GT 5000. Please write to the Director. (8100

GORDON KEEBLE. Late low mileage model in good condition required, uncrashed. Please state chassis no., year, colours to Box 3669. (8048

ALL "SPEED" and "Vintage and Thoroughbred" and picture 1954 "Motor Sport", old "Motor". W.h.y.? Box 3591. (9016

WANTED RADIATOR for 1926 Rolls-Royce 20 h.p. Honeycombe type with horizontal louvres. John Jordan, Holme Mills, Biggleswade, Beds. Tel.: 312001. (8049

WANTED: E-TYPE Januar 1961-62. F.h.c. Price and condition to R. Preston, 52 Bertha Place, Margam, Port Talbot, Glam. (8194

LOTUS 7 WANTED, 1964-1970, must be in very good condition, cash paid. J. Stanley, 16 Warwick Rr., Basingstoke, Hants. (7490

"MOTOR SPORT", Jan.-May 1972 inclusive. Your price. Also pre-1954 bound. Mint condition only. Also mint bound, copies of "Veteran and Vintage", or unbound complete run. Tel.: 01-560 3245. (8823

WANTED—continued

ITALIAN MOTORING magazines of the 1950's and early 60s wanted. Also "Motor Sport" 1950 to 1954 inclusive. Also literature; pereferably contemporary; on Alfas (1950s), Lancia Aurelia GT, and Cisitlia. K. Gill. Tel.: Hexham 2351 (Northumberland 9-5). (7667

ALVIS 12/50 four-seat tourer (not dicky) and six cylinder Star sportsman's saloon for private vintage family motoring by V.S.C.C. member. (Not for re-sale!). 1 Grange Park, Steeple Aston, Oxfordshire. Tel.: Steeple Aston 606. (6808

WANTED: DAIMLER Straight Eight open tourer in good condition. De 36, Circa 1950. Gleave, 190 Bond St., Macclesfield, Cheshire. Tel.: 25977 (evenings), 22373 (day). (8203

JOWETT JUPITER engine. S. Allerton, Broadside, Broad View Rd., Oulton Broad, Suffolk. (8308

WANTED: Rolls-Royce Hearse, any year, prefer good condition throughout. Cash, will collect any distance. Write to Raymond Lilley, 1 Hollabury, Bude, Cornwall. (8089

WANTED. Four 21 in. five stud wheels, spoked. Condition immaterial, will collect. Write or phone. J. Reynolds, Oldstones, The Slade, Charlbury, Oxon. Tel.: Charlbury 590. (7856

ROLLS-ROYCE wanted for cash or exchange for Mediterranean property, freehold £3,000. Box 3674. (8345

AUSTIN 16/6, 1935. Spares and literature required. Details and prices to: Strong, 2 Bourton Close, Patchway, Bristol. (8088

MERCEDES 230SL, 1965-66. Very small mileage, fixed head manual; r.h.d. spot cash. Box 3671. (8309

PRE-WAR 6 CYL. M.G. Similar pre-war sports cars considered. Box 3673. (8336

CNV SPOTLAMP; windscreen mounting, for 1930 Lagonda restoration. Very attractive price paid for correct article or other 3-litre parts especially gearbox. Tel.: Birmingham 021-643 9576 (day), 021-453 3168 (evenings). (9119

WANTED: WINDSCREEN, frame and centre clamp for 1931 Austin Seven box saloon. Tel.: Combe Down 3156 (evenings). (9121

1964/65 E-TYPE. Rust free, long M.o.T. Please give full details and price. Immediate cash. Box 3709. (9165

WANTED. Good 62/63 Mk. II Jaguar or something interesting. Write Buchanan, 39 Edinburgh Ave., Werrington, Peterborough. (9166

ASTON MARTIN, DB5 or 6 wanted. Convertible, manual; private buyer. Tel.: 0736 75 2089. (9168

ELVA COMPETITION cars. Any information wanted. J. Raddings, 69 The Perkway, Willerby, Hull. (9173

BROUGH SUPERIOR car or motorcycle required. Can offer "K" Marcos 3-litre (Volvo) with all the usual Marcos bugs eliminated or 1937 11.50 Brufsup in exchange. Peter Lay, Cole Orton, Leicestershire. (9176

MARCOS in any condition. Bent, broken, burnt or busted. Chassis or shell only. Anything considered. Please Tel.: G. P. Webster, Ashby-De-La-Zouch 2073. (9176

SINGLE SEATER. Connaught, Cooper Bristol or similar. Alternatively historic sports car, Frazer Nash or similar. Not for export but for racing in England. Box 3712. (9175

TRIUMPH ROADSTER required. Reasonable price. One in need of restoration considered. Full particulars to Barltrop, 84 Harborough Road North, Northampton. (9391

WANTED: 8 cylinder Alfa-Romeo. Suitable rebuilding, reasonably priced; alternatively consider spares, particularly 8/12-cylinder engine/gearbox chassis; instruments. Anyone please assist? 22 Twatling, Barnt Green, Birmingham 445/2551. (8845

MISCELLANEOUS

THE VINTAGE Transport Enthusiasts' Club. Already Europe's 3rd largest vintage club. For reasons why, send s.a.e. to 4 Victoria St., S.W.1. or Tel.: 01-834 9225. (3776

LATE 1963, E-type convertible; hard-top; taxed, tested; Motorola; wires new SP's; respray; towbar, £525. Tel.: St. Asaph 583378. (8573

1275 COOPER "S", Mk. III, November 1970. Motorola; box sections sprayed and undersealed from new. Full service record from suppliers; beautifully cared for, only 16,000 miles; must be the best example available. £1,000 o.n.o. Tel.: Whitstable 3517. (8566

1968 FORD "Savage" 3-litre, 1600E based; long M.o.T. Silver fox. £800 o.n.o. Tel.: Upper Heyford (Oxon.) 300. (8568

T.V.R. TUSCAN Tuned V6; exceptional performance; radio; sun-roof; overdrive. £1,400 o.n.o. Tel.: Darlington 2268 (daytime only). (8572

UNIQUE. Appreciating M.G.-A 1600. Specification too long to print very special. Serious enquiries Tel.: St. Asaph 583378. (8573

1934 STANDARD Nine. 10,400 miles only. Original tyres stored since 1939. Immaculate and original. £950 o.n.o. Tel.: Rhyl 50843 (North Wales). (8548

M.G.-B ROADSTER, 1967 December. Red with black interior. Carefully used, excellent condition; wire wheels and tonneau cover. £610. Tel.: 29753, 13 Broadoak Rd., Bolton. (8563

PAIR COMPETITION struts, Cortina Mk.1 GT, £16. Healey 3000 rear wings, £25; front bumper. Tel.: Rugby 810057. (8843

MISCELLANEOUS—continued

RILEY 1½-LITRE, RME 1953 in superb condition, bodily and mechanically. Tel.: Hamilton 22232 (evenings). (8564

ROLLS-ROYCE spares. Front bumper for 20/25, £12; wiper motor, £5; pair sun visors, £3; original "Phantom" instruction book 40/50, h.p., £27; "Phantom" II wheel removal spanner, £8; fan, £5; "Phantom" II wheel, cover £15; valve cover, £8. Pair of front wings; partly re-metalled for Silver Cloud I, II, £50. Tel.: Malvern 3272 (evening). (8546

GARAGE/WORKSHOP with yard 15 cars capacity, lighting, power. Telephone suitable. Private work only. East Grinstead area. £5,500 freehold. Tel.: Brighton 500176. (8551

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. (7473

REGISTRATION Nos. MET 43, NTP 28, LJK 57 and RNN 43 all on Austins. Offers over £10 each to C. Neal, 47 Lichfield Ave., Scunthorpe, Lincs. DN17 1QX. (8946

WANTED: Gipsy Major aero engine. Any parts or complete engine; time expired or with hours. Also propeller, wood or metal. DH Moth owner seeking to acquire reasonable stock of spares. Gorsebank, Heathside Park Rd., Woking. Tel.: 60641 (evenings). (8976

FIVE MINILITES for BMW 2002 with XAS tyres little used, £95. Bargain. Tel.: 01-674 9911. (8980

BMC 1300. Downton Stage one head; oil cooler; stat.; 8 rims; 6 part worn studded 5P44's oil temperature and pressure gauges; ammeter; rev. counter; pancake filter, 1100 water heated inlet manifold; pancake filter; M.G.-B four Pirellis, quarter worn. Reasonable offers. Tel.: Duxbury 061-764 4176 (evenings). (9002

BUCKLER REGISTER: Interested and informative persons and owners please contact: Fairy Oak, Regaby, Isle of Man. Tel.: Kirk Andreas 433 (evenings). (8512

AUTOMOBILE YEAR. Eleven volumes, numbers 5 to 15 inclusive, covering 1957 to 1967, £15. Tel.: Wolverhampton 34173. (8555

M.G.-B TARGA hard-top; tartan red; v.g.c. £40. Tel.: Hockliffe 323. (8562

"MOTOR SPORT", Aug. 1966-June 1972. "Practical Motorist", "Car Mechanics", Sept. 1966-June 1972; "Popular Motoring", Sept. 1966-July 1972. Offers: 021-472 2590, 021-449 5599. (8569

ALLARD, ALLARD, Allard Owners Club. Secretary: 1 Dalmeny Avenue, Tufnell Park, London, N.7. (8557

LOTUS ELITE body shell with doors and bonnet. Damaged rear wing, repairable, also unused TR2 tonneau and overdrive unit. Offers. Box 3678. (8409

1923 JOWETT Dynamo/distributor; carburetter; valves/springs, £10. Cowley 19 in. artilleries 500 x 20, £6 wanted Douglas Motorcycle any condition. Box 3679. (8410

VINTAGE CAR radio repairs, all models pre 1950. Tudor Rees, 18 Brook Rd., Mangotsfield, Bristol. (8411

ENGINE SPARES for Chevrolet Six, 1935-53; s.a.e. for list. Tudor Rees, 18 Brook Rd., Mangotsfield, Bristol. (8411

OXFORD Town Hall, January 6th. Spares Auction and Automarket. Entries invited for auction, stalls available from £1.85.; Market/Auction viewing 10 a.m., auction 2 p.m. Refreshments. Nearby parking. Send 13p for catalogue. Details: V.T.E.C., 4 Victoria St., S.W.1. Tel.: 01-834 9225. (6559

EARLY M.G. spares, new and secondhand; latest catalogue out, 15p. Terry and Barry Bone, Chailey, Lewes, Sussex. (7164

ASH BENT Sticks for hoods. James Pearce, Butts Works, Wisborough Green, Sussex. (3521

NATIONWIDE CAR Transport anywhere, anytime, personal and reliable service. Tel.: 01-540 9670 (24-hr. Ansafone) Wimbledon. (6431

REGISTRATION NUMBERS. Low and interesting numbers. Bought on any car in any condition. Tel.: 051-428 1517. (6426

JENSENS OWNERS CLUB. Jensen approved for information and entry form. Write to general Secretary, Glen Jackson, 140 Station Rd., St. Margarets, Near Ware, Herts. Tel.: Stanstead Abbot 162. (8679

LANCIA SPARES. Crash damaged 2.5 coupé; most parts except front suspension, £70. Also 4 new X's, 175 x 400, unused, £40. Buyer collects. Details from George, 13 Burns Way, St. Ives, Huntingdon. (8924

ALLARD OWNERS! You have a rare car with a great competition history. Trials, rallies, hillclimbs, sprints, even road racing in the USA; the Allard did all these things, and did them well. Join the growing membership of the Allard Owners Club Ltd. Details from the Secretary, 1 Dalmeny Avenue, Tufnell Park, London, N.7. (8889

MAGAZINES. "Autosport" from first issue August 1950/November 1972; "Motor Racing" from first issue January 1955/December 1969, "Safety Fast", February 1960/December 1962. "Jaguar Driver" from first issue February 1958/June 1965. Alfa-Romeo, March 1970/November 1972. V.S.C.C., Spring 1955/Autumn 1957. "Bentley Drivers' Club", March 1954/September 1957. All magazines bound and in excellent condition. Will accept highest offer for individual sets but will not sell individual copies. Tel.: Slough 26507. (8872

TWO PAIRS headlights, from 1936 Brough Superior car and 1938 Wolseley, £20 per pair. 4½-litre Bentley radiator badge, £15. Box 3696. (8868

MISCELLANEOUS—continued

TR6 HARD-TOP. Damson; used only 4 months, £55 o.n.o. Tel.: 01-373 8346 (London). (9003

E-TYPE. 6 new knock-on steel wheels, 8 in. width, £10 each. Tel.: Wolverhampton 762421. (8888

RILEY 2½ RMB factory reconditioned engine with cylinder head, £50. Tel.: 01-560 3245. (8871

BREAKING HEALEY, "B"-type chassis. Riley 2½ mechanics. Two-seater sports bodywork, state wants. S.a.e. please, 254 London Rd., Isleworth, Middlesex. (8824

BREAKING 1971. Corsair 2000 +3; 6Js engine done 19,000 miles. Offers. Tel.: Slough 32293 (after 6 p.m.). (8046

FYJ 5 on Sunbeam Talbot, Mk. III. Supreme, 1956, offers. C. Philip, The Firs, Potterton, Balmedie, Aberdeenshire. Tel.: Murcar 372. (8047

MARCHAL HEADLAMPS. 9 in. near perfect, original matched pair; vintage. Offers over £30. Tel.: Banbury 2312 (evenings). (8346

PHANTOM I chassis, 1927. Will exchange for best 20 or 20/25 or 25/30 offered. Talbot. Tel.: Freckleton (STD 0772) 633320. (8739

JAGUAR MASCOT. Superb, just paid £15.75, good price required. Tel.: Guildford 4024. (8740

M.G. J2/C/K3. Just in, for the last time, I'm afraid! New original cycle wings from former makers. Precisely as original. £28 set of 4, but be quick. Also available, wing stays, dashboard items, and spares. Tel.: 01-460 2356 (Bromley). (8741

E-TYPE BONNETS. Three: 1 metal, 3.8, 1 Fibreglass, 3.8, slight damage; 1 V12 lower front, minor damage. £75 the lot. Rose Cottage, Bryning Lane, Warton, Nr. Preston, Lancashire. (8788

FORD T PARTS: Wings, bonnet; running boards; Petrol tank; wood wheels; tyres. Tel.: Wragby 405. (8738

CARBURETTER and clocks! Solex, Ford V8, £6. Zeniths, 36 VE IG10, down draught, new, £9; two 36VH, £5 each. Twin manifold with one SU carburetter for Wolseley 1500, £6.50; 2 1928 Smiths clocks, £10 each. H. Gunner, "Merewether", Swanmore Rd., Swanmore, Hants. (8737

ROLLS-ROYCE literature, 40/50 Phantom 3 handbook, 25/30 handbook; Bentley 4¼-litre handbook; 1925 40/50 spares catalogue. Good condition. Offers. The Flat, 40 Chester Rd., Warrington, Lancs. (8390

NOW IS THE hour— not to say "goodbye"—but to begin an interesting collection of "Veteran/Vintage cars" or "Racing cars and Drivers" on large postage stamps of the world. Details: Large s.a.e. gentlemen, please. G. S. King, 154 Telfer Rd., Coventry. (8379

WANTED. Four 21 in. five stud wheel, spoked; condition immaterial, will collect. Write or Tel. J. Reynolds, Oldstones, The Slade, Charlbury, Oxon. Tel.: Charlbury 590. (7856

FOR SALE. All Secondhand Mini spares. Coopers etc. Interior fittings, seats; subframes; 850 engine and boxes; tanks; windows, screens; lots more. Tel.: 01-203 2804. (7825

WANTED: SS and Swallow sales catalogues and brochures. Also original XK120 racing screen and cowl. Your price paid. Robert Danny, 58 Spencer Rd., Twickenham, Middlesex. Tel.: 01-894 6469. (7677

COVENTRY CLIMAX engines rebuilt, serviced, tuned. Parts bought/sold. Tel.: Harvington (Worcs.) 500. (7666

SINGER NINE Handbook 1934 by Bishop, £5. Tel.: Waltham-on-the-Wolds 807. (8051

ORIGINAL oil painting of 1914 Humberette size 2 ft x 2 ft. 9 in. in gilt frame. Extremely attractive picture by local artist painted from original car. Price £75. Tel.: P. N. Garner, Diss (Norfolk) 2311. (8050

"MOTOR SPORT" 1962/1971. Any reasonable offer, buyer collects individual copies not supplied. Box 3667. (7784

"MOTOR CAR" index 1928-39; "Motor Cycle" index 1913-34 and 1928-39; "Commercial Motor" index 1913-24; Cloth stiff bindings, limited supply of this much sought-after work reprinted from the original fletchers. £1.60 each incl. p/p or £4.50 for the 3 including p/p. Ideal Xmas present. Write Roger Gates, 20 Byron Hill Rd., Harrow-on-the-Hill. Tel.: 01-422 0509. (8191

RENOLD SURPLUS new chain wanted, any size, lots ½ x 5/16 and ⅝ x ⅜. Cash. Box 3671. (8309

INVICTA Black Prince. Pair original signed artists framed colour drawings of postwar Black Prince coupé. Offers. Tel.: 01-839 5409 (day), 01-556 0546 (evenings). (7795

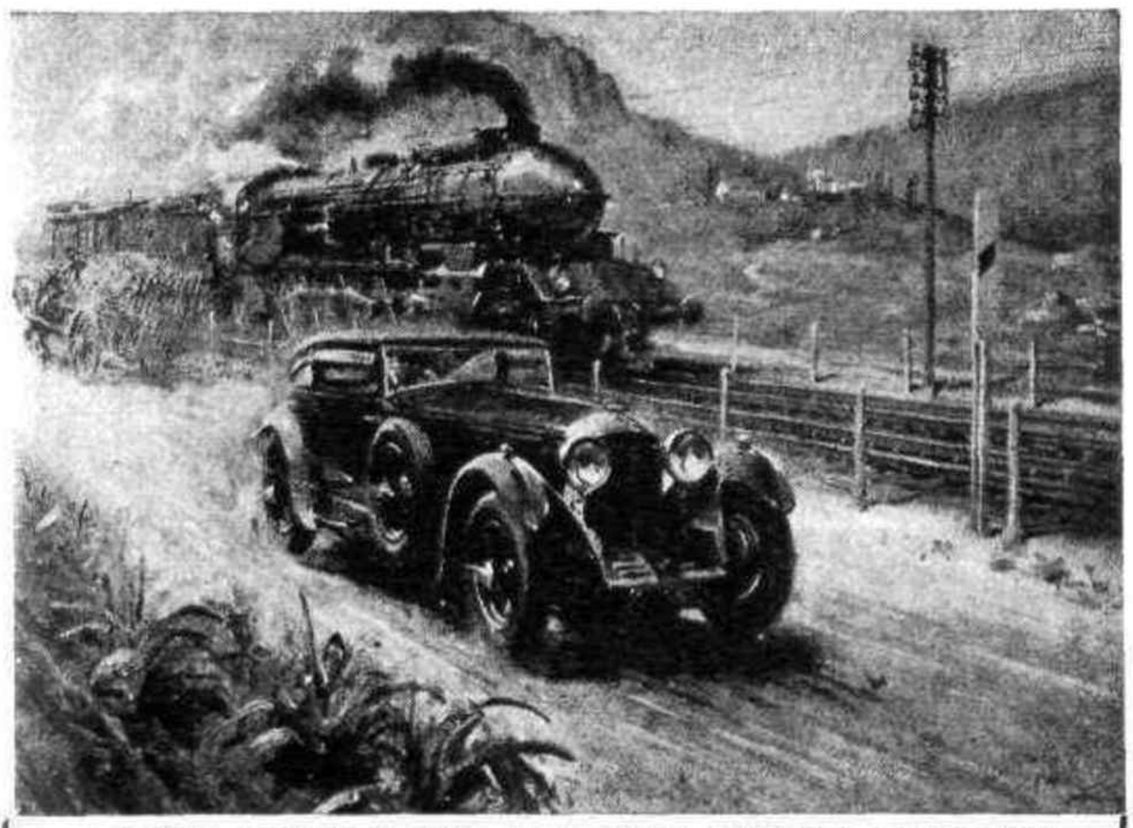
SONY TC20 Stereo Cassette player complete with speakers. £45 or offer. Tony Brown. Tel.: Loughborough 68412 (evenings). (8335

M.G. LI steering column, wheel and drop arm, £6. Manual, £3. VA manual, £1. Aero screen, PVT; chrome, £5. Tel.: Hemel Hempstead 63859 (evenings). (7923

VINTAGE TRANSPORT Autojumble, Saturday, February 3rd, Winter Gardens, Eastbourne. Open from 10.30 a.m. to 5 p.m., admission 5p. Stalls available at £2 per ten ft. Details from ELPG, 71 Southern Rd., Eastbourne, BN22 9LS. (8108

HANDBOOKS. One only each. Fiat "509" 1926; Rolls, 20/25, condensed edition; Rover 2-litre 6, 1929; Standard, 6th edition, 1948; Swift, 10 h.p. and Ruston Hornsby 16 h.p., 1920. Enquiries and offers to Palmer, 12 Quibo Lane, Weymouth, Dorset. Tel.: 2626. (8318

FOUR 5½ J wire wheels, fit M.G.-B. Fitted Dunlop sports. Offers. Tel.: Sevenoaks 53776. (8189



THE BENTLEY & THE BLUE TRAIN

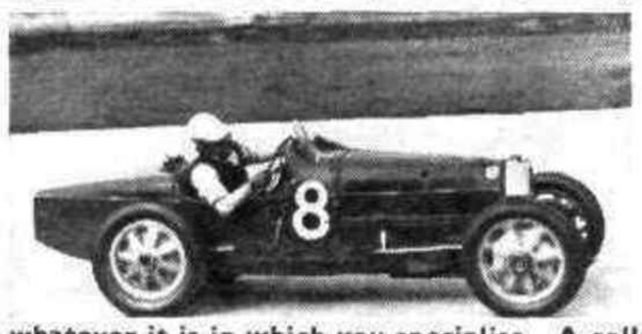
(a print for framing)

Terence Cuneo has recently painted the above picture, which is a reconstruction of a highly improbable scene, when "Babe" Barnato raced the Blue Train in March 1930. They probably never ran neck and neck, but it makes a good picture. Printed the same size and by the same lithographers as "Bentleys at Le Mans 1929" it is a real top quality job. Incidentally the Le Mans print won First Prize in the U.K. Section of the 1969 Excellency in Lithography Competition and was placed Third in the World in the finals in U.S.A. — The best a British entry has ever done and this new picture is just as good.

Size 30" × 20" (picture area) plus Artist's sketches underneath, price £2.35. plus 25p for packing in a stout tube and postage in U.K. (extra for posting by surface mail to overseas addresses : Commonwealth 35p, Non-Commonwealth 80p), or Special Offer of the two Bentley prints at £5.00 inclusive of postage and packing, U.K. and Commonwealth only.

COLOURVIEWS LIMITED

59 CAMBRIDGE RD., BIRMINGHAM B13. 9UF



Charles Mortimer

Motoring Books
1895 to 1972
Suggests you
ADD TO IT
or SELL IT

We refer, of course, to your collection of MOTORING BOOKS and MAGAZINES or whatever it is in which you specialise. A collection with gaps is of nowhere near the same value as one which has sections, at least, complete. We shall be glad to fill your 'wants' or, if you do decide to sell, we are buying in all parts of Great Britain in NOVEMBER and will gladly pay you a visit.

We buy and sell all items of Motoring Interest, particularly Pre-War and specialise in AUTOCAR, MOTOR, LIGHT CAR, MOTOR SPORT, VETERAN & VINTAGE, VINTAGE & THOROUGHBRED, MOTOR CYCLE, SPEED, MOTOR CYCLING etc., LOOSE COPIES OR BOUND VOLUMES. We also buy and sell Pre-War Catalogues, Race Programmes, Handbooks and MARQUE items, particularly Aston Martin, Bentley, Bugatti, Ferrari, Hispano Suiza, M.G., Mercedes, Jaguar, Riley, Rolls-Royce, etc. And we like Pre-War Photographs, Scrapbooks, Mascots, Badges, Models and Miscellanea. May we visit you? *S.A.E. (foolscap) List.*

Gable Cottage, Rectory Drive, The Glebe, Ewhurst, Surrey. Ewhurst 847 & 687

MG SPARES

NTG SERVICES have moved again !

Our new address is —

NTG SERVICES
Willow Tree Cottage,
Barking Tye,
Ipswich, Suffolk,
IP6 8HU.

All correspondence sent to our old address will be redirected.

SPECIAL XMAS OFFER —

MG TA & TC — complete set of front and rear wheel bearings **£6.00** per car plus 45p p&p (*offer closes 7th January, 1973*).

Send for our latest 5-page catalogue of new spares for the MG TA/B/C/D/F/YA/YB models (*enclose a SAE please*).

(The above address is not our spares depot; please write if you wish to call.)

Grundy

STAINLESS STEEL EXHAUST SYSTEMS



PART OR COMPLETE SYSTEMS AVAILABLE

Ford Cortina/Escort
Rover 2000/3500 —
Triumph 2000
Hillman Hunter/Minx
Singer Gazelle/Vogue
Vauxhall 1600/2000/Viva
Jaguar XJ6
Austin A60
MG Magnette - Morris
Oxford - Wolseley 16/60
VW 1200/1300/1500
and Trans.

It is Grundy policy to add further models progressively to the range.

OUTLAST ALL CONVENTIONAL SYSTEMS!

* **LOWEST EVER PRICE**
* **LIFETIME GUARANTEE**
* **ABSOLUTELY CORROSION PROOF**
* **SUPPLIED AS COMPLETE OR PART SYSTEMS**

Ask your fitting shop/stockist or if in difficulties send this coupon to us:

NAME _____ CAR – MAKE _____

ADDRESS _____ MODEL _____

_____ YEAR _____

Grundy (Teddington) Limited, Stainless Steel Exhaust Systems Division, Somerset Road, Teddington, Middlesex. MS 12/72

ACE motor company

Literature sent and Demonstrations arranged:

18-23, RADLEY MEWS.
STRATFORD ROAD.
KENSINGTON,
W.8.
01-937 5691/6676

For Spares and Repairs:

GILBERN SERVICE CENTRE,
52, CHURCHFIELD ROAD.
ACTON,
W.3.
01-992 8900

GILBERN Invader



NEW MK III INVADERS FROM STOCK, AND BUILT TO INDIVIDUAL SPECIFICATIONS WITHIN EIGHT WEEKS.

UNREG.	NEW INVADER MK 3. Regal red, cream trim, standard extras	£2,693
UNREG.	NEW INVADER MK 3. Black tulip, cream trim, standard extras	£2,693
1972 (K)	INVADER ESTATE. O/d. Silver, black trim, h.r.w. Piper Conversion	£2,075
1972 (K)	INVADER ESTATE. O/d. Chrome yellow, black trim, s/r., stereo; still under Warranty, 9,500 miles.....	£1,950
1972 (K)	INVADER MK 2. O/d. Tobacco leaf, black trim, h.r.w.; 6,600 miles ..	£1,795
1971	INVADER ESTATE. O/d. Silver, grey trim, vinyl roof, stereo.....	£1,725
1971	INVADER MK 2. O/d. Yellow, black trim, radio; 14,000 miles	£1,675
1971	INVADER MK 2. O/d. Electric blue, black trim, radio, s/r.....	£1,650
1970	INVADER MK 1. O/d. Red, black trim, s/r., radio, e/aerial; one owner	£1,485
1969 (H)	INVADER MK 1. O/d. Midnight blue, black trim, radio.....	£1,450

THE PEOPLE THAT KNOW THEIR GILBERNS, BACKED UP WITH A DECADE OF EXPERIENCE.

dgm



TR6	**New.**	Emerald green. Overdrive.....	**List Price**
TR6	**New.**	White. Overdrive and underseal.....	**List Price**
TR6	**1972**	'L' Reg. White. Overdrive and radio; 600 miles	**£1,695**
TR6	**1972**	'L' Reg. Saffron. Overdrive; 1,900 miles....	**£1,645**
TR6	**1972**	Pimento. Hard-top and overdrive; 7,000 miles	**£1,595**
TR6	**1972**	Pimento. Overdrive; 9,000 miles.....	**£1,565**
TR6	**1972**	Sapphire blue. Overdrive and radio.....	**£1,545**
TR6	**1971**	'K' Reg. Sienna. Overdrive; 12,000 miles....	**£1,495**
TR6	**1971**	'K' Reg. Pimento. Overdrive; 14,000 miles..	**£1,475**
TR6	**1971**	'K' Reg. Saffron. Overdrive and radio.....	**£1,465**
TR6	**1971**	'K' Reg. White. Overdrive; 16,000 miles....	**£1,445**
TR6	**1971**	Damson. Overdrive and radio; 18,000 miles..	**£1,395**
TR6	**1971**	Green. Overdrive and radio.....	**£1,395**
TR6	**1971**	Red. Overdrive and radio; 24,000 miles.....	**£1,365**

THE TR CENTRE
(SPORTS CARS) LTD.

21 LEXHAM MEWS LONDON W8 01-9371410

TR6	**1970**	Red. Overdrive; 13,000 miles, one owner....	**£1,345**
TR6	**1970**	Red. Overdrive; 24,000 miles.....	**£1,295**
TR6	**1970**	Damson. Overdrive and radio.....	**£1,265**
TR6	**1970**	White. Overdrive and radio.....	**£1,265**
TR6	**1970**	Royal blue. Overdrive and radio; 18,000 miles...	**£1,345**
TR6	**1969**	White. Overdrive and radio; 22,000 miles....	**£1,145**
TR6	**1969**	Red. Overdrive and radio.....	**£1,095**
TR6	**1969**	Green. Overdrive	**£1,065**
TR5	**1968**	White. Overdrive and wire wheels.....	**£945**
TR5	**1968**	Surrey top. Royal blue. Overdrive and radio..	**£945**
TR5	**1968**	Red. Wire wheels.....	**£895**
TR5	**1968**	Surrey top. Valencia blue; 38,000 miles.....	**£945**
TR4A	**1967**	Overdrive and wire wheels; 37,000 miles.....	**£795**

JENSEN HEALEY. Red with black interior. Immediate delivery ..... **List Price**

JENSEN HEALEY, 1972, 'K' Reg. Red. 700 miles..... **£1,895**

Highest prices paid for good Jensen Healeys.

H.P. AND PART EXCHANGE ARRANGED

Each Car thoroughly prepared, fully serviced and sold with full parts and labour guarantee.

WANTED GOOD TRs HIGHEST PRICES PAID

RALLY SEAT COVERS

TOP QUALITY AT A REALLY LOW PRICE
UNBEATABLE BARGAIN OFFER
Buy Two & Two Head-rests plus One Wheel Glove



FOR ONLY £7.50 THE LOT
Or **£2.99** each cover, **£1.75** each headrest and **75p** for the wheel glove.
Normally £6.30 each
Grey, Tan, Red, Blue, Green, Beige, Black or Off White, in plain colours or Black with any colour you prefer in the centre panels out of the above. Fully padded sides made from heavy gauge simulated leather. Simple slip-on rears **£3.10** complete. All types of trim in stock. Window channel, double channel for Minis, sponge strip, snap-on draught excluder, etc. Rally bench seat covers **£7.75** front, **£7.75** rear. S.A.E. for details of all products when ordering. State car, model, year and if 2- or 4-door

TOP QUALITY POLYESTER FOAM

For Carpets, etc. ⅜" thick with a cotton backing for extra durability. **Do not confuse with ¼" unbacked type.** 27" wide **10p** per yd. 54" wide **40p** per yd.



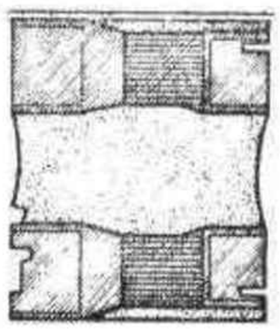
Any Size or Shape Cut ⅜", 2", 3", 4" thick			
Ex/sizes 2"	3"	4"	
18x18	**37½p**	**60p**	**75p**
18x20	**42½p**	**80p**	**83p**
20x20	**47½p**	**85p**	**95p**
20x22	**52½p**	**90p**	**£1.05**
20x24	**57½p**	**£1.00**	**£1.15**
72x24	**£1.80**	**£3.00**	**£4.20**

MOTOR UPHOLSTERY SUPPLIES
Dept. M.S., 14 ANNE ROAD, WELLINGBORO', NORTHANTS

Mail order only.
Trade enquiries welcome.
S.A.E. FOR FULL DETAILS

COMPARE THESE PRICES !

Post and packing paid



CAR CARPETS

FRONT CARPET £3.00
FULL SET £4
Very slightly imperfect. Can be cut to suit most makes of car. Super thick carpet with felt underlay. Black, Blue, Red, Green or Brown.

1100, 1300, Viva, 1000, Mini Carpets. Slight trimming required. **£5 full set, £3.50 front only.** State colour and second choice. **Cortina, Zephyr, Zodiac, Carpets. Super Quality £5.50 full set, £4.50 front only.** Most colours in stock.

A40, Avenger, Rover, old and new types. **Jaguar, Wolseley, Gazelle, Hunter, Minx, Sceptre, Oxford, Marina, Vogue, Victors.** Slight trimming required. Black, Blue and Red. **ONLY £6.50 set, £5 front only.**

CAR CARPET ON THE ROLL, 36" wide. Red, Green, Black, Blue. **£1.12½ yd.** Full range of stretch Leathercloth, most colours, **75p** per yd. 50" wide.

DOOR SEALS, approx. 130" long. Simple clip-on type covered with strong braid with rubber attached, forming a good seal between door and car body. One is sufficient for one door on most cars. **£1.25 ea.**

HEAVY RUBBER MATS for vans, estate cars home, etc. 38 x 45 **£1.50**; 19 x 38 **90p**; 19 x 19 **45p approx.**

SUEDE LEATHER AND SHEEP-SKIN OFFCUTS. 3lbs **£1.00**; 7lbs **£2.00**; 16lbs **£4.00.** Make belts, skirts, wallets, etc.

Vintage cars of tomorrow!



Restoring the fine cars of the 1945 to 1955 era

Illustrated in colour and black and white

Through all good booksellers £3.50 or direct (within a week) £3.63 from **Dept. MS.**

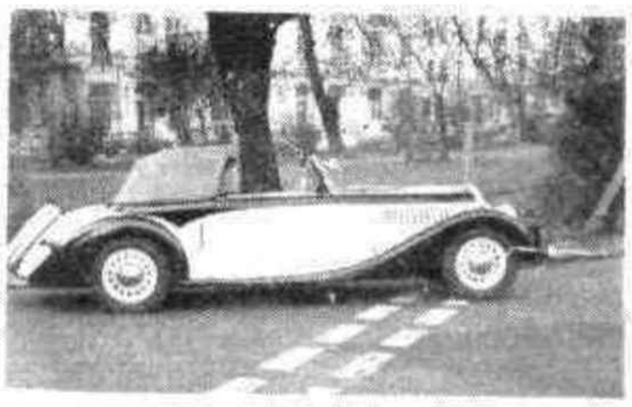
G T FOULIS & CO LTD

50a Bell St., Henley-on-Thames, Oxon.
HENLEY 2426 (STD Code 049 12)

01-723 2731 **Vintage Autos Ltd.** *01-723 2731*

Managing Director : J. BOND, A.M.Inst.B.E.

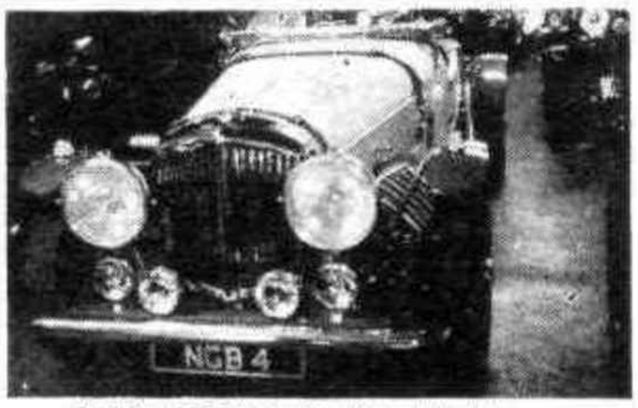
ENGLAND'S FINEST HAND-PICKED SELECTION OF *RESTORED* CLASSIC CARS
THE LEADING SPECIALISTS IN ROLLS & BENTLEYS FOR OVER 30 YEARS



1938 DELAGE D6 70
drophead coupé.



1929 TRIUMPH Super 7
open 4-seater.



1952 BENTLEY 4½-litre
Le Mans Replica sports 2-seater.

ALL OF THE ABOVE CARS HAVE BEEN FULLY RESTORED AND ARE IN CONCOURS CONDITION.
OTHER CARS IN STOCK OR BEING RESTORED INCLUDE THE FOLLOWING :

1951 ROLLS Silver Wraith sports saloon by James Young.
1956 BENTLEY S Continental 2-door fixed-head coupé by Park Ward.
1938 ROLLS P.III full razor-edge sedanca de ville by H. J. Mulliner.
1937 ROLLS 25/30 sedanca de ville by Gurney Nutting.
1935 ROLLS 20/25 sedanca de ville by H. J. Mulliner.
1928 ROLLS 20 all-weather cabriolet tourer by Salmons.
1930 FIAT 2½-litre open 2/4-seater.
1938 LAGO-TALBOT 4-litre drophead coupé.
1910 SIZAIRE NAUDIN open 2/4-seater.
1929 ROLLS 20 fixed-head coupé by Hooper.

ALWAYS OTHER CARS OF INTEREST IN STOCK THAT ARE NEVER ADVERTISED. I WILL PAY TOP PRICES FOR CARS OF THE TYPE I SELL. NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2.

Now's the time to get smart **SUPERB OFFERS on ALLOY WHEELS & RADIAL TYRES**



COSMIC ROAD WHEELS

SIZE	Wheel Discounted Selling Price	Fitted Tyre Size	Extra for RADIAL Tyre if fitted	Example Fitments
5 x 10	5.25	145-10	5.65	All Minis
5 x 12	6.10	155-12	6.30	Escort, 1100's & 1300's, Imps, Vivas
5½ x 13	7.10	165-13	7.10	Escort T/C, Cortina, Capri, Avenger
6 x 13	7.65	165-13	7.10	Capri, Maxi, Spitfire, Vitesse
5½ x 14	8.30	165-14	7.50	M.G.B., Rover 2000, Stag
5½ x 15	9.45	165-15	8.15	M.G.C. Porsche, Volkswagen
6 x 15	9.50	185-15	9.50	Triumph TR6
6 x 15	10.60	ER70VR15	14.50	Jaguar XJ6

(Add 80p per wheel for chrome dome nuts)



DUNLOP FORMULA 'D1'

SIZE	Wheel Discounted Selling Price	Fitted Tyre Size	Extra for RADIAL Tyre if fitted	Example Fitments
5 x 10	6.25	145-10	5.65	All Minis
4½ x 12	7.60	155-12	6.30	All 1100's & 1300's
5 x 12	7.60	155-12	6.30	Escorts, Imps, Vivas
5½ x 13	8.90	165-13	7.10	Cortina, Capri, Lotus, Avenger
5 x 14	12.40	165-14	7.50	Renault R16 & 75

(Add 80p per wheel for chrome dome nuts)

All tyres offered are manufacturers' BRAND NEW current production, mint condition, and guaranteed.
Should your fitments not be listed above, or you have any problem deciding which wheels or tyres are the most suitable for your car, please write to us for FREE SPECIALIST ADVICE.
SPECIAL BUDGET TERMS FOR PERSONAL SHOPPERS

NO DEPOSIT 9 Months to pay



GOODYEAR

SIZE	Wheel Discounted Selling Price	Fitted Tyre Size	Extra for RADIAL Tyre if fitted	Example Fitments
5 x 10	5.00	145-10	5.65	All Minis
5 x 12	6.25	155-12	6.30	Escort, Imp, Viva, Fiat
5½ x 13	7.20	165-13	7.10	Vauxhall, Rootes, Ford, Triumph
6 x 13	7.50	165-13	7.10	Fords, Midget, Vauxhall, Rootes
6 x 14	8.75	165-14	7.50	M.G.B., B.M.W., Zephyr, Rover
5½ x 15	8.90	165-15	8.15	Volkswagen
6 x 15	8.95	185-15	9.50	Jaguar, Triumph, Jensen

(Add 80p per wheel for chrome dome nuts)

ENCLOSE REMITTANCE AND SEND COMPLETED MAIL ORDER FORM

MERITYRE SPECIALISTS LTD

SUFFOLK HOUSE, 113 LONDON ROAD, HIGH WYCOMBE. Telephone (0494) 35353/4

CHERTSEY | HAZLEMERE | LITTLE CHALFONT | SUNBURY | WOKING

MAKE OF CAR .....
MODEL .....
YEAR .....
MODIFICATIONS .....

TYRE AVAILABILITY DEPENDS ON STOCKS
PLEASE NUMBER BOX IN ORDER OF PREFERENCE

INDIA GT
FIRESTONE CAV
AVON
PARKWAY
DAYTON
JOHN BULL

Quantity Make Size
SUPPLY Wheels

Chrome Dome Nuts at 80p per wheel.
Set of 4 Lock Nuts at £2.50 per wheel.
Add Tyre price for complete assembly.
Cheque/P.O. Order

add carriage 65p per wheel or 95p for wheel and tyre.

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

HITCHIN 3444

C. J. BENDALL LTD.

FOR UNUSUAL AUTOMOBILES

In wishing our many friends and customers the usual compliments of the season and good motoring in 1973, I must also inform them that I am closing down my premises at Paynes Park on November 30th, 1972, having disposed of the site and buildings.

However, having considerable storage facilities elsewhere, I personally intend to continue handling unusual motor cars and other kindred items, and I hope to have some time available to handle specific commissions concerning purchase, sale, inspection, valuation, etc.

For the time being I shall handle correspondence from "Standelfield", Standhill Road, Hitchin, the telephone number being HITCHIN 3444 as before, but as this is my private house, I regret that I must insist on *no personal calls except by prior appointment.*

I would like to take this opportunity to thank the many customers who have given us their patronage in the past, often repeatedly, and hope to maintain contact with them in the future; at this juncture I also must thank my staff, some of whom have been with me many years, for all their past efforts and their loyalty — it is with real regret that I have to lose such a good team.

Meanwhile, in order to gain storage space, I intend to dispose of a number of vehicles and other items: these include any cars remaining in stock — currently the **1953 BENTLEY R-Type** in midnight blue and the **LANCIA Aurelia Spyder GT,** both at **£590,** also the **PATTERSON Tractor** and remains of the **GRAHAM van** — for fuller details see November *Motor Sport.* In addition, there are (1) a very good **DAIMLER Scout car,** *circa* **1943** (not a 'Dingo"), (2) **INVICTA 'Black Prince'** chassis in running order, (3) a most unusual **1928 STUDEBAKER President Eight,** the original sedan body of which has been shortened and modified to resemble a Brewster sedanca R.-R. Phantom I, in good running order and with all original parts which can easily be reinstated; (4) a very tatty and somewhat cannibalised **ROLLS-ROYCE 20/25** Barker sedanca, suitable for restoration; (5) two **PHANTOM I** and two **PHANTOM II** chassis — again much cannibalised but I have most of the essential parts including radiators, lamps, tyres — three have wings, scuttles, etc., and vestigial coachwork — I am not prepared to break them up at this stage — so don't ask for parts; (6) a more or less complete kit of parts to make a **3-litre INVICTA,** including radiator, lamps, wings and the remains of a tourer body, but no cylinder head; (7) the remains of a rear engined **TROJAN** tourer; (8) a **SUNBEAM 20-60** chassis, *circa* 1927, (no radiator); (9) a very dilapidated but complete **BEARDMORE taxi,** *circa* 1933; (10) an interesting **UNIC** chassis, *circa* 1930, complete up to scuttle but no cylinder block; (11) a vintage **DENNIS trailer fire pump** (ex-Woburn Abbey) in good order with a mass of hose brass nozzles etc. together with an early **BEDFORD** 30-cwt. chassis (*circa* 1932 and complete) and a **MERRYWEATHER** 3-section ladder on large wheels, *circa* 1900 and in very good order — build your own fire-brigade !; and (12) a very rare **DURSLEY-PEDERSON ladies' cycle.**

Additionally, there is our current stock of new Rolls-Royce and Bentley parts, all Mk. VI to S.I, all fast-moving items, mostly binned and numbered with parts lists, etc., many items now difficult to get, for disposal as one lot, together with a considerable quantity of useful and sound secondhand Mk. VI and R-type bits, including a very sound R-Type body with seats and trim, and a more or less complete Mk. VI chassis — with the exception of the last two items I am not prepared to sell individual bits.

In about three months' time I hope to have lists available covering a large quantity of pre-war Rolls-Royce and Bentley spares, likewise Alvis, Lagonda Austin 7 Crossley R.F.C. Bentley 3-litre Riley and a collection of veteran Darracq parts also lists covering literally hundreds of magnetos starters, dynamos, switch-boards, lamps, instruments, wheels, engines, axles, even chassis frames, all pre-war, mostly vintage and some veteran, also about 300 tyres in difficult-to-get sizes — *write* me, saying what you want — it may show up whilst I am cataloguing, but don't be impatient, please !

Again, write or 'phone for an appointment, *but please don't call.*

"STANDELFIELD",
STANDHILL ROAD,
HITCHIN, HERTS.

TELEPHONE : HITCHIN 3444



SPORTS CARS
548/560 CHISWICK HIGH ROAD, LONDON, W.4
(01) 995 0022/3

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

JAGUAR 'E'-Type Mk. II roadster. 1970, primrose with black trim and hard-and-soft-tops, chrome wires, radio plus tape. **£1,985**

MARCOS. Very attractive 1969 V6 3-litre car in tangerine with black trim, sunroof, minilites with Avons, radio, electric windows, etc. **£1,385**

M.G.-B Mk. II roadsters. Choice six selected 1970/71 cars, blaze, white, blue royale, bronze yellow. Overdrive, wires or Rostyles, radios, etc. From **£1,095**

LOTUS Elan 'Sprint'. 1971 convertible, two-tone blue and white, radio, tonneau, etc. One-owner car. **£1,395**

TRIUMPH TR6 PI roadsters. Choice four fine cars in damson, royal blue or white, 1970/71, overdrive, radio, wires or Rostyles, etc. From **£1,265**

M.G. Midgets. Choice four 1275 cars, red, white, racing green or blue, two with wires, two with radios, one with hardtop also. From **£485**

SUNBEAM Tiger. Currently six above-average examples of these fast-appreciating cars, red, blue or white, four with hard-and-soft-tops, two with mag. wheels, two with Rostyles, most with radios, etc. From **£585**

TRIUMPH Spitfire Mk. IV. An unmarked 1971 one-owner car in white with tan trim, fitted overdrive, console, radio, SP tyres, radio. **£895**

LOTUS Elan 'Plus Two S'. A fast 1970 car in white with black interior, radio, h.r.w., radials, spots, etc. **£1,695**

M.G.-B Mk.-II roadster, in special Bermuda brown, a 1969 one-owner car with full history, radio, spots, tonneau, radial tyres, underseal, etc. **£935**

TRIUMPH TR6. Unblemished 1972 'K' roadster in sapphire blue with matching trim, usual extras, nominal mileage by sole owner. **£1,495**

M.G.-A, a beautifully restored 1958 roadster in red with black trim, the subject of much time, money, and loving care. **£495**

AUSTIN HEALEY Sprites. Choice two 1968 one-owner examples of these popular two-seaters with the willing 1275 unit, primrose yellow or racing green. **£585**

TRIUMPH TR5. A 1968/9 'G' Surrey-top car in Valencia blue, overdrive, Rostyles with G800's, radio, rack, etc. **£935**

OGLE GT. Very pretty car with recent 1275 S unit, chrome yellow with black interior, rally seats, invoices show extent of expenditure. **£795**

M.G.-B roadster. Special car in lilac with black trim, tinted windows, overdrive, chrome wires, Bermuda hardtop, soft top, console, radio, leather wheel, etc. **£765**

SUNBEAM Alpine Mk. V. A 1968 export spec. car in electric blue with hard/soft tops, overdrive, radio, continental steering, etc. **£595**

TRIUMPH Spitfire Mk. III. Choice four specially selected 1969/70 cars: Royal blue, laurel green, damson or white, various extras. From **£595**

A.C. Ace. Rare 2.6-litre specimen in burgundy with grey trim, B.R.M.-tuned unit with alloy head and Webers, overdrive, hard/soft tops, wires with Cints., etc., 1962 **£1,095**

M.G. B roadsters. Choice of several part-exchange cars 1964-6, most with overdrive, wires, radios, etc., in various colours from as little as **£395**

NEW CARS
512/518 CHISWICK HIGH ROAD, LONDON, W.4
(01) 994 7119

RELIANT SCIMITAR GTE DISTRIBUTORS

The following cars are expected to be available for December de'ivery:

Nevada yellow with black leather trim, **automatic,** stereo-eight, alloy wheels, spot and fog lamps.

Everest white with tan trim, **overdrive,** stereo-eight, Q.I. lamps, I.f.s.

Capricorn blue with tan trim, **manual,** Q.I. lamps, alloy wheels, spot and fog lamps.

Wessex green with tan trim, **automatic,** stereo-eight, alloy wheels, spot and fog lamps.

Nevada yellow with tan leather trim, **manual,** Q.I. lamps, alloy wheels, tinted glass, electric windows.

LANCIA MAIN AGENTS
Demonstration, Service & Sales Selection from Stock includes

1300 Sedan. Beige-Mirabello with black trim. **£1,398**

1300 Rallye Coupé S2. White with blue cloth trim. **£1,865**

1300 Rallye Coupé S2 White with red trim. **£1,865**

1300 Rallye Coupé S2. Beige-Mirabello with red trim. **£1,865**

1300 Sport. Zagato coachwork in Lancia dark blue with off-white trim. **£2,273**

1600 Coupé HF Lusso. Bronze Longchamps with black trim. **£2,494**

1600 Sport. Zagato coachwork in Rosso Palermo with beige fur trim. **£2,694**

1600 Sport. Zagato coachwork in metallic silver with black fur trim. **£2,795**

2000 HF Sedan. Lancia dark blue with blue velvet upholstery. **£2,545**

For Sales or Information on any of the above superb marques, please contact

G. STUART MAYHEW on 01-994 7119

GRAN TURISMO CARS
548/560 CHISWICK HIGH ROAD, LONDON, W.4
(01) 995 0022/3

ALFA ROMEO 1750 GT Veloce, 1970 one-owner coupe in attractive green with tan interior, five-speed 'box, headrests, radio, h.r.w., Cints., etc. **£1,595**

RELIANT Scimitar GTE. Choice four examples of these hand-built high-performance cars: Mexican red, Everest white, Caribbean green and satin silver. All overdrive, radio, h.r.w., 1969/71. From **£1,565**

TVR Vixen. A 1970 S2 in lime green with black trim, fitted sunroof, alloy wheels, tinted windows. 'J' regd. **£1,095**

VW-PORSCHE. Superb 'wolf in sheep's clothing' Porsche-engined Beetle in concours brown with custom interior, lowered, wide-wheels, etc., etc. Exceedingly fast. **£895**

CHEVROLET Z28 Camaro. Choice two genuine 1971 Z28 coupes, burnt orange with white trim or red with black trim. Both hot 350 high-performance units, p.a.s., servo ventilated discs, radios (one plus 8-track tape) mag. type wheels, etc. One automatic, the other four-speed Hurst shift. Both with black strips, spoilers, etc. **£2,685**

M.G.-B GT. 1972 'L' (December) in green mallard with autumn leaf trim, Rostyles with SP tyres, h.r.w., etc. Works mileage only. **£1,595**

BOND Equipe 1300 GT. A 1969 coupe in white with black interior, a fine example of these popular four-seater cars with the Spitfire engine. **£565**

BOND Equipe 2000 GT. A late 1968 one-owner coupe in yellow with black interior, a good example of the six-cylinder Equipe. **£665**

M.G.-B GT. 1970, in primrose yellow with black trim, fitted overdrive, Rostyles with SP-tyres, leather wheel, radio, etc. **£1,265**

COOPER 1,293 S. A very special 1972-built car in carnival red/white roof. Fully modified and loaded with extras. Excitingly fast and unrepeatable at: **£985**

CORTINA 'Savage'. Very rapid but tractable 3-litre V6 in silver fox/black interior car with restall seats, Rostyles with G800's, etc. **£965**

M.G.-C GT. An outstanding late 1969 one-owner-only car beautifully finished in all black, fitted overdrive, wires with SP's, radio, etc. **£1,095**

RELIANT Scimitar GTE. Automatic, 1971 car in Nevada yellow with tan upholstery, fitted radio, h.r.w., Cints., etc. **£1,995**

M.G.-B GT. A 1969 car in Tartan red with black trim, fitted sunroof, radio, leather wheel, wires with cints, mirrors, etc. **£1,095**

M.G.-C GT. A good 1968 example in British Racing Green, fitted automatic gearbox, wire wheels, h.r.w., leather wheel, Sebring mirrors, etc. **£995**

RELIANT Scimitar 3-litre GT Coupés, 1967/8, one in golden sands (supplied and serviced by us) and one in Manhattan blue, both overdrive, radio, etc. From **£795**

PORSCHE 911S Coupe, 1969 in fren green with black interior, fitted electric sunroof, Blaupunkt radio plus 8-track stereo, h.r.w. plus wiper, 6" wheels with Dunlop SP 57 tyres. One fastideous owner. Full service history. **£2,985**

PONTIAC Firebird Trans-Am. The ultimate high-performance American car. This rare one-owner 1970 example is in dark metallic blue with white stripe and matching trim. Super-hot 400 V8 with shaker scoop, auto. and power, servo ventilated discs, full air-contioning, AM/FM radio, wide rally wheels, headrests, spoilers, etc., etc., etc. **£2,765**

TERMS FROM 20% DEPOSIT WITH BALANCE OVER 42 MONTHS

SERVICE STATION : (01) 995 0102/3

TOP PART-EXCHANGE ALLOWANCES ON SPORTS OR SALOON CARS

WE HAVE CASH WAITING TO PURCHASE WELL MAINTAINED SPORTS CARS

THE CHEQUERED FLAG
LONDONS LEADING SPORTS CAR SPECIALISTS

MOTOR INSURANCE

Why pay inflated premiums when we can offer secure cover at low rates? Special attention given to sports car owners, drivers with adverse records and young drivers.

IMMEDIATE COVER ARRANGED AND ALL PREMIUMS ARE PAYABLE BY MONTHLY INSTALMENTS

A QUOTATION IS AVAILABLE BY TELEPHONE OR BY POSTING THE COUPON BELOW

Name..... Address.....

.....

Occupation..... Age..... Business / Pleasure Use

Full / Prov. Licence for.....years. Comp. / Third Party / T.P.F. & T cover.

Owner only / and wife / any driver. £50 / £25 / £10 / No excess.

Make of car..... Model.....

C.C. ..... Value..... Year..... Car Garaged / Left in open.

Present insurers ..... No claim bonus.....years

Will car be used by anyone under 21?.....

I will pay my premium Cash / Monthly instalments.
Details of all accidents or convictions should be enclosed. MS12

TERMINUS INSURANCE BROKERS LTD.

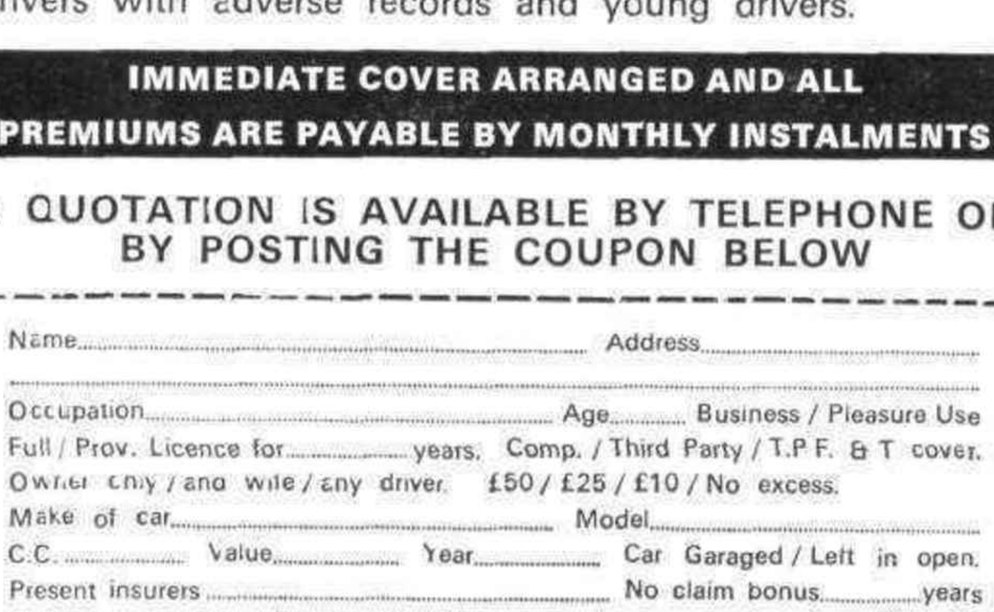
224 RAILTON ROAD, LONDON, SE24 0JR

Tel.: 01-274 4962

Hours: 9.30 to 6.00; Sat. 9.30 to 1.30; late night Fri. 7.30

SUPER COLOUR POSTERS

Emerson Fittipaldi, John Player Lotus **Ronnie Peterson, STP-March 721**



Jackie Stewart, Tyrrell-Ford **Jacky Ickx, Ferrari 312P**

These top-quality colour posters are now available from INTERSPORT, and show really up-to-date pictures of the top drivers. Measuring 23½" x 16½" and printed on glossy art paper, these posters are best value anywhere, and are **priced at only 55p each, which includes post and packing in U.K. For abroad please add 12p. per poster. Air mail 60p. per poster.**

intersport!

posters

Send a cheque or postal order, and tick the boxes corresponding to the posters you want on the coupon below (or use your own paper if you wish), to: **INTERSPORT, P.O. Box 12, Marlow, Bucks, SL7 3BW.**
Agents for Australia and New Zealand, Percival Agencies, P.O. Box 8, Drummoyne 2047, N.S.W. Australia.

Emerson Fittipaldi	☐	Ronnie Peterson	☐
Jackie Stewart	☐	Jacky Ickx	☐

NAME .....

ADDRESS.....

.....

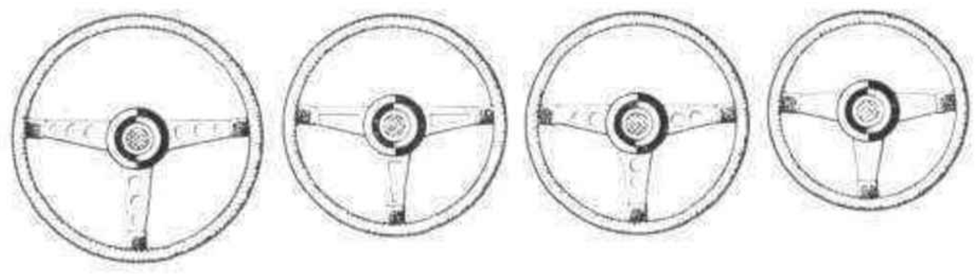
FORMULA WHEELS THE FINEST IN THE WORLD



Here is a range of steering wheels which makes the experience of driving your car easier and more pleasurable. Functionally designed for absolute comfort, with the strongest possible construction.

Fully interchangeable with a boss for every popular car, used and approved by Jensen, Triumph (Stag, Dolomite, 2.5 litre), BMC, Jack Brabham, Jackie Stewart, Graham Hill, Denny Hulme and McLaren Racing Formula 1 and Can-Am cars.

Obtainable through Halfords or motor accessory agents.



15" dia. in wood, leather or vinyl

13½" dia. with slots in wood, leather or vinyl

13½" dia. with holes in wood, leather or vinyl

12" dia. in leather

Please send me details of the FORMULA PLUS range

Name.....

Address.....

MS/12/72

.....

FORMULAPLUS

FORMULA STEERING WHEELS LIMITED
Bank Street Gravesend Kent DA12 2EP Telephone 64814

CHRISTMAS READING SUGGESTIONS

a publisher-classified guide to some of the best in motoring literature

PATRICK STEPHENS

A fine selection of motoring books from this fast-growing company specializing in books on many aspects of transport.

Automobile Year 18 £4.75
Automobile Year 19 £5.00
Castrol Guide to Motoring Sport (The Staff of 'Motoring News' & 'Motor Sport', ed. Walton) 75p
Castrol Rally Manual 2 (ed. Browning) £1.50
Porsche Story (Weitmann — 2nd edition) £3.00
Norton Story (Holliday) £2.80

DAVID & CHARLES

Two important November publications. A popular title revised and reissued, and a unique new history by a well-known motoring writer.

The Austin Seven (Wyatt) £2.95
History of the London Taxicab (Georgano) £2.95

GENTRY BOOKS

This recently-founded company has published the definitive history of Morgan and an attractive pictorial book (now reduced) on the Brighton Run.

Morgan: First and Last of the Real Sports Cars (Bowden) £3.95
Sixty Miles of Pencil £1.35

FREDERICK WARNE

Publishers of The Olyslager Auto Library. Eight titles now available, each giving detailed pictorial coverage of a specific subject. Attractively produced, economically priced.

American Cars of the 1930s £1.50
American Cars of the 1940s £1.50
The Jeep £1.50
Half-Tracks £1.50
Scammell Vehicles £1.50
Fire-Fighting Vehicles, £1.50
Earthmoving Vehicles £1.50
Wreckers and Recovery Vehicles £1.50

Also:

Observer's Book of Automobiles, 1972 50p
Observer's Book of Commercial Vehicles 50p

B. T. BATSFORD

Motoring books of quality and distinction, the first two of which are acknowledged as the standard works on their subjects.

The Rolls-Royce Motor Car (Bird & Hallows) £6.50
The Restoration of Vintage and Thoroughbred Cars (Wheatley & Morgan) £2.00
The Rally Handbook (Hudson-Evans) £2.20
The Motorist's Bedside Book £2.00
Veteran & Vintage Cars in Colour £1.50

BLANDFORD PRESS

More new books in the popular Blandford Colour Series, on a variety of wheeled vehicles.

Passenger Cars 1913-1923 (Nicholson) £1.25
Buses and Trolleybuses Before 1919 (Kaye) £1.50
Lorries, Trucks and Vans 1897-1927 (Marshall & Bishop) £1.50

WILLIAM KIMBER

Publishers of a highly-successful range of motor-racing biographies. The following titles now available:

Jo Siffert (Deschenaux) £2.75
Faster! (Stewart, Manso) £2.50
Jochen Rindt (Pruller) £2.25
Life At The Limit (Hill) £2.50
When The Flag Drops (Brabham) £2.50

MOTOR RACING PUBLICATIONS

Four exciting titles from MRP's expanding list of motoring and motorcycling books.

Motor Racing Year 1973 £1.80
Safari Fever (Brittan) £2.80
No Time To Lose: The Fast-Moving World of Bill Ivy (Peck) £2.00
Full Chat (Noel Pope — reprint) £1.80

DALTON WATSON

Six elegantly produced and copiously illustrated books, providing standard works of reference for auto-historians.

The Magic of M.G. £4.50
Those Elegant Rolls-Royce £5.25
Rolls-Royce, The Elegance Continues £5.25
Bentley, 50 Years of the Marque £5.25
The Mighty Mercedes £4.00
The 1930 London Motor Show and Paris Salon £4.00

EBURY PRESS

Two motoring encyclopaedias which form the cornerstone of the enthusiast's library. Absorbing, informative, beautifully produced.

The Encyclopaedia of Motor Sport. £7.00
The Complete Encyclopaedia of Motor Cars. £6.50

ORBIS BOOKS

Three handsome large-format books with numerous colour plates, translated from the Italian. Immensely popular.

Racing Cars: 70 Years of Record-Breaking £1.25
Model Cars: The Golden Age of Motoring £1.25
Motorcycles: Classic and Thoroughbreds. £1.25

These books are all available from Chater & Scott Ltd. at the address shown above. Please add 10% for post and packing, up to 50p maximum.

(Maximum on any one book, 25p.)

CHATER & SCOTT LTD.,
528/530 CHISWICK HIGH RD,
LONDON W4 5RG
Tel. 01-994-5003



THE BIG HEALEY PEOPLE

We offer a comprehensive service for the big Healey owner. Full workshop facilities for all types of work.

Comprehensive Healey stores including engine performance kits and parts; body panels, metal and glass-fibre; suspension parts, standard and competition. Many other spares.

Send s.a.e. for full list.

D. S. ENGINEERING

245, LIVERPOOL ROAD, ISLINGTON, LONDON, N1 1LX. Tel: 01-607 1524



HILL HOUSE INSURANCE BROKERS LTD.

The Sports Car Insurance Specialists

Knowing the right market for sports and performance cars can save you pounds in premium. Hill House as brokers for the Jaguar Drivers' Club and British Leyland Dealers' Sports Car Scheme have had years of experience in placing sports car risks both at Lloyd's and in the London market, and will be pleased to quote extremely attractive terms for your insurance.

OUR BUSINESS IS BUILT ON SERVICE AND SAVINGS WITH SECURITY

NAME..... AGE..... OCCUPATION(S).....
ADDRESS.....
OWNER/DRIVER: OWNER & WIFE: NAMED DRIVERS: AGES (1)..... (2)..... (3)..... PRIVATE/BUSINESS USE
MAKE..... MODEL..... CC..... YEAR..... VALUE £.....
COVER: COMP/TPF & T/ TP ONLY REQUIRED..... PRESENT INSURERS.....
ALLOW ME.....YRS NCB OF .....%. GIVE DETAILS OF ALL CONVICTIONS AND ACCIDENTS IN LAST 3 YEARS
LENGTH OF DRIVING EXPERIENCE .....YRS. RNL DUE..... OR COVER REQUIRED FROM.....

Hill House Area Offices

LONDON
14 Devonshire Row
London EC2 (01) 247 8311

BRISTOL
Initial House, Lewins
Mead, Bristol BS1 2LL (0272) 294971

CARDIFF
44 Whitchurch Road,
Cardiff CF4 3LX (0222) 45956/7/8

HAVANT
12 Park Road South,
Havant, Hampshire (07012) 5981

LEEDS
St. John's House, Merrion
Street, Leeds LS2 8DJ (0532) 40001

SWANSEA
78 Mansel Street
Swansea (0792) 41517

GOLD SEAL SPORTS CARS - EXPORT

Central London Showrooms

2 CHESTER CLOSE (NEAR HYDE PARK CORNER)
LONDON SW1 X7BE **01-235 7978/9**



TRIUMPH GT6, 1971, Mk. III. Finished in Wedgwood blue with contrasting interior trim. An unmarked one owner example, fitted with overdrive, etc..... **£1,175**



JENSEN HEALEY, 1972, 'L' registered. Whole car as new having completed under 400 miles. Finished in Bermuda blue with black interior. Fitted alloy wheels, etc..... **£2,045**



FORD Escort Mexico 1600, 1972. Finished in Daytona yellow with black interior, fitted with special bucket seats. This car has covered only a nominal mileage and is indistinguishable from new throughout, having been looked after by one careful owner..... **£1,145**



LOTUS Europa Twin-cam, 1972. Specially finished in black over white with silver and red coach-line. Fitted with Woolfe-race alloy wheels, Dunolp 70 Profile SP Sport tyres, racing mirror, slot stereo, Selmar anti-theft device. Possibly one of the most attractive examples on the road **£1,765**

M.G. Midget. Finished in bronze yellow with navy interior. This car is to the latest specification and is a brand new vehicle that due to unforeseen circumstances the order was cancelled. It is fitted with seat belts, radial ply tyres, anti-roll bar. A considerable saving on list price..... **£965**

TRIUMPH Spitfire, 1971, Mk. IV. Finished in signal red with black interior. A standard example but in very good condition throughout **£865**

CENTRE



If you are going abroad or visiting the U.K. then telephone us and find out how inexpensive it is to buy a new car to take with you. Excellent delivery on all models. We will take all the worry out of your hands with our quick service. Remember, we are the experts at export sales.

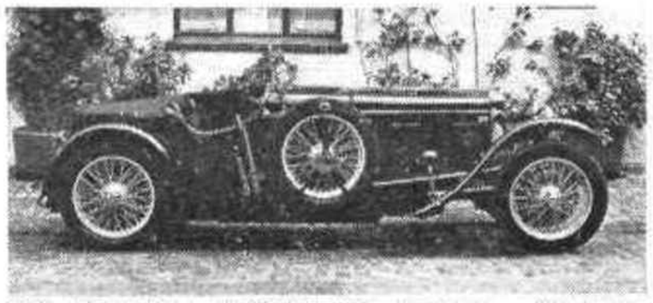
A special service to company executives and servicemen posted overseas:

Gold Seal offer their delayed deal scheme for the man who is going abroad who does not want to take his car. We will give you today's market price for your existing car, retaining a small deposit against your next purchase when you return to the U.K. Remember, you will have the advantage of today's value of your present car in three months or three years time.

D. MARGULIES LTD



1931 BENTLEY 4½-litre supercharged Vanden Plas tourer. Magnificent original Blower Bentley.



1934 FRAZER NASH TT Replica. Meadows-engined 1½-litre. Rebuilt to mint condition.



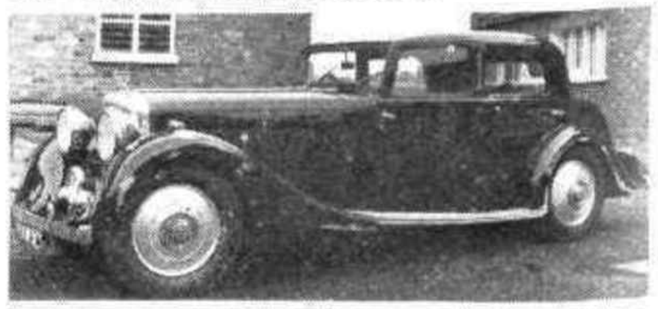
1927 BUGATTI Type 35B 8-cylinder supercharged G.P. model, undergoing restoration.



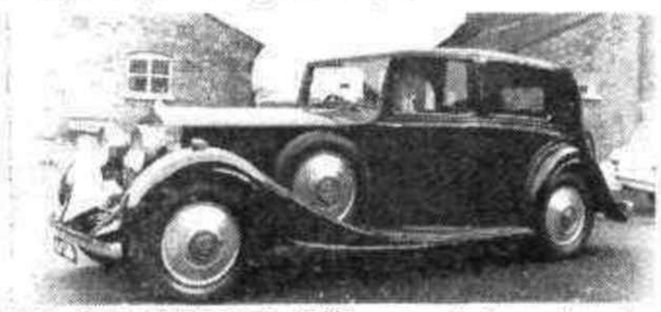
1928 ROLLS-ROYCE 20 limousine by Park Ward, exceptionally nice original example.



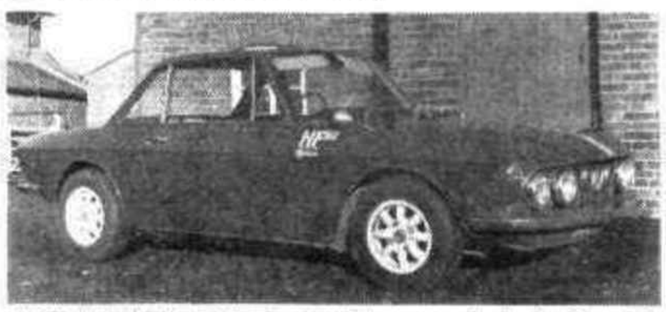
1930 ALFA ROMEO 1750 6c supercharged d.h.c., mechanically sound, full history.



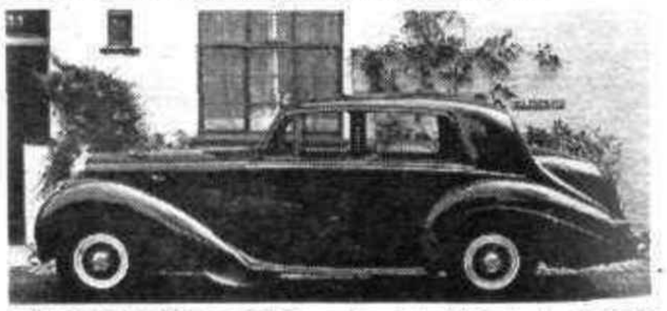
1935 BENTLEY 3½-litre sports saloon by Park Ward, maroon, with good original interior. **£1,250.**



1935 ROLLS-ROYCE 20/25 owner-driver saloon by H. J. Mulliner, recent engine overhaul, good order. **£1,750.**



1969 LANCIA Fulvia "HF", one of six built with r.h.d. steering. A very special Fulvia. **£1,150.**



1954 BENTLEY "R"-Type Standard Steel Automatic saloon, black with grey interior. Excellent example. **£1,250.**

1956 (Nov.) ROLLS-ROYCE Silver Wraith, power steering, owner-driver saloon by Park Ward. **1930 BENTLEY 6½-litre** sedanca de ville by H. J. Mulliner. **1935 R.-R. 20/25** limousine by Thrupp & Maberly, **£1,250.** **1930 R.-R. 20/25** owner-driver saloon by Thrupp & Maberly, **£1,200.** **1936 R.-R. 20/25** sports saloon by H. J. Mulliner. **1935 BENTLEY 3½-litre** fixed-head coupé by Hooper. **1948 H.R.G. 1½-litre,** twin spares, fully restored.

36 & 12 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 **01-584 7332/01-584 7472**

GOLDSEAL SPORTS CARS

253/5, 265, NEW CROSS ROAD, LONDON. SE.14.

TELEPHONE · 01-639 3204 · 01-692 4607



Jaguar 'E'-Type f.h.c. 1970 'J' Reg. Finished in regency red with black trim, fitted sunroof, radio, power steering, h.r.w., etc. **£2,145**



Mercedes 190SL roadster, 1961. Silver blue with red leather trim, fitted radio, extremely good condition **£645**



Scimitar 1968 GT. Finished in sable with black trim, fitted overdrive, radio, seat belts, etc. Excellent condition throughout **£895**

Lamborghini Muira P400, Reg. July 1969. Finished in lime green, fitted 8-track radio/stereo. This car has covered 36,000 miles approx. and bills are available for complete overhaul **£5,995**
Mercedes 250SL, 1967 'F' Reg. Automatic and power, one owner, full service history, fitted alloy wheels, radio, etc. **£2,875**
Scimitar GTE. Finished in Wessex green with tan leather interior. Fitted overdrive, h.r.w., radio etc., 3,800 recorded miles. As new throughout **£2,375**
Jaguar 'E'-Type f.h.c., 1970 'J' Reg. Indigo blue with grey trim, chrome wheels, h.r.w., one lady owner **£2,095**
Lotus Europa Twin Cam, 1971 'K' Reg. Brand Lotus mag. wheels, stereo/radio, Colorado orange with black trim. A one owner car supplied new by us **£1,665**
Reliant GTE, 1970. Carribean green with black trim, manual with overdrive, radio, etc. **£1,665**
Mercedes 250SE, 1966. Finished in jet black with Havana brown interior, auto with power steering, radio, etc. A very nice motor car in every respect **£1,595**
Lotus +2S, 1969. White with black trim, all usual extras including electric windows, radio, etc. ... **£1,595**
M.G.-B GT, 1971. Bronze yellow with black trim, 15,000 miles, radio, servo brakes, h.r.w., new HR tyres **£1,295**
Jaguar 'E'-Type f.h.c., 1967 'F' Reg. Finished in Carmen red with black trim, extras include h.r.w., radio, etc. **£1,265**
M.G.-B GT, 1970. Fitted overdrive, radio, h.r.w., Rostyle wheels, etc. Attractively finished in a two-tone colour scheme **£1,265**
Lotus Elan f.h.c. S/E, 1970 'J' Reg. One owner, supplied by us. Highland purple, radio, h.r.w.... **£1,245**
Triumph TR6, 1970 'J' Reg. Damson with tan trim. A one owner car fitted overdrive, push-button radio, etc. **£1,245**
Jaguar 'E'-Type f.h.c., 1967 'F' Reg. Burgundy with matching leather trim, chrome wire wheels, radio **£1,195**
Lotus Elan d.h.c., 1970. White with black trim, knock-on wheels, servo brakes, etc. **£1,195**
M.G.-B GT, 1970. Flame red with black trim, wire wheels, SP Sport tyres, h.r.w., power brakes ... **£1,195**
Jaguar 'E'-Type f.h.c., 1967. Carmen red with black trim, chrome wire wheels **£1,145**
Marcos 1600, 1968 'G' Reg. 1600 c.c. Ford engine, chrome wire wheels, sunroof, etc. Finished in orange with black trim **£1,145**
Volvo P1800, 1968. Finished in ivory with red trim, extras include overdrive, radio, etc. **£1,095**
M.G.-B GT, 1969. Mineral blue with black trim, extras include wire wheels, overdrive **£1,045**
Lotus Elan, 1968 S4 d.h.c. White with black trim **£1,045**

Fiat Abarth coupe, 1968 'G' Reg. A very attractive two-seater rear-engined car. Finished in Italian racing red with black trim **£995**
Fiat 124 Sport Spyder, 1968 'H' Reg. Cromadora mag. wheels, 5-speed gearbox, G800 Grand Prix tyres. Finished in Italian red with black trim, l.h.d. .. **£995**
M.G.-B roadster, 1969. Old English white with black trim, fitted overdrive, wire wheels, push-button radio, etc. Excellent condition throughout **£975**
Ford 3000 Capri GT XLR, 2,500 miles recorded, 1970 'J' Reg. Left-hand drive, emerald green with black trim, virtually new **£965**
M.G.-B roadster, 1969. Fitted overdrive, wire wheels, etc. Carmen red with black leather trim **£945**
Lotus Super Seven, 1970 'J' Reg. 1600 c.c. Ford engine. A two-owner car in excellent condition **£795**
M.G.-B GT, 1967 'F' Reg. Attractively finished in mineral blue, pale grey vynide roof w/wheels, etc. **£795**
Sunbeam Tiger, 1966. Sebring red with black interior, extras include hard and soft tops, wide Rostyle wheels. Excellent condition **£745**
M.G.-B GT, 1966. B.R.G., extras include wire wheels, sunroof, radio, etc. **£725**
Daimler SP250, 1963. Black with red leather trim, full length tonneau, hard and soft tops **£695**
Austin Healey Sprite, 1970. Dark blue with black trim, wire wheels, one owner **£695**
Triumph Vitesse convertible, 1969 'H' Reg. Mk. II finished in dark blue with black trim and white hood, radio, etc. **£695**
Sunbeam Alpine, 1968. Royal blue with black trim. Fitted hard top, soft top, overdrive, radial tyres **£675**
M.G.-B roadster, 1966. Jet black with matching trim, fitted hard top, overdrive radio **£665**
Ford Escort GT, 1969. A very clean example in silver fox with black trim **£625**
M.G.-B roadster, 1966. Mineral blue with black trim, fitted wire wheels **£615**
Triumph Spitfire, 1968 Mk. III. Spa white with red trim, one owner from new **£565**
M.G. Midget, 1968. B.R.G. with black trim, fitted wire wheels, new Avon radials, leather rim wheel etc. **£545**
M.G.-B roadster, 1965. Fitted fastback-styled hardtop. Carmen red with black trim **£495**
M.G.-B roadster, 1965. Light blue with matching trim. Fitted overdrive **£465**
Triumph Spitfire, 1966. Conifer green with black trim. Well above average for a six-year-old car **£415**
Austin Healey BN1. A most attractive example of this rare car, fitted radio, new weather equipment, re-trimmed etc. **£395**
Austin Healey Sprite, 1965. B.R.G. with black trim, fitted new tyres, hood, twin spots, etc. **£345**

VW Beach Buggy. GP body, fitted hard and soft tops, 1,500 c.c. unit, special seats, etc. **£345**
M.G.-A f.h.c., 1957 1,500 c.c. Bahama yellow good condition **£295**
Austin Healey Sprite, 1962 ..... **£195**
M.G. Midget, 1962 ..... **£165**

BRITISH LEYLAND · MG · LOTUS

NEW CARS — AUTHORISED AGENTS

MG
M.G.-B GT. Teal blue with ochre trim, chrome wheels, overdrive, servo, cigar lighter, h.r.w., auto., seat belts, underseal, radials.
M.G.-B Sports. Glacier white with navy trim, static seat belts, brake servo unit, overdrive.
M.G.-B Sports. Harvest gold with olive trim, static seat belts, radials servo, cigar lighter and overdrive.
M.G. Midget. Glacier white with navy trim, static seat belts, anti-roll bar, wire wheels.
M.G. Midget. Glacier white with navy trim, static seat belts, anti-roll bar.
M.G. Midget. Glacier white with navy trim, radials, seat belts, anti-roll bar.
M.G. Midget. Black with autumn leaf interior, radials, seat belts, anti-roll bar.
AUSTIN
Austin 1300. 4-door, limeflower with matching trim.
Austin 1300. 4-door, damask red, with navy trim, static seat belts, h.r.w. radials.
Austin 1300. 4-door GT, blaze with navy trim, h.r.w., automatic, seat belts.
Lotus +2S 130/5. Lagoon blue/silver with black trim, radio, tinted front screen, h.r.w.
Lotus Plus Two S 130. Regency red/silver with black trim, radio, h.r.w., tinted front screen.
LOTUS
Lotus Elan Sprint d.h.c. Lagoon blue.
Lotus Europa Special. Regency red with oatmeal interior, T/glass.
SCIMITAR
Scimitar GTE. Early delivery all models, manual, overdrive or automatic. Ask for delivery quotation now.
Reliant Scimitar GTE automatic. Harvest gold with tan trim, special colour.

SPECIALISTS IN PERSONAL EXPORT



Honda S800 convertible, 1970. Carmen red with black trim **£595**



Morris Mini Moke, 1971. In jungle green just captured with only 1,300 recorded miles. Whole car virtually as new, full weather equipment and seating **£645**



Jaguar 'E'-Type roadster, 1970. White with black trim. Extras include chrome wheels, hardtop, radio, etc. **£2,095**

GOLDSEAL SPORTS CARS

253/5, 265, NEW CROSS ROAD, LONDON. SE.14.

TELEPHONE · 01-639 3204 · 01-692 4607

TRANS-COVER TNSURANCE

"SPECIAL ATTENTION TO THE SPORTS AND INDIVIDUAL CAR OWNER"

OUR EXPERIENCE AND INFLUENCE IN UNDERWRITING MARKETS HAS ENABLED US TO NEGOTIATE POSSIBLY THE BEST AVAILABLE TERMS, WITH THE SECURITY OF LLOYDS AND ESTABLISHED INSURERS, AND WE LIST BELOW ACTUAL EXAMPLES OF PREMIUMS THAT COULD BE AVAILABLE TO YOU!

COMPREHENSIVE FOR "SPORTS TYPE" VEHICLES

Driver's Age	To 1300cc	1301cc - 1600cc	1601cc - 1800cc	1801cc - 2300cc	Over 2300cc
Under 21	**£46**	**£58**	**£72**	**£82**	**£92**
21 - 23	**£33**	**£38**	**£45**	**£51**	**£64**
Over 24	**£33**	**£38**	**£38**	**£42**	**£48**

THIRD PARTY RATES APPROX 50% LESS

COMPREHENSIVE FOR "SALOON" VEHICLES

Driver's Age	To 1100cc	1101cc - 1300cc	1301cc - 1800cc	1801cc - 2300cc	Over 2300cc
Under 21	**£27**	**£27**	**£34**	**£39**	**£45**
21 - 23	**£19**	**£21**	**£28**	**£30**	**£39**
Over 24	**£14**	**£14**	**£17**	**£19**	**£22**

"Policies include unlimited passenger liability & free windscreen cover"

The above are basic rates and extra premiums may be required for certain risks, *i.e.*, area, lack of NCB, driver's experience, etc., certain vehicles generally considered as sports cars. *i.e.* GT/TC Models are normally considered saloons, and it is therefore recommended that enquiry is made to ascertain your own rate.

POLICIES ISSUED FOR LOTUS, TVR, GINETTA, CLAN, MARCOS, RELIANT AND ALL HIGH C.C. RATING SPORTS AND G.T. MODELS, INCLUDING FERRARI, MASERATI, ASTON MARTIN, JENSEN, A.C., PORSCHE, B.M.W., MERCEDES, JAGUAR, ROLLS-ROYCE AND BENTLEY.

POLICIES AVAILABLE TO PERSONS IN THE ENTERTAINMENT PROFESSION

TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

"PREMIUM INSTALMENT PLAN AVAILABLE"

To: TRANS-COVER INSURANCE BROKERS
Please forward an indication of premium entirely without obligation, my details are as follows:

Name..... *Age*.....

Address.....

..... *County*.....

Contd.

IMMEDIATE QUOTATIONS AND COVER (if required) GIVEN BY TELEPHONE

01-405 9477

first fold along this line

fourth fold along this line and then tuck into other end

Postage will be paid by licensee

Do not affix Postage Stamps if posted in Gt. Britain, Channel Islands or N. Ireland

BUSINESS REPLY SERVICE
Licence No. EDO 2186

TRANS-COVER INSURANCE BROKERS

LONSDALE CHAMBERS

27 CHANCERY LANE

LONDON WC2 A1BR

1

first fold along this line

third fold along this line

second fold along this line

DRIVERS WITH UNFORTUNATE ACCIDENT AND CONVICTION RECORDS (INCLUDING BREATH-ALYSER VICTIMS) WILL BE GIVEN SYMPATHETIC ATTENTION

Contd

Make & Model of Car.....

c.c...... *Value*.....

*I require COMPREHENSIVE / THIRD PARTY ONLY / THIRD PARTY FIRE & THEFT**

I am entitled to..... *years' No Claims Bonus.*

** Delete where inapplicable*

MS DECEMBER 72

second fold along this line

C T P

OFFICE USE ONLY

U

The Bondaglass protection racket



Ee wise Euster! Let the BONDAGLASS Boys protect your house, car, or boat from the menaces of RUST!

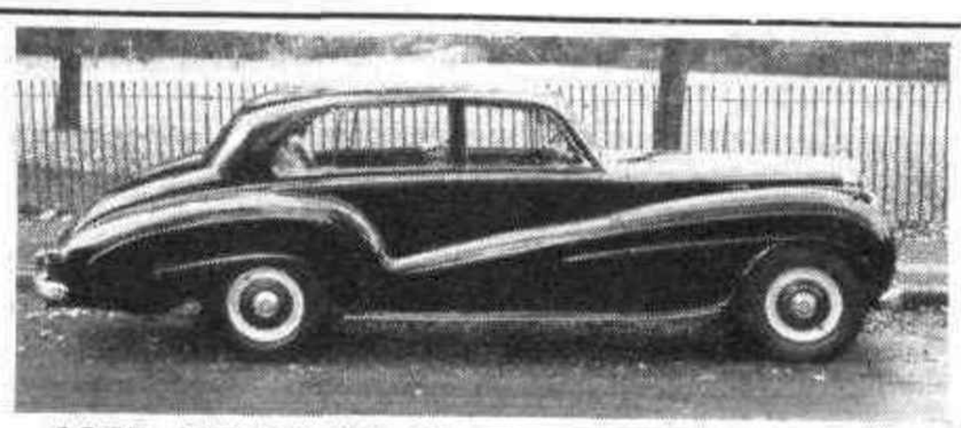
BONDAPRIMER— a killer . . lethal under all conditions — arrests RUST by wrapping a tough non-porous skin around the affected metal.
¼pt. 25p, ½pt. 40p, 1pt 70p.

BONDAPASTE— Polyester filler for small repairs. Sets in 20-30 minutes.
½ lb. 35p. 1 lb. 55p.

BONDAGLASS— moves in where RUST has taken hold—easy to use, follows basic laminating principles.
45p and 70p.

All three are to be found at most D.I.Y. Motor Accessory or Marine Shops.
Get 'em working for you! Send 2½p to the Boss for leaflets.

BONDAGLASS LTD. 158/164 RAVENSCROFT RD. BECKENHAM, KENT.



1955 BENTLEY 'R'-TYPE AUTOMATIC LIGHTWEIGHT SALOON BY H. J. MULLINER
Cellulosed dark green with duo-green leather upholstery; radio; picnic trays.

JACK ALPE 50 MARYLEBONE HIGH STREET LONDON, W.1. 01-935 1124

ROLLOVER BARS

JOHN ALEY BUILDS THE BIGGEST RANGE OF ROLLOVER BARS

including the International Competition model complying with the new FIA Appendix J, from £22.50 for most cars. But for club racing and road use there are a variety of models from £10.75

Whatever your rollover bar problem, discuss it first with the specialist. Phone John Aley at Sawston 2575, or one of his stockists: Chris Montague Carb. Co., Ltd., 01-455 3039; Curtis & Ison Ltd., 01-794 0344; Paddy Hopkirk, Belfast 27616; Aldon Automotive, Brierley Hill 78508; Bristol Rally & Tuning Centre, Bristol 23946; Gerald Kemp Ltd., Camberley 64525; Motac (Eire) Ltd., Dunlaoghaire 802548; Sportstune, Edinburgh 556 3507; Kerr Bridgland, Harpenden 62575; Cartune, Middlesbrough 45067; Derby Road Garage, Kirby-in-Ashfield 3658; Epic Accessories, Oadby 2260; G.M.G. Racing, Oxford 45236; Leedspeed, Sheffield 61779; Autokit, Stafford 4173; Griff Griffiths, Windsor 60291; J. C. Withers Ltd., Winsford 4422.

ALEYBARS LTD
LONDON ROAD, SAWSTON, CAMBS
SAWSTON (02203) 2575

Could a body ask for more?

Cosmic wheels. The ultimate choice for any body. Supreme in design and development. Technical masterpieces with road and laboratory tests taken beyond all rallying and racing limits. Widest range of any. To fit well over 200 models of British, Continental, Japanese and American cars. To fit *your* car!

Compare Cosmic with others. Check prices at your local stockist. You'll be convinced you've got the best wheels *and* the best value obtainable today.

Post the coupon for nearest stockist and illustrated literature. Covering full product range.

TRADE AND EXPORT ENQUIRIES INVITED.

COSMIC

STOP PRESS If our advertisement turns you on enclose 20p with the coupon for a copy of our 25" × 18" poster — it's sensational!

COSMIC CAR ACCESSORIES LTD.
Mount Street, Walsall, Staffs. WS1 3PG. Phone: Walsall 27188.
Please rush me literature on Cosmic wheels and wheel equipment.

NAME .....

ADDRESS .....

Mi12 w

BARNET MOTOR CO.

TVR

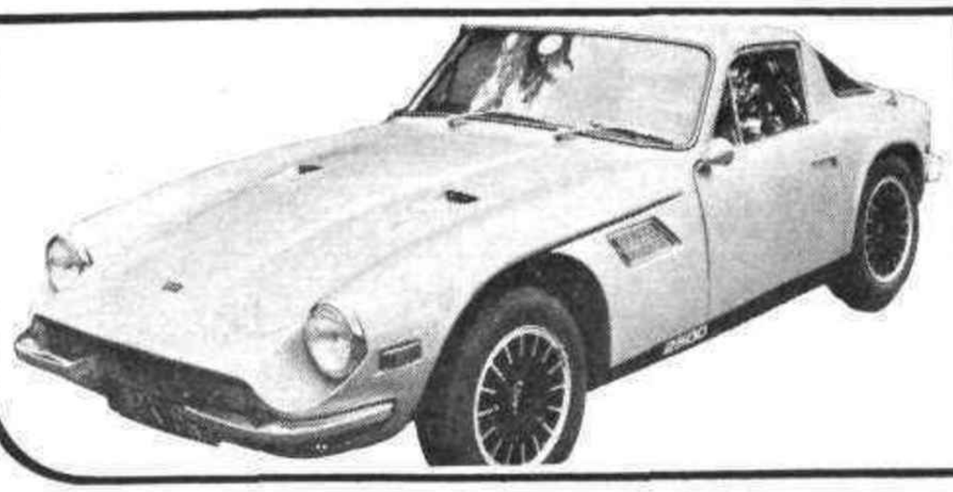
SOLVE ALL YOUR CAR TRANSPORT PROBLEMS BY HIRING ONE OF OUR

SELF-DRIVE TRANSPORTERS

Ford D300, fitted 18ft. body, winch and fold-up ramps.
Transit, fitted 15ft. 6in. body, winch and fold-up ramps.
Transit Vans fitted tow bars.
2- and 4-wheel trailers also available.
Low rates and unlimited mileage.
No special driving licence required.

Telephone 01-449 2885 and 01-449 9103 for details.





Being TVR Distributors for the London area we can offer early delivery on all TVR Models, including the New "M" range. Brochures and price lists sent on request.

NEW CARS:

TVR 1600M, in olive green, tinted front and sidescreens, reclining seats, headrests. Component form. Immediate delivery.

TVR 3000M IR2 for February delivery in component form.

USED CARS:

1970 TVR Vixen S2, in blue, fitted modified engine, twin Webers, etc. Radio, sun-roof. One owner. Very clean car **£1,095**

1969 TVR Vixen S2, in orange. Low mileage. Alloy wheels, etc. **£1,045**

1966 TR4A, light blue, radio and overdrive **£645**

1969 FIAT 125 twin-cam saloon, in ivory, fitted radio. Very clean car .. **£675**

1966 LOTUS Cortina, white with green flash; engine just been completely overhauled **£395**

Part exchanges taken. **H.P. facilities available.**

VICTORIA LANE BARNET HERTS

ROLLS-ROYCE BENTLEY

1962 SILVER CLOUD II, £2,450.
1957 SILVER CLOUD I, £2,150.
1949 SILVERWRAITH 7-seater, **£985**
1938 25/30 touring saloon, **£985**
1935 20/25 sports saloon, **£1,850**
1927 PHANTOM I open 4-seater, **£4,950**
1926 '20' Southern Motors drophead, **£2,750**
Early 20/25 running chassis, **£650**

OTHERS
1954 AUSTIN HEALEY 2.5-litre **£495**
1948 STANDARD 14. V.G.C. **£145**

1964 S.3, £2,650
1961 S.2, £1,575
1958 S.I. P.A.S. **£1,250**
1954 'R'-Type Automatic, £925
1953 'R'-Type Manual, £875
1951 Mk. VI James Young, **£985**
1950 Mk. VI S.S. saloon, **£595**
1948 Mk. VI S.S. saloon, **£285**
1935 3½-litre saloon, **£985**

We have for sale—
1925 - 1965 SPARES
EXHAUST SYSTEMS
TYRES
RADIATOR CAPS
MASCOTS
HANDBOOKS
FIBRE-GLASS WINGS AND SILL PANELS
WHEEL SPANNERS
OIL GUNS

"Rolls-Royce and Bentley Cars 1925-1965" — a new and much enlarged edition — 9" × 5¾" spine bound — 17 full page plates. £1.50 plus 15p. post and packing — U.K.

ADAMS & OLIVER LTD.

RAMSEY ROAD,
WARBOYS, HUNTS.

Tel.: Warboys 488/9



THE LONDON TRIMMING CO.—THE FIRST NAME IN CAR HOODS
Established over 20 years. Our experience is your guarantee of perfect fit.
DIRECT-FROM-FACTORY PRICES!

	£
Sprites — all models	8.95
Midgets — all models	8.95
M.G. 'B'	11.10
M.G. 'A'	9.95
Spitfires	10.60
Herald/Vitesse	10.50
T.R.'s — all models	10.60
Morris 1000	10.40
Alpines — all models	13.00

DOUBLE GUARANTEE
All with 1 Years Guarantee and seven days m.b.g.
Best quality black P.V.C. all welded windows and seams. Fasteners and instructions included.
C.W.O. p.&p. 45p. or SEND for free illustrated catalogue.

LONDON TRIMMING CO.LTD.
Store A
Marshgate Estate - Taplow
Nr. Maidenhead, SL6 ONG Berks.
Telephone: **Burnham *2742***

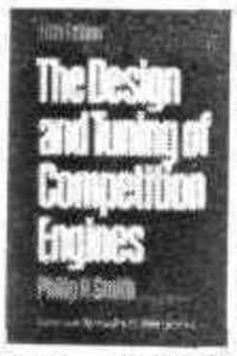
Selected Cars

68/9 R.-R. Shadow, 3-speed... **£6,950**
68 R.-R. Silver Shadow ... **£6,500**
71 PONTIAC Trans-Am ... **£2,950**
70 CORVETTE Stingray ... **£2,850**
69 XJ6, manual, 20,000 miles **£2,150**
71 LANCIA 2000 coupé ... **£1,950**
58 BENTLEY S1, 70,000 mls **£1,775**
72 University Motors Special MG-B GT, automatic ... **£1,595**
71 LANCIA Fulvia coupé ... **£1,495**
71 TR6, o/drive. Specimen ... **£1,295**
69 ALFA ROMEO 1750 GTV £1,195
70 LOTUS Elan f.h.c, 16,000 miles **£1,245**
67-71 SPITFIRES. Choice four, **£475 to £975**
69 MIDGETS. Red and blue **£635**
70 COOPER 'S' Mark III ... **£865**
64 MERCEDES 190SL ... **£795**
69 COOPER Mk. II... ... **£545**
63 HEALEY 3000. Outstanding **£495**

DECEMBER SALE
10% DISCOUNT
OFF ALL PRICES
(EXCEPT ROLLS-ROYCES)

192-194 LONDON ROAD, KINGSTON-UPON-THAMES
Sales: 01-546 7231
Buyers: 01-546 9292

The Design and Tuning of Competition Engines



by Philip H. Smith C.Eng., F.I.Mech.E M.S.A.E., over 50,000 copies sold. The standard work on power units for rallying and racing expertly and clearly written. A book with a world-wide reputation among all serious enthusiasts. More than 500 pages, 93 photos and 160 diagrams. **£4.95**

Healeys & Austin-Healeys

by Peter Browning and Les Needham. A complete history of the *marque* from the Healey-Elliot to the Sprite, 3000, and Healey-Climax. Full tuning data and specifications on all models. Eleven appendices and 97 photographs. **£4.25**



Riley Maintenance Manual 1930/1956

by S. V. Haddleton. Reprinted at last. Comprehensive and exceptionally well illustrated. Covers all models from the Nine to the Pathfinder. 390 pages. **£3.85**

Flying Between the Wars



by Allen Wheeler A thoroughly enjoyable and informative account of Air Commodore Wheeler's experiences as a young flying officer in the RAF in the years following World War I Packed with incident and humour, it vividly recreates flying in the service aircraft of the day and gives first-hand impressions of their handling characteristics and performance. One of W.B.'s favourites: ". . . utterly enthralling" Fully illustrated **£3.85**

Tuning & Maintenance of MGs

by Philip H. Smith covers all Midgets from 1929-1954. Clear and detailed information on how to maintain a good example of the breed, and how to restore a well-worn model to former glory. Hardback **£1.80**, paper **£1.25**

Send now for our latest leaflet of motoring books.

All books are available through good booksellers or direct (add 13p per book for carriage) within a week

Dept MS

G. T. FOULIS & CO LTD

50a Bell Street

Henley-on-Thames, Oxon

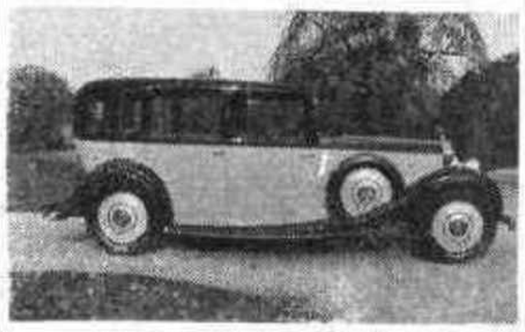
Henley 2426 (STD 049 12)





1935 ROLLS-ROYCE
Phantom II

Sports saloon, believed one of only six made, By Barker. Completely restored and in absolute pristine condition, as new. Price **£5,500.**



1935 ROLLS-ROYCE

20/25 limousine by H. J. Mulliner. Completely restored and in magnificent condition, looks and drives like new.

1934 BENTLEY 3½-litre, Park Ward body in course of restoration.

1935 ROLLS-ROYCE 20/25 landaulette by Barker. Completely overhauled and restored.

IVAN DIXON

1 Junction Street, Burnley, Lancs. Tel.: 23702

Classic Restorations

D. & J. KITCHEN — SPECIALISTS

Dashboard Instrument Service

Especial renovation/repairs to Temperature Gauges, Ammeters, Oil Gauges, Clocks and others. *Special Service for Hobson-Telegauge Instruments*

('Fluid-type' petrol gauges) —All models and ages, from Rolls-Royce to 'Y'-model Ford, etc.

(D.I.Y. kits if required, special fluid, etc., available — also our own informative illustrated leaflets.)

Sheerlines & Princess
Service, Spares, etc.

Rolls-Royce & Bentleys
Restoration/Repair Work undertaken.

— CARS FOR SALE —
Unparallelled service for elderly wireless apparatus of quality (valve sets, etc.) — Also for modern 'new-fangled' transistor varieties!

MODEST FEES
Note — Please quote Chassis-Series and year of car(s) when enquiring re-spares, etc.

c/o MIDVIL HOUSE,

BRANT BROUGHTON,

LINCOLN, LN5 0SH

Tel.: FULBECK 674 - STD Code 04002

VINTAGE COACHWORKS Ltd

Formerly

Coachcraft (Egham)

WE BUILD, RE-TRIM, RE-SPRAY, OVERHAUL & SELL VINTAGE CARS

We employ men who have dedicated their life-time efforts to this type of work This organisation is based on their knowledge . . first-hand knowledge that is gotten over 30 years' experience with the choicest Coach Builders . . . like James Young Where the Nitty Gritty of high quality and perfection was hammered out—now just because you know "A" from "B" does not cut any mustard with us—know how to work and having *Craftsmen* to work with . . . That's where our management comes in—we have a good share of the work in progress

If you are in the area and need a face lift for your Vintage car—stop in and say hello to the kind of service you always hoped you would find—don't let the distance bother you—we can arrange for inspection and an estimate—on your Door Step.

WE ALSO OPERATE A HIRE-PURCHASE SCHEME AND DEFERRED PAYMENT ON RESTORATION WORK

11, Mill Hill Estate,
Alton, Hants
Tel.: Alton 83672

smg SLOAN MARSHALL GARAGES



This month's selection :

1969 MG-B GT, mineral blue, o/d., wires, h.r.w., radio; low mileage. **£1,075.**

1970 Lotus Super 7, yellow/red, roll-over bar, etc. **£795.**

1968 Triumph Spitfire Mk.3, blue, white hood and interior, etc. **£625.**

1968 Triumph Spitfire Mk. 3, blue, black hood (new), recent new clutch. **£595.**

1961 Healey Sprite, hard-top, radio, B.R.G., fibreglass front, tidy. **£195.**

1970 MG-B roadster, o/d., w/w., 26,000 miles only. **£1,155.**

1969 MG-B roadster, o/d., w/w., radio; mineral blue. **£945.**

1968 Mini Automatic Mk. 2, 1,000 c.c., blue. Recent de-coke by us. A rare car just in part exchange. **£475.**

1968 Jaguar 'E' f.h.c. 4.2, sun-roof, chrome wires, radio, h.r.w. Superb. **£1,495.**

1967 Jaguar 'E' drophead, B.R.G. chrome wires, radio. Outstanding car. **£1,225.**

1969 TR5, blue, overdrive, wires; nice car. **£995.**

1969 M.G.-B roadster, primrose, folding hood, overdrive, radio; very clean. **£945.**

1967 TR4A coupe, hard- and Surrey top, overdrive, wires, radio; royal blue; fabulous. **£795.**

Two March 713M Formula 3 cars complete, 1972 Vegantune engine, new Firestone slicks, etc. Will split. Chassis suitable for F3, F2 or Atlantic. Please phone for details. H.P. arranged and cars taken in part exchange.

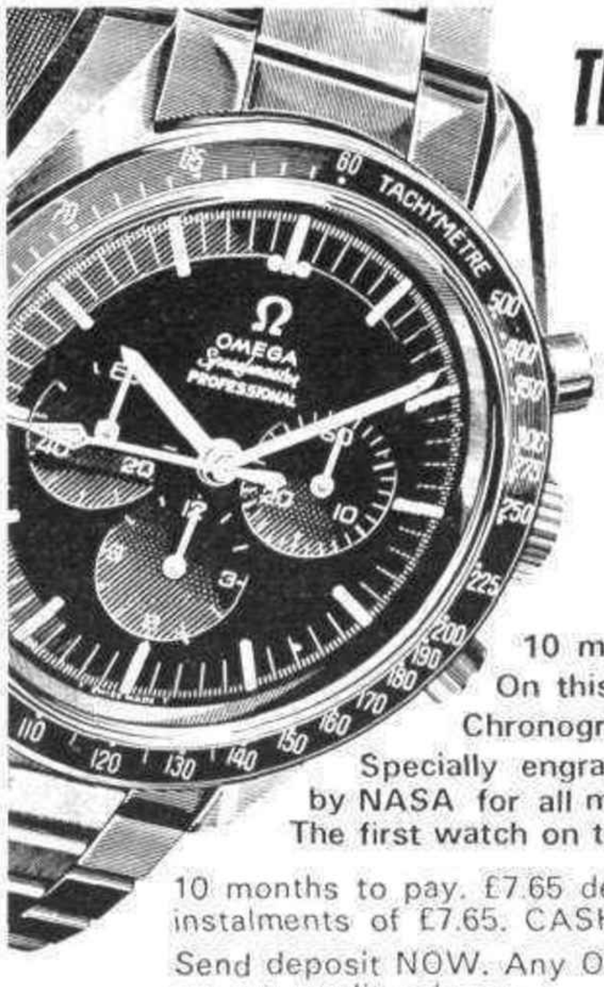
Many more available and similar cars always wanted for cash or swap.

Insurance, HP and exchanges easily arranged.

Tube to Hammersmith, and then 'phone. We'll pick you up, or a No. 9 bus passes our door.

LOTUS SERVICING AGENTS

The SPORTSCAR specialists
56/8 Barnes High Street, S.W.13
Sales: 01-876 9245
Works: 01-876 9131



This Omega worn by all Apollo Astronauts can be yours TODAY

FREE CREDIT

10 months to pay
On this Omega Speedmaster Chronograph
Specially engraved 'Flight qualified by NASA for all manned space missions. The first watch on the moon.'

10 months to pay. £7.65 deposit and 9 equal monthly instalments of £7.65. CASH PRICE £76.50.

Send deposit NOW. Any Omega can be YOURS today on our credit scheme.

PRESTONS, DEANSGATE, BOLTON. Tel 25022 (MS)

I enclose my deposit of £7.65 ☐ Please send me FREE Catalogue ☐

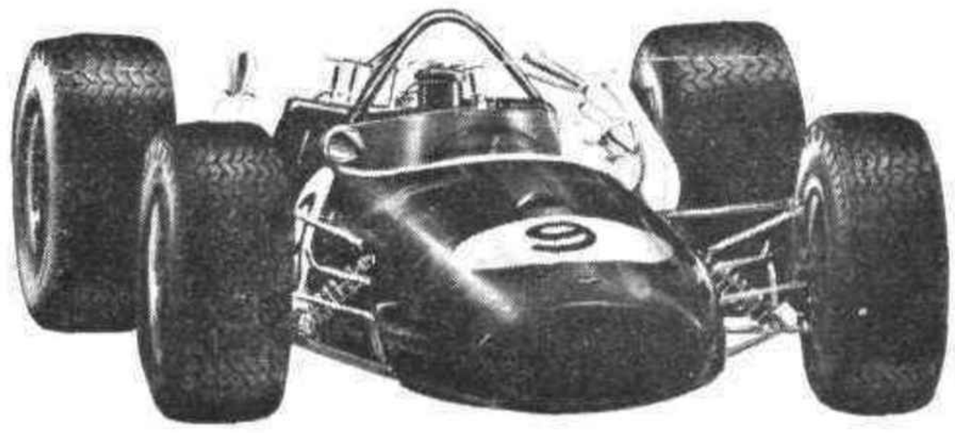
Name

Address

Ω OMEGA

CARS IN PROFILE

No 3 F1 Repco-Brabhams
by Doug Nye



No 1 246 SP-330 P4 Ferraris *by Paul Frere (available)*
No 2 4½-litre Lago-Talbots *by Cyril Posthumus (available)*
No 4 Chaparral 2, 2D and 2F *by Pete Lyons (Next month)*

Price 50p

Available from book shops, some accessory shops and model shops. In case of difficulty write to the Publishers:

Profile Publications Ltd
Coburg House, Sheet Street, Windsor, Berks.



steer, change gear, and control the speed

but

your shock absorbers control the ROADHOLDING of your car

And worn out jittery shock absorbers can do some frightening things to a car. They make the steering light and woolly. Make the car wobble at speed. Are a contributory cause of wheel spin. Give the car a tendency to bounce and judder even on good roads. Make the car feel unstable and unsafe —particularly to passengers . . .

But you never get such troubles with KONI Shock Absorbers. With KONI *full* roadholding control is yours. Every roadwheel is firmly down on the road, gripping it unfailingly and for life. And it's all because KONI are better designed and better engineered. For instance every KONI, after manufacture, is actually tested by an expert engineer to ensure it has the correct damping force to suit the car model it is intended for. KONI also have many unique features including special shaft chroming, silent-action valves, patented seal system, constant viscosity oil. They are also adjustable. KONI are made for almost every car. Available through your garage, or send coupon below to sole concessionaires.



KONI **SHOCK ABSORBERS**

To: J. W. E. BANKS & SONS LTD. (Dept. K15) Crowland, Peterborough PE6 0JP. Tel: Crowland 316
London Depot: Motortune Ltd., 250 Brompton Road, S.W.3. Tel: 01-581 1234.
Please send me prices and technical details of the appropriate KONI shock absorbers for my car.

Make of Car ..... Model ..... Year .....

Name .....

Address .....



'E'-Type 2-seater F.H.C.

White/black. A superb example. Mk. II bonnet; 60 p.s.i. Motorola, h.r.w., steering lock. 52,000 miles only.

£1,025 **01-449 2693**

HINTONS

51-53 Chigwell Road, London, E.18.
01-989 5311

1969 **ROLLS-ROYCE Phantom VI.** Astral blue. Refrigeration. 11,000 miles.

1965 **ROLLS-ROYCE Silver Cloud III.** Garnet over Alpine grey. A magnificent example of this Final Series.

1960 **ROLLS-ROYCE Silver Cloud II.** Metal grey. Quite exceptional condition.

Rolls-Royce and Bentley Cars also purchased

WILSONS

THE FRIENDLY AGENTS

MOTOR CARAVAN CENTRES

Britain's Biggest Dealers. Over 250 Vehicles. Prices from £400. Part exchanges. Send stamp for stock list or 40p for our 'Book of Motor Caravans'.

LONDON Acre La, SW2. Tel. 274 4011
BRADFORD Otley Road. Tel. 630180
CASTLE DONINGTON Station Road, Tel. Derby 810085 **EPSOM** Nonsuch Estate, East St, Tel. 28283



G.T. SEAT COVERS

De-luxe super quality slip-on covers with breathing seat and back panels. Individually tailored for specific cars, these padded covers fit over existing seats. Available for BMC Mini, A35, 1100 (Mk I & II), 1300, A40 (Mk I & II), Wolseley 1500, Morris 1000, Riley 1.5, Anglia 105E, Cortina (Mk I & II), Escort, Corsair, Imp, Viva, Fiat 500 and 600, Reliant, Singer Chamois, Triumph Herald 948, 1200 and 12/50, VW 1200 and 1300, Marina, Maxi, Avenger. Full Refund Guarantee.

£6.50 each + 37½p p. & p

LUXICAR
494 College Road, Birmingham B44 0HW

MG T-Type Spares

IF YOU ARE RESTORING YOUR T-TYPE OR JUST KEEPING IT IN SHAPE, OUR NEW LIST IS A MUST. **Petrol Tank Straps.** chromed, TC and TD **£4.00** pair. TF, **£3.00, over-riders** for TD/F, **£3.00** each and **Bumpers £7.20.** Brown/cream **Radiator** and **Spare Wheel Badges, £1.10. Door Handles, Running-board Strips, Wiper parts, Rubber parts, Trim,** etc., and a nice little present for **Christmas, a small Pocket Knife** to attach to your key ring, 'MG' engraved, **£1.00.**

S.A.E. for list. *P. & P. included.*
OVERSEAS CUSTOMERS WELCOME.

KIMBLE ENGINEERING Ltd
8 Painswick Rd., Hall Green
Birmingham B28 OHH,
England. Tel.: 021-7772011

REAL RILEYS

THE SPECIALISTS REQUIRE :

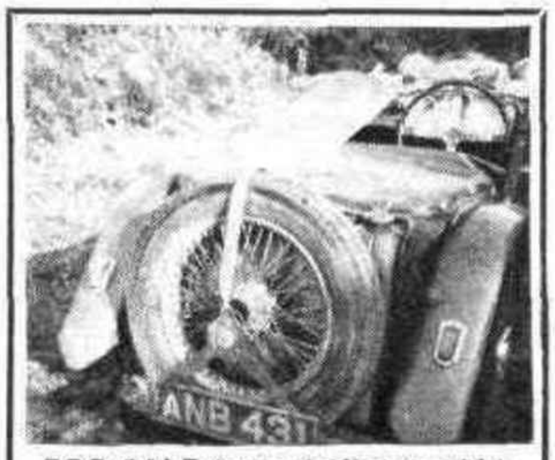
ROADSTERS, ABOUT 1950
COUPES, ABOUT 1950

Good cars preferred, but we will gladly consider a reasonable amount of restoration work.

ALSO WANTED

LOVELY 1½/2½s, 1952/54
25 various Rileys for sale, including several genuine special clearance bargains.

E. T. LUNDEGAARD LTD.
71/3 SOUTHGATE STREET, GLOUCESTER.
Telephones :
Gloucester 26190 and 25271



FOR SALE (cars similar to this)

Several early M.G. sports cars from 1930 to 1949.
Some are in need of attention while others are M.O.T.'ed, taxed and ready to drive away.

Telephone : **Steyning 812962 (Sussex)**

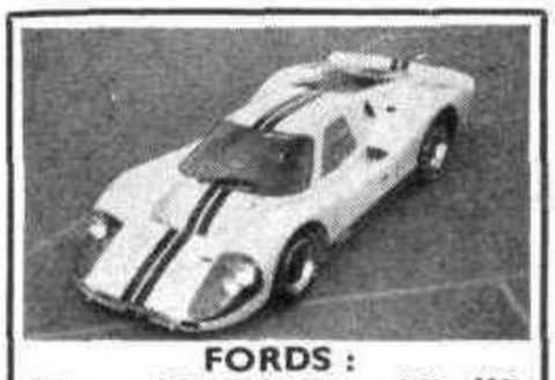
Write : **The Bones**
Mount Place
Mill Lane
N. Chailey
Lewes.

GRIFF GRIFFITHS (WINDSOR)

Has now installed a GIESLER STROBO-DYNAMIC balancing machine to balance all types of crankshaft assemblies in addition to our normal piston and con.-rod balancing service. A telephone call will ensure a "WHILE-YOU-WAIT" service.

MAIN AGENTS for PIPER CAMSHAFTS, ALEYBARS, NGK PLUGS, CIBIE, WOOLER, SERCK. SERVICE AGENTS for MORGAN, LOTUS and TVR BMW and PORSCHE SPECIALISTS.

441 St. Leonards Road, Windsor Tel.: 60291



FORDS :
Three Mk IVs, one Mk IIB

Concours. Le Mans original, every piece overhauled at Holman and Moody. Air conditioning, heat, stereo radio and tape; upholstered.

Harry T. Heinl, 14501 Sabal Dr., Miami Lakes, Fla., 33014. (305) 822-6619, U.S.A.

GASKETS

Cylinder Head, Manifold, and Exhaust Joints. Hand made to your patterns. Prompt C.O.D. Service.

LIPSCOMBE AND HESSEY
Marine Engineers,
Victoria Road, Eton Wick, Windsor.
Telephone: 64413

MORGAN AGENTS

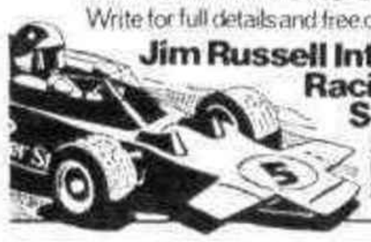
ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds. Phone & 205 314

SALES SERVICE SPARES by Morgan enthusiasts

Used Morgans purchased and supplied.
Demonstration car available.

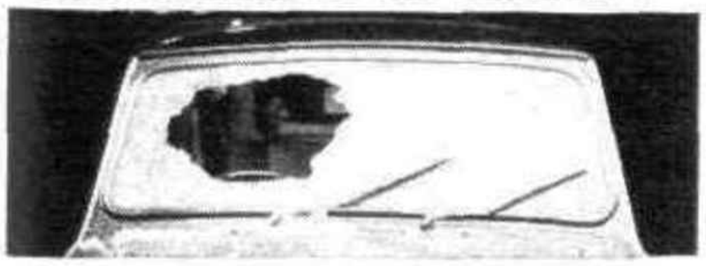
Train and Race with Jim Russell.

Write for full details and free colour brochure to



Jim Russell International Racing Drivers School.
Snetterton Circuit, Norwich NOR 10X, Norfolk, England.

SHATTERING AT SPEED ?



PREVENT this by having a Laminated Safety Glass Windscreen fitted in one day. A must for racing, fitted as standard equipment on most fast cars. *Over 250 models.* **Mini, £7.00 fitted while you wait.** Ring **928 5228**

TRIPLEX STOCKISTS

WALLACE WINDSCREENS
WEBER ST., WATERLOO, S.E.1

EST. 1928
MOST SIZES IN STOCK
VETERAN—VINTAGE
TYRES

E. H. HAMILTON & SON (M.S.), 22-24 VICARAGE STREET, YEOVIL, SOM.
Tel.: 3927. After 6 p.m. 5945

TONY MITCHELL LTD.,

RODMARTON, CIRENCESTER GLOS.
Tel.: RODMARTON 222

BMW

Other Vintage also. SAE Stock List.

THE DANIEL HUSTINGS GROUP

for
Car delivery and collection throughout the U.K. and Continent.

Specialists in world wide car shipment

DAF dealers

Further details from:—
17 PINDOCK MEWS, WARWICK AVE., LONDON, W9. 01-286 1171

---

your car ~we ship

Household effects too. Send for Brochure with Quotation form or phone

IMPEX SHIPPING LTD

Chobham Farm Estate
Leyton Road Stratford
London E15 1DG
Tel: 01-555 1627
Telex: 886403

HEAD FACTS YOU SHOULD KNOW . .

1 We will modify and gas flow any OHV head and valves from 1900 onwards to the very latest specification for as little as £20 (Ford Crossflow) and £24 (per 4 cylinders) for most other heads.
2 We can supply from stock on an exchange basis, most heads for Vauxhall, BMC and Ford. Prices start at £24 (Ford Crossflow) and £30 (per 4 cylinders) for other heads.
3 We can also reprofile your camshaft to suit the head modifications. Prices start from £14 (per 4 cylinders).

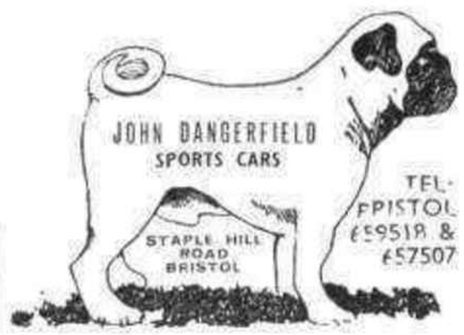
OUR DEVELOPMENT IS BACKED BY COMPETITION

Send large S.A.E. for details today: BILL BLYDENSTEIN, Station Works, Shepreth, Nr. Royston, Hertfordshire. Tel: Royston (Herts) 60051/2

COACH TRIMMING EX-JAMES YOUNG CRAFTSMEN

SPECIALISTS IN ROLLS-ROYCE, BENTLEY & VINTAGE CARS. COMPLETE RE-TRIMS, HOODS, SEATS, REPAIRS, POLISH WORK, BODY REPAIR.

Roy Creech,
3 Wheathill Rd., Anerley, London, S.E.20,
Tel.: 01-778 7296



RELIANT SCIMITAR AND MORGAN DISTRIBUTORS

See and try the fabulous new **GTE Mk. III.** Automatic and Overdrive models now available for demonstration, both fitted with Webasto sunshine roof.

1972 M.G.-B GT. Blaize, overdrive, radio, seat belts, radial tyres; mileage 3,200 ..... **£1,575**

1971 SPITFIRE Mk. IV. Royal blue, Wires. Tonneau. 1 owner. 15,000 miles **£950**

M.G.-Bs. Choice of colour. Immediate delivery.

1971 M.G.-B. White. One owner. Overdrive, radio, tape, tonneau, electric aerial, servo, wires, etc... **£1,350**

NEW GT6, overdrive, red. Immediate delivery.

1970 STAG. Dark blue. Hard/soft tops. Overdrive, Grundig radio. One owner **£2,150**

M.G.-B. White/navy trim. Cinturatos. Tonneau, etc. List price.

1970 MORGAN four-seater, left-hand drive. Yellow. Several extras **£1,250**

1970 M.G.-B. Bronze yellow. Fast back, hard top, soft top, overdrive. One owner **£1,200**

1969 'E'-TYPE f.h.c. Dark green: one owner; chrome wires, radio, h.r. window..... **£1,800**

1969 SCIMITAR GTE, usual extras; one owner. Satin silver. Only 32,000 miles..... **£1,700**

1969 MIDGET. Tonneau, radial tyres, etc. Choice of three..... **£750**

1969 TR6. White. Hard/soft tops. Tonneau, radio, spotlight. Supplied and maintained by us..... **£1,150**

1969 M.G.-B GT. White. Overdrive, wires, sunshine roof, radio..... **£1,150**

1969 Spitfire. White. Overdrive, radio, tonneau. Supplied by us to last owner **£750**

1968 (67 model) M.G.-B. White. One owner. Overdrive, tonneau, wire, spotlights, etc..... **£825**

1966 M.G.-B. B.R.G. Overdrive, radio, wires, tonneau, spotlights, etc.... **£750**

1965 SUNBEAM Tiger, three owners. Hard/soft-tops, radio; 48,400 miles. Blue **£850**

1964 TR4. Red. Surrey tops. New Cinturatos **£600**

1964 SPRITE Mk. 2. B.R.G., tonneau, etc. Supplied and maintained by us **£450**

1960 M.G.-A 1600 f.h.c. Red. New carpets, batteries, tyres and engine. Supplied and serviced by us..... **£525**

1960 TR3A, white, hard/soft-tops, tonneau. Recent new gearbox, clutch and tyres..... **£475**

1953 M.G.-TD. Red original. Registration and handbooks. Full details available **£1,000**

Hard tops in stock for Spitfires, Spridgets and M.G.-Bs.

Hours: 9am-7pm Monday-Friday. Close 6pm on Saturday.

HARD-TOPS IN STOCK FOR SPRIDGETS, M.G.-Bs & SPITFIRES

Please telephone our stores for any spares problems.

TRAILERS AT SENSIBLE PRICES

Example: **Twin-axle car transporter, capacity 30 cwt. — £220 complete.** Also car and boat trailers built to individual requirements.

HENDERSONS (ENGINEERS) Bardon Mill, Hexham, Northumberland. Tel.: Bardon Mill 306

SPECIAL TYRES

4.50 × 19 Dunlop covers	**£8.06**
5.50 × 17 4 Ply covers	**£9.40**
5.50 × 18 6 Ply India covers	**£11.90**
5.50 × 19 Dunlop Fort covers	**£15.58**
6.50 × 17 ,, ,, ,,	**£16.26**
6.50/7.00 × 19 ,, ,, ,,	**£17.89**

Tyres sent anywhere plus carriage

HAMPSTEAD TYRES LTD.
31-33, FORTUNE GREEN ROAD LONDON N.W.6.
Tel.: 01-435 8988/4992

Rickmansworth Sports Cars

201 HIGH STREET, RICKMANSWORTH, HERTS.
Telephone: Rickmansworth 75369/78079

1970 TR6 coupé, hard/soft-top, o/d., radio; one owner **£1,225**
1970 LOTUS Elan S4 s.h.c.; one owner **£1,225**
1968 TR5, o/d., w/w.; one owner **£895**
1970 M.G.-B GT, o/d., w/w. ... **£1,245**
1970 M.G.-Bs, o/d., one owner, from **£1,095**
1970 SPITFIRE Mk. III, o/d. ... **£745**
1967 M.G.-B GTs, choice of two from **£795**
1969 M.G.-B Midget, w/w.; one owner **£625**

ALSO IN STOCK A SELECTION OF M.G.s, SPITFIRES, ETC.

LIDDELL and HORNER

QUALITY MOTOR CARS

Westover Farm, Goodworth Clatford Andover, Hampshire
Telephone: ANDOVER 3643

ROLLS-ROYCE, 1934, 20/25-h.p. Hooper saloon, exceptionally pretty, very original; unusually good condition **£2,250**

ROLLS-ROYCE, 1936, 20/25-h.p. Thrupp & Maberly limousine, original and tidy... ... ... **£975**

BENTLEY Continental S.I, 1958, Mulliner fastback, P.A.S. Well preserved example **£2,750**

BENTLEY Continental "R"-type Mulliner fastback, 1954, manual, low mileage; exceptional, much history **£3,250**

BENTLEY "R"-Type, 1954, automatic. Good car throughout **£825**

BENTLEY Mk. VI, 1948. Sound and usable **£325**

ENGINES

VINTAGE Specialists will rebuild complete — or make parts.
White metalling and machining.
Also many **ALVIS SPARES** in stock.

HATTON and SPEYER
45 Stone Street, Tunbridge Wells, Kent
Tel.: 22651

SPORTS CARS

Wanted Immediately

Especially M.G./Lotus

Top Cash Prices.

M. L. RICHARDSON
Main Avenue, Moor Park
NORTHWOOD 25161

Burlen Services

SPORTSCAR SPECIALISTS
MORGAN SPARES SALES AND SERVICE

1969 +8, mustard.
1969 4/4, probably sold.
1968 4/4, wires, ivory.
1964 +4, green.
1956 4/4, green.
1960 TR3A, wires, white.

GREENCROFT GARAGE, THE GREENCROFT, SALISBURY, WILTS.
TEL.: SALISBURY 5100

TUNING

SPECIALIST ELECTRONIC TUNING
EXPERT SERVICE & REPAIR WORK
ANY MAKE OF CAR

FULTON TUNING
129 PARK ROAD, N.W.8
01-262 4707 or 402 4853



JUNIOR ZIP for the 7-10-year-olds. 4-stroke, automatic clutch and brake. **£84.50**
ZIP PACEMAKER *(illus).* 2-stroke engine, automatic clutch, independent brake. **£145**
Both in Kit form — Easily assembled. Delivery from stock.

ZIP KARTS Rye House **HODDESDEN** Herts. Phone: 63371
or
JOHN GILLETT Monarch Parade London Road **MITCHAM, Surrey.** 01-640 0969
Both closed Mondays.

We have for sale hand-made, 4-seater open tourer Bentleys

Built on Mk. 6 Chassis. As photograph. At £2,500.

Two have been completed and No. 3 is near completion. We can only offer one car every 6 months approx. If interested in buying a completed or non-completed car, we will be pleased to arrange a demonstration run at our works.

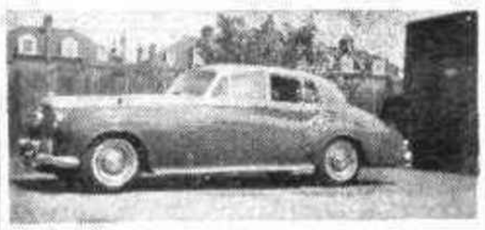
DON CHARLES, LTD., 2, Lye Buildings, 137-141, Old Bedford Rd., Luton, Bedfordshire, U.K. Tel.: Luton 22820



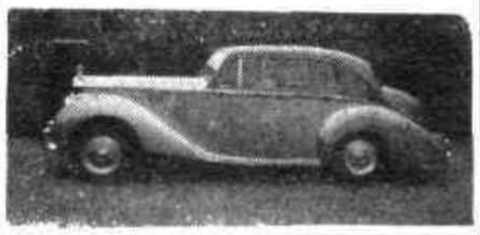
CLARENDON CARRIAGE COMPANY LTD



1954 BENTLEY R-type saloon, duo-silver with light blue hide interior. Auto. gearbox.



1961 BENTLEY S2 saloon. Sand over sable, beige interior. Some bills available.



1954 ROLLS-ROYCE Silver Dawn, velvet green over silver. Auto. In very good condition.



1962 ROLLS-ROYCE Silver Cloud II two-tone green, beige interior. New gearbox and tyres fitted.

1957 ROLLS-ROYCE Silver Wraith touring limousine by Park Ward. Auto. and P.A.S. In good order.

1957 BENTLEY S.I saloons, Auto. and P.A.S. Choice of three.

1953 BENTLEY R-type manual saloon, black with brown hide interior. Choice of four in good condition.

1935 BENTLEY 3½ sports saloon by Park Ward, rebuilt completely.

1935 BENTLEY 3½ drophead coupé by Vanden Plas. Original order.

1964 BENTLEY S.3 saloon, Tudor pearl with blue interior. Two owners only.

1952 ROLLS-ROYCE Silver Wraith seven-seater by Park Ward. Manual.

1959 ROLLS-ROYCE Silver Cloud I, black over shell grey, red interior. Some history available.

MANY OTHER ROLLS-ROYCE & BENTLEY CARS AVAILABLE

WE PAY GOOD PRICES FOR SIMILAR CARS

01-789 0746/3875
18 DYERS LANE, LONDON, S.W.15
(OFF UPPER RICHMOND ROAD)

Swanmore DECEMBER Selection OF HIGH PERFORMANCE CARS

TEL BOURNEMOUTH 43344

JAGUAR

1972 V12 'E'-Type 2+2. 3,200 miles with one owner, radio/stereo deck, Cibie headlights... **£3,645**

1971 V12 'E'-Type 2+2 auto. Pale blue with navy trim, chrome wire wheels, h.r. window ... **£3,195**

1970 'E'-Type roadster Mk. II, extras include radio, luggage rack, SP sports... ... ... **£2,195**

1970 'E'-Type f.h.c. Mk. II. 'J' Reg. Nov., fitted power assisted steering, tinted glass... ... **£2,145**

1969 'E'-Type 2+2 Mk. II. Carmen red, black trim, chrome wire wheels, radio, h.r. window ... **£1,895**

1969 'E'-Type roadster Mk. II. Extras include hard and soft tops, chrome wheels, radio ... **£1,795**

1968 'E'-Type roadster, fitted Ashley full length hardtop, soft top, chrome wire wheels ... **£1,395**

1968 'E'-Type f.h.c. Open headlight model, wire wheels, SP sports, h.r. window **£1,395**

1967 'E'-Type 2+2. White, black trim, extras include tinted glass, radio **£1,245**

1969 XJ6 4.2 auto. Silver grey, black trim, 1 owner, tinted glass, stereo deck **£2,195**

1969 XJ6 2.8 auto. Sable with tan trim, p.a. steering, radio, h.r. window **£1,875**



1970 'E'-Type 2+2 Mk. II auto. *(similar to above).* Nov. 'J' Reg. one owner, chrome wire wheels, rec. seats **£2,245**

TRIUMPH

1971 TRIUMPH Stag. 7,500 miles, saffron with black trim, hard and soft tops, overdrive ... **£2,295**

1971 TRIUMPH TR6 PI roadster. One owner, royal blue, overdrive, wire wheels **£1,495**

1971 TRIUMPH TR6 PI roadster. 'K' Reg., fitted overdrive, SP sport tyres, tonneau ... **£1,445**

1970 TRIUMPH TR6 PI roadster, extras include radio, overdrive, seat belts **£1,295**

1968 TRIUMPH TR5 PI roadster. 'G' Reg., overdrive, wire wheels, royal blue, black trim **£1,025**

1968 TRIUMPH TR5 PI coupé. One owner from new, overdrive, new clutch fitted **£1,025**

1971 TRIUMPH GT6 Mk. III. Valencia blue, tan trim, overdrive, radio, one owner **£1,245**

1971 TRIUMPH GT6 Mk. III. 'K' Reg. 13,000 miles with one owner, fitted h.r.w.... ... **£1,245**

1970 TRIUMPH GT6 Mk. II. One owner, fitted overdrive, radio, rec. seats, Rostyle trims ... **£995**

1967 TRIUMPH GT6. Extras include Wolferace alloy wheels, radio, sunroof, spots **£695**

1972 TRIUMPH Spitfire Mk. IV. One owner, Emerald green, black trim, overdrive, radials **£995**

1970 TRIUMPH Spitfire Mk. III. Reg. July, Signal red, fitted tonneau, seat belts... ... **£795**

1969 TRIUMPH Spitfire Mk. III. Damson with tan trim, wire wheels, radio, hardtop... ... **£645**

MG



1967 M.G.-B GT *(similar to above).* 'F' Reg., fitted overdrive, wire wheels, h.r. window, radio... **£895**

1972 M.G.-B GT Mk. III. One owner, 7,800 miles from new, overdrive, h.r. window **£1,495**

1970 M.G.-B GT. 14,000 miles with one owner, fitted wire wheels, overdrive... ... ... **£1,295**

1970 M.G.-B GT. Bronze yellow, black trim, fitted overdrive, radio, Rostyle wheels **£1,195**

1969 M.G.-B GT. Tartan red, all synchromesh gearbox, overdrive, radio, sunroof... ... ... **£1,065**

1972 M.G.-B roadster Mk. III. Blaze with navy trim, 8,000 miles, overdrive, tonneau... ... **£1,325**

1971 M.G-B roadster. Extras include overdrive, Rostyle wheels, radio **£1,195**

1969 M.G.-B roadster. Tartan red, all synchro. gearbox, folding hood, wire wheels **£995**

1967 M.G.-B roadster. Fitted Bermuda hardtop, overdrive, wire wheels, radio... ... ... **£745**

1969 M.G.-C GT. 28,000 miles from new, overdrive, wire wheels, h.r. window **£1,195**

1969 M.G.-C GT. Mineral blue, fitted wire wheels, overdrive, radio, rec. seats **£995**

1968 M.G.-C roadster. Tartan red, fitted radio, front suspension overhauled... ... ... **£795**

1972 M.G. Midget. Glacier white, 4,000 miles, Rostyle wheels, radio, tonneau **£825**

1966 M.G. Midget. Fitted wire wheels, radials, new clutch just fitted **£495**

1970 ASTON MARTIN DB6 Mk. II auto. 20,614 miles, one owner, p.a. steering, radio... **£3,695**

1969 ASTON MARTIN DB6 auto. Silver birch, power steering, chrome wire wheels... ... **£2,895**

1967 ASTON MARTIN DB6 Volante conv. Navy with tan trim, power hood, tinted glass **£2,995**

1963 ASTON MARTIN DB4. Fitted wire wheels, radials, seat belts, radio **£945**

1972 PORSCHE 911T Lux. Light yellow, black trim Reg. July, S type wheels, tinted glass, stereo deck, 5-speed gearbox... ... ... **£4,195**

1972 RELIANT Scimitar GTE. Mexican red, black trim, overdrive, radio **£2,195**

1971 RELIANT Scimitar GTE auto. 'K' Reg. Fitted radio, Cinturato tyres **£1,995**

1968 RELIANT Scimitar GT 3-litre V6 Silver Streak, overdrive, radio **£995**



1969 RELIANT Scimitar GTE *(similar to above).* Caribbean green, overdrive, h.r. window ... **£1,545**

LOTUS
Main Agents. New Lotus for immediate delivery.

LOTUS +2S 130/5. Carnival red, h.r. window, radio ... ... **List**

LOTUS +2S 130. Lagoon blue, h.r. window, radio ... ... **List**

LOTUS Europa Special. 5-speed, JPS colours, Brand Lotus wheels ... ... **List**

LOTUS Elan Sprint f.h.c. Carnival red, h.r. window (in component form)... ... ... **List**

LOTUS Elan Sprint d.h.c. Colorado over white (in component form) ... ... **List**

1972 LOTUS Europa Twin Cam. Colorado, black trim, tinted glass, radio and tape ... **£1,695**

1970 LOTUS Elan +2S. 16,000 miles, one owner, fitted chrome k.o. wheels, radio **£1,695**

1968 LOTUS Elan +2 Bahama yellow, black trim, fitted power windows, SP sports **£1,295**

1971 LOTUS Europa S2. Fitted Cosmic alloy wheels, radio, seat belts **£1,345**

1970 LOTUS Europa S2. Nov. 'J' Reg. Extras include radio, power windows **£1,295**

1971 LOTUS Elan Sprint d.h.c. 12,000 miles from new. k.o. wheels, tonneau **£1,495**

1970 LOTUS Elan S4 f.h.c. Cirrus white, black trim, SP sport tyres, seat belts... ... ... **£1,295**

1969 LOTUS Elan S4 f.h.c. Special equipment model, 118 b.h.p. engine, radio **£1,145**

1969 LOTUS Super Seven. Flame red, black trim, 1600 GT unit, alloy wheels **£795**



1971 LOTUS +2S 130 *(similar to above).* Lagoon blue, one owner, heated rear window, radio... **£1,995**

OTHERS

1972 GILBERN Invader. 5,000 miles with one owner, overdrive, tinted glass, radio... ... **£1,695**

1971 MARCOS 3-litre Volvo. 15,000 miles, overdrive, alloy wheels, sunroof **£1,545**

1964 CHEVROLET Corvette Stingray conv. Flame red, 4-speed, fitted radio ... **£1,295**

1967 SUNBEAM Alpine GT. 26,000 miles only, one lady owner, sunroof **£725**

1965 SUNBEAM Alpine. B.R.G., new good fitted, wire wheels, Cinturatos **£445**

1971 AUSTIN HEALEY Sprite. Nov. 'K' Reg. One owner, fitted wire wheels, rec. seats ... **£865**

1967 AUSTIN HEALEY Sprite. Island blue, black trim, tonneau, wire wheels **£525**

SERVICES

PART EXCHANGES. Any car, van, motorcycle 3-wheeler, etc., taken in. **HP** accounts settled. **HP** Very attractive terms offered for all cars. **INSURANCE** No problem to us. Free **DELIVERY** to any part of UK. **EXPENSES** Customers' fares refunded. **GUARANTEE** Three months' written guarantee on all cars.

THIS IS ONLY A PART OF OUR TOTAL STOCK – IF YOU DON'T SEE WHAT YOUR'E LOOKING FOR GIVE US A RING.

1174-80 Christchurch Road, Bournemouth.

9AM–7PM (SATURDAYS 9AM – 6PM)

Swanmore

BOOKS

CHATER & SCOTT LTD. "TRANSPORT BOOKMAN" 528/530 Chiswick High Road, London W4 5RG

TEL 01 994 5003

NEW OR IMMINENT

The Fabulous Porsche 917 (From Le Mans to Can-Am. 182 illusts.) £2.55
The World Champions: Farina to Fittipaldi (Pritchard) £3.20
Peking to Paris (Barzini—*reprint*) £5.00
Commercial Vehicles of the World (illust'd history) £3.00
Motor Racing Year 1973 £1.80
Jo Siffert (Deschenaux) £2.75
Model Cars: The Golden Age of Motoring £1.25
Safari Fever (Brittan) £2.80
Ford Cortina Tuning for Power & Performance £1.75
Car Service Data (new edition of 'Motor Engineer's Pocket Book') £1.75

NOTE: Books listed as "new or imminent" are either published already or will be out shortly. All orders for forthcoming books acknowledged by return and books sent when available.

SALE OFFERS

(Hurry! Limited stocks only of some of these items!)

Classic Car Profiles Vol. 1 (Nos. 1-24) £1.00
Grand Prix Car 1954/1966 £3.50
My Life & My Cars (Bentley) £1.05
Triumph Companion 38p
16 On The Grid 40p
German High-Performance Cars £1.25
Rolls On The Rocks 60p
Grand Prix 1962 £1.25
" " 1966 £1.25
" " 1968 £1.25
Rallying With BP 30p

* * *

STILL SELLING

Car Profiles (NEW series) 50p each
Hersey: World's Largest Antique Auto Show (175 photos) £1.25
History of Motor Racing (Lurani) £3.95
Austin 7 (Motor Sport reprints) 75p
Story of the M.G. Sports Car (McComb) £3.25
Sourcebook of Commercial Vehicles (Olyslager) 95p
Sourcebook of Military Wheeled Vehicles) (Olyslager) 95p
My Motoring Reminiscences (Edge) £3.50
Daimler Tradition £6.00
Tricks of the Rally Game £2.65
SU Carburetters 95p
5,000 Cherished Plates £2.80
Duesenberg: The Mightiest American Motor Car £3.40
Group 7 (Ludwigsen) £2.50
Stories of Road & Track £2.95
Riley Maintenance Manual 1930-1956 (Haddleton) £3.85
Such Sweet Thunder £2.50
Bruce McLaren (The Man & His Racing Team) £2.00
The Chequered Year £2.85
The Racing Driver (Jenkinson) £2.20
Racing Cars 1898-1921 £1.25
The Mercedes-Benz Racing Cars (Ludwigsen) £10.60
Car Facts & Feats £2.00
Post-war British Thoroughbreds (Their Purchase & Restoration) £3.50
Automobile Design (The Great Designers & Their Work) £4.20
Story of Lotus 1961-71 £4.00
Georges Roesch & The Invincible Talbot £5.25
Rolls-Royce & The Great Victory £3.00

NEW BROOKLANDS REPRINTS:

Jaguar Cars 1951-1953 85p
M.G. Cars: The Early Years 85p
Bentley Cars 1940-1945 £1.25
Rolls-Royce Cars 1940-1950 £1.25
Riley Cars 1945-1950 85p
Automobiles of Great Britain 1921 £1.25

Grand Prix Bugatti (Conway) £3.50
Ballantine Illus. History Series 50p each
Automobile Fault Diagnosis 95p
Automobile Radio Interference Suppression 95p
Zenith Carburetters 95p
Steam Cars 1770-1970 £3.15
Twenty Silver Ghosts £20.00
Jaguar & SS Cars 1931-1951 £2.25 (*paper*); £3.50 (*bound*)
The Rover (Oliver) £3.50
The Magic of a Name (*new edition*) £3.60
Riley Cars 1932-1935 85p
Riley Cars 1936-1939 85p
Rust & Rot (and what to do about them) 65p
Rolls-Royce & Bentley Cars 1925-1965 £1.50
The Light Car: A Technical History £1.25
Landscape With Machines (Rolt) £3.25
Ferrari (Tanner) £3.25
All Hell & Autocross . . . More Hell & Rallycross £1.90
Sports Car Championship (Pritchard) £3.20
Light Motor Cars & Voiturettes (1902, *reprint*) £1.50
The London RT Bus 75p
London Independent Bus Operators 1922-1933 75p
Motorcade: A Dict. of Motoring History £1.75
Development of the English Steam Wagon £3.15
The Automotive Nightmare £3.50
Motoring & The Mighty £1.95
Motoring Through *Punch* 1900-1970 £2.10
Autobiography: My 40 Years of Motoring (Knowles) £2.25
London United Tramways 1894-1933 £4.50
Modern Steam Road Wagons (*reprint*) £2.90
Saga of the Steam Plough (*reprint*) £3.25
Military Transport of World War One £1.25; World War Two £1.25
Land Speed Record (Posthumus) £4.00
The Great Road Races 1894-1914 £2.00
Caltex Book of Vet. & Vintage Cars £2.50
Car Conversions for Power & Speed £3.15
A Century of Traction Engines £1.25
Automobile Quarterly back issues (Price increase) £2.95 each. 10% discount on 3 or more
The Three-Wheeler (Watts) £1.50
Vintage Years of the Morgan Three-Wheeler (Boddy) 50p
Grand Prix Chronology £1.60
Cars of the World (Scheel) £1.75
Sports Cars 1928-1939; 1907-1927 £1.25 each
The Volkswagen Story £2.40
Competition Cars of Europe £1.75
Barry Lee Book of Hot Rod Racing £1.00
The Custom Body Era £10.00
The London Country Bus 90p

PERSONAL CALLERS WELCOME — OPEN 6 DAYS A WEEK.

Post & Packing. Please add 10% of book value. Maximum charge 50p. Maximum charge on one book 25p. Cheques & P.O.s payable to Chater & Scott Ltd. . . . or SAVE on postage by visiting our enlarged retail showroom in Chiswick High Road (1min. from Chequered Flag) where HUNDREDS MORE BOOKS are on sale, new and secondhand.

Books may also be purchased at our CIRCUIT BOOKSHOPS: BRANDS HATCH, SILVERSTONE, MALLORY PARK, OULTON PARK and at any other outside event to which we are invited. LOOK FOR 'THE BOOKMAN'.

Handbooks/Manuals. Please state your requirements and we will quote available books.

We also buy books. Single copies or libraries, we shall be pleased to hear from you.

This ad. is correct at time of going to press, but is subject to alteration.

RED TRIANGLE AUTOSERVICES LTD

KENILWORTH WARWICKSHIRE

Tel: KENILWORTH 57303

ALVIS

OFFICIAL SUPPLIERS OF ALL SPARE PARTS.

SERVICING FACILITIES BY FACTORY TRAINED STAFF.

SELECTED ALVIS CARS AVAILABLE
KONI SHOCK ABSORBER AGENTS

Big Value



JACKIE STEWART DRIVING CAP
Personally designed sports cap. Finest black velvet corduroy. Ex. L, L, M & S. **£2.65** p.p. 20p.



JACKIE STEWART DRIVING GLOVES
Finest leather. Stretch back. Air vents. Touch/close fastening. S, M or L. **£2.95** p.p. 5p.

★MASERATI AIR HORNS



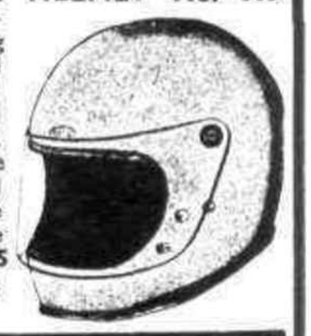
Top value. Superb Air Horns. The whole works. Realistic prices. Twin High Note Sprint Horns or normal High/Low. **£3.75,** p&p 30p. **3 Note Triple Trumpet,** alternating, **£6.75,** p&p 30p. **5 Note Musical:** Col. Bogey, Cucaracha, Lili Marlene, Marseillaise, Never on Sunday, John Brown, Jingle Bells, **£11.75,** p&p 37p. **Bull Horns,** 12v. only, **£9.50,** p&p 37p. **Wolf Whistle,** induction operated, **£3.00,** p&p 20p. *State voltage (6 or 12 volt) when ordering. (Note 5-note in 12 volt only.)*

SPECIAL PURCHASE!



8 TRACK STEREO CAR CARTRIDGE PLAYER
No. 323 This luxury player has a smart chromed facia. Plays automatically through all channels in sequence or as selected plus repeat switch for when you want to hear your favourite channel over again. Latest sliding tone control, paired volume control. 2 x 4 watts. Easy to install. 12-month G'tee. *Rec. Retail price £31.00.* **Complete with 2 matched stereo speakers. OUR PRICE £24.95** p.p. & ins. 50p.

★ BELL STAR HELMET No. 505



Latest pattern full-enclosure racing helmet imported from U.S.A. Snell Foundation and B.S.I. approved. The helmet for the true professional giving fog-free visibility with ease of breathing. **£30.95** p.p. & ins. 30p. **for £9.00 Dep.**

★ TACHOMETER



No. R40. Illuminated dial 0 to 8000 RPM. Transistorised Circuitry stabilised against voltage fluctuations. Die cast case with competition type hooded bezel. 2-way selector switch for 4 or 6-cylinder engines, suitable for 12-volt systems positive or negative. **£9.45** plus 50p p.p. & ins. Manufacturer's recommended price £12.50.

★ RALLY COAT C.P.O. Special Money Saving Offer



Obtainable only from D. Lewis. Showerproof, good quality nylon. Fully g'teed. In Navy, Blue or Black with racing stripes. Luxurious vertical quilting. Heavy duty front zip. Av. length 30in. approx. Gent's size 36-46 in. **£3.95,** p&p 30p. Unbeatable at this price.

All goods are sent insured with full MONEY BACK GUARANTEE if returned unused within 7 days. Callers welcome.

D. LEWIS LTD SPEED-SPORTS CENTRE Dept. MS12
144 GREAT PORTLAND STREET, LONDON W1A 2DL. Tel: 01-636 9975

Get your KENLOWE FAN expertly fitted by B.C&H MOTORS LTD

20 QUEENSGATE PLACE MEWS
LONDON S.W.7 Tel: 01-589 6800



Kenlowe—the fan that gives you extra power and mpg and quieter running. Fitted by B.C & H Motors in under 2 hours. No appointment necessary—just drive to the above address. Reception room for waiting customers. Prices from £17. Fitting charge extra (according to make of car).

RADIATORS

SPECIALISTS SINCE 1911
RAYMOND RADIATORS
REPAIR, REBUILD, REPLATE, POLISH
& GENERALLY RESTORE
VETERAN — VINTAGE
60, Chalk Farm Rd., London, N.W.1.
5, Ware Rd., Hertford, Herts.
01-485 6195 Hertford 4012

Triumph Personal Export Sales Enquiries Speedily and Efficiently Handled by RYTON MOTORS LTD.,
Officially Appointed Triumph Retail Dealers
London Rd. (A45), Ryton-on-Dunsmore, Coventry CV8 3EN
Telephone: Coventry 301852

M.G. HOODS BY POST
IN BLACK DOUBLE DUCK
All "T" Model Hoods, Tonneaux, Screens to bolt to your frames.
M.G.-A Hoods and Tonneaux in Vynide.
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

CAR TRANSPORTING SERVICE
including vintage, etc.
Full insurance cover.
J. W. WARREN,
HANFORD, STOKE-ON-TRENT
Tel.: Stoke-on-Trent (0782) 59303
or
Stone (078583) 4467

DYNAMIC BALANCING

A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.
We have the latest Schenck electrodynamic crankshaft balancing equipment, backed up by Avery static balancing machines for con-rods and pistons.
Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone
0793-81 331 (Wroughton, Wilts)
BASSET DOWN LTD.
SWINDON SN4 9QP

SHIPPING CARS
IS OUR SPECIALITY
WE ALSO HANDLE
PERSONAL & HOUSEHOLD
EFFECTS
FOR ROLLS-ROYCE SERVICE AT MINI PRICES
CONTACT
ROBERT FISHER
(Packing & Shipping) LTD.
32 LEXINGTON STREET
LONDON W1R 4DD
Telephone 01-734 6901 Telex 24660
Cables Fishertran/London

A. E. WITHAM
The MG Specialist
SPARES — REPAIRS
CAR SALES
218-224 HERSHAM ROAD,
WALTON-ON-THAMES,
SURREY
Tel. Walton 24846 & 26615

YOUR 'MG' SPARES

'M' type to 'M.G.-A'

Valves.	Half Shafts.
Gaskets.	Silencers.
Bearing Shells	Valve Springs.
King Pin Sets.	Oil Filter Elements.
Tail Pipes.	Crown Pin Sets.
Guides.	Front Pipes.
Timing Chains.	Road Springs.
Wheel Bearings.	

Many other Spares Always in Stock.
Hard Surfaced Rockers.
S.U. Exchange Service and Spares.
C.O.D. Service.
THOMSON'S
106, Kingston Road, Wimbledon, London, S.W.19
Tel.: 01-542 8493

JENSENS
INTERCEPTORS AND CV8'S
BUYERS AND SELLERS
PHONE
MARKET HARBOROUGH
2974

SUN ROOFS
Golde folding continental and steel sliding roofs to fit all makes.
Sole concessionaires
ALLARD MOTOR CO. LTD.,
51, Upper Richmond Rd., Putney, London, SW15 2RD
Tel: 01-874 6918

CYCLE WINGS
(Domed & Beaded)
4", 5", 6" & 7" wide, Alloy only:
Fronts, **£2.75** pair. Rears, **£3.25** pair.
Carriage: Pairs, 22½p; Sets, 32½p.
Signed delivery: 25p extra optional.
W. G. FERGUSON
BATH RD. GARAGE, NAILSWORTH, GLOUCESTERSHIRE

COMPLETE VINTAGE AND P.V.T. RESTORATION SERVICE
MECHANICAL AND COACHWORK
COMPLETE ENGINE OVERHAULS
BODIES REPAIRED AND REMADE
Bullnose Morris Specialists
Most parts available including bodies
Pattern Making & Foundry Facilities
GOLDHILL GARAGE
West Avenue, Wigston, Leicester. Tel.: 881234/5/5

VINTAGE—VETERAN

HS 34

CAST ALUMINIUM NUMBER PLATES

Made from 1914 Patterns.
Up to six digits.
£5.50 the pair.
CICOL
49, Netherlee Road, Glasgow, G44 3YU.
Day Tel.: 041-637-6135 Evenings



Genuine and Original
MOHAIR HOODING
Beige or Black.
As used by Daimler-Benz and leading European coachbuilders for 50 years.
Unsurpassed in quality.
£9.50 per metre
Samples on request
Suppliers:
Crayford Auto Development Ltd,
High Street, Westerham, Kent.
Tel.: Westerham 3087

Who says shipping your car or personal effects is simple?

General American Shippers

That's who.

Write for free quotation to:
Gascar House, Northey St., London E.14 8BT
11 The Albany, Old Hall St., Liverpool 13 9EG
33, Carlton Crescent, Southampton

REPLICA BODIES
Replica bodies built to customers' requirements.
ROLLS-ROYCE, BENTLEY,
BUGATTI, ETC.
Complete restorations undertaken. All panel work, wings, etc. Ash frames repainting, coach finish, and upholstery work.
A. K. BOWLEY
ASHTON KEYNES
SWINDON, WILTS.
Tel.: Ashton Keynes 288

ROLLS-ROYCE • BENTLEY
WILLIAM M. TAYLOR
M.R.C.V.S.
THE MAN WITH THE Mk. VI MANIA...

Enquiries invited from cherishers of precious machinery for
METICULOUS MECHANICAL RESTORATION
ROUTINE SERVICING
TUNING
ADVICE AND MORAL ENCOURAGEMENT, ETC.

Mk. VI Spares in Stock
Mk. VI (and other models) purchased

18 JEPHTHA ROAD,
(Top of Southfields Road)
WANDSWORTH,
LONDON, S.W.18
01-870 1590
OPEN SATURDAYS

CRICKLEWOOD AUTOMOBILE CO.
63 SHOOT UP HILL NW2
TEL 01-452-4803/4809

SAAB LONDONS SWEDISH CAR CENTRE SAAB



GO SWIFT-GO SAFE-GO
SAAB

OVERSEAS SHIPPING?

Try us — we know a lot about it, we also know about cars...
A fully integrated, expert service on cars and spares, including:

1) Worldwide shipping, plus quotes, legal info., etc.
2) Tracing and buying specialist cars in U.K.
3) **Spares:** We buy them at source for British and European cars. Airfreight them out C.O.D.

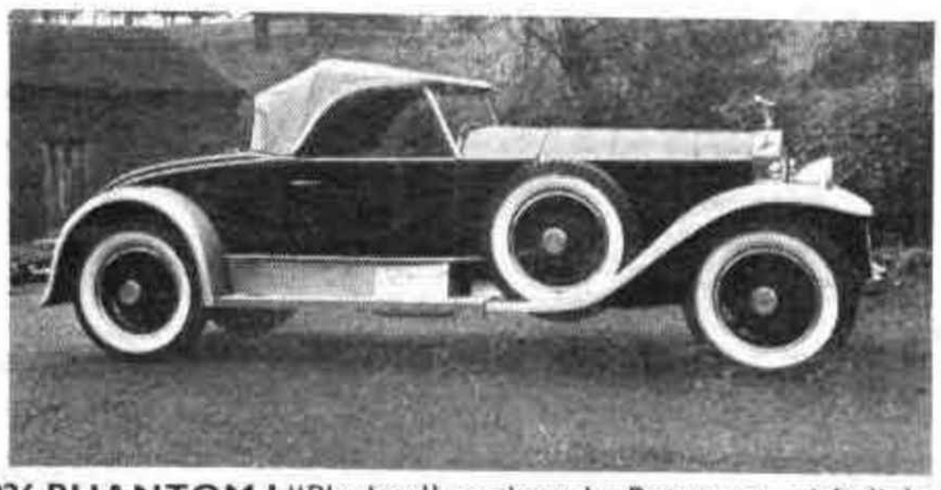
Try Us — Or Write/Cable for Details:
BOYES CONNING FREIGHT FORWARDING LTD.
2 Carlton Crescent, Southampton. Tel: (0703) 23252
London Area:
c/o ALAN P. NORMAN SHIPPING LTD.
Portland House, 72/73 Basinghall Street, London EC2. Tel: (01) 600-9974

SHIPPING YOUR CAR?
Our advice and experience at your service:
WORLD WIDE SHIPPING
SPECIALISING ROLLS & BENTLEY
COLLECTION & DELIVERY
TRAILERS, TRANSPORTERS, DRIVERS
ALL GARAGE SERVICES
STORAGE, OPEN & COVERED
FULLEST INSURANCE COVER
PAINT & BODYWORK

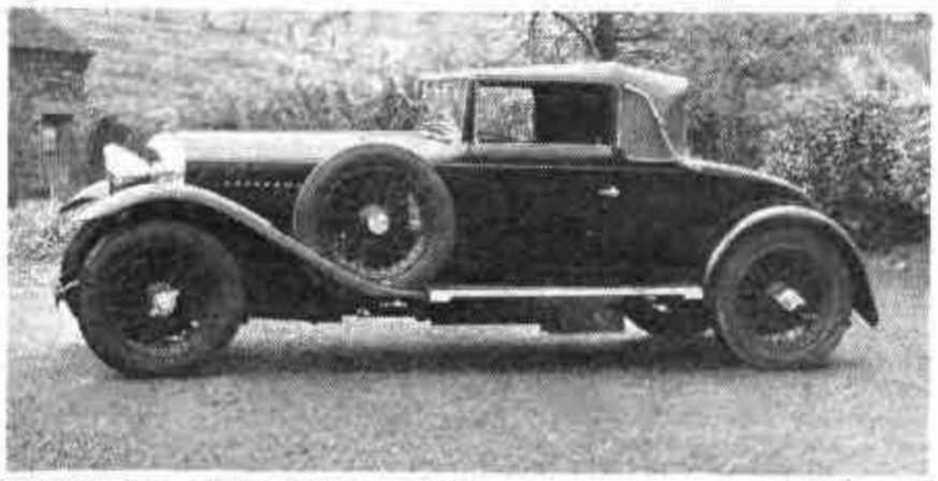
SWANSCOMBE AUTO-EXPORTS
94 QUEENSWAY, BAYSWATER,
LONDON, W.2.
Tel. 01-229 1428 or 01-229 4302

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1926 PHANTOM I "Playboy" roadster by Brewster, with dickey. One of the rarest cars in the world, fastidiously restored by collector to American *concours* standards. Finished in maroon and silver and newly upholstered in buttoned deep red hide. Complete down to the twin sidemounts and tall "Flying Lady". One of the most visually spectacular cars which we have ever handled, it cannot fail to appreciate in the next few years. **£14,000.**



1929 W. O. BENTLEY 4½-litre, two-seater coupé by The Carlton Carriage Company, with dickey. This is a most outstandingly original and unmodified car which seems to have escaped the 'thirties and 'forties when these cars were mercilessly altered and "brought up to date". Generally in excellent condition throughout and runs beautifully. **£5,250.**

We also have a large and varied selection of less expensive Rolls-Royce and Bentleys in stock.

SEND FOR FREE STOCK LIST

WE ARE OPEN AT WEEKENDS BY APPOINTMENT
(i.e., after 1.00 p.m. on Saturdays)

SHOWROOM & OFFICE :
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone : 053-82 4300
053-82 4020

WORKSHOPS :
West Street,
Leek, Staffs.
Telephone : Leek 4020

If closed apply to:
telephone: 0538 360 300

Cables: 'Buntycars, Leek, Staffs.'

LONDON SPORTS CAR CENTRE

England's largest Lotus and M.G. specialists

LOTUS

1972 Elan Sprint, fixed-head. Red over white. 10,000 miles £1,765
1972 Elan Sprint, fixed-head. Mono white. 12,000 miles £1,695
1971 Elan Sprint, fixed-head. Yellow over white. 12,000 miles £1,595
1971 Elan Sprint, fixed-head. Red over white. 18,000 miles £1,545
1971 Elan Sprint, drophead. Red over white. 18,000 miles £1,545
1970 Elan Sprint, fixed-head, S/E. Brown. 22,000 miles. (An outstanding car) £1,245
1970 Elan Sprint, fixed-head, S/E. Yellow. 30,000 miles £1,145
1972 Europa Twin Cam. Colorado. 7,500 miles £1,695
1972 Europa Twin Cam. Lime green. 3,000 miles £1,845
1971 Europa S2. Red. 12,000 miles £1,375
1971 Europa S2. White. 8,500 miles £1,375

USED AMERICAN CARS

1972 Pontiac Firebird Formula 400. Yellow with black vinyl roof and interior trim. Very full specification, including air conditioning. Recorded mileage 8,000 ..... £3,145
1972 Ford Mustang Mach 1. Medium blue metallic with black trim. 2,000 miles only. A very full specification includes 351 (V8) engine, Hurst four-speed gearbox, power steering, sports trim, tinted glass, Ram-Air, etc. £2,895
1971 Ford Mustang Mach 1. Silver with black trim. 302 (V8) engine. Automatic transmission, power steering, etc. Recorded mileage 20,000 ..... £1,795
1970 Ford Mustang Mach 1. Blue metallic with black trim. 351 V8 engine. Automatic power steering, etc. Recorded mileage 20,000 ..... £1,795
1969 Buick Riviera GS. Metallic blue with black vinyl roof and blue trim. 450 V8 engine, automatics transmission, full power specification, air conditioning, electric sun-roof and many other features £2,095
1969 Mercury Cougar ('L' Registration) XR7 Convertible. White with white leather interior. 428 V8 engine, automatic, power steering, usual tinted glass windows, stereo £1,595

AMERICAN CARS (NEW & REGISTERED)

1972 Mustang Mach 1. White with black trim. 351 4V engine, automatic and power steering, tinted electric windows. Magnum 500 wheels, many other extras £3,395
Ford Mustang Sprint Fastback. White with sprint package which includes: red, white and blue Tutone exterior, automatic transmission, 351 4V, disc brakes, magnum wheels, etc., etc £3,295
1972 Mustang Mach 1. White with black. 302 V8 engine, automatic and power steering £2,895
1972 Mustang Mach 1. Pewter with red. 302 V8 engine power steering, power discs, manual transmission, whitewall tyres £2,545
1972 Mustang 2-door convertible. White with black. 351 V8 engine, automatic, power steering, power windows and tinted glass £3,345
1972 Mustang 2-door convertible. Choice of: bright red, medium bright yellow and grabber blue. 302 V8, automatic power steering, power discs, etc. £2,995
Ford Thunderbird 2-door hardtop. Metallic blue dark blue leather upholstery. 429 4V V8 engine. Very full specification too comprehensive to list individually £4,745
1972 Pontiac Grand Ville Convertible. Antique pewter with off white trim. 455 V8 engine, very full specification, includes automatic power, stereo, radio, tinted glass, cruise-o-matic, etc., etc. £3,750
1972 Pontiac Gran Prix 2-door hardtop. Rivere silver, black vinyl trim. 455 V8, air conditioning, steering automatic power, stereo radio, plus many other features £3,975
1972 Ford LTD 2-door hardtop. Light metallic grey with black vinyl roof trim. 400 V8 engine, automatic, power steering, air conditioning, radio, etc. £3,650

MISCELLANEOUS USED CARS

Jaguar 'E'-Type V12 roadster ..... List price
1972 Jaguar 'E'-Type V12 roadster. Sable with tan trim. 9,000 miles £3,345
1971 BMW 2500 saloon. Blue with black trim. Manual transmission. Power steering. 24,000 miles.. £2,395
1968 Fiat Dino Coupe. Specially sprayed in metallic turquoise. Full 4-seat, Bertone bodywork with Ferrari 2-litre Dino engine and 5-speed gearbox £2,095
1971 (Dec.) Alfa Romeo 1750 GTV. White with black trim. 6,000 miles £1,995
1971 Ford Capri 3000E. Maize with black trim and vinyl roof. 25,000 miles £1,195
1969 Ford Capri 1600. Abbot convertible. One owner. 35,000 miles £845
1972 M.G.-B GT. White with black trim. Overdrive, radio, etc. 5,000 miles £1,445
1971 M.G.-B roadster. Bronze yellow with overdrive, etc. 20,000 miles £1,195
1969 M.G.-C GT automatic. Mineral blue with black trim. 34,000 miles (An outstanding example) .. £1,145
1971 ('K') M.G. Midget. Teal blue. 12,000 miles £845

NEW CARS

LOTUS

We have in stock a fully representative selection of all Lotus models including +2S 130, Sprint, Sprint d.h.c., Europa and Europa Twin Cams.

M.G.

New M.G.-B's include M.G.-B roadsters, M.G.-B GT and M.G. Midgets.

MORRIS

Large selection from the current range always in stock.

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5.)
TELEPHONE 952 6171 (SERVICE 952 5578; STORES 952 0108). TELEX 261215.
OPEN 9.30 A.M. TO 7.30 P.M.

TELEPHONE
01-730 0083
01-730 0611

FRANK DALE AND STEPSONS

(Member of the Frank Dale Group of Companies)

Cables and Telegrams:
EFFDALE, LONDON, S.W.1



1954 ROLLS-ROYCE touring limousine by Freestone and Webb. Power operation to all windows and divider, two folding opera seats. Midnight blue with Melton cloth interior. Automatic transmission.



1934 ROLLS-ROYCE 20/25 S.D.V. by Barker. Owned by one family from delivery. Dark grey with original japanned hide top. A lovely little car.



1948 ROLLS-ROYCE Silver Wraith foursome d.h.c., as illustrated but with body by Hooper—very rare. Extremely sound but in need of a repaint, interior shabby.



1939 MR Series BENTLEY 'Overdrive' saloon by Park Ward. Black over British Racing Green with beige hide. A very good example.



1928 ROLLS-ROYCE Phantom I boat-tailed touring car. Rebuilt and supplied by us five years ago, since when it has done very little mileage. Blue, in *concours* condition.



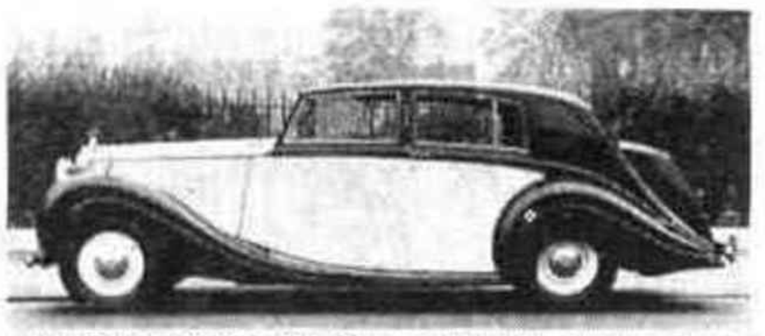
1963 BENTLEY Continental SIII by Mulliner-Park Ward. Sage with unmarked Nile green interior; 8-track stereo/FM radio. First class car.



1948 ROLLS-ROYCE Silver Wraith limousine by H. J. Mulliner. Black, with original and much above average interior.



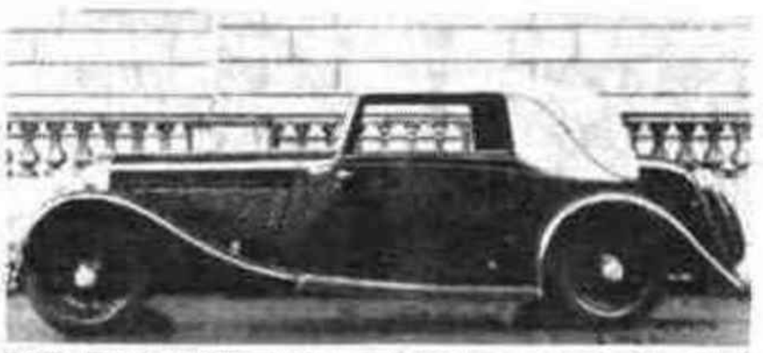
1954 (Dec.) ROLLS-ROYCE Silver Dawn automatic, in shell grey over dawn blue, with grey interior. Newly refinished to a high standard.



1948 ROLLS-ROYCE Silver Wraith touring saloon by Freestone and Webb. Black over china white; electric divider and hide interior throughout.



PARK WARD POWER CONVERTIBLE, 1953. Newly refinished to *concours* standards in Mexico brown and converted to Silver Dawn appearance by the substitution of external plated parts, radiator shell, etc. Unique.



1936 BENTLEY 4¼-litre foursome coupé by Park Ward. Beautifully finished in cherry red—lately the property of a B.D.C. member.



ROLLS-ROYCE Silver Cloud III all steel saloons. Choice of three cars, 1963-4-5, also two 1965 models with long wheelbase and powered dividers.

1932 ROLLS-ROYCE 20/25 7-seater division limousine by Maythorne. Resplendent in black over navy blue livery; one owner from new, original interior, in excellent all-round condition.

1934 ROLLS-ROYCE 20/25 7-seater division limousine by Barker. Black with perfect dark tan hide throughout; one owner from 1947.

1939 ROLLS-ROYCE Wraith 7-seater division limousine by Park Ward. Completely restored regardless of cost, finished in garnet with matching hide to front and fawn Melton cloth to owner's compartment. Side-mounted spare, swept tail, 6-light all-steel model. Superb.

1953 ROLLS-ROYCE Silver Wraith sports saloon by Park Ward. Black over burgundy with grey hide interior. Similar to that illustrated last month.



1952 4½-litre BENTLEY Mk. VI with special Radford 'Countryman' coachwork. Refinished to show condition in metallic midnight blue with light grey hide interior. Many special features.

1934 BENTLEY 3½ litre alloy 4-door sports saloon by Park Ward. Carefully kept by fastidious owners for many years. Black with fairly new cream hide interior. Really first class mechanically. Our **1937 4¼-litre** all-steel car is as above in all respects—refinished in black over locomotive green.

1948 BENTLEY Mk. VI convertible by Park Ward. All steel with power-operated top and single side-mounted spare. Dawn blue over shell grey with new powder blue hide interior.

BENTLEY Mk. VI standard saloons: three very well-kept, entirely rot-free examples with good histories.

BENTLEY R-type saloons: One excellent standard car with automatic gears. One *Concours d'Elegance* example with semi-razor-edge coachwork by Freestone and Webb, manual gears.

We have the pleasure to draw your attention to our publication, early in January, of another Frank Dale brochure which is exclusively devoted to Rolls-Royce and Bentley cars and provides further information as to current prices and availability of the different models. This costs £1.00 per copy, inclusive of postage to any part of the world, and for those who may be interested, a few remaining copies of our 1971 publication are available at the same price. Payment should be made in Sterling, please.

Mr. Frank Dale, John and Ivor Gordon and their staff wish readers of "Motor Sport" and all of their clients a very happy Christmas and a prosperous New Year.

We urgently require all models of Rolls-Royce and Bentleys from 1910 to 1965

13-15 HOLBEIN PLACE, SLOANE SQUARE, LONDON, S.W.1

E.&O.E.

Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Teesdale Publishing Co. Ltd., Standard House, Bonhill Street, London, EC2A 4DA.



rip.Grip.Grip.Gr

Stubborn grip. Michelin grip.
Totally trustworthy grip, engineered into Michelin ZX radials from Michelin's huge fund of technical expertise.
Relentless grip, persisting throughout Michelin ZX radials' famous long life, because of equally famous Michelin quality control.
Insist on it.
Insist on Michelin ZX radials.



MICHELIN ZX RADIALS