March 1976 Vol. LII No. 3 30p

MOTOR SPORT

Founded in the year nineteen twenty-four



The secret of Roger Clark's winning ways. A single overhead can.

Does Roger Clark use unfair assistance?

What is this strange device?

Does it even come under the rules of the RAC?

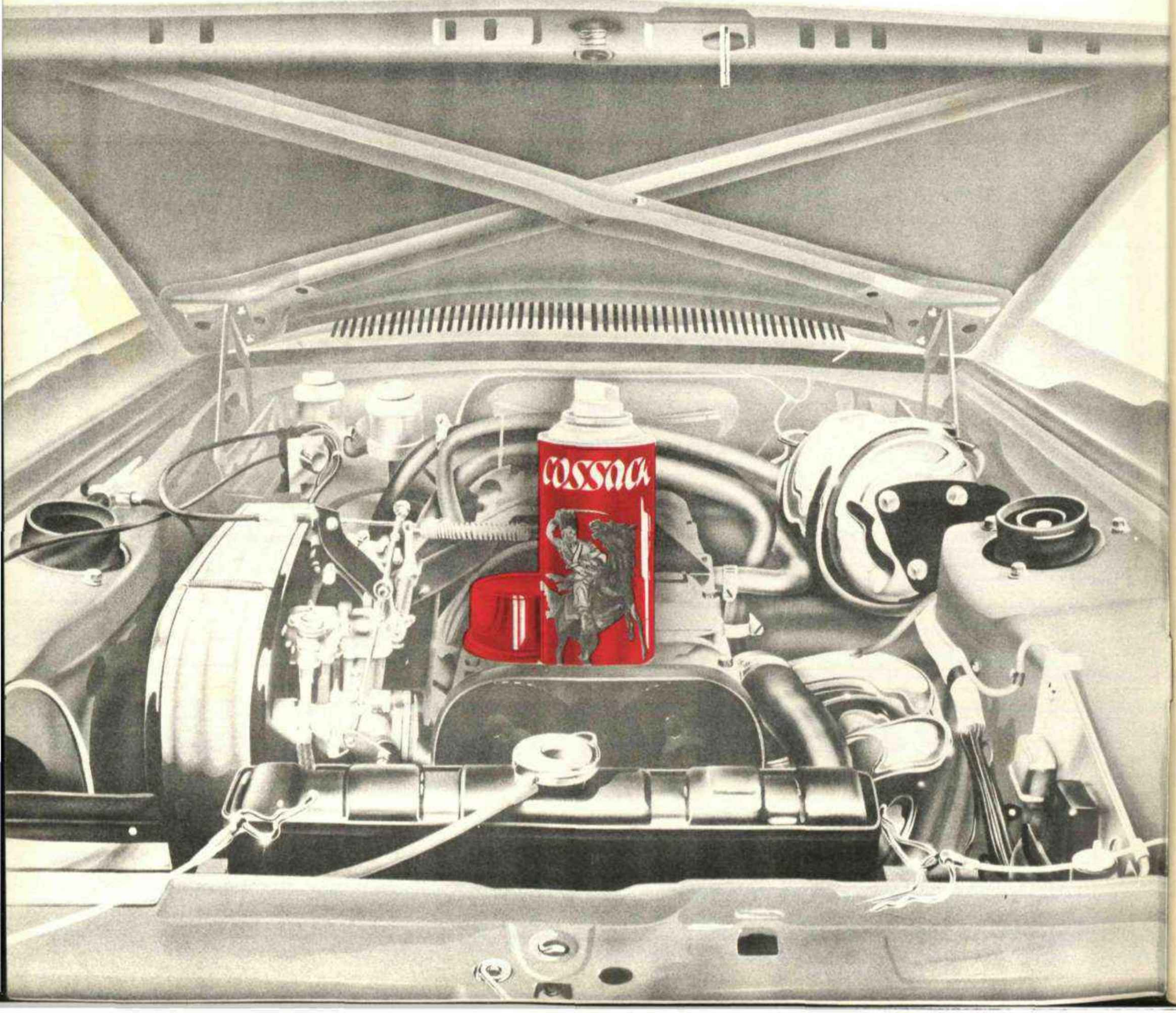
No. But it does overcome the problem of unruly hair.

The mystery cylinder is, in fact, Cossack hairspray, which helped him to his Rally Championship win by sponsoring the Cossack Escort.

It's only a 500 cc unit, but it has plenty of power.

For good, fast, natural control. Especially in wet and windy conditions.

Use Cossack and get real Rally Champion style. COSSACK



Caterham Car Sales

Super Seven — Concessionaires — TVR London and Surrey Distributors

Lotus Seven. A selection of used Series III and Series IV models available — serviced in our workshops and any modification to rear axle, chassis members, etc., carried out.
New Super Seven. Powered with **Lotus Twin-Cam** *big-valve engine.* One of the fastest cars in the world for acceleration, 0-50 m.p.h. 4.5 sec., 50-70 m.p.h. 3.8 sec. Price around **£2,200** depending on specification. Please send 20p for copy road test, brochure, etc.
Personal Export and Shipping arranged throughout the world. Overseas customers please check duty payable and local regulations.

LOTUS

1974 Elite 502. *Regency red, radio/stereo,* etc. Warranted mileage..... **£4,650**
1973 Elan +2S 130/5. Lagoon blue/silver oatmeal trim, alloy wheels, radio **£2,350**
1972 Elan +2S. Blue/silver, radio, h.r.w. **£1,995**
1972 Europa Twin Cam. Blue, radio. Choice of two at..... **£1,595** and **£1,695**
1972 Elan Sprint d.h.c. Red..... **£1,595**
Offers invited for two 'classic' cars. **1960 Lotus Elite,** very original, full history and host of spares. **1968 Lotus Seven,** one owner (Lotus Cars Ltd). The first Series III built, *concours* condition.

TVR

3000M. Full specification of extras. Pre-increase price.
1600M. Yellow. Early delivery.
1974 3000M. Brown metaflake, sun-roof, radio (Reg. No. TVR 6). Offers invited.
1974 3000M. Embassy black, sun-roof, radio..... **£1,995.**
1973 3000M. Blue, sun-roof, radio.. **£1,795**
1972 2500M. White, sun-roof, alloys **£1,595**
1971 Vixen S3 1600. Blue, radio.... **£1,245**

OTHER CARS

1972 (Dec.) V12 Jaguar roadster. Primrose, Auto. Warranted 14,000 miles.. **£2,895**
1973 Clan Crusader. *Primrose, sun-roof,* radio; one owner; overhauled engine **£1,295**
1973 MG-B GT. White, o/drive, h.r.w. **£1,595**
1972 Jensen Healey. Blue **£1,295**
1972 Ginetta G15. Yellow, radio, sun-roof **£1,095**
1965 MG Midget. B.R.G..... **£295**
1969 Mini Cooper. Blue **£395**

WANTED FOR CASH

All Lotus — Seven, Elite, Europa, Elan. TVR, MARCOS, GINETTA, CLAN, 'E'-TYPE. Good condition only. HP accounts settled. We deliver Super Sevens throughout the UK, so collection is easily arranged.

MOTOR RACING

BARC Modsports Championship — Lotus Seven will race in 1976. Telephone for details.
BRSCC Modsports — The Seven is wanted by competitors and owners (and spectators too, no doubt) but the BRSCC still say NO. Common sense may yet prevail.
BRSCC Prodsports. From our previous comments we learn that after the unanimous decision at the RAC Open Day to include the Seven, some competitors pressured the BRSCC to remove the Seven from the list. These competitors should convene another Open Day Meeting and not deprive fellow enthusiasts of their racing without fair argument.

T SHIRTS "Lotus 7 Too Fast to Race". **£2.00** (inc. VAT, p&p). Please state size.

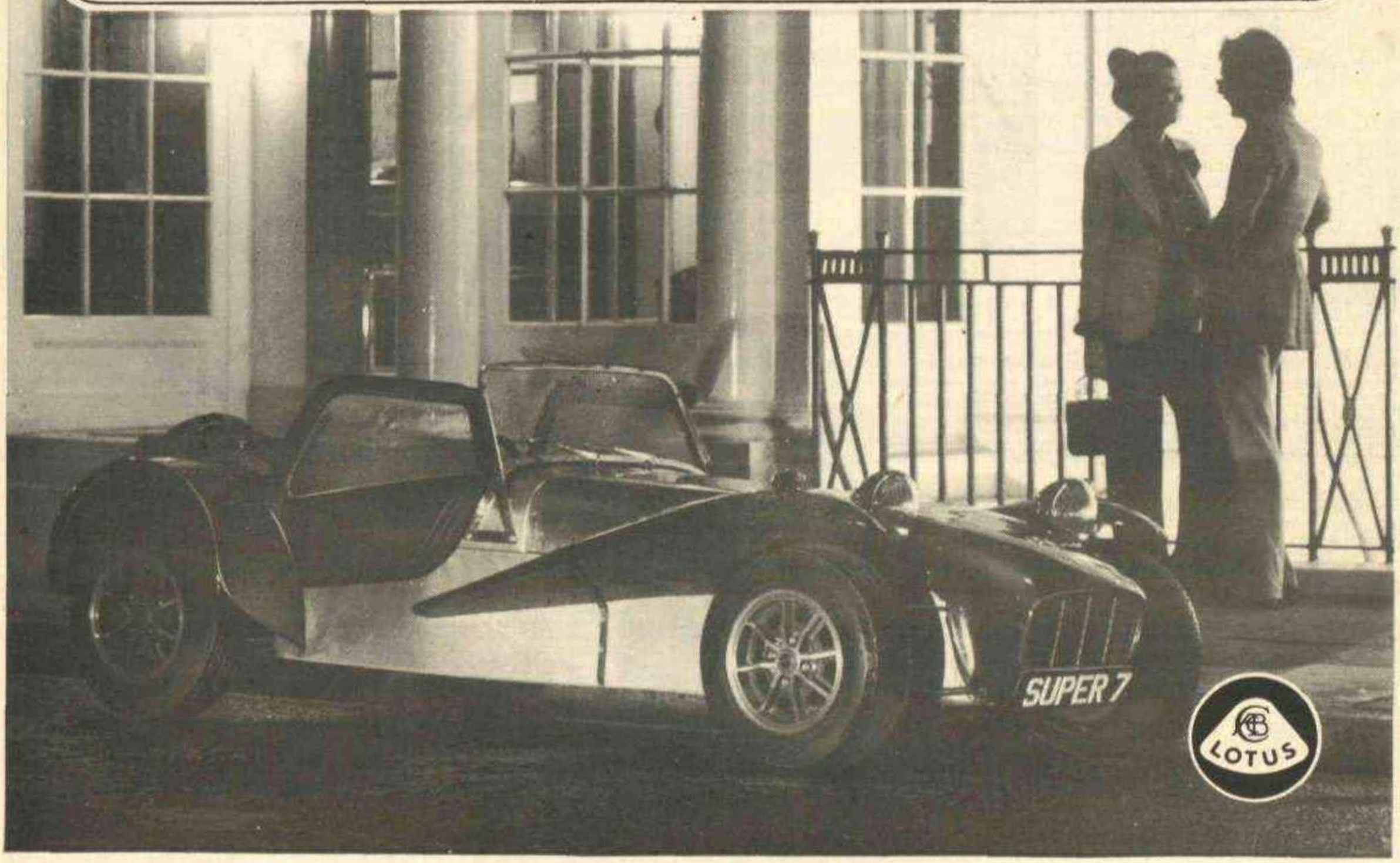
Please send me: T Shirt (**£2.00**), Super Seven brochures (**20p**), Lotus 7 Club details (**6½p**).

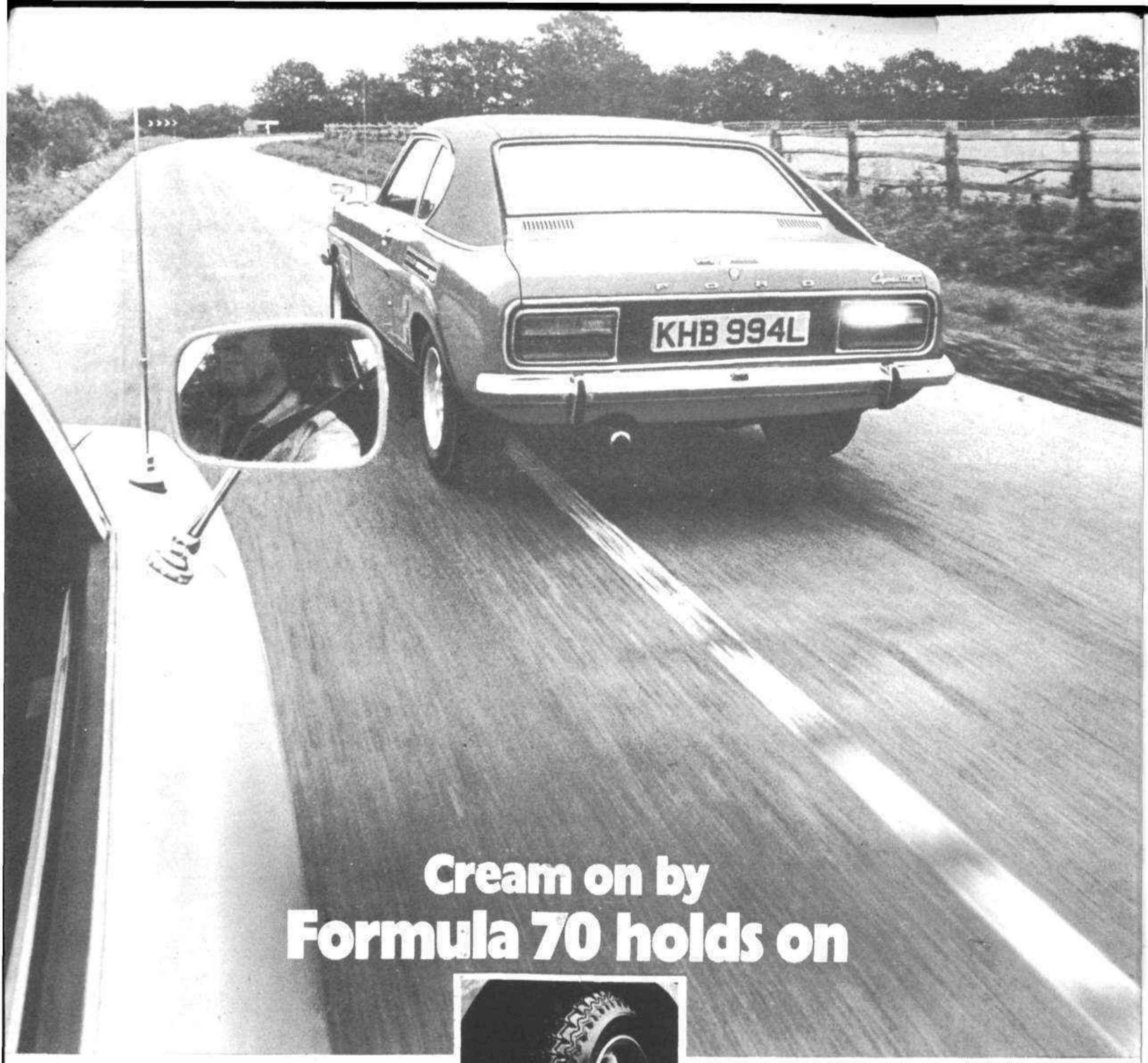
Name .....

Address .....

To: Seven House, Town End, Caterham Hill, Surrey, CR3 5UG.

London: 142 Finchley Road, NW3. Tel: 01-794 9659
Directions: Just south of the M1 on the A41 into London, 100 yards from Finchley Road Tube Station.
Caterham: Town End, Caterham. Tel: Caterham 46666 (Works 42381) (Parts 42382)
Directions: Just off the A22 south of Purley. Telephone from Caterham SR station for transport.





Cream on by Formula 70 holds on



Formula 70. Low profile tyres with all the backing of Dunlop race and rally success behind them. Superbly functional tyres. And now most popular sizes have even more muscle. See that powerful curve round the shoulders?

It gives high performance an added dash of style. For all the facts, advice and Formula 70 stickers, call in at your specialist Formula 70 Centre. For the address of your nearest Centre call the telephone operator and ask for Freefone 4092.

FORMULA 70

The Graunchy Grippers

BOOKS: NEW TITLES—SALE OFFERS—THE BEST IN PRINT

CONNOISSEUR CARBOOKS

FOR THE DISCERNING ENTHUSIAST AND COLLECTOR

TO ORDER BY POST please send your order with cheque or PO payable to Connoisseur Carbooks at the address shown below. Prices include post/packing by surface mail UK and abroad. Overseas customers: please pay in sterling by international money order or cheque payable through a British bank, or add 50p if paying in your own currency. CALLERS ARE WELCOME TO VISIT US between 9.00 and 5.30 Monday-Friday, or between 10.00 and 4.00 on Saturdays. We have many books on sale which are not shown on this page and will be pleased to help you. TELEPHONE ENQUIRIES: 01-994 6783.

N.B. To avoid excessive postal charges we offer a £1.00 credit voucher to all customers to whom we send 6 or more books at once, and a similar voucher for 50p when we send 3, 4 or 5 books at once. This offer applies in U.K. only, as overseas postage costs are usually higher than those inland.

NEW TITLES

The Designers. L. J. K. Setright. Some 70 important body and engine designers are assessed by a leading writer. Informative, very nicely produced. New 'Library Of Motoring' series. 199 pages, 95 b/w illus., 8 colour plates. **£5.00**

The Upper Crust. John Bolster. Also in 'Library Of Motoring' series. An illuminating survey of Rolls, Bugatti, Hispano Suiza, Daimler, Bentley and other renowned marques. 200 pages, over 100 b/w illus., 8 colour plates. **£5.00**

Ferrari Mondiale. Italian text but a wealth of fine illustrations of Lauda and Ferrari's 1975 Formula 1 victory. 96 pages, 150 illus., 85 in colour plus large fold-out photo of the 312T. **£1.80**

Ferrari: The Man, The Machines. New 'Automobile Quarterly' book. Articles by Moss, Jenkinson, Ludvigsen, Phil Hill and others, 348 pages, over 350 photos, 48 pages in marvellous colour! **£15.75**

Opel: Wheels To The World. Karl Ludvigsen. Also published by 'Automobile Quarterly'. The complete 75-year history of Opel. 96 pages, 69 colour plates, 61 b/w photos. **£6.00**

Automobile Year 23. Latest edition of the most lavish and informative annual of them all. 240 pages approx., 300 b/w photos, 73 colour. Essential! **£12.70**

FIA Yearbook 1976. The racing reference book used by officials and spectators alike. Regulations, calendar of events, driver biographies, technical details of leading cars etc. etc. 800 pages approx. **£5.65**

Chilton's Auto Restoration Guide. American book offering a wealth of information on both body and engine repair. Large format, 291 pages, 300 illus. **£9.60**

Fire And Crash Vehicles Since 1950. New 'Olyslager Auto Library' book. 72 pages, almost 280 photos of vehicles used by the world's fire and emergency services during the last 25 years. **£4.45**

Motorcycles And Scooters From 1945. 'Olyslager Auto Library'. Illustrates and describes some 250 models. 64 pages. **£3.95**

SALE OFFERS! Books at bargain prices — while stocks last! The ideal way to enlarge your motoring library.

Harry Ferguson, Inventor And Pioneer. Fraser. An authentic biography of one of the most important and controversial figures in motoring history. 294 pages, 22 illus.
Was £3.50 **£1.75**

British Racing Green. Pritchard. Covers the period 1948-1969. Chapters on HWM, Connaught, Cooper, Lister, Lotus and others. 263 pages, over 50 illus.
Was £3.00. **£1.85**

My Greatest Race. 20 drivers describe the finest races of their careers. Chapters by Moss, Fangio, Hill, Salvadori, Stewart, Hulme, Fittipaldi and others. 152 pages, 70 illus.
Was £3.50. **£1.95**

Motor Sport Annual 5. Full round-up of 1971 competition events. F1, CanAm, Saloon Cars, Rallying, F5000 etc. 160 pages, 280 illus., some colour.
Was £3.55. **£1.55**

"MRP" BOOKS. For the true devotee — books published by our associate company, Motor Racing Publications.

Climax In Coventry. Hassan & Robson. 190 pages, 41 illus. **£5.65**

The Austin Seven: A Pictorial Tribute. Wyatt. 120 photos. **£3.00**

Bristol Cars And Engines. L. J. K. Setright. 160 pages, 79 illus. **£4.90**

The Story Of The Ford Grand Prix Engine. 224 pages, 38 illus. **£5.00**

The Jensen Healey Stories. Browning & Blunsden. 160 pages. **£4.45**

The Story Of Lotus 1947-1960. **£4.10**

The Story Of Lotus 1961-1971. **£6.10**

Maintaining The Breed. Thornley. 200 pages, 51 illus. **£4.00**

The Story Of Triumph Sports Cars. Robson. 189 pages, 107 illus. **£4.45**

Racing Car Design And Development. Terry & Baker. 256 pages. **£6.00**

The Way To Win. Turner. 176 pages. **£4.20**

Motor Racing Year 1976. 128 pages. **£3.10**

DALTON WATSON BOOKS. Large-format pictorial histories. Each book is superbly produced and is the standard work on its subject. Choose from:

Alfa Romeo Milano. 400 photos. **£6.60**
The Jaguar Tradition. 350 photos. **£6.60**
The Mighty Mercedes. 450 photos. **£6.60**
The Magic Of MG. 350 photos. **£6.60**
Coachwork On Rolls-Royce 1906-1939. 448 pages, 700 photos. **£12.10**
Those Elegant Rolls-Royce. More pre-war models. 670 photos. **£7.60**
Rolls-Royce: The Elegance Continues. Post-war. 400 photos. **£7.60**
Rolls-Royce In America. 256 pages, over 400 photos. **£10.10**
Bentley: 50 Years Of The Marque. 295 pages, 600 photos. **£7.60**
The Coachbuilt Packard. 400 photos. **5.60**
Private Motor Car Collections Of Great Britain. 300 photos. **£5.10**

ROLLS-ROYCE & BENTLEY

Rolls Royce: The History Of The Car. Bennett. 196 pages, 278 illus. £5.55
The Rolls Royce Motor Car. Bird & Hallows. 4th edition. 344 pages. £11.30
Rolls Royce. Setright. 160 pages. £2.35
Rolls Royce, The Living Legend. £6.60
Rolls Royce Alpine Compendium. £4.00
Rolls Of Rolls Royce. 250 pages. £2.20
Rolls Royce 40/50 HP Ghosts, Phantoms, Spectres. 400 pages. £8.55
Rolls-Royce Catalogue 1910/11. £10.65
20 Years Of Crewe Bentleys. £1.15
Illustrated History Of The Bentley Car 1919-1931. 192 pages. £4.35

FERRARI

Ferrari. The Sports & GT Cars. 264 pages, 450 illus., colour. £14.55
Ferrari. Hans Tanner. 400 pages. £7.70
Ferrari Selection 1959/74. 16 pages. £1.15
The Ferrari. Roghatti. 255 pages. £6.10
Ferrari. L. J. K. Setright. 160 pages. £2.35
Ferrari V12 Sports Cars 1946/56. £2.50
Ferrari Early Berlinettas & Competition Coupes. 96 pages, 113 photos. £5.15
Ferrari Early Spyders & Competition Roadsters. 132 pages, 205 photos. £5.65
Grand Prix Ferrari. Pritchard. £6.10

JAGUAR

Jaguar Sports Cars. Skilleter. 400 pages, over 200 illus. £10.55
Jaguar. Montagu. 160 pages. £2.35
The Jaguar Story. Wherry. 200 pages. £3.40

OTHER ONE-MAKE BOOKS

Alfa Romeo. Hull. 160 pages. £2.35
The Alfa Romeo Story. 275 pages. £3.40
The Alvis 12/50 Engine. 200 pages. £4.10
Armstrong Siddeley Cars 1945/1960. Road tests. 124 pages, illus. £3.05
Aston Martin 1963/1972. Gershon. 144 pages, 33 illus. £4.35
Aston Martin Competition Cars 1921/1967. 80 pages, 130 illus. £4.00
Aston Martin 1921/1942. 80 pages. £4.00
Aston Martin 1959 Register. £1.10
Austin 7 In The 30s. 100 pages. £2.55
Motor Sport Book Of The A7. £1.00
Austin Racing History. 56 pages. £2.50
Seven Years With Samantha. £4.45
Austin 10, 1932/1939. 100 pages. £2.55
Book Of The BSA Scout & Three-Wheeler 1929/1939. Handbook. £1.50
Grand Prix Bugatti. 224 pages. £4.85
Bugatti: le Pur Sang Des Automobiles. 480 pages, 439 illus. £6.55
Bugatti: Thoroughbreds. From Molsheim. 520 pages, 500 illus., colour. £18.70
Buick Cars 1929/1939. 66 pages. £1.85
70 Years Of Buick. 2000 photos. £12.00
Cadillac. Complete 70-Year History. 416 pages, 500 photos, 73 colour. £12.00
60 Years Of Chevrolet. 1550 photos. £10.80
70 Years Of Chrysler. 2000 photos. £12.00
Chrysler Cars 1930/1939. 100 pages. £2.55
Citroen Broad. 144 pages, illus. £6.45
The Cord Front Drive. 224 pages. £5.90
Cord: L29 Front-Drive Legend. £11.60
Corvette: America's Star-Spangled Sports Car. 300 pages, 500 photos. £13.20
The Real Corvette. 1400 photos. £14.10
Corvette: Six To Stingray. 98 pages. £4.80
Chevy/Corvette Portfolio. 34 pages. £2.95
The Damler Tradition. 334 pages. £8.60
The Dodge Story. 1640 photos. £10.80
Fiat. 352 pages, 81 illus. £8.40
Ford Cobra Guide. 139 pages. £2.60
The Cobra Story. 300 pages. £6.10
The American Ford. 263 pages, 700 photos. Large 16" x 11" format. £15.75
Illustrated History Of Ford 1903/1970. 320 pages, 1400 photos. £10.80
Ford In Europe. 96 pages. £1.10
History Of Lamborghini. 172 pages. £7.50
Lamborghini Guide 1963/73. £1.15
The Lotus 49. Hodges. 80 pages. £2.50
A Very Special Year. 162 photos. 95p
Maserati Sports, Racing & GT Cars 1926/1975. 400 photos. £9.10
The Maserati 250F. 80 pages. £3.35
Mercedes Benz 300SL. 164 pages. £10.10
Mercedes-Benz Story. 228 pages. £3.40
M-Benz W125, 1937. 80 pages. £2.50
MG Sports. 68 pages, 111 illus. £1.10
MG Cars In The 30s. 100 pages. £2.50
MG Yearbook 1974. 200 photos. £6.60
MG Yearbook 1973. 111 photos. £4.50
The MG Story. 206 pages. £3.40
MG: The Sports Car America Loved First. 243 pages, 270 illus. £8.60
Morgan: First & Last Of The Real Sports Cars. 192 pages, 92 photos. £6.10
Paperback edition. £2.45
Morgan 1936/1972 Manual. £3.45
Morgan Cars 1936/1960. 66 pages. £1.85
Morgan 3-Wheel Handbook. £1.50
Oldsmobile: The First 75 Years. £4.80
The Packard Story. 286 pages. £7.85
Packard 1942/1962. 219 pages. £7.60
The Racing Porsches. 212 pages. £5.00
Porsche Sport 1974/75. 104 pages. £4.90
Porsche Cars 1952/1956. 66 pages. £1.85
Riley: Production & Competition History. Pre-1939. 272 pages. £5.45
The Salmson Story. 170 pages. £5.65
Studebaker Cars 1923/1939. £2.85
Georges Roesch & The Invincible Talbot. 496 pages, 181 illus. £5.85
The Grand Prix Tyrrells. 80 pages. £3.40
Vanwall. Jenkinson & Posthumus. 176 pages, 111 illus. Superb! £5.45
Volvo. Nicol. 144 pages, illus. £6.45

OLYSLAGER AUTO LIBRARY. *World famous photographic reference volumes.* Choose from:

British Cars Of The Late 50s. **£3.35**
British Cars Of The Early 50s. **£3.35**
British Cars Of The Late 40s. **£2.85**
British Cars Of The Early 40s. **£2.85**
British Cars Of The Late 30s. **£3.35**
British Cars Of The Early 30s. **£3.35**
American Cars Of The 1950s. **£3.10**
American Cars Of The 1940s. **£2.45**
American Cars Of The 1930s. **£2.45**

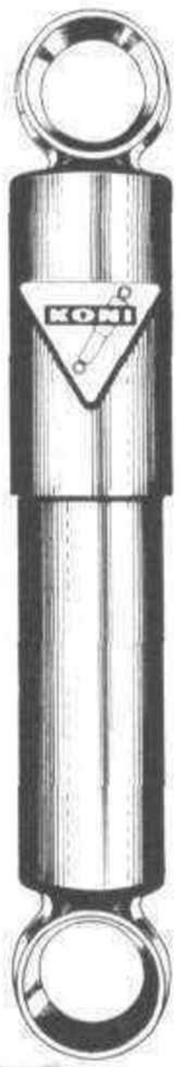
MORE GOOD BOOKS

Complete Encyclopaedia Of Motor Cars. *2nd edition has 704 large pages,* covers over 4100 makes. 2000 photos, 48 fine colour pages. £10.25
Complete Catalogue Of British Cars. Offers greater detail on some 700 makes, has 511 large pages, over 1,000 photos, much information. £9.25
History Of Sports Cars. 320 pages. £2.55
Specialist Sports Cars. 112 pages. £4.75
British Sports Cars Since The War. £4.90
Encyclopaedia Of Motor Sport. £8.25
Motor Sports: A Pictorial History. 240 pages, 227 illus., some colour. £4.55
History Of Brooklands Motor Course 1906-1940. Boddy. 368 pages. £3.85
Indianapolis 500 1975 Yearbook. £3.75
The Classic Single-Seaters. £5.55
Jim Clark Remembered. Gauld. Biography. 128 pages, 130 photos. £4.35
Ronnie Peterson. 164 pages. £4.15
Cevert: Contract With Death. £3.90
Moss: All But My Life. £3.25
Hawthorn: Challenge Me The Race. £3.25
Car Badges Of The World. £2.15
Passenger Cars 1924/1942. £2.15
History Of The London Taxicab. £4.15
Bosch Book Of The Motor Car. £5.60
The 4 Wheel Drives. 80 pages. £3.35
Le Mans 24-Hour Race 49/73. £12.70
American Car Spotter's Guide 1920/1939. 290 pages, 2600 illus. £5.20
American Car Spotter's Guide 1940/1965. 213 pages, 2113 illus. £4.35
Hershey Antique Auto Show. £1.95
Automobiles Of America. 301 pages. £3.40
History Of British Dinky Toys. £2.10
Lesney 1:75 Series Diecasts. £1.95
Restoration Of Vintage & Thoroughbred Cars. 192 pages, 74 illus. £5.00
Bodywork Maintenance & Repair Including Interiors. 117 pages. £3.45
Car Interior Restoration. 128 pages. £2.60
Car Service Data. 272 pages. £3.35
Farm Tractors In Colour. £2.30
Fire Engines In Colour. £2.15
Lorries, Trucks & Vans Since 1928. £3.15
Lorries, Trucks & Vans 1897/1927. £1.90
Steam Traction Engines In Colour. £1.90
British Lorries 1900-1945. £3.45
Gypsy On Eighteen Wheels. £4.25
Mack: Greatest Name In Trucking. £8.10
American Trucks: Late 30s. £3.35
American Trucks: Early 30s. £3.00
Cross Country Cars From 1945. £3.35
The Long Haul. 189 pages. £6.25
Sourcebook Of Unusual Vehicles. £2.25
Brooklands: And Beyond. 240 pages. £4.20
Bodies Beautiful. 192 pages. £6.45
The 1930 London Motor Show. £4.60
Old Car Value Guide. 162 pages. £3.80
Vintage Cars. Posthumus. £2.00
The A.A. Book Of The Car. £7.70

See top of page for order instructions. All orders to:

CONNOISSEUR CARBOOKS, 28 DEVONSHIRE ROAD, LONDON W4, ENGLAND

his pride and joy are his KONI





Koni shock absorbers give a man a strong feeling of superiority and pride. *His* car's special and he knows it's the Koni that make it so different from other cars. There's no soft suspension sag in a Koni-fitted car. Koni shock absorbers are strong and powerful and they are in better control of the suspension every minute, every mile, giving driver and passengers a smooth, comfortable, and safe journey. And Koni racing successes also underline Koni superiority—Koni were fitted to the Formula 1 champion cars in 1971, 1972, 1973, 1974, and 1975.

Koni are obviously not cheap, but Koni motorists get their facts right and reason that the money they could save by fitting ordinary shock absorbers does not equal the extra roadholding safety, the extra riding comfort, the extra peace of mind gained with a set of Koni. No wonder men are proud of their Koni-fitted cars. You would be too . . .

Koni are available for almost every car through your garage or accessory shop.



KONI SHOCK ABSORBERS

Made in Holland

NOT THE CHEAPEST, BUT THE BEST

SEND COUPON TODAY

to sole concessionaires.

To: J. W. E. Banks & Sons Ltd. Dept K15, Crowland, Peterborough PE6 0JP
Tel: Crowland 316/7/8
London Depot: Motortune Ltd., 150 Brompton Road, S.W.3. Tel: 01-581 1234

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

Make of car ..... *Model* ..... *Year* .....

Name .....

Address .....

.....

It pays to win in a Vauxhall.

Club members who drive Vauxhalls in races, rallies or hill climbs during 1976 have really got it made. Vauxhall's Bonus Award Scheme offers wide-ranging and generous incentives for class and overall wins.

These are just some of the cash prizes:

	Overall Win	Class Win
RAC Approved Rallies (of not less than restricted status)	£50	—
Production Saloon Car Championships	—	£25
Special Saloon Car Championships	£25	—
Guyson/BARC Hill Climb Championship	£20	£15

This scheme is open to winners of any RAC approved event in any Vauxhall-engined Vauxhall car. All you have to do is send in a copy of the official results together with the entry list.

For full details of bonuses, terms and conditions, write for free leaflet to: Bonus Award Scheme, c/o Route 4228 Vauxhall Motors Ltd., P.O. Box 3, Luton LU2 0SY.

You'll like what's happening at Vauxhall.



Vauxhall GM

RACING PRINTS

Benjafield races at Le Mans 1926 in 'Old Number Seven'
Size 18 x25 ▶ 1



Mors and Renault battle in the heat and dust of *Paris–Madrid* 1903
Size 22x18 ▼2



The new, highly acclaimed edition from the brush of vintage car enthusiast Barry Bowyer.
At last, 2 of the hitherto privately enjoyed collection of oil paintings are made available in **Full** colour, ***Full*** *size prints on quality* cartridge for your home or motor house.

£2.20 each or-
£4.00 set of two

To: Bowyer Design (Consultancy) Ltd., P.O. Box No. 39, London, WC2N 5AH **I enclose cheque/P.O. for £**

Name -
Address -
- -

1☐ 2☐ M$

John brown wheels

Add a little luxury to your car...

. . . with these quality road and steering wheels. From Italy we bring hand crafted Momo steering wheels, and just arrived from the USA, home of the performance wheel, we have the fabulous Appliance road wheels. Both of these products are manufactured to the highest standards and we are the sole United Kingdom Agents; they are available either from our shops or through our five star mail order service.



Momo luxury steering wheels were originally designed for racing cars and have long been used on Ferrari, Lotus/JPS, Porsche, Alfa-Romeo, Elf Tyrell, Alpine etc. They have a hand finished leather covering fitted over high density foam rubber on a 4 mm thick frame made of Anti-Corodal Alloy.

Precision made boss units are available to fit most cars. They come complete with a polychromed horn badge and all electrical fittings. Price £4.75. All prices include VAT and carriage.

Alpina
A luxury 15 in diameter four-spoke steering wheel, with a 1.1 in rim thickness, available with black solid spokes only . . . £24.95 *

Jackie Stewart
A 13.75 in diameter three-spoke wheel, with a 1.3 in rim thickness, available with black or silver solid spokes . . . £18.75. *

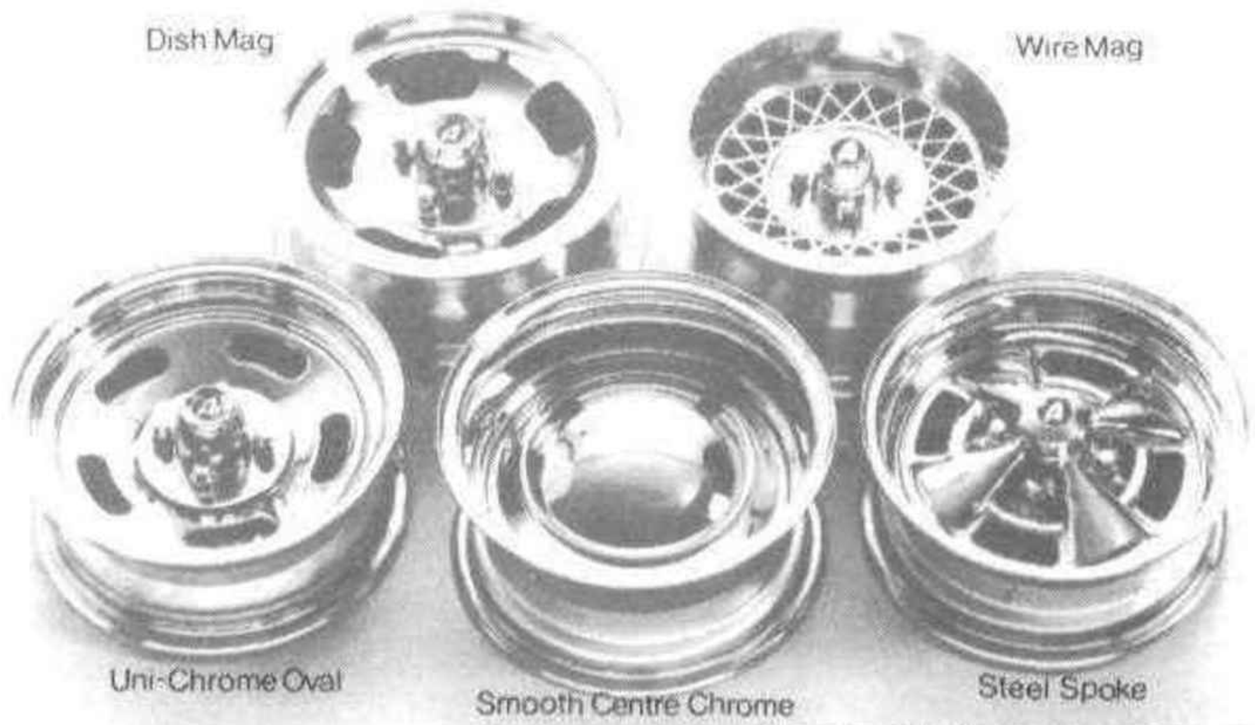
Clay Regazzoni
A 13.75 in diameter three-spoke wheel, with a 1.2 in rim thickness, available with black or silver drilled spokes . . . £16.40. *

Jackie Ickx
A 13.75 in diameter three spoke wheel, with a 1.1 in rim thickness, available with black or silver solid spokes . . . £16.10 *

Prototipo
This wheel is available in 12.5, 13.75 and 14.5 in diameters, flat or semi-dished and with black or silver drilled spokes all with a rim thickness of 1.2 in . . . £15.65. *

GT
This wheel is available in 12.5, 13.75 and 14.5 in diameters, flat or semi-dished and with black or silver slotted spokes, all with a rim thickness of 1 in . . . £13.30. *

* Boss £4·75 Extra



APPLIANCE

Appliance wheels are known in the USA for their attention to detail, fit and the highest quality standards. Now for the first time the full range is available in this country. All prices include VAT and carriage.

Dish Mag
The functional one piece 'Dish Mag' is an all-time favourite performance wheel design. All inside, outside, and rim contours are carefully machined to provide maximum strength, perfect fit, and uniform balance. The polished mirror-finish attracts attention and highlights the rugged alloy construction.

Wire Mag
This sparkling spoke pattern and wide rim styling give this wheel a stunning appearance and yet retains all the basic strength and reliability of mag-wheel construction. Each wheel is polished to a mirror finish.

Steel Spoke
This all-new concept in wheel design combines the flashing beauty of chrome spokes with the super-strength of all steel construction. Finished in sparkling long lasting chrome.

Smooth Centre Chrome
The brilliant finish on this super-smooth wheel is the highest quality, longest lasting chrome in the wheel industry. Each wheel is hand polished, coated with nickel alloy and finally coated with a thick layer of glistening chrome. Complete with chromed hub-caps.

Uni Chrome Oval
This wheel combines the rugged appearance of the conventional slot-mag with the sparkling chrome plated finish of a steel wheel. Fitting is by the unique Uni-Lug method so that to change wheels from car to car only a new retaining ring and lug nuts are required.

Style	Metal	5½ × 13	7 × 13	6 × 14	7 × 14	8 × 14	6 × 15	7 × 15	8½ × 15	10 × 15
DISH-MAG (Polished)	Alloy	£17.95	N.A.	18.50	20.15	22.15	N.A.	22.20	27.15	29.20
WIRE-MAG (Polished)	Alloy	£22.35	23.70	22.35	23.70	26.10	N.A.	25.05	30.25	34.05
SMOOTH CENTRE (Chrome)*	Steel	£14.75	15.80	15.90	16.00	N.A.	16.55	17.95	21.55	25.00
UNI-CHROME OVAL	Steel	£17.95	N.A.	17.95	17.95	N.A.	17.95	17.95	21.00	N.A.
STEEL SPOKE CHROME	Steel	£20.60	23.95	21.00	22.40	N.A.	22.00	23.95	27.75	32.75

Prices correct at time of going to press. *Chrome nuts 60p for 4 with Smooth Centre Chromes.

Callers welcome at...

30 Smith Street, WARWICK, Tel: (0926) 46131
226 Kilburn High Road, West Hampstead, LONDON NW6, Tel: (01) 328 6413 or 1214.
19 Cannon Street, Bedminster, BRISTOL, Tel: (0272) 633710.
Speedway Service Station, Anwick Corner, SLEAFORD, Lincs, Tel: (0526) 832362.

MAIL ORDER
As always we offer our Five Star Mail Order Service from our Warwick Warehouse. N. Ireland and Scotland orders welcomed. If you do not wish to cut your magazine please print your order on a piece of notepaper. To pay by Access or Barclaycard simply send or 'phone your order giving your card number.

Buy it with Access
BARCLAYCARD

Reg. No. 1219476 England MS/3

PLEASE USE CAPITAL LETTERS. SEND ALL ORDERS TO WARWICK ADDRESS.

Please deliver:
Quantity _____ Size _____
Style _____ Price each £ _____
I enclose Cash/PO/Cheque for £ _____
(Pay John Brown Wheels Ltd)
or Access/Barclaycard No. _____
My car is: _____ Year: _____
Name _____
Address _____
_____ Post Code _____

With a pedigree like this the new RS Fords are bound to be winners

From the Ford Rallye Sport stable come three exclusive cars. The new high performance RS Mexico, and RS 2000. And the RS 1800, first launched last June.

They're exclusive because they carry the RS marque and are hand finished; because they're bred from the race track to the road – and not the other way round; and exclusive because they combine competition performance with comfort and fuel economy.

And they're the latest in a line of thoroughbreds that began when Ford put their famous sixteen valve BDA racing engine into the Escort RS 1600 and started a new breed of car.

Since then, Rallye Sport Escorts, with Roger Clark and Timo Makinen have chalked up just about every major rally win in the book.

And the new Rallye Sport cars have been given added luxury – with the opportunity to order from a wide range of Performance Parts. While Ford Rallye Sport dealers give the owner of a very superior car a service to match.

Visit your local Ford Rallye Sport Dealer – a full list appears on the opposite page. Or write to: Rallye Sport Marketing, Dept. MS2, Ford Motor Company Ltd., Eagle Way, Brentwood, Essex.

RALLYE SPORT

The RS 1800. A road version of the current rally winning RS 1800. 0-60 in 8.2 secs. Top speed 115 mph. Competition bucket or high backed reclining seats. Fully trimmed interior. Extensive sound insulation.



The RS Mexico. Uprated 1.6 litre OHC engine, 95 PS (DIN) at 5750 rpm. 0-60 in 10.2 secs. Top speed 106 mph. A high performance luxury saloon with stiffened suspension and superb road holding and handling.

The RS 2000. 1993cc OHC engine-bore 90.82mm, stroke 76.95mm, compression ratio 9.2:1, maximum power 110 PS (DIN) at 5500 rpm, maximum torque 118 lb/ft at 4000 rpm – giving 0-60 mph in 8.5 seconds, 111 mph top speed and 30 mpg plus (Ford estimate). Seats with head restraints. Fully carpeted and trimmed.

Ford Rallye Sport Network

ABERDEEN. Cordiners Garage Ltd., Menzies Road. Tel. Aberdeen 52206
BANBURY. Hartford Motors (Banbury) Ltd., Warwick Road. Tel. Banbury 4311
BARNSLEY. Service Garage (Barnsley) Ltd., Dodworth Road. Tel. Barnsley 5741
BEDFORD. Charles King, 8/12 The Broadway. Tel. Bedford 58391
BELFAST. J. E. Coulter Ltd., 58/82 Antrim Road. Tel. Belfast 744744
BIRMINGHAM. Bristol Street Motors Ltd., 156/182 Bristol St., Tel. 021-622 2777
BLACKPOOL. Thomas Motors Ltd., Whitegate Drive. Tel. Blackpool 63333
BRADFORD. W. Parkinson & Son (Bradford) Ltd., 113-117 Manningham Lane. Tel. Bradford 24637
BRIGHTON. Endeavour Motor Co. Ltd., 90/92 Preston Road. Tel. Brighton 506331
BRISTOL. V. M. W. Motors (Coalpit Heath) Ltd., 253 Badminton Road. Tel. Winterbourne 778271
BURNLEY. C. G. Skipper Ltd., Oxford Road. Tel. Burnley 27501
CAMBRIDGE. Gilbert Rice of Cambridge Ltd., Hills Road. Tel. Cambridge 48151
CARDIFF. Godfrey Motor Co. (Cardiff) Ltd., 505 Newport Road. Tel. Cardiff 387271
CARLISLE. County Garage Co. Ltd., Lowther St., Tel. Carlisle 24234
CHELMSFORD. Tricentrol Cars (Chelmsford) Ltd., Robjohns Road. Tel. Chelmsford 64111
CHELTENHAM. Bristol Street Motors (Cheltenham) Ltd., 83/93 Winchcombe Street. Tel. Cheltenham 27061
CRAWLEY. The Target Motor Co. Ltd., Station Garage, Three Bridges. Tel. Crawley 28381
DARTFORD. K. T. (Dartford) Ltd., 171/3 The Brent. Tel. Dartford 22171
DERBY. T. C. Harrison (Derby) Ltd., Normanton Road. Tel. Derby 40271
DUNSTABLE. Tricentrol Cars (Dunstable) Ltd., 55 London Road. Tel. Dunstable 67811
EDINBURGH. Alexanders of Edinburgh Ltd., Semple St., Tel. 031-229 3331
GAINSBOROUGH. Johnsons of Gainsborough Ltd., Trinity St., Tel. Gainsborough 3146
GLASGOW S1. Wylies Ltd., 370/408/412 Pollokshaws Road. Tel. 041-423 6644
GRIMSBY. Hartford Motors (Lincolnshire) Ltd., Corporation Road. Tel. Grimsby 58941
GUILDFORD. A. Gray & Co. Ltd., On the By-Pass. Tel. Guildford 60601
IPSWICH. Grose Ipswich Ltd., Princes St., Tel. Ipswich 55401
KENDAL. Lakeland Motor Co. Ltd., Mintsfeet Industrial Site. Tel. Kendal 23534
KIDDERMINSTER. Kidderminster Motors Ltd., Worcester Road. Tel. Kidderminster 62661
KINGSTON. John Willment (Kingston) Ltd., 140A London Road. Tel. 01-546 7700
KINGSTON-UPON-HULL. Crystal of Hull Ltd., 172 Anlaby Road. Tel. Hull 25732
LEEDS 2. Tate Cars Ltd., New York Road. Tel. Leeds 44131
LEICESTER. Roger Clark (Cars) Ltd., Coventry Road. Tel. Narborough 6313
LISBURN. Lindsay Cars Ltd., Market Place. Tel. Lisburn 2683/4/5
LIVERPOOL 1. J. Blake & Co. Ltd., 35 Hardman St., Tel. 051-709 6622
LONDON SW2. Adlards Motors Group Holdings Ltd., 17/51 Acre Lane. Tel. 01-733 5511
LONDON N12. W. Harold Perry Ltd., Ballards Lane. Tel. 01-445 8888
LOWESTOFT. Days Garage Ltd., Whapload Road. Tel. Lowestoft 5353
MAIDSTONE. Haynes Bros. Ltd., Ashford Road. Tel. Maidstone 56781
MANCHESTER 16. H. & J. Quick Ltd., 660 Chester Road. Tel. 061-872 2201
MIDDLESBROUGH. Nesham of Teesside Ltd., North Ormesby Road. Tel. Middlesbrough 42451
NEWCASTLE. T. C. Harrison (Newcastle-U-Lyme) Ltd., Hassell St., Tel. Newcastle 614631
NOTTINGHAM. Hooleys Garage Ltd., Derby Road. Tel. Nottingham 46111
OXFORD. Hartford Motors (Oxford) Ltd., West Way. Tel. Oxford 49966
PAIGNTON. Reed & Co. (Torquay) Ltd., 338 Torquay Road. Tel. Paignton 43433
PERTH. Frew & Co. Ltd., 14 Princes St., Tel. Perth 25121
PETERBOROUGH. P. M. Cars Ltd., 27/39 New Road. Tel. Peterborough 65271
PLYMOUTH. Vospers Motors House (Plymouth) Ltd., Millbay Road. Tel. Plymouth 68040
POOLE. F. English Ltd., Poole Road. Tel. Poole 20731
PRESTON. Bradshaws Motor House Ltd., Marsh Lane. Tel. Preston 54083
READING. Gowrings of Reading Ltd., 160 Basingstoke Road. Tel. Reading 85333
RETFORD. E. Hodgson & Son Ltd., 40 London Road. Tel. Retford 2266
SHEFFIELD. T. C. Harrison (Sheffield) Ltd., 53/67 London Road. Tel. Sheffield 29091
SLOUGH. Norman Reeves (Motors) Ltd., Petersfield Ave., Tel. Slough 28544
SOUTHAM. Broadspeed Ltd., Banbury Road. Tel. Southam 3191
SOUTHAMPTON. Hendy Lennox (Southampton) Ltd., Chandlers Ford. Tel. Chandlers Ford 2901
STAFFORD. Lloyds of Stafford, Eccleshall Road. Tel. Stafford 51331
ST. ALBANS. Godfrey Davis (St. Albans) Ltd., 27/31 London Road. Tel. St. Albans 59155
ST. AUSTELL. U.B.M. Motors Ltd., Slades Road. Tel. St. Austell 2333
JERSEY. La Motte Garages Ltd., 33/35 La Motte St., Tel. Jersey Central (0534) 31361
STIRLING. Mogil Motors (Stirling) Limited, Drip Road. Tel. Stirling 4891
TREDEGAR. Gibb Bros. (Tredegar) Ltd., Sirhowy Bridge. Tel. Tredegar 2252
TUNBRIDGE WELLS. Stormont Engineering Co. Ltd., 9/15 Mount Ephraim. Tel. Tunbridge Wells 20323
UXBRIDGE. Norman Reeves (Motors) Ltd., 215/218 High Street. Tel. Uxbridge 33444
WALSALL. Reginald Tildesley Ltd., Wolverhampton St., Tel. Walsall 21212
WELSHPOOL. W. R. Davies (Motors) Ltd., Salop Road. Tel. Welshpool 2391
WELWYN. Godfrey Davis (Welwyn) Ltd., By-Pass Road. Tel. Welwyn 4481
WINCHESTER. U.B.M. Motors Ltd., Hyde St., Tel. Winchester 64161
WITHAM. Doe Motors Ltd., Colchester Road. Tel. Witham 513496
WREXHAM. Kirbys (Wrexham) Ltd., 67/73 Regent Street. Tel. Wrexham 51001

RALLYE SPORT

OMEGA

WITH FREE CREDIT FROM

PRESTONS

SAVES UP TO 20% ON USUAL CREDIT TERMS!

Fact! Prestons of Bolton give you free credit to own the precision and prestige of Omega – with free, insured, fast delivery from stock. Huge selection of chronometers, dress, quartz digital, ladies models from the guaranteed Omega range. Yes – Omega ownership is yours from only £6.25 deposit and nine equal payments over 38 weeks.



ST1980030
ELECTRONIC F300 chronometer individually checked by Swiss Institute. Stainless steel, water resistant, calendar model with handsome bracelet. £9.70 dep., followed by 9 equal installments of £9.70 over 38 weeks. Cash £97.00.

ST1880002 SPEEDSONIC F300 in stainless steel. Electro-chronometric accuracy, day/date, stop watch, tachymeter, Second/minute/hour totalisator. Water resistant to 60 metres. Developed from Omega's moonshot watches. £19.90 dep. followed by 9 equal installments of £19.90 over 38 weeks. Cash £199.00.

AN OMEGA for everyone in your **FREE** 50 PAGE COLOUR BROCHURE



Please send me **Omega ST1980030** ☐ for which I enclose £ _____
Please send me **Omega ST1880002** ☐ as 1/10th deposit, or cash
Please send me Omega Catalogue ☐

Mr/Mrs/Miss _____

Address _____

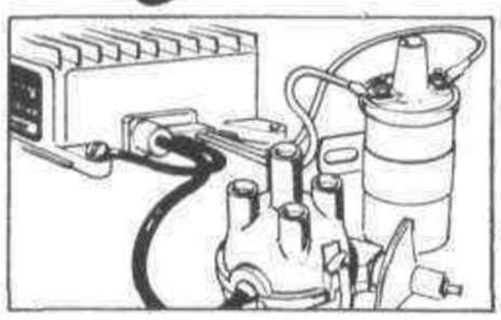
MS/D/3

PRESTONS TIMER DIVISION
Post to Prestons Timer Division, Capitol House, Churchgate, Bolton BL1 1LY. Tel 0204-25022 &27035. Registered in England 541349.

RoadRunner
01-267 3821

LONDON mobelec DISTRIBUTORS

Volvo Approved



- ✳ *THE reliable electronic ignition.*
- ✳ *Eliminates the weakest link in your ignition system – the contact breaker points.*
- ✳ *Radically improves Performance, Economy & Cold Weather Starting.*
- ✳ *Designed for ease of installation.*
- ✳ *Once fitted, forgotten– no servicing required.*

MOBELEC E20 CONTACTLESS (List £29.16) OUR PRICE: **£17.95**
Suitable for all 4/6 cyl. Performance cars....

MOBELEC 130 CONTACTLESS: (List £23.22) OUR PRICE: **£12.95**
Best inductive system in the world.....

MOBELEC E40 CONTACTLESS: (List £32.40) OUR PRICE: **£21.95**
Ultimate unit 4, 6 & particularly 8 cyls.....

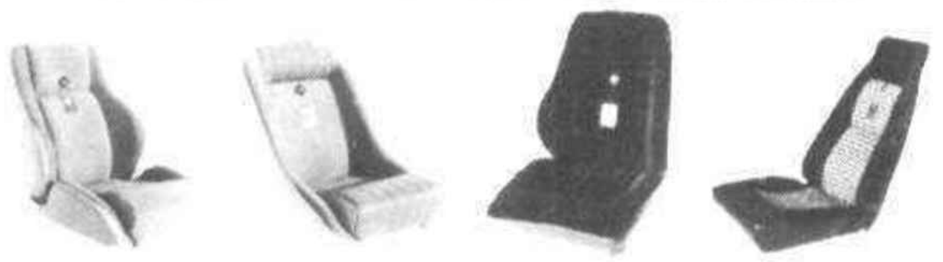
MOBELEC E40 RUGGEDISED: (List £35.76) OUR PRICE: **£25.95**
Heavy duty for Rallying, Competitions, etc...

AS FITTED TO OUR OWN RACING MORGANS

DISTRIBUTOR ADAPTORS: £1.10. TACH ADAPTORS: £2.00
MOBELEC POWER COIL: £4.00. MOBELEC HIGH POWER COIL: **£6.50. P & P 40p.** Free postage if purchased with unit.
P & P 55p per unit. NEON TIMING LIGHT: £3.30

CONTACT US FOR EXPERT ADVICE

LONDON **BILLOVER** DISTRIBUTORS



Carrera Alpine Marathon II Monza

CARRERA recliner, designed to combat driver and passenger fatigue..... **£23.00**
★★ THE FIRST SEAT GRANTED THE AA SEAL OF APPROVAL ★★

ALPINE bucket, fixed back luxury at an economic price..... **£11.50**

MONZA recliner, highback seat, providing greater safety and comfort..... **£25.00**
★ NOW WITH 'TIP FORWARD' MECHANISM ★

All the above seats available in Blue, Black, Red or Tan Brushed Nylon finish.

MARATHON Mk II recliner, ultimate luxury seat. Finished in Black worsted velour, complete with 'tip forward' mechanism..... **£33.00**

HEADREST for Carrera & Marathon £3.95 SUBFRAMES & RUNNERS from £3.00. FRONT BARS 50p
CARRIAGE £1.50 per seat.

FULL RANGE OF DEMONSTRATION SEATS ON SHOW.

OUR MAIL ORDER SERVICE IS SECOND TO NONE

ROADRUNNER (SPEED EQUIPMENT) LTD.
78, FLEET ROAD, HAMPSTEAD,
LONDON, NW3 2QT.
TEL: 01-267 0726/3821.

JANSPEED
Power for your DATSUN

Datsun engineering and Janspeed know-how – a winning combination.

Let's face facts . . . when it comes to getting the best from a Datsun there's no-one around to match Janspeed – the outright win by their Sunny Coupe in the 1300cc class of the Dutch National Saloon Car Championship proves the point. Not that competition is their only strength – their improvements to ordinary road cars have received wide acclaim from all the leading motor magazines.

Whatever your own particular requirements; increased acceleration, improved torque for towing, higher top speed, better road holding, or more m.p.g., the chances are that Janspeed can supply the answer for most models.

The necessary parts can be supplied for you to fit yourself or the whole job can be done for you by the Janspeed competition-trained mechanics or by your nearest Janspeed agent.



Don't despair if your car isn't a Datsun the Janspeed range covers all popular makes

Send for NEW Sports Parts Leaflet NOW!

JANSPEED ENGINEERING Ltd. SOUTHAMPTON Rd. SALISBURY, WILTS.
TEL: (0722) 6955/6 or contact one of the following Janspeed main agents.

Andrew Barton Ltd., Newburn, Newcastle upon Tyne NE15 8PT. Tel: (0632) 67 4449 **Harpers High-Performance Motoring Centre,** 19 St. Barnabus Road, Middlesborough, Teesside. Tel: (0642) 88188 **Sports-Tune (Accessories),** 10 Brandon Terrace, Cannonmills, Edinburgh EH3 5EA. Tel: (031) 556 3507 and 98 Paisley Road West, City End, Glasgow. Tel: (041) 427 2306 **Speed Sport Conversions,** 2 Roebuck Lane, West Bromwich, Staffs. Tel: (021) 553 1103 **Tim Walton, Motor Accessories Ltd.,** 214 Fleet Road, Fleet, Aldershot, Hants. GU13 8B7. Tel: (025 14) 22431 **Chris Montague Carburettor Co.,** 380 382 Finchley Road, London NW2 2HP. Tel: (01) 794 7766 **Avon Drive Service Station,** Bedford. Tel: (0234) 64307

Payment by Barclaycard or personal loan credit scheme

Buy it on BARCLAYCARD Extended Credit

PAGE & MOY LTD

HERE IS GOOD NEWS

1976 MOTOR RACING TOUR PROGRAMME

We guarantee no fuel or currency surcharges in 1976 - Brochure price is final price! (Note: This applies to all departures up to the end of September) **SEND FOR 48 PAGE BROCHURE TODAY.**

NO STAMP NEEDED—TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

cut along dotted line

To Page & Moy Ltd., 136-138 London Road, Leicester, LE2 1EN.
Telephone : Leicester (Reservations only) 0533 - 552521
(Management) 0533 - 51211

Please send me your free illustrated motor racing brochure.
BLOCK CAPITALS PLEASE.

Name..... *Mr./Mrs./Miss*

Address.....

.....*County*..... MS MAR

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. LE1039

PAGE & MOY LTD.
136-138 LONDON ROAD
LEICESTER
LE2 1EN

first fold along this line

third fold along this line

second fold along this line

second fold along this line

CHATER & SCOTT LTD

LATEST TITLES

Anatomy of the Motor Car. Absorbing and indispensible this book takes the reader beneath the shiny exterior of the car and removes the mystique from its workings. Extensive full-colour illustrations explain how the systems work, how they have developed and how they can be repaired. 192 pages. **£4.55**

Automobile Year 23. 'It's superb, the features are brilliant and the photography the best.' It is simply the best motor sporting annual in the world. A feast of facts, photos and information for motor sporting connoisseurs. Written by experts. 240 large format pages, 300 black and white photos, 70 colour illustrations. **£12.70**

Corvette - From Six to Stingray. Everything that you have ever wanted to know about the Corvette. A book for the Corvette enthusiast; for the lover of fast cars. A history of the car from 1953 to 1973. 98 pages. **£4.66**

Chilton's Auto Restoration Guide. By Burt Mills. This comprehensive and invaluable book gives the enthusiast or investor all the necessary information to do high quality restoration regardless of the vehicles original conditions. 291 large format pages. **£8.85**

The Designers. By L.J.K. Setright. An assessment of the work of some seventy great designers including Henry Royce, that superb but earthbound mechanic; Bugatti, the brilliant eccentric; and Alec Issigonis, who defied convention with his bestselling Mini-Minor. 192 pages, black and white illustrations and colour. **£5.10**

Ferrari. the Man, the Machine. A **superb** book about the man, the cars, the legend and the reality. 348 pages almost 100,000 words, 72 full colour photographs and illustrations and more than 300 black and white illustrations. **£15.75**

The Upper Crust. By John Bolster. A fascinating survey of cars which, because of their engineering excellence, their reputation, or their beauty, have been cherished by royalty, the nobility and the rich since the early days of the twentieth century. 192 pages. Well illustrated with black and white and col. photos. **£5.10**

NEW BOOKS

Trans-Africa Motoring. By Colin McElduff. This book is simply bursting with practical and easily digestible information. The most comprehensive handbook of its kind, it is essential reading for anyone planning to cross Africa by motor vehicle. 248 pages, illustrated. **£5.35**

Climax in Coventry. Few people can have had such a fascinating and varied career in the British motor industry or contributed so much to the design and development of so many fine engines and high-performance cars, as Walter Hassan, OBE. 158 pages, well illustrated. **£5.65**

Volvo. By Gladys Nicol. The author traces the history from 1925 to the present of what must be the most talked about success story in recent years. A fascinating story of the company and the development of their vehicles. 144 pages, black and white illustrations. **£6.35**

Citroen. By Raymond Broad. The story of a resourceful and farsighted organisation, the story of a series of great cars. The author examines each in relation to its time. A wealth of fascinating facts. 144 pages, black and white illustrations. **£6.35**

Motor Racing Year - 1976 Edition. A record of the major 1975 motor racing events. Includes also grid positions and results..128 pages, many illustrations. **£3.10**

Autocourse 1975-76. The finest annual of Grand Prix racing published anywhere in the world. Detailed practice and lap times, technical detail, pictorial and writen report. Also included are the Sports Car championships, Formula 2, Formula 3, Formula 5000 and Rallying. **£8.55**

The Unfair Advantage. By Mark Donohue with Paul Van Valkenburgh. A vivid story of a great racing career. Mark Donohue winner of major races and championships in every form of racing including Indianapolis, stocks, formula, sports cars and endurance races. 305 pages, well illustrated. **£7.05**

The Real Corvette. By Roy Miller. An illustrated history of Chevrolet's sports car. Often called Americas only sports car the Corvette is an automobile classic. It is one of the few automobiles ever produced that generates its own excitement. 320 large pages, 1202 photographs. **£13.00**

FIA Year Book of Automobile Sport 1976. The FIA Year Book is firmly established as the world's leading and most authoritative motor sporting reference work. Contains the brand-new Appendix 'J' to the International Sporting Code. All the regular features are included. Approximately 800 pages, 180 photographs and 170 drawings. **£5.85**

Studebaker Cars 1923-1939. Another in the Brookland series of articles and road tests reprinted from the pages of Motor, Autocar and The Times. **£1.76**

Kaiser-Frazer. The Last Onslaught on Detroit. By Richard M. Langworth. A superb, thoroughly detailed history - the dramatic inside story of Kaiser-Frazer - momentous decade in the American market place. The multi-million dollar enterprise that dared to launch an assault on Detroit. 287 pages. **£11.05**

The Grand Prix Tyrrells (Jackie Stewart's Cars 1970 - 1973). By Doug Nye. This book traces the development of the Tyrrells. Plenty of as yet unpublished information about their design and performance, together with original plans and models. 80 pages with over 100 illustrations in black and white and colour. **£3.43**

The Four Wheel Drives - Racing's Formula for Failure? By Alan Henry. The book describes the attempts by designers to evolve a satisfactory four wheel-drive system. The most important chapters concentrate on the Indy cars and the four wheel-drive experiments in this country in the late 1960s. 80 pages, over 100 illustrations in black and white and colour. **£3.43**

The Maserati 250F (A Classic Grand Prix Car) By Denis Jenkinson. A full account of the car's development and performance and of the history of Maserati, to which its success was closely linked, based on the author's personal recollections. 80 pages with over 100 illustrations in black and white and colour plus cutaway drawings. **£3.43**

Motor Road Tests Annual 1975. 65 road tests reprinted from the pages of Motor. Outstanding value. 288 pages. **£2.45**

Rolls Royce In America. By John Webb de Campi. Within its 256 pages are illustrated almost every design of coachwork that was ever mounted in America on a Rolls Royce chassis. Complete car by car tabulation of the Springfield production. **£10.10**

Aston Martin Competition Cars 1921 - 67. The second in Adrian Feather's series, concerns the competiton cars, and follows their development from 'Bunny', the 1921 record breaking prototype, up to the Marek racing V8 engine which was used in the Lola T70 Mk III in 1967. **£3.95**

Aston Martin 1963 - 72. By Dudley Gershon. The author was Director of Engineering at Aston Martin. He writes about design, development and production of the cars that did or did not make it. 144 pages, 16 pages of photos. **£4.40**

Packard - Ask The Man Who Owned One. By Otto A. Schroeder. This book highlights Packard's halycon years by reproducing an extensive and thoughful selection from a remarkable advertising program which engaged the best talents of the day. 382 pages of truly fascinating reading. Hardback. **£7.08**

The Cord Front-Drive. By Roger Huntington. Revised edition. The author discusses the background of E.L. Cord and his corporation. Details the history of the L-29 and 810-812's. Tells of attempts to manufacture modern replicas of the 810-812 model. Contains reproduction of original owner's manuals of the L-29 and 810-812. 224 pages, 144 illustrations. **£5.95**

The Dodge Story. By T.A. McPherson. In one book the most complete history ever compiled of Dodge and their products from the start right up to 1975. 320 large format pages with 1600 fascinating photos. **£9.95**

Maserati: Sports Racing and GT Cars 1926 - 1975. By Richard Crump and Rob de la Rive Box. A complete history of these fabulous Italian cars. **£8.95**

Four Wheel Drive Fundamentals. By Granville King. For the four wheel drive and off road enthusiast. 128 pages. **£4.90**

Ferrari: The Early Spyders and Competition Roadsters. By Dean Batchelor. The second of 5 illustrated histories of specific Ferrari lines. A valuable addition to the library of Ferrari lovers. 128 pages, 165 photographs. **£5.75**

Old Motor. Considered by many as the best available publication for old car, bus and commercial enthusiasts. Back issues available from Vol. 6 No. 2 to the current edition - Vol. 9 No. 3. **£1.50** per copy

---

PLEASE NOTE

Best prices paid for Secondhand books. Single Copies and Collections. Telephone or call and speak with Frank Stroud or Jim Aldridge.

All prices correct at the time of going to press but subject to alteration. Postage and packing charges included. Surface mail anywhere in the world.

Ring appropriate book, complete coupon and send complete with PO/Cheque.

PO/Cheques to be made payable to **Chater & Scott Ltd. DON'T FORGET TO FILL IN YOUR NAME AND ADDRESS.** All orders are dealt with care and promptly mailed.

Please complete in BLOCK CAPITALS

Enclosed PO/Cheque for £ . . . . . .

Name . . . . . .

Road . . . . . .

Town . . . . . .

County MS/3/76

SYON PARK BRENTFORD LONDON TW8 8JF ENGLAND

Tel: 01 568 9750

Callers Welcome – Unlimited Free Car Parking

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO JENSEN-HEALEY MORGAN

SCIMITAR GTE

1976 MODEL SCIMITAR GTE ON FACTORY ORDER DELIVERY ANTICIPATED FEB./MARCH.

NEW SCIMITAR GTE Auto., in Celtic brown/tan int., alloy wheels, P.A.S., tinted glass.
NEW SCIMITAR GTE Auto., in white/blue int., alloy wheels, electric windows, tinted glass, fog/spot lights.
1975(P) SCIMITAR GTE Manual, in April yellow, alloy wheels, tinted glass; one owner, low mileage **£3,495**
1975 SCIMITAR GTE Manual, alloy wheels, radio **£3,295**
1973 SCIMITAR GTE, O/d., alloy wheels, tinted glass, radio **£2,345**

LOTUS

NEW ELITE 501, in white. **List**
NEW ECLAT, in red. **List**
1974(N) ELITE 502, in white; one owner, supplied and serviced by ourselves, low mileage **£4,750**
1974 LOTUS +2S 130/5, garnet/oatmeal int., alloy wheels, tinted glass; low mileage **£2,995**
1974 LOTUS +2S 130/4, in sable/oatmeal, alloy wheels, radio; one owner **£2,650**
1974 LOTUS +2S 130/5, in yellow/oatmeal int., alloy wheels, tinted glass, radio **£2,895**
1973 LOTUS +2S 130/5, green/silver roof, oatmeal int., alloy wheels, radio/stereo, tinted glass **£2,495**



1974 EUROPA Special 5-speed, Roman purple, oatmeal int., alloy wheels, tinted glass **£2,745**
1974 LOTUS +2S 130/5, white/oatmeal int., radio, alloy wheels **£2,895**

ALFA ROMEO

NEW ALFETTA GT.	Choice of colour.
NEW ALFETTA 1.6.	Choice of colour.
NEW ALFETTA 1.8.	Choice of colour.
NEW 2000 Saloon Auto.	Dutch blue.
NEW SPIDER.	Dutch blue.
NEW 1600 GT.	Choice of colour.
NEW ALFASUD TI.	Choice of colour.
NEW ALFASUD L.	Choice of colour.
NEW ALFASUD SE.	Choice of colour.
NEW ALFASUD N.	Choice of colour.

(Some of the above Alfas are available at pre-increase price.)

1975(P) ALFETTA GT, in Dutch blue, Momo wheels, radio; low mileage **£3,750**
1975(P) ALFETTA 1.8, red/cloth int., tinted glass **£2,795**
1975(P) ALFETTA 1.6, plum/beige vinyl roof, cloth int. **£2,545**
1975(P) ALFASUD SE, in Piper yellow **£1,795**
1974 ALFASUD, in white with cloth int. **£1,395**
1971 ALFA 1750 GTV, one owner, 27,000 miles only, radio **£1,295**

JENSEN

NEW JENSEN GT, metallic maroon/leather int.
1974 JENSEN HEALEY Mk. II, in orange **£2,295**

MISCELLANEOUS

1973(M) JAGUAR V12 2+2, red, chrome wheels **£3,295**
1975 MG-B GT, yellow/black vinyl roof, sun-roof **£2,395**
1975 Model MG-B GT, harvest gold **£2,295**
1974 MG-B roadster, o/drive, mustard **£1,745**
1974 MG-B roadster, o/drive **£1,745**
1973 DATSUN 240Z, in silver **£1,895**
1974 Model BMW 2002 Tii, red/cloth int., h.r.w. Immaculate **£2,395**

CLEAN LATE SPORTS CARS WANTED FOR CASH

WANTED FOR CASH

Clean, low-mileage post-1973 Alfa Romeo 2000 Spider, 2000 GTV, 1600 GT, SUD and TI. MG-B roadster, GT and V8. Jensen Healey Mk. II. Datsun 240Z and 260Z. Lotus Elite, Europa, +2 and Sprint.

250 PLYMOUTH GROVE MANCHESTER M13 0BG
Telephone 061-224 3325/6/7 Telex 668570
OPEN 9.30 a.m. - 6.30 p.m. CLOSED SUNDAY

BELL & COLVILL LTD

LEADING DISTRIBUTORS FOR
Lotus Alfa Romeo Jensen-Healey

NEW CARS FOR IMMEDIATE DELIVERY

LOTUS Elite 504 Automatic, carnival red **£8,541**
LOTUS Elite 503, blue **£8,135**
LOTUS Elite 502, sable **£7,878**
LOTUS Elite 501, blue, carnival red **£6,931**
ALFETTA 1.8 saloon, white, Piper beech, red, Le Mans **£3,467**
ALFETTA 1.6, yellow, Dutch blue, white, silver **£3,198**
ALFASUD N, Matisse green **£1,898**
ALFASUD TI, yellow, red, dark blue **£2,298**
ALFASUD SE, red, white, yellow, dark and light blue **£1,998**
ALFASUD L, coral, red, white, navy **£2,098**
ALFETTA GT, Piper, blue, periwinkle **£4,198**
JENSEN GT, met. green **£4,563**

DEMONSTRATIONS: Available for all models.

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

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

PART EXCHANGES WELCOMED

USED CARS

1974 LOTUS Elite 502, pine green, supplied by us, 12,800 miles **£4,950**
1974 LOTUS +2S 130/5, yellow, five speeds, oatmeal trim, radio/cassette, alloy wheels; one owner, 14,000 miles **£2,895**
1973 LOTUS +2S 130/4, blue/silver, oatmeal trim, supplied by us, 23,300 miles **£2,395**
1972 LOTUS +2S 130, yellow, sun roof, radio tinted screen, 35,000 miles **£2,095**
1970 (Nov.) LOTUS +2S, white/silver, extensively overhauled, sun-roof, radio **£1,495**
1973 LOTUS Elan Sprint d.h.c., green/white, 26,400 miles; supplied and serviced by us **£1,950**
1973 LOTUS Elan Sprint f.h.c., blue, 15,500 miles radio **£1,950**
1972 LOTUS Elan Sprint d.h.c., yellow, 40,600 miles **£1,695**
1975 LOTUS Europa Special, JPS black/gold supplied and serviced by us; five speeds, oatmeal trim, radio **£3,195**
1974 LOTUS Europa Special, Olympic blue, oatmeal trim, five speeds, radio/tape, 17,500 miles **£2,750**
1973 LOTUS Europa Special, met. blue, five speeds, 33,000 miles **£1,995**
1973 ALFA ROMEO Alfetta, white, cloth trim, one owner **£1,995**
1972 ALFA ROMEO Giulia Super, navy **£1,095**
1975 ALFA ROMEO 1.6 GT, maroon, 9,100 miles **£2,425**
1973 ALFA ROMEO 1.6 GT, white, radio **£1,595**
1975 (P) ALFA SUD TI, green, 9,500 miles **£1,995**
1973 ALFA ROMEO 2000 Spider, red, one owner, 27,000 miles **£2,095**
1973 (Sept.) JAGUAR XJ12L Mk. II, Regency maroon, elect. windows, radio/8-track; one owner, 22,700 miles, mint **£3,500**
1975 LANCIA Beta 1800ES, silver, blue cloth, radio, sun-roof, tinted glass, alloy wheels; one owner **£2,595**
1975 LANCIA 1.3S Fulvia Rallye, maroon, 4,700 miles **£2,250**
1972 JAGUAR E-Type V12 2+2, white, auto., PAS, sun-roof, radio, tinted screen, chrome wheels; 32,000 miles **£2,595**
1973 (Oct.) BMW 3.0 CSI coupe, blue met., velour trim, PAS, elect. windows, radio/cassette; one owner, 29,000 miles **£4,995**
1973 BMW 2002 Tii, silver, blue cloth, tinted glass, radio/tape **£2,250**
1975 JENSEN HEALEY III, black, five speeds, 10,000 miles. Our own car, tan trim **£2,895**

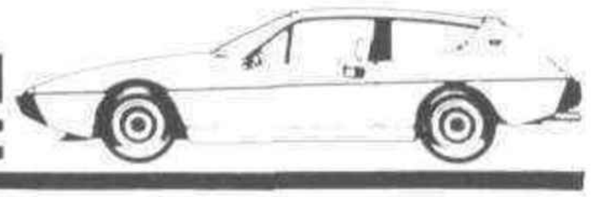
EPSOM ROAD (A.246) - WEST HORSLEY - Nr. GUILDFORD - SURREY
TELEPHONE: SHOWROOMS: EAST HORSLEY 4114 STORES: EAST HORSLEY 4609
SHOWROOMS OPEN 9.00 AM - 7.00 PM MONDAY TO SATURDAY. 2.00-6.00 PM SUNDAY

Sports Cars

CAMDEN MOTORS

IN OUR SHOWROOMS NOW

LOTUS ELITE





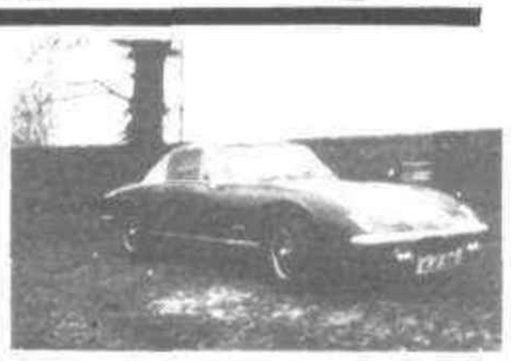
1973 'M' BMW 3.0 CSA, in silver with blue velour upholstery, automatic, power steering, electric windows, tinted glass, radio/stereo etc. Magnificent..... **£4,899**



1975 LANCIA Beta 1600 coupe. Superior model, in yellow, alloy wheels, tinted screen, reclining seats and h.r.w.... **£2,599**



1974 LOTUS Europa Special. One private owner, 9,000 miles, 5-speed gearbox, alloy wheels, radio/cassette, tinted glass, Canadian green with oatmeal trim **£2,899**



1973 LOTUS 2S 130. Attractive car in regency with silver roof. Extras include Webasto sunroof, tinted screen and h.r.w. **£2,349**

1970 ALFA ROMEO 1750 Spider Veloce. Outstanding car in ivory with maroon seating. Recent new mohair hood, push-button radio..... **£999**

1974 AUSTIN Allegro 1750 Sport Special Family saloon, with impressive performance, h.r.w. etc. Blue..... **£1,449**

1973 AUSTIN 1300 GT. Roomy 4-door sporting saloon in red, vinyl roof, radio and h.r.w..... **£1,049**

1974 BRISTOL 411 Mk. IV "Hand crafted" luxury grand tourer in silver with red hide, auto., PAS, electric windows, radio, h.r.w. etc., etc. Magnificent **£7,849**

1975 CITROEN GSX2. Immaculate in orange, one private owner, 7,000 miles only, hi-back seats, radio, h.r.w. Substantial saving at..... **£1,699**

1973 CITROEN SM EFI. 5-speed gearbox, air-conditioning, PAS, tinted glass, radio etc. Gold with black hide... **£3,699**

1972 DATSUN 180B 'SSS' coupe. Sporty 4-seater in green, tinted glass, radio and h.r.w..... **£1,049**

1974 DATSUN 260Z Sports coupe. Magnificent example in green, 5-speed gearbox, tinted glass, radio and h.r.w. **£2,549**

1972 FIAT 124 Sport coupe 1600. Outstanding car in red, 5-speed h.r.w. etc. **£1,349**

1973 FIAT 124 Sport coupe 1600. One-owner car in yellow, 5-speed gearbox, tinted glass, h.r.w..... **£1,599**

1973 FIAT 124 Sport coupe 1800. 5-speed gearbox, Sundym, h.r.w. One owner, green..... **£1,699**

1974 FIAT 124 Sport coupe 1800. 5-speed gearbox, radio and h.r.w. Immaculate in white..... **£2,049**

1973 FIAT 128 SL 1300 coupe. Most attractive in blue, radio and h.r.w. **£1,199**

1973 FIAT 124 Special 'T' saloon for the sports car enthusiast, with 1,600 c.c. engine, o.h.c., 5-speed gearbox, radio and h.r.w., beige..... **£1,099**

1973 GILBERN Invader Mk. III automatic. Tinted screen, hi-back seats and h.r.w. Prestige 2+2 Grand Tourer in metallic jade..... **£1,899**

1973 JAGUAR 'E'-Type V12 roadster. Outstanding example in red, chrome wheels, push-button radio and tonneau cover **£2,599**

'M' regd. LANCIA Beta 1800. Fastback 4-door saloon with 5-speed gearbox, headrests, reel belts and h.r.w.... **£1,879**

1974 Series LANCIA Beta 1400 saloon, in white with maroon velour seating. Attractive fastback styling, radio, headrests, h.r.w..... **£1,549**

1975 LOTUS Elite 502. 10,000 miles only. Air-conditioning, stereo radio/cassette, 5-speed gearbox, tinted glass and full luxury spec. Immaculate in red **£5,999**

1973 LOTUS 2S 130/5, in metallic blue with oatmeal upholstery, 5-speed gearbox, radio, Sundym, alloy wheels, h.r.w. etc. Magnificent **£2,399**

Unregistered MASERATI Bora 4.7 GT. Air-conditioning, manual gearbox, etc. A saving of over £1,500 at..... **£9,749**

'P' regd. MASERATI Khamsin. Nominal mileage only. Usual luxury spec. including auto. gearbox, radio/cassette stereo etc., metallic green with cream upholstery. Complete details and price upon application.

1974 M.G.-B GT. Resplendent in citrus yellow with navy seating, overdrive, push-button radio, h.r.w. Highly recommended **£2,049**

1973 M.G.-B GT. Overdrive, push button radio, headrests and h.r.w. Red... **£1,549**

1971 M.G.-B GT. Outstanding condition for the year. Extras include overdrive, wire wheels and h.r.w. Smart in BRG **£999**

1974 M.G.-B roadster, with overdrive. Also fitted with Rostyle wheels and headrests. Superb in maroon..... **£1,599**

1972 M.G.-B roadster. Particularly attractive car in white. Radio, spotlamps and tonneau cover..... **£1,049**

1974 M.G. Midget. Beautiful little car in purple with tan trim, tonneau cover **£1,299**

1973 M.G. Midget Mk. III. Impressive one-owner car in yellow. Genuine 20,000 miles, radio and headrests. Zeibart rust-proofed **£1,149**

1973 OPEL Manta Berlinetta 1.9, in silver with black vinyl roof, radio, Rostyles, h.r.w. 26,000 recorded miles **£1,599**

1974 RELIANT GTE automatic. Elegant in Highland purple. Specification includes sunroof, alloy wheels, radio and h.r.w. **£2,999**

1973 RELIANT GTE. Manual with overdrive. Also radio, reel belts and h.r.w. Beautiful car in Nevada yellow..... **£2,199**

1975 RENAULT 17 TL automatic. Superb fastback in silver with Jersey nylon seating, radio/stereo and h.r.w.... **£2,149**

1975 SAAB '99' 'L' Combi coupe. One owner car in blue with matching cloth upholstery, h.r.w. Stylish 2-door fastback with generous 4-seat accommodation **£2,699**

1970 SUNBEAM Imp Sport. Exceptional example of this nippy little sports saloon. Spotlamps and vinyl roof. Pretty in metallic blue..... **£499**

1973 TOYOTA Corolla 1200 SL coupe. Pretty little 4-seat coupe in orange, radio, tinted glass and h.r.w..... **£1,049**

1974 TRIUMPH Stag automatic. Hard and soft tops, power steering, Sundym glass, radio etc. Blue with blue trim **£3,249**

1972 TRIUMPH Stag. Manual with overdrive, hard and soft tops, power steering, h.r.w. and usual luxury specification, damson..... **£1,899**

1975 TRIUMPH Dolomite Sprint. Fitted with overdrive, alloy wheels, Sundym glass, reel belts and h.r.w. Zeibart treated, 8,000 recorded miles, blue **£2,549**

1974 TRIUMPH Spitfire Mk. IV. Extras include overdrive and tonneau. Pretty in mimosa yellow..... **£1,329**

1973 TRIUMPH Spitfire Mk. IV. Fitted with foglamps, radio etc. and finished in emerald with black interior **£1,129**



1973 MG-B roadster, with overdrive, radio and tonneau, attractive in beige **£1,279**



1974 TRIUMPH TR6 roadster, with overdrive, detachable hardtop and radio. Most attractive in bright red with black..... **£1,749**



1975 (Series) VW Scirocco TS. 5,000 miles only, reel belts and h.r.w. Immaculate in red with check cloth trim... **£2,299**



1971 JENSEN Mk. II automatic. Impressive in aubergine. Fitted with radio/stereo, Sundym, air-conditioning, alloy wheels etc..... **£3,249**

PART EXCHANGES WELCOME: HIGHEST POSSIBLE ALLOWANCES: "ON-THE-SPOT" H.P. AND INSURANCE

LAKE ST., LEIGHTON BUZZARD, BEDS. Tel: LEIGHTON BUZZARD 2041

OPEN DAILY 9-8 SUN 10-6

INSURANCE

ANY PROBLEM

ANY RISK



QUALITY CARS



SPORTS CARS

MINIS TO MERCEDES

TALASAN LTD.
INSURANCE BROKERS
435 9038

REPRESENTING OVER
40 INSURANCE COMPANIES
& LLOYD'S SYNDICATES

GREATER LONDON
INSURANCE SERVICE
693 8297

PHONE NOW!

OR WRITE TO:

TALASAN LTD., 90 FORTUNE GREEN ROAD, HAMPSTEAD, LONDON N.W.6.

Name..... Address.....

..... Tel. No.....

Occupation..... Age.....

Use: Business / Pleasure. Full / Provisional licence for ..... years.

Comp. / Third Party / Third Party, Fire & Theft. Drivers..... ★

Accidents / Convictions ..... ★

Make of Car..... Model..... C.C.....

Value..... Year..... Garaged / Left in open.

Present Insurers..... N.C.B. for ..... years

★ *Give further details, i.e. dates, ages, offences, etc.*

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

M.G

1975 MG-B GT, white/tan interior, o/drive, radio, cassette .. **£2,295**
1974 MG-B GT, N-Reg., o/drive, sun-roof, one owner, low mlge. **£2,095**
1974 MG-B GT, citron yellow/black trim, o/drive, h.r. window .. **£1,995**
1973 MG-B GT, M-Reg., overdrive, radio, damask red, sun-roof **£1,745**
1971 MG-B GT, overdrive, Rostyle wheels, radio, h.r. window.. **£1,195**
1974 MG-B roadster, hard and soft tops, o/drive, teal blue.... **£1,695**
1974 MG Midget, one owner, low mileage, citron/blue trim.. **£1,295**
1973 MG Midget, blaize/blue, radio; low mileage from new.... **£1,095**

TRIUMPH

1973 Stag, hard and soft tops, o/drive, one owner, low mileage **£2,595**
1973 TR6, overdrive, hard top, 25,000 mls., magenta/black.... **£1,445**
1972 TR6, saffron overdrive, radio, wire wheels, etc..... **£1,095**
1974 GT6, 18,000 mls., one owner, overdrive, tinted glass..... **£1,645**
1974 Spitfire, 16,000 mls., one local owner; white/black..... **£1,345**
1973 Spitfire, overdrive, radio, low mileage; white..... **£1,195**
1968 Spitfire Mk. III, G-Reg., radio, tonneau, damson..... **£545**

JAGUAR

1974 V12 roadster, red/black, tints, stereo, hard top..... **£3,895**
1974 V12 roadster, fern grey, radio, chrome wheels, N-Reg... **£3,895**
1973 V12 roadster, Auto., M-Reg., 18,000 mls.; white/red.. **£3,245**
1973 V12 roadster, M-Reg., radio, chrome wheels, tints..... **£3,195**
1973 V12 2+2 Auto., azure blue, chrome wheels, 25,000 mls... **£3,695**
1973 V12 2+2, 15,000 mls., radio, h.r. window, red/black.... **£3,695**
1972 V12 2+2, L-Reg., silver/black, sun-roof, radio, h.r.w..... **£3,695**
1972 2+2 Auto., black/tan, radio/stereo, chrome wheels..... **£2,745**
1972 2+2, B.R. Green/tan trim, heated rear window, etc..... **£2,495**
1970 2+2 4.2 E-Type, powder blue, radio, chrome wheels..... **£1,845**
1966 2+2 4.2 E-Type, red/tan, chrome wheels, h.r. window.. **£995**
1970 FHC 4.2 E-Type, blue/blue, chrome wheels, h.r. window **£1,645**

RELIANT

1976 Scimitar GTE, 2,000 mls., manual, stereo, as new..... **£3,645**
1975 Scimitar GTE, one owner, 13,000 mls., o/drive; yellow **£3,395**
1973 Scimitar GTE Auto., chrome wheels, stereo; one owner **£2,495**
1970 Scimitar GTE Auto., December, local car; radio, h.r.w...**£1,445**

OTHER MAKES

1972 Datsun 240Z, red/black, radio, heated rear window..... **£1,595**
1975 Toyota Celicia, 11,000 mls., one owner, radio, h.r.w..... **£1,745**
1974 Sunbeam Imp Sport, 15,000 m. from new with one owner **£1,075**
1973 Escort GTE, one owner, red, sports wheels, etc..... **£1,045**
1974 Cortina 2000 GT, white/red trim, one owner from new.. **£1,375**
1971 Volkswagen, one owner, low-mileage car..... **£775**
1971 Alfa 1300GT, K-Reg., low mileage, red/black interior..... **£1,045**
1973 XJ12 LWB, one owner, 23,000 mls., sun-roof, stereo..... **£2,545**
1973 Capri Automatic, 2000GT XLR, low mileage..... **£1,295**
1973 Dolomite, overdrive, 26,000 mls., French blue/black..... **£1,425**
1974 Jensen Healey, hard and soft tops, stereo; orange..... **£2,395**

TERMS — EXCHANGES — INSURANCE FACILITIES

This is only part of our total stock — if you don't see what your looking for give us a ring

1174-80 Christchurch Rd Bournemouth Tel Bournemouth 43344 9am-7pm (Saturday 9am-6pm)

Discover the whole of the

Lake of Geneva Region

CANTON VAUD (SWITZERLAND)

Lake of Geneva
Alps
Jura
Countryside

CHEXBRES
LAUSANNE
MONTREUX
VEVEY
MORGES
NYON
ROLLE
CHÂTEAU-D'ŒX
LES DIABLERETS
LES MOSSES
LEYSIN
VILLARS
SAINT-CERGUE
SAINTE-CROIX
VALLÉE DE JOUX
YVERDON

All these resorts offer a 3-day package from Sw.Fr. 129.-

and a 7-day package from Sw.Fr. 242.-

(EXCLUDING TRAVEL)

(half board – one excursion – free admission to sports installations – one gift – etc.)

Informations and booking:

Travel agencies
Local tourist offices at resorts

Swiss National Tourist Office
London W1V 3HG – Swiss Center – 1, New Coventry Street
Office du Tourisme du Canton de Vaud
10, Avenue de la Gare
CH-1002 **Lausanne**

The Chequered Flag

London's Leading Sports Car Specialists

For the finest selection of hand-picked sports and GT cars

01-995 0022/3/4

LOTUS Elite 502, 1975. Beautiful in metallic brown with oatmeal interior, air-conditioning, radio/stereo-8, tinted and electric windows, etc. **£5,865**

ALFA-SUD TI. A *one-owner 2-door 1975 model* in Blue Procida with black trim and spoilers, radio/cassette, 5-speeds, h.r.w., etc. **£1,785**

RELIANT Scimitar GTE. Currently six carefully-selected examples of these high-performance estates, various colours and specifications: from a 1972 at **£1,985** to a 1975 at **£3,495**

FORD Capri 1600 XL. Red with black cloth trim and vinyl roof, steel sun-roof, radio/electric aerial, etc. 'L' regd., only 9,000 miles by lady owner. **£1,295**

ALFA ROMEO 2000 Spyder. Very attractive in Rosso Corsa with black cockpit, 5-speed box, radio/stereo-8, etc. **£1,645**

LANCIA 1.3 Rally S. 1970 coupé in Bianco *Saratoga with red trim, Voxon radio, etc.* **£965**

M.G. 'B' GT. 1973. Harvest gold with black cloth, overdrive, radio, h.r.w., etc. **£1,665**

JENSEN-HEALEY. Pristine 1975 example of the current much-improved 5-speed version. Tangerine with black trim and bumpers, factory hard- and soft-tops, alloy wheels with HR-SPs, h.r.w., radio, headrests, etc.; very low mileage by sole owner. **£2,985**

TRIUMPH GT6 Mk III. New-white with black trim, overdrive, radio, h.r.w., etc. 1973. **£1,465**

M.G. 'B' GT. Exceptional 1970 car in flame red with black trim, overdrive, wire wheels with SP tyres, radio/stereo-tape, etc.; 2,000 miles on reconditioned unit. **£1,085**

TRIUMPH Spitfire Mk. IV. Choice of six hand-picked examples of these popular and economical cars. Various colours and specifications. From a 1972 at **£1,095** to a 1974 at **£1,495**

M.G. 'B' roadster, 1973. Limeflower with black trim, overdrive, radio, Rostyles with SPs, headrests, etc. **£1,495**

M.G. 'B' GT. Choice three hand-picked 1974 cars, bracken, white or damask, all with overdrive, radio or tape, h.r.w., cloth trim, etc. From **£1,995**

TVR 3000M. Superb 1974 car in flame red with black bumpers and cloth trim, sun-roof, alloy wheels with Avon radials, radio/stereo, tinted glass, h.r.w., headrests, etc. **£2,285**

CLUBMAN 1275 GT. *Harvest gold with tan* trim, radio, coachlines, HR-SPs, 1973. **£1,095**

TRIUMPH TR4A. Outstanding 1966 example in signal red with black trim, Surrey-top coupé, wire wheels, etc. **£695**

M.G. 'B' GT Series III, 1975. Unmarked new white with black cloth and bumpers, overdrive, radio/cassette, h.r.w., etc. Low mileage by sole owner. **£2,395**

LANCIA Beta. Choice four of these excellent 5-speed twin o.h.c. sporting saloons: **1974 1800** in dark brown with beige cloth, sun-roof, **£1,895**; **1975 1400** in green with tan cloth, radio/stereo tape, 12,000 miles, **£2,095**; **1975** series **1800 ES** in Bianco Saratoga with blue cloth, sun-roof, electric and tinted windows, alloy wheels, radio/stereo/electric aerial, 9,000 miles only, **£2,685**; and a **1975 1800 ES** in metallic silver with green cloth, sun-roof, elec. and tinted windows, radio, alloy wheels, etc Ex demo car, 4,500 miles only. **£2,985**

ALFA ROMEO 1600 GT Junior Coupe, 1973. Blue with black trim; 5-speeds, sun-roof, radio, etc. **£1,495**

LANCIA 1.3 Fulvia S.III Coupés. Choice five examples of these delightful twin o.h.c., 5-speed cars: 1972, beige/brown trim; 1972, beige Mirabello/black trim; 1974, white/green cloth; 1975, Rosso Corsa/black trim; 1975 Rosso York/tan trim. From **£1,295**

M.G. 'B', 1974, roadsters. Choice two low-mileage overdrive cars, purple aconite/tan trim or blaze/black trim, various extras. From **£1,635**

M.G. Midget. Choice two earlier above-average examples, a 1969 in Racing Green and a 1971 in bronze yellow. From **£585**

ALFA-SUD, 1974. Red with black and grey cloth trim, tape player, h.r.w., etc. Only 8,000 miles by one owner. **£1,485**

LANCIA 2000 Farina Coupés. Choice of two low-mileage 1973 cars, bruno metallic or rosso, both with beige trim and the usual refinements, one with sun-roof. From **£1,995**

LANCIA Beta 1600 Coupés. Three unblemished examples of these sought-after and attractive cars: 1975 (P) in Blue Vincennes (metallic) with beige velour, 3,000 miles only, **£2,985. 1975** ***(P),*** *Bronze Ascot with gold velour, radio,* etc., 600 miles, **£3,165. 1975 (N),** Blue Agnano with gold velour, self-seeking radio/cassette, Ziebarted, 9,000 miles. **£2,765**

DATSUN 260Z Coupé, 1975. Metallic silver with black spoilers and cloth trim, radio, h.r.w., etc., etc.; 14,000 miles. **£3,185**

LANCIA 2000 sports saloon. Black with grey cloth, fuel injection, 5-speeds, radio, electric windows, tinted glass, p.a.s., etc. **£1,695**

M.G. Midget Mk. IV. Choice three carefully selected cars, blaze, bracken and white. 1973/4, with various extras. From **£1,065**

LANCIA 1.6 HF Lusso. Excellent specimen of these rare and rapid coupés, in Beige Mirabello with black trim and black sun-roof, alloy wheels with XAS tyres; radio, h.r.w., headrests, etc. 1972. **£1,585**

JAGUAR XK150 fixed-head coupé. Dove grey with grey leather, overdrive, wire wheels with Cints., etc.; sought-after model in generally sound condition. **£1,275**

M.G. 'B', 1975, Series III roadster, flame red with black trim and bumpers, Blaupunkt radio, overdrive, etc. Under 10,000 miles by one owner. Another in new white with tan trim. From **£2,065**

FORD Capri II GT. 1974 (N). Daytona yellow with black roof and cloth trim, radio/auto. electric aerial, sports wheels, etc.; 14,000 miles by sole owner. **£1,885**

FIAT 124 Sports Coupé 1800. 1974 model in royal blue with beige cloth, radio, 5-speeds, h.r.w., etc.; low mileage by sole owner. **£1,785**

ALFA ROMEO 2000 sports saloon, 1972. White with black trim, radio, 5-speeds, headrests, h.r.w., etc. **£1,235**

M.G. 'B' GT V8. Damask red with black cloth, overdrive, radio/stereo-8, electric aerial, alloy wheels. **£1,895**

JENSEN-HEALEY. A one-owner 1974 roadster in tangerine with tan trim, alloy wheels, headrests, etc. **£2,285**

We pay more for well-maintained sports and GT cars.

01-995 0022/3/4

LANCIA

RELIANT SCIMITAR GTE — NEW VERSION!

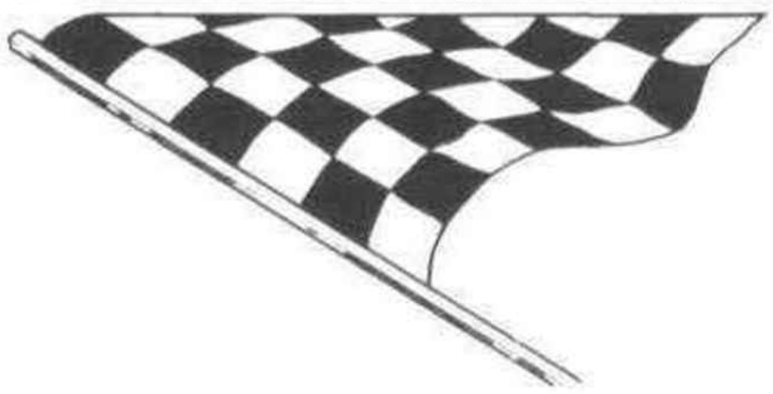
The revised and enlarged GTE is now available. More room, more comfort, more elegance. This highly practical high-performance estate car is available from £4,368. — Please call or ring for a quotation.

LANCIAS FOR IMMEDIATE OR EARLIEST DELIVERY

LANCIA BETA 1300 saloon	Please ring for available colours	**£2,293**
LANCIA BETA 1600 saloon		**£2,599**
LANCIA BETA 1800 saloon		**£2,767**
LANCIA BETA ES (sun-roof, electric/tinted windows, alloy wheels).		**£3,085**
LANCIA RALLYE 1300 coupe. Brown, white or met. blue.		**£2,632**
LANCIA BETA coupe. Still in great demand.		**£3,136**
LANCIA BETA HPE. This exciting new model should now be here.		**£3,545**

Please note: Service & Stores: 01-995 0102/4

For Sales or Information on any of these Superb New Motor Cars please contact the Sales Office on (01)-995 0022/3/4. **Demonstration Cars Available.**



Chiswick High Road London W4

Reliant Scimitar at 548-560, High Road, W.4.
Lancia Solus Dealers at 512-516 High Road, W.4.

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH





Alfa Romeo

SCIMITAR GTE

NEW 1976 MODEL SCIMITAR GTEs ON ORDER NOW WITH THE FACTORY DELIVERY DURING MAR/APR 1976

NEW SCIMITAR GTE. Overdrive. April yellow/tan. Radio, alloy wheels, electric windows **LIST PRICE**

NEW SCIMITAR GTE. Automatic Sierra/tan, power steering, electric windows, tinted glass, stereo 8/radio **LIST PRICE**

NEW SCIMITAR GTE. Overdrive. Everest white/blue int. Power steering, electric windows, tinted glass, stereo 8/radio **LIST PRICE**

ORDERS TAKEN NOW FOR EARLIEST DELIVERY

1975P ALFA ROMEO Alfetta GT. Piper yellow/navy cloth. Radio/cassette, tinted glass, rustproofed, mudflaps. Certified 3,800 miles by one owner..... **£3,995**

1974N MG-B V8. Damask red/cloth int. Overdrive. Certified 15,000 miles, radio, tints, alloys, impeccable condition **£2,595**

1974M FIAT 124 Sports coupe 1800. Red/cloth int. One owner. Genuine 30,000 miles, 5-speed box, h.r.w..... **£1,845**

1975N MG-B Sports. Damask red. Overdrive, 8,000 miles by one owner. Showroom condition..... **£2,095**

IMMEDIATE DELIVERY

ALFASUD SE. Dark blue..... **£1,998**

ALFASUD TI. All colours including metallic paints..... **£2,297**

ALFA 2000 saloon. Wine red..... **£3,298**

ALFASUD "Lusso". White, silver, red **£2,098**

ALFA 1.6 GT. White, Piper yellow. Dutch blue..... **£3,298**

ALFETTA 1.8 saloon. Red, blue, yellow, maroon **£3,368**

ALFETTA 1.6 saloon. Piper yellow, maroon, silver metallic blue..... **£3,198**

NOW IN STOCK — **ALFETTA GT** — IMMEDIATE DELIVERY AT £4,197

DEMONSTRATION CARS FOR INSPECTION AND TRIAL

1967 BENTLEY T series. Metallic gold. Certified 61,000 miles from new. Full service history intact. Exceptional original condition. New tyres and exhausts **£4,995**

1974N LOTUS Europa Special. Targa Orange/champagne int., 5-speed g/box, alloys, certified 17,000 miles only... **£2,745**

WANTED FOR CASH
LOTUS +2S, 1970-1974
LOTUS ELANS, 1970-1974
LOTUS EUROPAS, 1971-1975

1973 LOTUS +2S 130/5. Metallic tawny/silver, 5-speed g/box, alloys, radio. Genuine 29,000 miles..... **£2,495**

1973M MG-B V8. Damask red/cloth. Overdrive, alloys, tints, cassette player. Guaranteed 12,600 miles. Undersealed. Original throughout..... **£2,095**

1973 LOTUS Sprint f.h.c. Tawny metallic/white, 21,000 miles, radio, 3.5 diff. Tinted glass, h.r.w..... **£1,995**

1972L PORSCHE 911T. Imperial purple, radio, stereo 8, electric windows. Certified 33,000 miles. Showroom condition **£3,985**

1974 RELIANT Scimitar GTE. Overdrive. Everest white, Webasto sunroof, alloys, stereo 8/radio, electric windows, tints. Superb condition..... **£2,785**

1973 BMW 3.0 saloon SI. Targa, orange/black velvet int. Certified 29,000 miles. PAS, tinted glass, limited slip diff. **£3,745**

TOP CASH PRICES FOR PORSCHE, ASTON MARTIN BMW, MG, TVR, ALFA ROMEO

Open daily until 6 p.m. Closed on Sunday

TVR
IMMEDIATE DELIVERY

NEW TVR 1600M. Yellow/black int. Reclining seats, tinted glass, h.r.w. Padded ML dash **LIST PRICE**

ARRIVING SHORTLY

TVR 3000M. Coral metallic, reclining seats, radio, tints, h.r.w., vinyl roof, ML dash **LIST PRICE**

TVR 3000M. Overdrive, brown/oatmeal, sunroof, tints, h.r.w., vinyl roof, ML dash **LIST PRICE**

70-PLUS USED CARS IN OUR CONSTANTLY CHANGING STOCK

1973 FORD Escort Mexico. Yellow. Special wide wheels, stereo cassette. Certified 27,000 miles, low profile tyres **£1,245**

1972K ALFA ROMEO Spider 2000 Sports. Yellow/black int. Radio, low mileage, 5-speed gearbox, 4 new tyres **£1,745**

1973M RELIANT Scimitar GTE. Overdrive, Beaujolais red/tan interior, 26,000 miles, alloys, electric windows, stereo 8/radio. One owner from new..... **£2,495**

URGENTLY REQUIRED
Reliant Scimitar GTE's 1970-1975

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

ALFRED STREET SHOWROOMS, BLACKPOOL
Tel. 28401/2

KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3

LONDON SPORTS CAR CENTRE

LOTUS – MAIN AGENTS – Alfa Romeo

USED ALFA ROMEO

1975 Alfetta GT ('P' reg.). White with black trim. Fitted with radio. Total mileage 6,000..... **£3,625**

1975 (P) Alfa Romeo 2000 Spider. Ivory with black trim. Fitted radio. Supplied and serviced by us and unmarked. Recorded mileage 2,000..... **£3,150**

1973 Alfa Romeo 2000 GTV (M). White with black trim. Fitted with push-button radio. A one-owner car with a recorded mileage of 27,000..... **£1,965**

1973 (M) Alfa 1.6 GT. Red with black trim. Fitted with heated rear window and radio. A one-owner car with a total mileage of 22,000..... **£1,645**

USED M.G.

1975 M.G. Midget. Damask red. A one-owner car with a mileage of 8,000..... **£1,475**

USED LOTUS

1975 (P) Lotus Elite 502. Roman purple with fawn trim. Recorded mileage 3,800..... **£6,150**

1975 Lotus Elite 502. White. 14,000 m. rec. **£5,795**

1974 Lotus Elite 502. Sable. 19,000 m. rec. **£4,845**

1974 Lotus Europa JPS. Black with oatmeal trim. Fitted alloy wheels, tinted glass, Autovox radio/cassette stereo, full fire extinguisher system and Britax full harness safety belts. A one-owner car which was supplied and maintained by ourselves. Recorded mileage 16,000..... **£2,650**

1973 (M) Lotus +2 'S' 130/5. Metallic green with silver roof and oatmeal trim. Fitted with tinted glass, alloy wheels, heated rear window and radio/stereo cassette unit..... **£2,395**

1973 Lotus +2 'S' 130/5. Recently resprayed black with oatmeal trim. Alloy wheels, radio and h.r. window. Supplied new by ourselves. 24,500 miles..... **£2,345**

USED TRIUMPH

1974 Triumph Dolomite Sprint. Mimosa with black trim. Tinted glass and radio. A one-owner car with a recorded mileage of 24,000..... **£1,765**

1974 (Dec.) Triumph Stag Automatic. Mimosa with black interior. Fitted with hard and soft tops, tinted glass, alloy wheels, radio and stereo. A one-owner car which was supplied new by ourselves. Total mileage only 5,000..... **£3,550**

1974 Triumph Spitfire convertible. White with black trim. Recorded mileage 17,000..... **£1,395**

1973 (M) Triumph Stag. White with black trim, fitted with overdrive, hard and soft tops, alloy wheels, tinted glass, radio and stereo. A one-owner car with a recorded mileage of 28,000..... **£2,600**

USED JAGUAR

1974 (N) Jaguar V12 'E'-Type roadster. Azure blue with tan trim. Fitted with hard and soft tops, tinted glass, chrome pressed wheels, radio and stereo. A one-owner car with full service history. Recorded mileage 27,000..... **£3,750**

1974 (Model) Jaguar XJ6 4.2 Series II (late '73 reg.). Lavender. Fitted electric windows, automatic transmission, power steering and sunshine roof. A one-owner car with full service history available. Recorded mileage 50,000..... **£3,345**

1974 Jaguar V12 'E' roadster, automatic. Green sand with black trim. Fitted hard and soft tops, tinted glass, radio with electric aerial. A beautifully maintained one-owner car with full service history. Mileage 30,000..... **£3,345**

USED MISCELLANEOUS CARS

1973 Citroen SM EF1 ('M' Reg.). Silver grey with black leather trim. Fitted with air-conditioning, radio and 8-track stereo. A one-owner superbly maintained car with a recorded mileage of 26,000..... **£3,750**

1975 Ford Granada Ghia saloon. Finished in white with a recorded mileage of 10,000..... **£3,000**

1975 (N) Jensen Healey 5-speed. Dark metallic blue. Fitted hard and soft tops, radio, etc. A one-owner car with a recorded mileage of 9,000..... **£2,750**

1974 Datsun 240Z. Metallic green with black trim. 14,000 miles. Fitted with radio..... **£2,350**

1972 Reliant Scimitar GTE Automatic. Green with tan trim. Fitted with chrome/alloy wheels and radio/8-track stereo..... **£1,865**

1973 Fiat 128 SL. Orange. In far above average condition for year. Fitted radio. Quite unmarked **£1,175**

1973 Vauxhall Firenza 2300 SL coupe. Metallic green with tan trim. An impeccably maintained one-owner car with a total mileage of 15,000..... **£945**

We have been appointed
U.K. Sole Concessionaires for
GOLDEN LODGE SPARKING PLUGS.
Trade and private enquiries welcomed.

AMERICAN MOTOR HOME CENTRE

Gemini House, High Street, Edgware, Middlesex. 01-952 6171

All the Motor Homes described below have following fittings: Central heating, hot/cold water supply, bath or shower unit, toilet, double sink, refrigerator, 3 or 4-burner gas stove and oven, radio, air-conditioning, elec. generator, auto. transmission, power steering/brakes, all LHD.

1972 Winnebago Brave, 20ft. **£5,695**

1972 Winnebago Brave, 19ft. Not fitted with generator or air-conditioning..... **£4,250**

1972 Winnebago Indian, 24ft. **£6,295**

1973 Winnebago Brave, 18ft. **£6,295**

1974 Dodge Titan Luxury Motor Home **£7,595**

HIGH STREET, EDGWARE (2 MINUTES FROM M.1 ACTUALLY ON THE A.5)
TEL: 01-952 6171 (SERVICE 952 5578; STORES 952 0108) TELEX 261215. OPEN 9.30 A.M. TO 7 P.M.

tim & zöe Randles

Phone (0782) 48361 - 47623 FOR SPORTY SPECIALITIES

BROWSE AROUND OUR BEAUTIES

1973 MERCEDES 280CE, Auto. Byzantine gold, tan trim; one owner; elec. sun-roof, radio/tape **£4,495**

1973 SCIMITAR GTE, o/drive. Mexican red, black trim; one owner, 28,000 miles; radio **£2,395**

1974 JENSEN HEALEY sports. Sage green; 21,500 miles **£2,195**

1973 TRIUMPH Stag Series II. O/drive. 24,000 miles. Mallard green, tan trim; radio, hard/soft-tops **£2,695**

1972 TRIUMPH Stag. O/drive. Saffron, hard/soft-tops, radio/tape **£1,995**

1971 BMW 2.8 coupe. Manual. Met. blue, sun-roof **£1,795**

1971 LOTUS +2S 130. Colorado/silver roof. All usual extras. Pleasant car **£1,795**

1971 LOTUS Elan S.IV. S/Equip. fixed-head. White, one owner. Super example **£1,295**

1973 M.G.-B GT. O/drive. One owner. White **£1,595**

1972 'L' M.G. Midget. Teal blue, one owner, 24,000 miles **£895**

1973 TRIUMPH Dolomite Sprint, 'M' Regd. Mimosa yellow; 22,000 miles **£1,695**

1973 TRIUMPH Spitfire. One owner. White **£1,195**

1971 TRIUMPH Spitfire. One owner. 22,000 miles **£995**

1973 MINI 1275 GT. Finished in black tulip with ochre trim **£1,095**

1974 GINETTA G15. Finished in orange with sun-roof, alloy wheels **£1,395**

1971 MINI 1275 GT. Finished in blaize, in good all round condition **£795**

1971 FIAT 124 Sports 1600, 5-speed box. White, in very good order **£1,095**

1971 TRIUMPH GT6. Navy blue with pale blue trim **£795**

Details for your new **TVR** and demonstrations given on request.

Tremendous Stock of Lotus and Scimitar Spares, Tel. (0782) 45691

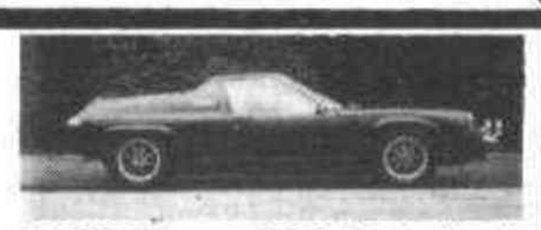
Top Technicians for your Performance Problem. 'Phone Bob Booth, (0782) 45691

C.R.F.S. LTD., CAMPBELL ROAD, STOKE-ON-TRENT (0782) 48361 - 47623

1 mile off M.6 Exit 15. Open weekends

JK SPORTSCARS





LOTUS +2 'S' 130, 1972, blue, tinted windows, chrome knock-on wheels, 26,000 miles, h.r.w. .. **£1,995**

TVR Tuscan V8, 1968, aubergine, 4.7 special equipment engine, Minilites, Sundym. Still running-in after £500 engine rebuild. A very rare car **£1,795**

MG Midget, 1972, white, black hood and upholstery, wire wheels, radio etc. **£795**

HERALD Drophead, 1971, blue, black hood and upholstery, full tonneau, new tyres **£700**

CAPRI 3000 GTXLR, 1972, blue, black upholstery, sports wheels, radio, vinyl roof, new tyres **£895**

ASTON MARTIN DBS, 1970, white, brown hide upholstery, electric tinted windows, heated rear screen, radio etc. Regd. No. PEN 52 .. **£2,995**

LOTUS Elan S.4 S/E, white, tinted screen, knock-on wheels; two private owners; radio. Exceptional condition throughout **£1,095**

MERCEDES 280 'S' 1968, white, automatic transmission, power-assisted steering, radio etc. .. **£1,095**

TRIUMPH TR5, 1968, white, black hood and upholstery, wire wheels, overdrive, roll-over bar, radio, new clutch **£695**

LOTUS Europa, 1969, black, electric windows, radio, Cosmic wheels **£1,095**

DOLOMITE Sprint, 1973, yellow, black upholstery, alloy wheels, two owners, 14,000 miles, new clutch, **£1,595**

TRIUMPH Spitfire, 1973, blue, black hood and upholstery, low mileage, radio **£1,050**

ALVIS TF21, 1966, metallic beige, automatic transmission, power steering, 3 owners, retrimmed throughout **£1,590**

TRIUMPH TR4A, 1966, British Racing Green, overdrive, wire wheels, radio, Surrey top **£595**

MG Midget, blue, tinted screen, hard top, wire wheels, 1,558 Lotus twin-cam engine with 3000E gearbox. Very fast **£695**

LOTUS Metier, yellow, sole prototype of the Elan +2. Fitted 1500 GT engine and gearbox, knock-on wheels, pod lights etc. Very economical and rare car **£1,095**

NSU Ro80, 1970, red, black upholstery. To clear **£600**

TVR Vixen S.2, 1969., tangerine, black upholstery, alloy wheels, radio, tinted rear screen **£995**

405 GREEN LANES, LONDON N4
01-348 2221

FOR SALE

GP FERRARI, 1951

Chassis No. 102 F1/F2. Restoration required **Offers**

1951 FRAZER NASH Mille Miglia

Famous historic sports car. Restored **£6,000**

1962 LOTUS Elite Series 2

Sound thoroughbred sports car for road or track. M.o.T. **£1,200**

Serious enquiries contact:

MANN, 5 Dale Close, Foxes Dale, Blackheath, S.E.3.

01-852 3718 (home), 01-858 6534 (work) or Telex 896411

AUSTIN HEALEY 3000 Mk. III, 1967



Green. Manual gearbox with overdrive. Motorola radio, wire wheels. 49,000 miles. First class condition. One of the last big Healeys to be built and must be amongst the finest available.

£2,500

Wm. E. Quint, Fox Farm, Brook Lane, Timperley, Cheshire.
Tel.: 061-928 2922

LM ENGINEERING LTD
WEST BOLDON GARAGE
BOLDON, CO DURHAM
TEL: BOLDON 5801

ANOTHER RESTORATION

The 1924 CHENARD WALCKER advertised briefly in Feb. edition is now having a face-lift. This particular car has very many early features. Beaded-edge tyres, no rear brakes on the axles, just a large transmission brake. All the bright work is in brass, radiator, lamps, screen frame, horn and mirror. A good deal of the timberwork in the body is exposed, with inset metal panels. A most attractive car which looks more like a pre-war example, in style and character. Our workshops are carrying out the work at present, but, like many of the cars we sell, we are prepared to negotiate a sale at any stage in the restoration.

Just Arrived! A RESTORED BIG BEAST

1959 AUSTIN HEALEY 3000 Mk. I. Finished in red/black. Rebuilt to a high standard by the previous owner. Unfortunately we are unable to have a photograph of the car for print. We will be pleased to send photographs to serious enquirers at a small deposit.

If you are looking for a good Healey then do telephone us for a full description.

ALSO IN STOCK AT PRESENT:

1950 RILEY Roadster.
1952 XK120 Roadster.
1928 CHEYNARD WALCKER — requires restoration.
1909 ALLDAYS & ONIONS.
1926 BENTLEY short chassis 3-litre Speed Model fabric-bodied tourer by Gurney Nutting. Having just recently acquired this particular car we feel loath to part with it so soon (Bentley owners will know the feeling). However, we will be pleased to give further details to seriously minded enquirers.

SERVICING OF ROLLS-ROYCE & BENTLEY PAST & PRESENT.

ALL TYPES OF VINTAGE & CLASSIC CARS REQUIRED FOR STOCK.

WE WILL PAY TOP PRICES FOR VINTAGE AND CLASSIC CARS FOR STOCK.

DISTANCE NO OBJECT.

When closed telephone
Newcastle-on-Tyne 863193

MASERATI



1966 MISTRALE, RED.
£1,650

WANTED

MISTRALES, SEBRINGS AND MEXICOS PURCHASED FOR CASH IF IN GOOD CONDITION

ENGINE OVERHAULS SPARES AVAILABLE

J. F. J. BOSISTO
4 Plantation Cottages, SAUNDERSFOOT, PEMBS.
Tel.: 813275

PHT PETER TOWNSEND





1976 series MASERATI Merak SS, metallic pale champagne gold with brushed suede interior, tinted glass, electric windows, radio/stereo, air-conditioning. Fitted with the 3-litre 6-cylinder engine with a top speed of 140 m.p.h., fast acceleration and a fuel consumption of 22.1 miles per gallon touring, as tested by 'Motor'. This car is very appealing to the eye and exciting to drive. It has covered only 3,900 miles and we are offering at a saving of £2,500 under new price **£6,950**

1973M ASTON MARTIN DBS V8 auto., metallic imperial blue with white hide, electric windows, tinted glass, air-conditioning, Learjet radio/stereo; having covered a total mileage of 21,000 extremely good value, saving £8,181 under current list. Our price **5,450**

1968/69 ASTON MARTIN DBS 6, auto., pale primrose, chrome wheels, tinted glass, radio; a very exceptional example **£2,250**

1973 DATSUN 240Z, metallic lime green/black trim, tinted glass, radio **£1,795**

1972 DATSUN 240Z, metallic pale silver/black trim, tinted glass, radio **£1,595**

1974 LOTUS Elite 502, met. burgundy/oatmeal trim, radio/stereo **£4,595**

1970J LOTUS Elan S4 d.h.c., red, complete engine overhaul **£1,295**

1973 MG-B roadster, red/black trim, folding roof, headrests **£1,195**

1974 SPITFIRE, white/black trim, radio, only 14,000 miles **£1,395**

1974 ESCORT RS 2000, Olympic pale blue with French blue flashing, tinted glass, black cloth trim; a very beautiful car **£1,595**

1974 RENAULT 5 TL, pale orange/black flashing, cloth trim, radio **£1,295**

1973 HONDA 600 N, pale orange, tinted glass, radio, reclining seats **£595**

1973 series BMW 3.0 CSL, lightweight, metallic pale blue/black velour trim, rally seats, tinted glass, electric windows; low mileage **£3,950**

1974 FERRARI Dino 246 Spyder, white/black interior, low mileage **£5,450**

1974/5 STAG, white, o/d, h/s-tops, low mileage **£3,150**

Coming shortly: 1973 Lotus +2S 130 . . . 1973 Scimitar GTE . . . 1973 Dino Ferrari . . . 1973 Porsche 911 Targa . . . 1972 Mercedes 350 SLC . . . 1974 BMW CSA . . . 1974 M.G.-B GT . . . 1974 M.G.-B GT V8 . . . 1973 TR6 . . . 1974 TR6 . . . 1974 Datsun 260Z 2 + 2 . . . late personalised Mini 1275 GT.

HIGH PERFORMANCE CENTRE
27 THE GREEN, WINCHMORE HILL, LONDON N21 1HS.
TEl.: 882-1045/1046.

SPORTS CAR BODY PANELS

British handmade panels in top quality glass fibre



PANELS AVAILABLE FOR TR2/3/3A, TR4/4A/5/6, A/Healey 100/6 & 3000, Sprites & Midgets, MG.TF, MG.A/B/C, Spitfire & GT 6, Lotus 7 Series 3 & 4. *Also wide range available for popular saloon cars.*

Prompt mail order, and export service on all panels.

Please send 1st Class stamp for full brochure, or International Response Coupon to the value 60p for Overseas.

Full workshop facilities available for body, chassis and accident repairs, including repairs to glass-fibre bodies.

D.J. **D. J. SPORTS CARS LTD.,**
Swains Factory, Crane Mead,
Ware, Herts.
Tel: Ware 5431
D.J.

Like your motoring to be Individual?

Then look at some of our conversions to the Leyland range

TORCARS OF DEVON

Princess Estate Car



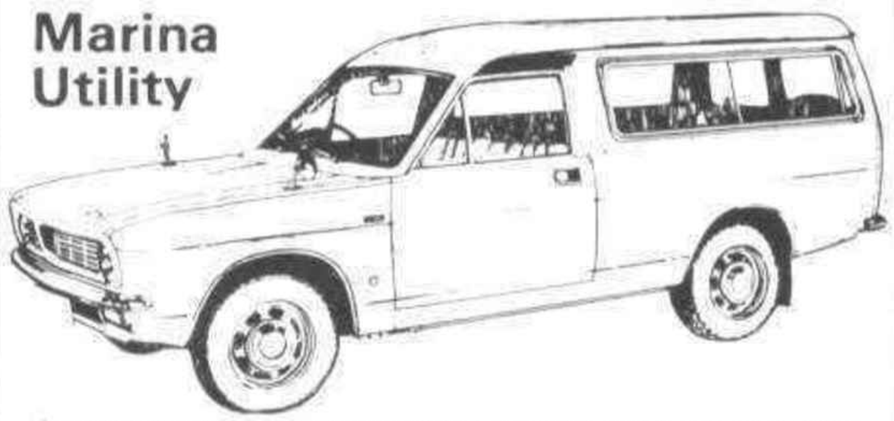
A family car, even 5 adults can travel all day in comfort; refined executive express, quiet, smooth and sumptuous; and a load carrier of generous proportions. This is the 5 door car you've been waiting for.

Marina Convertible



The four/five seater family convertible for the fresh air enthusiast. Now available on the Marina 2 range that combines sporting appeal and economy.

Marina Utility



A real workhorse - two vehicles for the price of one. The economical and reliable Marina becomes a family estate car with the carrying capacity of a van with this low cost conversion by Torcars.

We can convert your own Princess, Marina Coupe, or Marina van as well as supply from our new and used range.

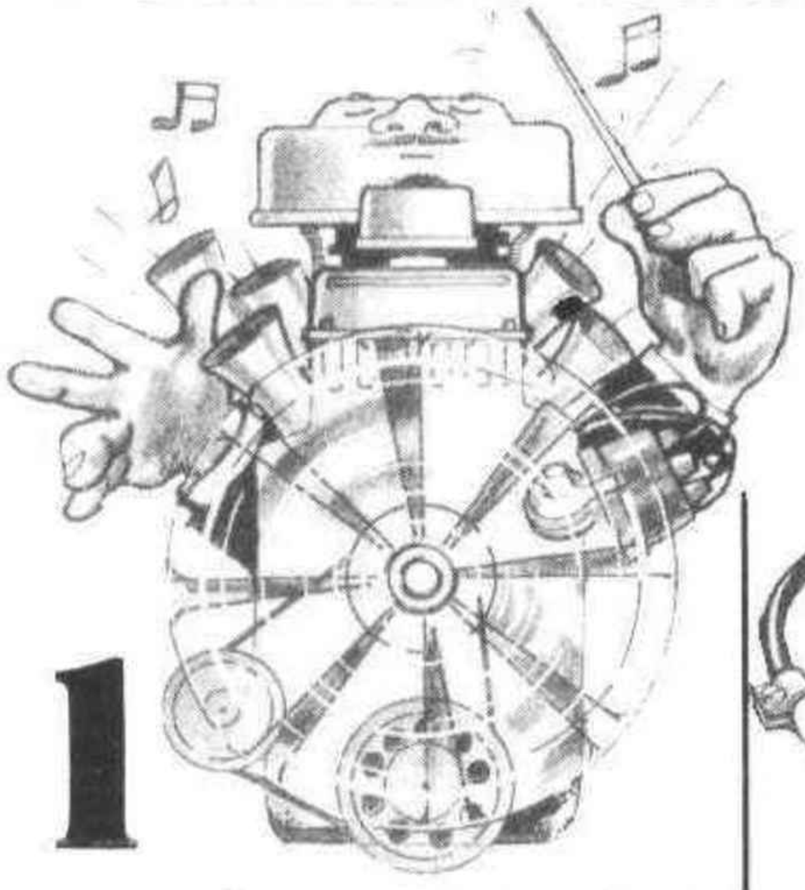
NAME _____
ADDRESS _____
_____
_____
TEL. NO. HOME _____
Business _____

Please tell me more about your Individual Cars. I am interested in a (please tick)

- ☐ PRINCESS ESTATE
- ☐ MARINA CONVERTIBLE
- ☐ MARINA UTILITY
- ☐ MOTOR CARAVAN
- ☐ OTHER (please state)

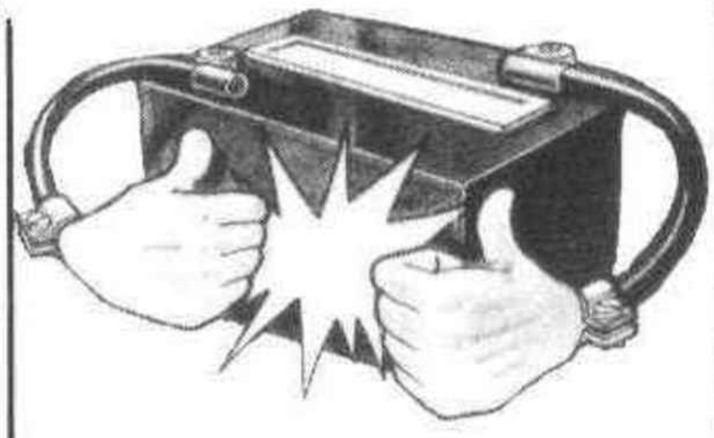
Please return completed form to:
Mr. M. G. Curren, Dept. , Torcars of Devon,
Drake House, Laira Bridge Road, Plymouth, Devon. 64811.

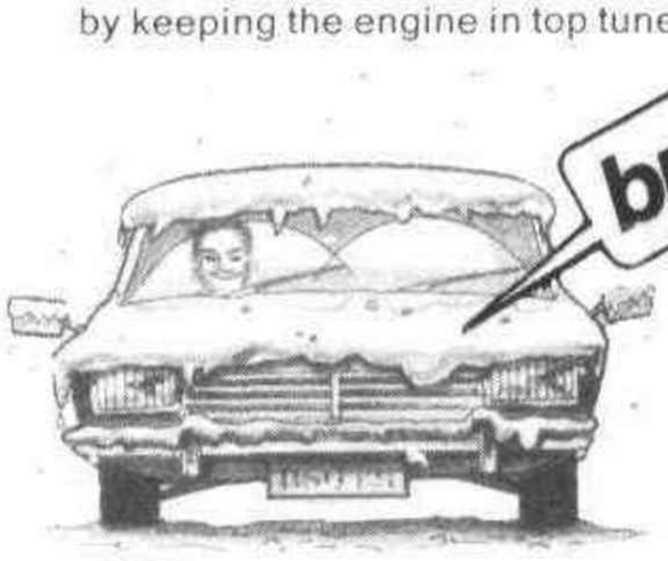
7 worthwhile reasons for fitting *mobelec* Contactless Electronic Ignition...



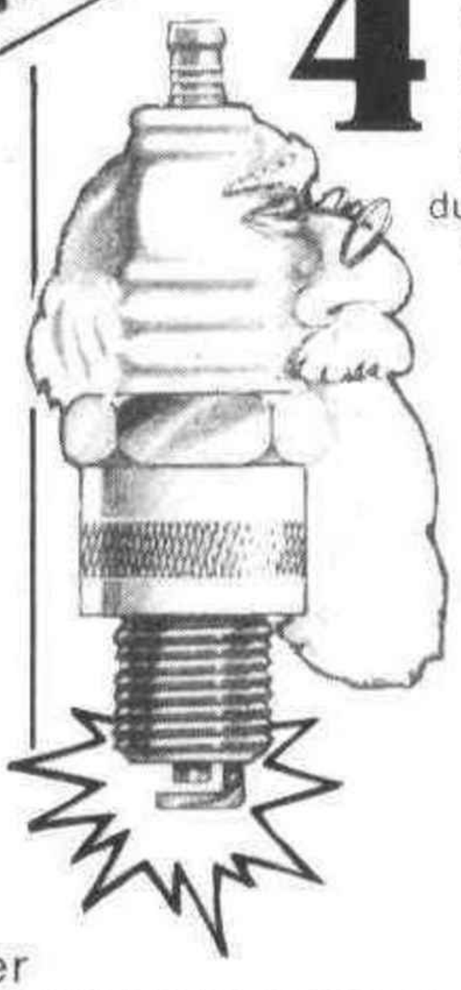
1 Petrol consumption is reduced by keeping the engine in top tune.

3 Its kind to your battery because it uses less current to start and run.





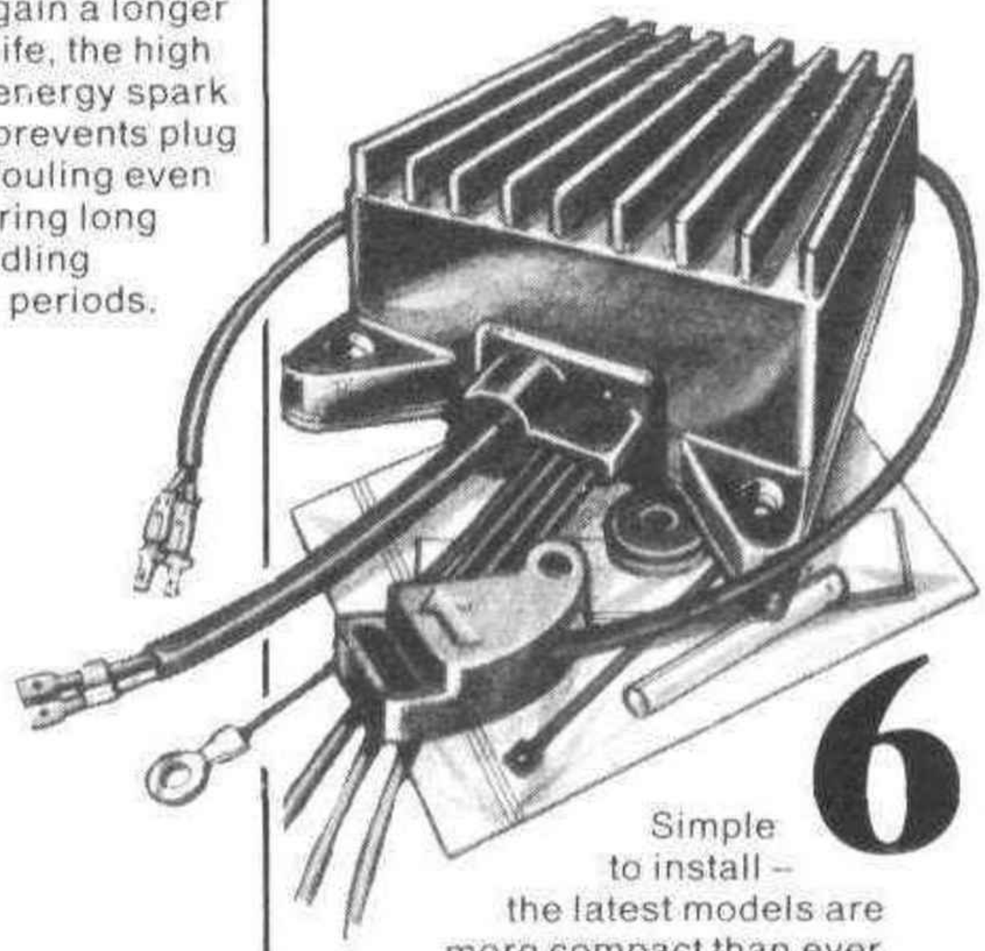
2 Ensures reliable cold weather starting even down to sub-zero temperatures.



4 Spark plugs gain a longer life, the high energy spark prevents plug fouling even during long idling periods.



5 Mobelec's full one year "no quibble" guarantee is backed up by good after-sales service and a nationwide network of distributors.



6 Simple to install – the latest models are more compact than ever and complete with fully illustrated fitting instructions.

These then are the real benefits of fitting Mobelec Electronic Ignition. The benefits which made 'Motor' magazine choose Mobelec as No 1 over all other systems tested. The benefits which Volvo Competition Department proved, before using it, and supplying it to their own customers. Ask your Mobelec dealer, accessory shop, garage or contact.

mobelec auto electrics

Mobelec Ltd.
Oxted, Surrey,
England



7 The Automobile Association of Great Britain has awarded Mobelec Electronic Ignition Systems its Seal of Approval.

Ottershaw for OPEL

END OF WINTER BARGAINS

NEW COMMODORE GSE COUPE, Manual **Our Price**	**£4,595**
NEW MANTA (75 shape), Monza blue, manual **Our Price**	**£2,395**
NEW ASCONA ESTATE 1.9 SR, automatic **Our Price**	**£2,395**
NEW REKORD ESTATE 1.9 Engine, vinyl trim **Our Price**	**£2,795**

In addition to the above bargains we have a full stock of 1976 MODELS and a very comprehensive list of **USED OPELS,** eg: **1975 MANTA BERLINETTA,** 12,000 miles, manual, **£1,995, 1975 (P) MANTA** 1.9 SR, 3,000 miles, **£2,095, 1974 COMMODORE COUPE** 2.8 GS automatic, **£2,695, 1975 COMMODORE GSE** saloon, auto, sunroof, **£3,695, 1974 MANTA BERLINETTA,** sunroof, auto, **£1,895, 1974 MANTA** 1.9 SR, 11,000 miles, **£1,725, 1972 MANTA** 1.9 SR, Silver, 29,000 miles, **£1,295, 1974 (N) ASCONA** 1.9 SR, white, **£1,795.**

Phone Bill Harding or Chris Marshall for any further information.



1976 OPEL MANTA BERLINETTA

OTTERSHAW MOTOR COMPANY LTD. Situated on A 319 between Addlestone and Chobham 10 mins. from M3 **Tel.: OTTERSHAW 2514 (or 2326)**
SPINNEY HILL, ADDLESTONE, SURREY

QUEENSBERRY ROAD GARAGE

KETTERING, NORTHANTS. TEL: KETTERING 3351

Agents for TVR & JENSEN

NEW TVRs

TVR 3000M. Dark metallic brown and natural, sun and vinyl roof, Sundym glass, reclining seats, h.r.w.

TVR 1600M. Metallic blue with black interior, Sundym windows, reclining seats and h.r.w.

NEW JENSEN

Jensen GT. Aruba red, tan interior, electric windows, etc., as standard.

USED CARS

JENSEN HEALEY **1973 Jensen Healey.** Yellow, tonneau, radio and cassette **£1,450**

M.G. **1974 MG-B GT V8.** Tundra, h.r.w., radio **£2,395**
1974 Midget. Yellow with black interior, tonneau cover (*low mileage*) **£1,250**
1970 (J) Midget. Red with black interior, hard-top and wire wheels **£625**

AUSTIN HEALEY **Austin Healey 3000 Mk. III,** hard-top, o/d., B.R.G.

RENAULT **1973 (Dec.) 15TL,** in yellow with dark brown interior, h.r.w. **£1,395**

ASTON MARTIN **1957 DB2/4 Mk. II** **£1,250**

Barclay Card accepted for all spares, petrol, service and repairs (incl. body work).

TVR AND OTHER SPORTS CARS PURCHASED

VINTAGE TYRE SUPPLIES

TYRES FOR VETERAN AND VINTAGE CARS

	Tyres £.p	Tubes £.p
Tubed Type		
500/525 x 16	12.05	2.50
550 x 16	13.85	2.50
600 x 16 RS5	20.05	2.50
670 x 16 RS5	21.35	2.50
670 x 16 6 ply	19.95	2.50
700 x 16 6 ply	23.85	2.50
700 x 16 RS5	22.75	2.50
450 x 17	11.25	2.55
500 x 17	16.85	2.55
525/550 x 17	19.90	2.65
450 x 18 Olympic	19.85	2.55
475/500 x 18	15.20	2.65
525/550 x 18 4 ply	17.05	2.65
525/550 x 18 6 ply	18.75	2.65
600/650 x 18	32.20	3.35
350/400 x 19	11.75	2.40
450 x 19	14.75	2.55
475/500 x 19	21.80	2.65
550 x 19 Olympic	25.85	3.35
525/550/600 x 19	26.65	3.35
450/475/500 x 20	25.60	4.05
525/550/600 x 20	37.60	4.05
700 x 20	41.75	4.05
450/475 x 21	25.50	3.20
500/525 x 21	27.50	4.05
600 x 21	38.20	4.05
700 x 21	42.75	6.20
Straight Side type		
32 x 4¼	40.25	3.70
33 x 5	on application	
Fort Tubed Type		
600/650 x 17c	33.20	4.25
700 x 17	35.45	4.20
700 x 18	42.95	4.80
650/700 x 19	32.20	4.25
Beaded Edge type		
26 x 3	18.70	3.00
28 x 3	43.40	2.90
30 x 3½	31.45	2.90
710 x 90	30.05	2.90
730 x 130	60.90	4.95
760 x 90	31.20	6.45
810 x 90	31.15	7.20
815 x 105	42.25	2.90
875 x 105	42.40	7.20
820 x 120	42.20	3.70
880 x 120	44.95	3.70
895 x 135	59.75	4.90
Bibendum		
12/13/14 x 45 Firestone	46.00	6.00

Carriage extra – prices subject to alteration without notice – these prices subject to V.A.T.

We may not have all these sizes in stock, but let us have your enquiries and we will let you know when we can expect supplies.

Vintage Tyre SuppliesLimited, Jackman Mews, North Circular Rd, Neasden, London, N.W.10. Telephone: 01-450 6468. Telex: 922043



MOTOR RACING TOURS '76

BELGIAN GP from	*£15.75*
MONACO GP	*£39.95*
SPA 1000 kms	*£16*
LE MANS from	*£19.50*
FRENCH GP	*£41.50*
GERMAN GP	*£16.95*
AUSTRIAN GP	*£43.50*
DUTCH GP from	*£16.75*
ITALIAN GP	*£39.50*
SWISS GP	*£20.25*

No Surcharges for '76. Group rates and series booking Discount.

All tours fully escorted using only luxury continental coaches.

Write or phone for illustrated brochure TO-DAY!

Please send me your 1976 Motor Racing Brochure

Name .....

Address .....

.....

CIRCUIT TRAVEL

15A TOWN GREEN, WYMONDHAM, NORFOLK

TELEPHONE (095 360) 2884-5210 MS1

GARNETTS OF GUISELEY LTD

PERFORMANCE CAR CENTRE

NEW CARS IN STOCK FOR IMMEDIATE DELIVERY

LOTUS ECLAT 502 White	LIST
LOTUS ELITE 501 White	LIST
LOTUS ELITE 501 Yellow	LIST
T.V.R. 3000 M Met blue/vinyl roof	LIST
T.V.R. 3000 M Red/black vinyl roof	LIST
T.V.R. 1600 M White/black vinyl roof	LIST

DEMONSTRATION ELITE & T.V.R. CARS AVAILABLE AT ALL TIMES

76 T.V.R. 1600 M Met blue/vinyl roof, stereo, Sundym, recing seats, 800 miles	**£3,195**
75P SCIMITAR GTE Green, overdrive, Sundym, electric windows, chrome wheels, stereo radio cassette, 7,000 miles	**£3,995**
74 JENSEN-HEALEY Tangerine, 19,000 miles	**£2,295**
74 LOTUS ELAN +2S 130 Yellow, sunroof, Sundym, radio, one owner, 19,000 miles	**£2,775**
73 LOTUS EUROPA SPECIAL Copper Metallic, 23,000 miles	**£1,895**
73 MGB ROADSTER Blaze, 36,000 miles	**£1,295**
73 SPITFIRE Blue, 22,000 miles	**£1,195**
73M MG MIDGET Damask red, radio, 33,000 miles	**£1,125**
72 TRIDENT Tycoon blue, auto, 17,000 miles	**£1,895**
72L TRIUMPH TR6 Green, radio	**£995**

A SELECTION FROM OUR CURRENT USED CAR STOCK

LEEDS ROAD, YEADON. TEL LEEDS (0532) 505914/5

IN OUR SHOWROOM NOW

LOTUS ELITE

MAIN LOTUS TVR DEALER

Phillips

For Sale by Auction



on

Saturday, March 13th at 11am

at

37 Castlecroft Lane, Wightwick, Wolverhampton

(Off A454 Wolverhampton Bridgnorth Road)

The valuable antique contents of the property together with two magnificent Vintage Cars, both in concours condition throughout, to be sold on the premises.

* 1931 3-litre LAGONDA Sports Tourer with original boat backed body.
* 1933 4½-litre LAGONDA Sports Tourer in British Racing green.

Viewing: Saturday, March 6th, 9am-12 noon.

Friday, March 12th, 10am-4.30pm

Catalogues 35p from the Auctioneers.

PHILLIPS in KNOWLE

Telephone: Knowle (STD 056-45) 6151

The Old House, Knowle, Solihull, W. Midlands.

"To me British Airways Freewheeler holidays mean a whole new driving experience in Europe," says Jackie Stewart



"Freewheeler is my kind of package holiday. Combining the comfort of a scheduled British Airways flight plus the freedom and convenience of an Avis rental car once I get there.

The choice is superb. You can go on any one of 64 holidays in Europe from Stockholm to Istanbul...and in every case the deal's the same - your self-drive car is waiting for you at the airport.

Then you're on your own. To experience your kind of holiday, at your own pace.

For me, there's nothing better than to be entirely free to do as I please on holiday - seeing all kinds of



places, meeting all kinds of people, staying where I want - just enjoying myself in my own way, in my own time.

And it can cost as little as £83 for 7 days based on Barcelona, for example. I think it's remarkable value."

Fares from London subject to change and Government approval.



That's Jackie Stewart's view. All we'd add is that Freewheeler is specifically designed as a *versatile* holiday. So if you want a larger car, or a longer period of stay, all that can be arranged at very reasonable extra cost. And if you want to pick up your car at one airport and leave it at another, that's fine too, providing they're both in the same country and you tell us your plans when you book.

For full details, get the Freewheeler brochure from your travel agent or British Airways shop today.

To: British Airways, 18 Crimscott Street, London SE1.

Please send me a free copy of the 1976 Freewheeler Holiday brochure.

Name

Address

MS1

Freewheeler Fly-Drive Holidays by British and AVIS airways

There's a lot more to Wipac than you may think.

Over the past 50 years, WIPAC have earned a deservedly enviable reputation for high quality motor accessories, many of which are standard or optional equipment on the majority of British cars.

Although probably better known for lighting – driving lamps, headlamps, reversing and rear lamps – the WIPAC range of accessories is tremendous – ignition coils, battery chargers, switches, petrol, air and oil filters.

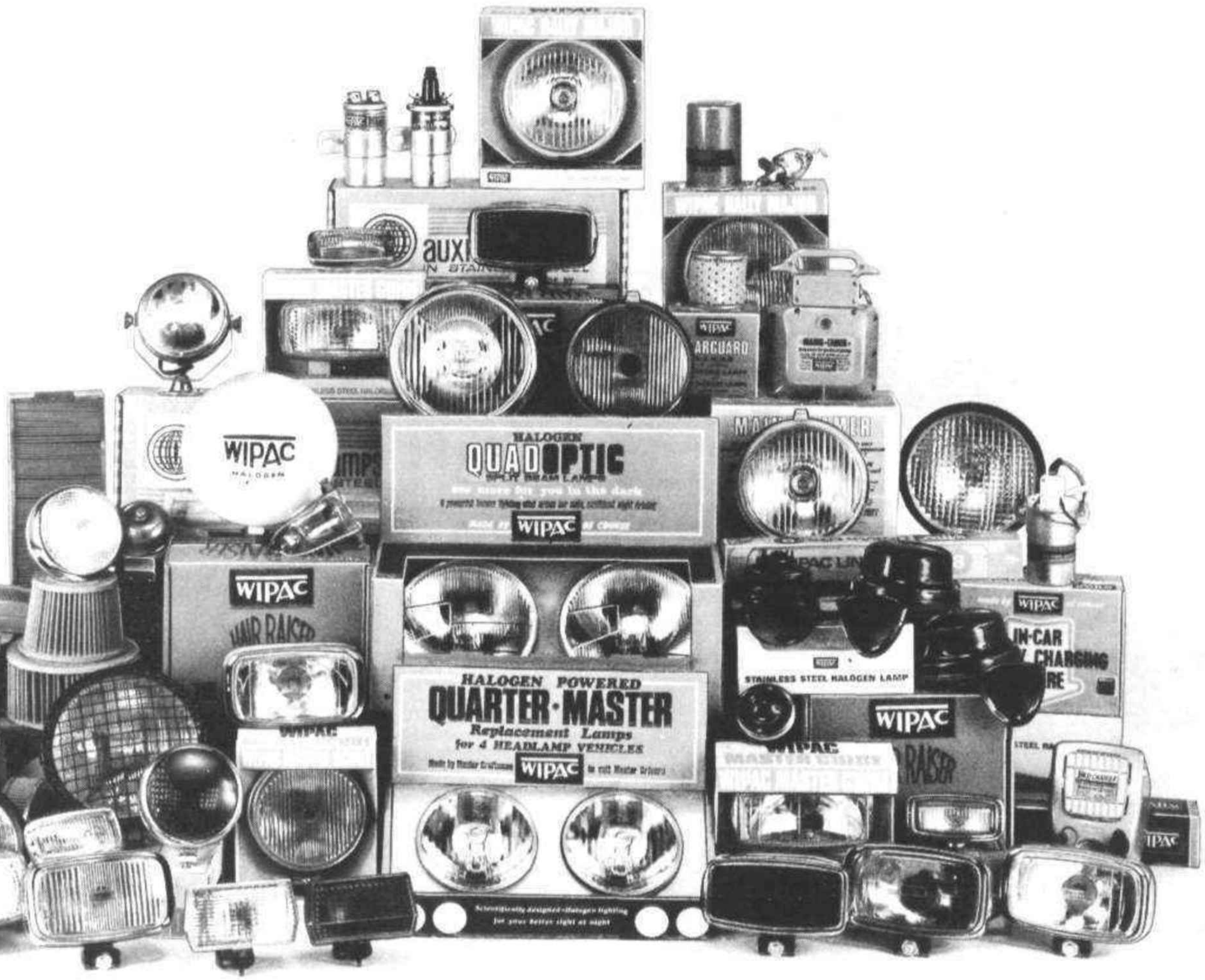
Yes, there's a lot more to WIPAC than you may think.

Available from Halfords, Longlife, garages and accessory shops.

WIPAC

make things better

THE WIPAC GROUP
BUCKINGHAM ENGLAND



MOTOR SPORT

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

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

© Motor Sport Magazine Limited

VOL LII No. 3 MARCH 1976

Fifty-second year of publication
Publication date first of the month

CONTENTS

	page
Matters of Moment	231
The Formula One Scene	233
Tale of a Dolomite Sprint	235
The Vintage Scene Abroad	238
From the Archives	238
Around and About	239
Racing Engines for Formula Two	241
Book Reviews	244
Cars in Books	244
Fragments on Forgotten Makes No. 35: The Beverley Barnes	245
Road Impressions: Fiat 130 Coupe	247
The Brazilian Grand Prix	248
Veteran—Edwardian—Vintage	252
Rally Review	257
Chauffeur's Corner	259
Whatever Happened to the British Tuning Business?	260
Looking Back with the Hon. Victor Bruce	263
Two Faces of Finland	266
The Mercedes-Benz 450 SE	278
Letters from Readers	282

FRONT COVER PICTURE: EMERSON FITTIPALDI made his *debut* at the wheel of the new Copersucar-Fittipaldi in the Brazilian Grand Prix at Interlagos, this being his first drive for the team managed by his elder brother Wilson.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£6.00
	Overseas	£6.00
	U.S.A. and Canada	$16.25
AIRMAIL:	Europe	£8.00
	Middle East	£11.00
	Australasia	£13.25
	All other countries	£12.00

All prices include postage

MATTERS OF MOMENT

■ COMPETITION SHOP-WINDOW

It is excellent to know, as another intense competition season is about to commence, that in the field of saloon car racing and rallying, Ford, Leyland and Vauxhall will meet the challenge from Continental makes, in spite of a general recession in the Motor Industry. It behoves all enthusiasts to see as much as possible of the Sport while it continues to flourish and we wish competitors, mechanics, organisers and spectators great enjoyment in 1976.

We are naturally very pleased when prominent manufacturers accept that racing and rallying are of value to them from publicity/improving-the-breed standpoints. We wonder, however, whether the best possible use is being made of motor racing from the "shop-window" aspect? There was a time when near-standard cars could be assessed by their prowess or otherwise on the circuits. Le Mans was run originally for a period of 24 hours to test electric lighting and starting systems as well as the cars themselves, and the logical French even instituted "rough-road" races, to show up the merits and demerits of vintage suspension systems. At that period of motor-racing history there were many contests of this kind. Britain copied Le Mans and Spa, etc. with long-duration contests for catalogue-type cars, the Ulster TT bringing such races into great prominence. The Junior Car Club even put on the "Double-Twelve" marathons at Brooklands, than which no race, surely, could have been more commercially unviable?

The point was that this was all excellent "shop-window" stuff. Such races must have created considerable interest in the then-current sports cars and must surely have sold a useful number of Bentley, 12/50 Alvis, Salmson, twin-cam Sunbeam, Lea-Francis, Alfa Romeo, MG and Riley cars, following their victories in the various races of this kind.

There were scrutineering problems, it is true, *pacé* the non-detachable cylinder heads of certain TT Alfa Romeo and f.w.d. Alvis entries and the oversize supercharger on Caracciola's 1930 38/250 Mercedes-Benz. But such contests were possible, popular, and fairly frequent. Quite normal road-going cars competed, for instance, in the Light Car Club's 1938 Three Hour Race at Brooklands, the outcome of which must have made many people crave a Delahaye and helped materially to put the 328 Frazer Nash-BMW on the sales-map.

Even after the war this sort of racing continued to publicise catalogue-type cars of the kind that you, if not the writer, could spend money on—the revived TT, Le Mans, that English race invented by the late Gregor Grant to include some night motoring, and the Goodwood Nine-Hour races, are good examples. More recently, because time and so-called progress marches on, the position changed. "Prototype" cars were admitted to former "catalogue-car" events, and these were joined by very costly and specialised sports cars. Technical advancement there may have been, but at the expense of a useful "shop-window", until the latter has receded almost to vanishing point.

Group 1 saloon-car racing is nearer the mark. But the races for such cars are far too short to intrigue "shoppers" in the way the old-time, long-duration, important national and international races did, and the multiplication of "Championships" does not help. Would it be worthwhile reviving just one race, over a decent time or distance, for standard-type cars, including open sports cars?—the latter rendered safe by the addition of roll-over bars, of course!

We are well aware of the arguments against such a race. Scrutineering, we will be told, would be impossible. This we doubt, for nothing stands still and the need to check different Groups and the 750, 1172 and other Formulae, even to measuring the size of valve throats, port areas and suchlike, has advanced the task of Scrutineering to a fine and accomplished art. A race of this kind would be too slow to bring the crowds, they will say. But this we doubt too, if it were confined to one well-publicised event a year, if necessary with supporting items such as an Historic Car thrash, a demonstration by a famous or indecently quick car or motorcycle, etc. The danger aspect of allowing almost-standard cars to race may be raised—wheels flying from Minis, brake-fade on XK120s, etc. remembered from years ago. It cannot be valid now, surely, when tyres last a full 24 hours at Le Mans and brakes have vastly improved. In any case the regulations could be made to cover such matters.

We cannot see rallying reverting to the state it was in during the 1950s, when near-standard cars took top awards. We feel sure that our Rally correspondent will confirm that for on-the-road, or in-the-forests, events such a change is now out of the question, at all events for the Big Time.

Continued on next page

Motor Sport Fixture List For March

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST TOWN OR MAP REFERENCE*	*CATEGORY*	*TIME*
Mar. 4/6th	**ADAC-Gau Wurttemberg**	**Stuttgart**	**Germany**	**Stuttgart Lyon/Charbonnieres (European Rally Championship for Drivers) (INT)**	—
Mar. 5/7th	**Helsingin Urheiluautoilijat**	—	**Finland**	**Hankiralli (European Rally Championship for Drivers) (INT)**	—
Mar. 6th	Midland AC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	13.30
Mar. 6th	Mid-Cheshire MRC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	—
Mar. 7th	**South African MRC**	**Kyalami**	**Johannesburg**	**South African Grand Prix (World Championship Round 2) (INT)**	—
Mar. 7th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	14.00
Mar. 7th	BRSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
Mar. 7th	TEAC	Lydden Hill	Lydden Village, Kent	Rallycross (*R*)	—
Mar. 7th	750 MC	Knockhill	Dunfermline, Fife	Rallycross (*R*)	—
Mar. 7th	Dukeries MC	Idlewells Centre	Sutton-in-Ashfield (120/493590)	National Dukeries Rally	00.01
Mar. 10/14th	**ACP**	**Estoril**	**Portugal**	**Rally of Portugal (World Rally Championship for Makes) (INT)**	—
Mar. 13th	Aberdeen & Dist. M.C.	Aberdeen	Aberdeen	CP Granite City Rally (*N*)	08.00
Mar. 14th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race of Champions (INT)**	**14.00**
Mar. 14th	BRDC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	15.00
Mar. 19th/21st	**Real Pena Motorista de Vizcaya**	—	**Spain**	**Firestone Rally (European Rally Championship for Drivers) (INT)**	—
Mar. 20th	Jaguar Drivers' Club	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	13.45
Mar. 20th/21st	Sixty & Worcestershire MC	Bengry's Car Auctions, Kingsland	Leominster (437595)	ATS Sumpcracker Rally (*R*)	22.20
Mar. 21st	**Automobile Club Firenze**	**Mugello**	**Italy**	**1,000 kms. (World Championship for Makes) (INT)**	—
Mar. 21st	**BRSCC**	**Mallory Park Circuit**	**Kirkby Mallory, Leicester**	**Race Meeting (INT)**	—
Mar. 21st	**SCCA**	**Charlotte Motor Speedway**	**USA**	**F.5000 (INT)**	—
Mar. 21st	SCCN/WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross	—
Mar. 21st	Exeter & Taunton MCs	Somerset College of Arts & Technology, Wellington Road	Taunton (193/216246)	South West Stages Rally (*N*)	08.31
Mar. 27th	BARC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	13.30
Mar. 27th/28th	**ASACO**	—	**France**	**Touraine Rally (European Rally Championship for Drivers) (INT)**	—
Mar. 27/28th	**AC Palermo**	—	**Italy**	**Rally of Sicily (European Rally Championship for Drivers) (INT)**	—
Mar. 27/28th	Tylers Green MC	Travelodge Motor Lodge	Oxford (164/494109)	Deerstalker Rally (*R*)	23.00
Mar. 28/30th	**Hants. & Berks. MC**	**Vintry Car Park, Southwark Bridge**	**London**	**Total Economy Drive (INT)**	**08.00**
Mar. 28th	**SCCA**	**Long Beach**	**USA**	**United States Grand Prix West (World Championship Round 3) (INT)**	—
Mar. 28th	**AC Milano**	**Monza**	**Italy**	**Monza 4-Hours (European Touring Car Championship Round 1) (INT)**	—
Mar. 28th	**BRSCC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Race Meeting (INT)**	—
Mar. 28th	BARC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	14.30

MATTERS OF MOMENT

Continued from previous page

There may be no rub-off, prestige apart, for the Lancia customer who learns of rally victories by the Stratos and much of the "shop-window" value of rallying departed with skilled servicing and rebuilding *en route* and the acceptance of specialised cars, such as Roger Clark's Ford Escort RS1800. But the cars need to be serviced at intervals during a hard rally in order that they remain safe and it would be very difficult, one presumes, for such work to be confined to safety aspects alone, apart from which, the thousands of keen rally supporters would not take kindly, one supposes, to any dimunition in the top speed and other high-performance aspects of the competing cars. If we are wrong, no doubt GP will quickly correct us!

Racing, however, presents less-involved problems of safety (a dangerous car can be flagged-in) and scrutineering (which takes place before and, if necessary, after the event, not while it is in furious progress). And sustained interest (think of refuelling through normal fillers!) can compensate for reduced lap-speeds. So we are tempted to venture the opinion that a Catalogue-Car or Group 1 long-duration Race might just succeed. It might be of six-hours duration, which would enable spectators to arrive in comfortable time for a start at noon, and get home equally easily after the finish at 18.00 hours. There should be classes (perhaps on a price basis, as once added to the publicity value of doing well in the East African Safari Rally) and an outright winner, and it might be interesting to specify teams of three one-make, one-type cars, and run the race on a Team basis.

Whether any organiser would be prepared to "buy" such a shopping-spree race is a question to which we would like to have an answer. But never let it be said that the BARC, BRSCC or others of our leading Clubs would be incapable of putting-on such a contest—not when the 750MC can hold a six-hour Relay Race at Silverstone without any panic or apparent insurmountable problems . . . Oulton Park would have made a nice circuit for our proposed fixture, had it not been fore-shortened. So perhaps Silverstone would oblige, or would Tom Wheatcroft, keen as he is on potent single-seaters, see Donington staging such a "shopper's spectacle" in 1977?

At one time the publicity side of motor racing, intended to sell a manufacturer's ordinary products, ranged from breaking the Land Speed Record or winning a Grand Prix, which were achievements put forward, by Sunbeam for instance, as endorsing the engineering prowess of a Company, to winning something like the TT, Le Mans, or a Production-Car Race with a car so close to standard specification that the customer could buy, or have one tuned, to be exactly like it.

We have moved on a long way since. How many of you remember those Silverstone "Touring Car" races, that acted as curtain-raisers to bigger events, in which bulbous Jaguar saloons, 2½-litre RM Rileys, two-stroke DKWs, Jowett Javelins, Ford Consuls and Daimler Conquests, etc. battled furiously for honours, watched by spectators who had arrived at the circuit in more or less the same sort of cars? In those days it was deemed worthwhile to put famous GP drivers in such cars. But that was more than 20 years ago.

Would there be any interest in reverting, if only once a year, to a punishing race for the sort of cars ordinary mortals buy and drive?

The Things They Say . . .

". . . editors and artists don't get paid very much money . . . the median income of the staff is very close indeed to the median income of the readers . . ."—The American *Road & Track*, taking a look at the 24 cars used by the 12 members of its editorial and arts staff, which range from AC Cobra 427 and Porsche 911T to a 1962 VW 'bus. We wonder how the norm works here.

. . . And The Things They Didn't Say

LAST MONTH we inadvertently credited Stuart Turner with a statement made in the Press by Alex Park. Mr. Park, Chief Executive for Leyland Cars, was the person who said he so enjoyed driving Jaguar's XJ-S. Mr. Turner, the Director of Public Relations for Ford of Britain, would obviously be concerned with their products, from the Popular to the 3.0 Granada Ghia. Our apologies to both parties.

RS1800's future

FURTHER to our remarks last month concerning the future of the Escort RS1800, Ford have told us that this model is being made alongside the other RS Escorts at Saarlouis in West Germany.

Originally the 1800 model was made at Halewood, Liverpool, and it could well return there, once full-scale Saarlouis production of the new Fiesta mini-car is required.

THE FORMULA ONE SCENE

Brazilian Reflections

A report of the Brazilian Grand Prix appears on page 248



A Ferrari is a Ferrari.

THE FIRST Grand Prix of a new season is usually interesting in that it answers a lot of questions that crop up during the winter, gives us pointers as to what to expect when racing starts in earnest on the mainland of Europe and usually settles who is driving what and who is paying for it.

There was a time when sponsors of racing teams and racing cars were wealthy gentlemen who were quite happy to spend their money on the sport without getting a mention in print, but now sponsors are mostly large, faceless business organisations who employ minions to make sure that the Brand Name is fully exposed in order to justify the spending of the shareholders' money. Softly-spoken, smooth PR men try to ensure that we journalists no longer talk of Lotus, Tyrrell, McLaren, March, etc. but that we use their firms' names instead, some of them graciously permitting the name of the car builder to be included in the title, preferably in smaller type. The only real exception to all this is Ferrari, whose team members look at you incredulously if you ask what you should call the red cars from Maranello, and say "It's a Ferrari". Some of the people in the journalistic game fall over themselves to pander to the sponsors and when you read them or listen to them you wonder whatever happened to the good old car names like Lotus and McLaren, while others stand steadfastly by what they think is right and call a Lotus a Lotus. By the end of a season you cannot help absorbing this media talk and you have just about come to realise that a Texaco-Marlboro M23 is actually a McLaren M23, when the whole scene changes and Texaco go motorcycle racing and you are left with a Marlboro M23, or is it a Marlboro-McLaren M23, or McLaren-Marlboro M23? If Marlboro ever go up in smoke we shall be left with a McLaren M23, which is where we came in, and where some of us have been all the time.

For the record the Ferrari team have the backing of Fiat, who own the Maranello Empire anyway, as well as support from AGIP the Italian national petrol company and numerous engineering concerns, all involved with keeping the Ferrari wheels turning. In Lauda and Regazzoni the team has a very dedicated pair of drivers, Lauda being dedicated to justifying his position of World Champion driver and the bearer of the racing number 1, while Regazzoni is unashamedly dedicated to himself. No matter what people say about Regazzoni, such as "he is over the hill," "he's past it," "he's not much of a driver" etc., etc., there is no getting away from the fact that he invariably lines up on the grid with a lap time only a few tenths of a second slower than Lauda. There are a lot of drivers in Formula One who would like to be that close to Lauda's times, even in a Ferrari.

With numbers 3 and 4, the same as last year, are Scheckter and Depailler driving for Ken Tyrrell's team generously sponsored by the French ELF oil company. In fact nothing appears to have changed since last year, with Depailler still doing an enthusiastic and spirited job of driving, and Scheckter explaining in his column in *Autosport* why he's not a very good driver and why he's not winning races. We still await an announcement about the results of the testing with the six-wheeled car; all that has been hinted is that if it races it won't be before mid-summer; Anderstorp or Zandvoort would seem likely circuits for it.

Still with numbers 5 and 6 are the Team Lotus cars, new models still sponsored by John Player and Sons Ltd. and unaffectionately called John Player Specials. When you have two really hopeless drivers in your team the only worse thing that can happen is to have no drivers at all. In Brazil Lotus had Peterson and Andretti, but they might just as well have had Peters and Andrews (who?). If Peterson is as good a driver as we all think he is, and as most of us say he is, then he ought to be able to do a standing start lap with one arm in a sling and go faster than Renzo Zorzi (you may well ask who he is). But Peterson was behind Zorzi on the starting grid, which must mean that he was not trying. Since the Brazilian race he has left Team Lotus and joined March Engineering and if Chapman is heard to say "Good riddance to bad rubbish" I for one would agree with him. It now remains to be seen whether Peterson has forgotten how to drive like an "Ace," for it has certainly looked that way this last 18 months. In an interview during the winter Chapman said he thought most of the present crop of Formula One drivers were "ninety-per-centers" and I think he was being generous. Andretti's efforts in the new Lotus 77 were an insignificant gnat's-whisker better than Peterson and I'm afraid I have become tired of waiting to see Andretti shine; you can wait forever. He may be a big wheel in USAC and SCCA kiddy-car racing, but he's a dead-duck in European-style Grand Prix racing.

The little master-mind behind the contrivances of the Formula One Constructor's Association, B. Ecclestone, must be congratulated on bringing a new note to Formula One quite literally. The flat-12 cylinder Alfa Romeo engines that now power the Martini-sponsored Brabhams sound superb, but as yet the 500 horsepower claimed by the engine maker has not been too obvious. Only Mercedes-Benz, Maserati and Lotus-Cosworth have won a Grand Prix on their first appearance with a new car and a new engine, so the Brabham team must not be downhearted with the mediocre showing of the BT45 cars, though it would have been more encouraging if they had looked as though they might win. The team drivers Reutemann and Pace are still numbers 7 and 8, respectively, and while the Argentinian was bemoaning the cancellation of his own national Grand Prix, the Brazilian was doing his best in front of his home crowd.

March Engineering still retain numbers 9 and 10, and were using them for Brambilla and Lella Lombardi, respectively, the swarthy Italian still being sponsored by Beta Tools, while the Italian girl's tenure in the team looks a bit shaky, especially now that Peterson has to be accommodated. If Brambilla entertains us again this year like he did last year he will deserve maximum appearance money from the RAC and the other organisers. It would be interesting to take a spectator vote after the British GP, for example, on how much each driver should be paid as "spectacular value". I'm sure Brambilla would be high on the list. Exactly who sponsors who, and how, is much too deep and involved when Max Mosley is concerned, but it must be all right for March Engineering to still be in business in their eighth year.

At numbers 11 and 12 are the McLaren cars, having swapped places with the Ferrari team, and having lost their number one driver Emerson Fittipaldi. His place is taken by James Hunt, who seems to have got into the groove with the team remarkably quickly and Jochen Mass is right in there behind him. They certainly make a strong pair physically as well as on driving ability and if we ever have a paddock punch-up I shall join the McLaren team.

Still carrying number 14 is a lone BRM, risen once more from the ashes like the Phoenix, and while everyone thought Bob Evans was going to be the driver, and he also thought so, the team went to Brazil with Ian Ashley to do the driving. The husband of the lady owner of the BRM team can hardly hope to make a bigger fist of running the team than

he did in 1975 and who knows, he might even make a smaller one. At 16 and 17 are the familiar black Shadows of Don Nicholls, now without the money from UOP, but still with his enthusiastic pair of drivers Tom Pryce and Jean-Pierre Jarier, though at the time of writing there is talk about Andretti joining the team to make a third entry. If it is true he'll have to go some to keep up with the young chargers already in the team.

If Colin Chapman thought he was having a bad time in Brazil he should have compared notes with Frank Williams. Having come into a lot of money from a German backer, Frank Williams rushed off and bought the last of the Hesketh cars, the 308C, together with its designer Harvey Postlethwaite and signed up Ickx to drive it. Now rest assured that Postlethwaite has not detuned the 308C, nor that its new coat of blue paint has increased the drag factor, so here was a car that last year was a potential front runner with James Hunt at the wheel. In Brazil Ickx was not only slower than Zorzi (him again!) but also slower than Peterson, so who was on 55%? Hunt was on pole position in an entirely different car, and was trying. It was a pity poor Zorzi had to be used as a yard stick for the no-hopers, for he was actually doing quite well in only his second Grand Prix race, driving one of Frank Williams' 1975 cars. It seems he'll soon be getting the Hesketh 308C, now called FW/05, or even a brand new Williams designed by Postlethwaite following on from the 308C. You cannot go on being in Formula One without actually racing, like Ickx is doing, without getting found out sooner or later, and for Frank Williams' sake let's hope it's sooner rather than later. The two Williams cars retain numbers 20 and 21, but the driver situation is, as they say, fluid.

At number 26 is a completely new scene, this being the Ligier JS5 powered by a Matra V12 engine and unashamedly sponsored by the French cigarette firm Gitanes (pronounced *ghitarn*, with a long, soft g). After a certain amount of acrimony and "old pal's" support the idea of Jean-Pierre Beltoise making a come-back to Formula One fell flat and everyone's choice, Jacques Laffite, took over. While Beltoise would have given good Press interviews and doled out the publicity and made long-winded excuses for the car being on the back of the grid, the quiet Laffite just got on with the job and his position midway up the starting grid first time out with a completely new project was not that bad. There is clearly a whole lot of Matra know-how behind this project and it will be interesting to see who proves to have 500 b.h.p. first, Matra or Alfa Romeo. We know Ferrari has 500 horsepower, not because he tells us but because he makes it all too obvious. If the Matra V12 and the Alfa Romeo flat-12 cannot match-up to the Ferrari it will be equally interesting to see who is the first to admit to having only 450 b.h.p.

Still carrying number 28 is the Penske team, financed by the First National City Bank, and fully recovered from the untimely loss of Mark Donohue last year. There are some racing drivers whom you expect to die, others occasion little surprise if they do kill themselves, but there are those whose deaths seem completely unreal and Mark Donohue was one of those; Peter Revson was another. They just didn't need to die. With John Watson driving for the team the Penske colours should



Renzo Zorzi (him again!).

be well to the fore and the car showed well in practice but fell apart in the race too early to be acceptable. They will have to become a bit more professional.

Normally by the time you get near the bottom of the Formula One starting list you stop bothering to look for fast lap times, but this year, anyone who does not pay close attention to the times at the bottom of the list is going to make an awful mistake. At number 30 is Emerson Fittipaldi and he has made it abundantly clear that he has no intention of retiring or coasting round on his name. His overnight decision to leave McLaren and join his elder brother's team, financed by the Brazilian Copersucar concern, was a bomb-shell that needed explanation. Now we have that explanation. Emerson Fittipaldi was happy enough with McLaren, but not over-enthusiastic about their sponsors Marlboro, the whole set-up seeming to lack any real purpose for him. He had won the World Championship, they had done likewise, all there seemed to be was to try to do a repeat. His elder brother Wilson, likeable fellow though he is, is no sort of driver at all, so no-one really knew if his car was any good or not. Merzario drove it at Monza, but it only proved that Merzario was not much better than Wilson Fittipaldi. Then the young Brazilian "hot-shoe" Ingo Hoffmann had a go in it at Silverstone and promptly showed it to be as good as most of the other Cosworth/Hewland package "kit-cars". When Emerson Fittipaldi went home to Brazil after a slight testing accident at Paul Ricard with a McLaren he found his brother and designer Richard Divila completing a brand new car that was in many ways an improvement on the 1975 car and that decided him to join the team, with young Hoffmann as his number two.

The way the car performed on its first outing, fifth fastest in practice alongside Mass on the grid proves above all else that you don't have to be brilliant to concoct a British standard kit-car, you merely have to be conscientious, but above all else you must have an enthusiastic driver in the cockpit. After the Brazilian practice sessions I hope all the kit-car designers digested the lesson. Drivers are important, good drivers are few and far between. Making the Fittipaldi car competitive has given the younger brother a new interest in life and a purpose has come back into his racing. After the Austrian Grand Prix last year, with his brother's crash in practice and then Donohue's death, a purpose for racing seemed hard to find, but now he is a much happier man with something very tangible and personal to work for. Whatever money Copersucar are paying and whether it comes from sugar or politics is of little interest to us here, the facts are that we can reckon to see Emerson Fittipaldi up among the front runners in a car bearing his family name. A Brazilian driver in a Brazilian car can't be bad. While remembering not to ignore the lap times at the end of the entry list we must keep an eye on number 34, for it is Hans Stuck in a works March and that's always good for a bit of excitement. There were one or two entries missing from the Brazilian list, but none of any significance as far as race winning is concerned, and they might well fill the ranks in the next big event, which is the South African GP on March 6th.

Last year one or two teams were heard to say that they lost races due to being on the wrong tyres, though with everyone using Goodyear tyres this sounded strange. What they meant was the wrong type of tyre, and occasionally it transpired that someone had not done any practice with full petrol tanks so they did not know how the tyres would react to the extra load until the race started. Conscious that they were being blamed for something that was not their fault, the Goodyear engineers suggested in Brazil that the third practice session be put aside for "full-tank running" and "tyre scrubbing" and that the lap times should not count for starting grid position. This was agreed upon by the F1 Constructors and the Saturday morning practice session was put aside for this purpose. Two things went wrong, some teams did not enter into the spirit of the thing and went on aiming for the ultimate lap time with minimal fuel on board, and the official time-keepers timed everyone and published the times. The result was that the starting grid bore little resemblance to reality, especially the first six rows. Scheckter, Pryce, Jarier, Watson, Fittipaldi and Lombardi all made their best lap times in the full-tank session, but the times could not be counted, and they could not repeat them in the final practice. Whereas in fact the grid had Hunt and Lauda on the front row, it should have been Jarier and Hunt. The second row was Jarier and Regazzoni and should have been Lauda and Watson, with Pryce and Regazzoni in row three instead of Fittipaldi and Mass. This revised grid would certainly have prevented Regazzoni jumping into the lead at the start, which could have altered the whole pattern of the race. If the "full-tank" practice session is to continue it must be ensured that the official time-keeping *is switched off* and that everyone really does have full petrol tanks, otherwise the idea is farcical. Personally I don't like the idea as it is an insidious move towards "over-organising the circus" and dragging everything down to a lowest-common-denominator, which inevitably leads to mediocrity.

Before leaving the Brazilian practice it is interesting to study the times of various drivers in the overall scene, and for sheer consistency Lauda and Fittipaldi take a lot of beating. Their best times in the four sessions read as follows:

Lauda	Fittipaldi
2 min. 32.68 sec.	2 min. 33.33 sec.
2 min. 32.64 sec.	2 min. 33.45 sec.
2 min. 32.87 sec.	2 min. 33.22 sec.
2 min. 32.52 sec.	2 min. 33.85 sec.

On the mechanical front the scene was most encouraging, with new cars making their first appearance from Lotus, Brabham, Ligier and Fittipaldi and revised models from most of the other teams. The Tyrrells had a multitude of

small changes, the McLarens had a major change in the form of six forward speeds in their Hewland gearboxes instead of five, the BRM having outboard front brakes instead of inboard, and front radiators instead of side radiators, and the March cars a general overall revision to update them to 1976. The Ferraris were last year's cars, and seemed adequate for the job, being fast and reliable, so much so, that the spare car, number 022, was never used.

In the race Fittipaldi was never able to get to grips with the event for his Cosworth engine developed an untraceable misfire, untraceable that is until the car was dismantled after the race, when it was found that the ignition "trigger" on the front of the 1976 Cosworth engine had been rubbing on the monocoque and in addition there was a broken valve spring, both of which could have contributed to the misfire. Hunt's problems with the McLaren were much more obvious, for the rear inlet trumpet on the left-hand side of the Cosworth engine broke off. As the fuel injection nozzle is mounted in the trumpet, that cylinder suddenly ceased to work, and while the fuel pipe remained attached to the nozzle the wayward trumpet fell over the back of the engine and jammed the throttle slides open, which caused Hunt to spin off and damage the rear-mounted oil coolers. While Lauda saw the ensuing streak of oil on the road and changed his line to avoid it, as did many other drivers, Jarier was so wound up and over his depth anyway, that he did not see the oil and spun off. There is so much more to motor racing than just pressing the accelerator and turning the steering wheel.

Before this happened the Shadow team were in a bit of a dilemma for they were running in second and third positions behind Lauda, which was no disgrace, and to have finished there would have been admirable. As Don Nicholls is looking for someone to finance his team, such a first result in 1976 would have been a good talking point. On the other hand Jarier was obviously in a real "Tiger" mood and a victory was on the cards, which would be an even better talking point. The team manager was trying to decide whether to play safe and settle for a good solid second and third place behind the Ferrari, always assuming Jarier would have responded to such orders, or whether to encourage him to go all out for victory. Before a decision was made fate stepped in and settled it. Who would be a team manager. . . .—A.H./D.S.J.

Not Enough Racing

THE MEMBERS of the Formula One Constructors Association, the Grand Prix Drivers Assocation and the Commission Sportive Internationale spend too much time sitting around in plush hotels or travelling in jet planes, and they seem to utilise this time in trying to use their brains for the betterment of Grand Prix racing. In the average Grand Prix meeting they are away from home for something like four days, during which time the sounds of 500 horsepower racing engines are only heard for about 6 hr. 40 min. The rest of the time they imagine they can hear their brains working and they come up with some splendid ideas "for the benefit of racing".

The latest suggestion is that the Nurburgring is *too long*. It has been the same length since it was built in 1925/26 so it is difficult to see why it has suddenly become *too long*. "*Too long* for what?" one might ask Benny Finklestein and his cohorts. It is being "recommended" (a sort of Max Mosley word, that means "you will do it, or else. . . .") that the Nurburgring be shortened to half its length. I would suggest to Messrs Finklestein and Muslem that at the next Grand Prix at the Nurburgring, they stop prancing round the paddock on race morning, ensuring that their union rules are being obeyed, and get on their fairy cycles and go round the circuit and take a look at the number of spectators in the following areas—Wehrseifen/Adenau; Karrusel; Wippermann/Esbach; Brunchen; Pflanzgarten; Scwhalbenswanz; and decide where they are going to put them all on their new "short circuit"; or are they going to limit the sale of tickets to 150,000?

Their next master stroke will be to run the British Grand Prix on the Silverstone Club circuit, because Stowe and Club corners have been proved to be dangerous for Grand Prix drivers. A good idea, but where would you put the spectators from that part of the circuit. The reason given for cutting the Nurburgring in half is that spectators don't see the cars often enough during the German GP. The answer to that one is so obvious that you could think of it with the sound of a Ferrari in one ear and a Matra in the other. Double the length of the race.

These Formula One "do gooders" should go out into the spectator enclosures occasionally and see if the paying public are complaining about the length of the Nurburgring. What they will find is the public complaining about paying to see a 15-lap race and having it cut to 10 laps because it is raining, with no offer of a rebate. They will also find the public complaining about some of the over-paid, under-stressed, drivers. You won't find them complaining about the Ferrari team or Lauda and Regazzoni for example.

If the racing cars were in action for a bit more than 1 hr. 40 min on race days there would be less time for the "do-gooders" to have silly thoughts and some of the drivers might get worn out and afterwards just lie down and shut up, instead of bleating on the way they do. There is no doubt that once you start up a Ferrari engine or a Cosworth V8 engine the silly chatter stops. Keep the engines running longer, I say, it'll do us all good in the long run.—D.S.J.

A TALE OF A DOLOMITE SPRINT

The trials and tribulations suffered by a staff man in 28,000 miles with Triumph's small, sporting saloon

THE TRIUMPH Dolomite Sprint has been hailed by us and others as one of the best 2-litre saloons in the world. W.B. has eulogised about the model in at least two separate features, his words of wisdom implicitly approved by most of the Standard House staff. But any motoring journalist will tell you that what we learn in a thousand or two miles of road testing with a car can merely be useful in assessing performance, roadholding, handling, general practicability and whether or not we find the car dull, dangerous, boring, lively, exciting or downright electrifying; what we can't tell you in a road test is how the model will resist the ravages of high mileage and prolonged ownership. The Dolomite Sprint in particular is of so much interest to the MOTOR SPORT reader type of enthusiastic, sporting driver that we feel this account of our Assistant Chief Photographer's experience with a Sprint over 28,000 miles will form a useful adjunct to W.B.'s aforementioned driving impressions.

The Sprint in question was one of the early batch of 2,000 Mimosa examples produced after the model's introduction in mid-1973. To be fair to Triumph, many surreptitious improvements have been made to subsequent production examples, a state of affairs which one expects, even from Rolls-Royce and Mercedes. However competent the development engineers, the first few thousand customers can always be expected to find faults which extensive pre-production testing failed to highlight. As it happens, this staff car has suffered more not from inherent faults, but from a questionable standard of servicing by British Leyland's London service division in Western Avenue. Of the specific faults which the early Sprints were noted for, this one was



given a clean bill of health on the suspect wheel studs when recalled for a check-up, has not suffered from the rocker trouble which Ralph Broad's racing Sprints highlighted and influenced production changes, nor from foundry sand blockages in the cast alloy inlet manifold, which Broadspeed discovered also.

This Sprint had a tall order to fulfil in replacing a much-loved Ford Cortina 1600E, yet at the time there seemed to be no question about its qualifications for the task, a combination of compactness, luxury finish and performance. The first problem was actually obtaining one—the demand was apparently so high that even attempts to pull strings with British Leyland failed. One morning, just when our photographer had almost decided to order another Ford, he walked past the Triumph dealer within 50 yards of Standard House to find a brand-new Sprint sitting on the shelf without a waiting list in sight. The car was his within hours. Who fabricates these stories about demand being greater than supply ?

TGN 469M was collected from the dealer on October 1st, 1973. The cigar lighter was missing and the rear screen heater warning light didn't work, though the screen heating did. The following day the car was returned to cure a sticking throttle caused by a total lack of lubrication on the linkages.

Mechanically this Sprint performed well up to its 1,000-mile service, though it had to be returned to the dealer at 750 miles to cure chronically out-of-balance wheels (not covered by the guarantee) and a serious rainwater leak into the driver's side parcel shelf and footwell.

Finding a Triumph dealer to carry out the 1,000-mile service was the first real problem : none could quote less than three weeks' waiting time, which would have meant another 1,500 miles on the clock. Even if the service had been booked on the day of delivery the mileage would have been 500 miles over the top. What do these dealers expect high-mileage customers to do—lay their cars up while waiting for service ? A little bit of influence was exerted to slide the car into British Leyland Western Avenue when it was 17 days old. Unfortunately our photographer's records for the car's early services have been mislaid, but he remembers that this first one was routine. His complaint about a clonk from the bottom of the steering column was



Clutch operation has made quite a mess of the carpet. A rubber protective patch would have been desirable.



Outward appearance remains smart.

said to be normal on Dolomites and remains to this day.

Shortly after the 1,000-mile service the tachometer went totally berserk and a misfire started. Our staffman reports that Western Avenue changed practically everything apart from the spare wheel to find the fault. Three hours later it was traced to a tachometer feed wire shorting on the bodywork where it was trapped behind the brake servo.

At 10,000 miles a stone went through the tinted windscreen, which was replaced extraordinarily messily by Wallace Windscreens. Around about the same time the front passenger door trim came loose and a slight hiss developed from the region of the exhaust manifold; all subsequent services have failed to trace this, which remains.

During these early miles, our staffman bitterly regretted having bought the car without overdrive. When the car was bought, Triumph had not yet put this option into production cars; they did so a couple of months later and current Sprints have overdrive as standard. Various calculations related to depreciation and consumption suggested that it would make economic sense to have one fitted. This was done at a cost of about £120 when the Sprint went to Western Avenue for its 15,000-mile service. Immediately the car's driveability improved tremendously and from being something of a buzz-box on long motorway journeys it entered the mini-limousine realms of smoothness and quietness. Immediately too the average consumption improved from 23 m.p.g. to 29 m.p.g., quite a staggering case for overdrives and particularly noteworthy because the comparison is made on the same car. Specific consumptions with overdrive are roughly 24 m.p.g. in town conditions and as much as 33 m.p.g. on long journeys using 70 to 80 m.p.h. as a maximum. The £120 was certainly very well spent.

Running a car in London is always a risky business. However carefully you drive, somebody else always seems to have your card marked. The woman who charged her car like a mad bull from the entrance to a block of flats might well have laid in wait for the Sprint : she rammed its nearside front wing and door, bent the suspension and steering and damaged the alloy road wheel and SP Sport tyre. So the Sprint rested at Western Avenue for over a month while repairs and the 20,000-mile service were carried out. This included replacing the carburetter mountings and the distributor cap, which had developed a mysterious, screwdriver-shaped hole between services . . . so they said. On collection the finish of the repaired front door proved to be dreadful, so the car was left there for another few days. Afterwards it took our man a whole day to clean up the mess left inside the car by the Western Avenue staff.

Immediately after this the Sprint was needed as transport to the Belgian Grand Prix, so there was no chance to return it yet again to Western Avenue for rectification of appallingly spongy brakes—perfectly all right before the accident. In Belgium the brakes grew progressively worse, but, more infuriating, the fan-belt broke in the middle of Belgium, not more than a couple of hundred miles after Western Avenue's service. Gingerly, and perhaps riskily, the Sprint was pottered at 40 m.p.h. the rest of the way down the autoroute to the hotel. Surprisingly, I think, the engine showed no signs of overheating in spite of the inoperative water pump. A British Leyland dealer drove out to the hotel to replace the fan-belt at a cost of £10.

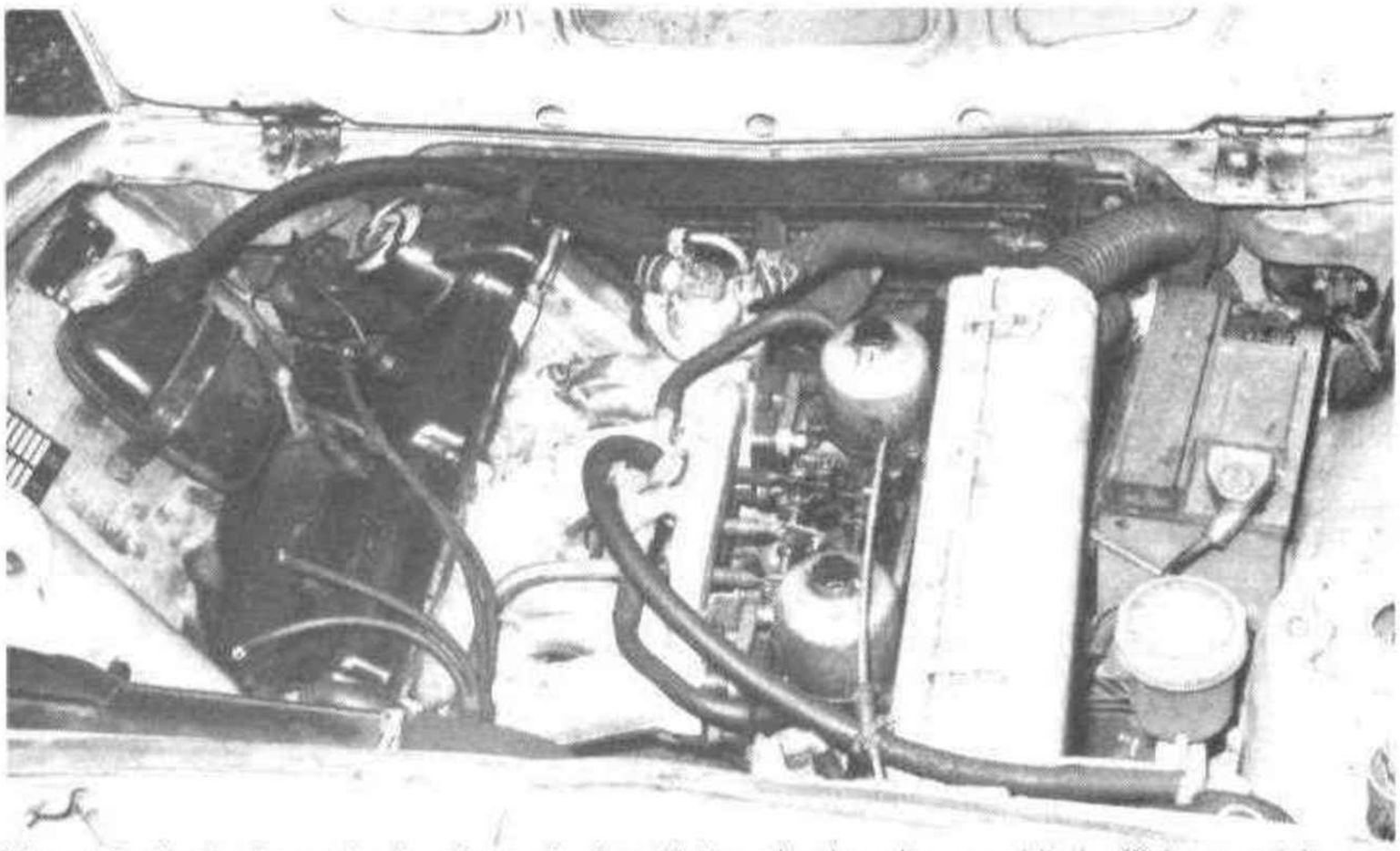
Our photographer was not a happy man when he returned his car to Western Avenue immediately upon his arrival from Belgium. Apart from the lack of brakes and the fan-belt, which was obviously neither checked nor adjusted properly during the £50.95 service, a terrific wind howl emanated from the bent-out window frame of the repaired passenger door.

After the brakes had been bled and the window frame refitted the Sprint settled down to a fairly reliable 5,400 miles up to its next service. Nevertheless the performance was none-too-sparkling, the brakes remained spongy and juddered under heavy braking and there was a heavy vibration at 60 to 70 m.p.h. Other complaints made when the car went in to Western Avenue for its 25,000-mile service included the failure of one of the twin horns (a complaint made after the 1,000-mile service, while still under guarantee, and at most subsequent services, but never rectified), a defective courtesy light and a suspicion of overheating at high speed. Nothing too drastic, yet Western Avenue's bill came to £117.13 ! Triumph's fixed charge for a routine service would have been £22, so where did all that extra go to ?

For a start the nearside front brake caliper was replaced at a cost of £18.62. Now, as an outsider looking at this, it seems to me there must be some connection between the crash on that nearside wheel, the subsequent com-



The alloy road wheels are beginning to look shabby. There seems to be no way of stopping corrosion.



The engine has had no major breakages, but its efficiency has been hampered by inefficient servicing.

plaint of spongy brakes and the eventual replacement of the relevant caliper. If the crash was the cause of the caliper problem, rectification should have come under the scope of the insurance repair. The brake judder and vibration at speed was traced to a mysteriously ovalised rear brake drum, another £7.50. However, this work actually achieved a cure. Less understandable and successful were Western Avenue's attempts to cure the overheating. "Check wiring and gauge, fit new thermostat and test car thoroughly on the road", says the invoice. It would be interesting to know how Western Avenue can justify a charge of £18.63 for what should have amounted to 15 minutes' work at the most. Not that our photographer would have complained if this had effected a cure; as it is, that £18.63 made not a blind bit of difference to the overheating problem. Looking at this invoice I think I'll go into the business of windscreen wiper blade replacement: Western Avenue charged £1.08 labour for this one-minute job—on top of the profit made on charging £4.20 for the blades. Replacing the horn, which should have been carried out in the car's earlier life, under guarantee, now cost £8.50. Labour alone for this service came to £56.56 before VAT.

Paying what appears to be an exorbitant amount for such work would not have seemed too bad if the standard had reflected the price. Yet within 3,000 miles this Sprint had become practically undriveable. The performance, bad when the car came out of Western Avenue, deteriorated badly to the point where it had little more steam than a Triumph 1500. Cold starting was a cross-your-fingers-and-hope affair, the engine refused to tick-over unless it had warmed up for 30 miles or so and was shockingly lumpy in traffic. A noisy clutch thrust race, leaking seals in the clutch slave cylinder (troublesome since before the 20,000-mile service) which called for vigorous pumping to disengage the clutch were other problems. Smoke appearing from under the bonnet and a smell of burning oil inside the cockpit baffled our man until he crawled underneath the car to find one of the two rear sump bolts missing and the other held on by three turns. Oil was seeping out on to the exhaust manifold and flywheel, which had spread it liberally around the clutch housing and clutch. Not surprisingly, our man was again a little annoyed that the car should be in such an appalling state only 3,000 miles after the service.

A 'phone call to Western Avenue brought a guessed estimate from them of at least £200 to decoke the engine and grind in the valves (their assessment of the poor running), changing the clutch and sundry associated work. Another £200 on top of that recently-spent £117 and on top of the total £314 servicing bill for two years and 25,000 miles. Palling at this, our photographer decided a second opinion wouldn't go amiss. He dropped the car in at the Swiss Cottage mews garage of rally driver Andy Dawson (my chauffeur in the Chequered Flag Stratos on the Tour of Dean Rally), where Andy's engine genius, ex-Brian Hart engineer Mark Perry had the performance transformed within an hour. Some of that time was taken checking that the two nuts had not come loose on the end of the camshaft drive wheel, a not infrequent happening on the Sprint engine which can have disastrous effects on valve gear and pistons when the gear finally drops off. As it happened, the bolts were tight on this engine. Mark sorted out the sorely ill-adjusted carburation and points and discovered that the ignition timing was totally mis-set, the main reason for the flat performance and erratic running. There was no question of the distributor having slipped: it is held by two pinch bolts, both tight, and marks on the distributor base showed that it had never in its life been swung to the point where Mark said it should have been.

"It goes better than it has ever gone," said our man after he'd parted with the cost of a couple of pints. Readers of my reports on experiences with my TR6 might find the fault and reaction familiar here. Serviced by Western Avenue during its early life, the TR6 lacked performance. At 15,000 miles, DCM The TR Centre discovered that Western Avenue had mis-timed the TR6 too. Result, instant revitalisation. Somebody, somewhere, appears to have taught somebody the wrong tricks.

Some thousand miles or so later the engine is beginning to lose its edge once more, though well in tune. It is likely that a decoke may well be needed at 30,000 miles, though our photographer says that this definitely won't be carried out by Western Avenue. A mysterious loss of water and overheating when the Sprint is cruised for long distances at high speeds suggests that there might be a weep from the head gasket, though from where isn't apparent—it certainly isn't entering the sump. Nor, alternatively, does the water appear to be leaking from the radiator, its cap, or its overflow bottle. It certainly isn't disappearing up the wires to the temperature gauge, as Western Avenue seemed to think it might have done! Replacing the lost sump bolt and tightening the other cured the spillage of oil on to the clutch which, fortunately, has not begun to slip. Talking of oil, none has ever been required between 5,000-mile services.

The three Dunlop SP Sport 70 series which had been on the car from new (the fourth was replaced by the unused spare after the crash at 19,000 miles) lasted for 26,000 miles, an excellent record for tyres which are not notable for their longevity. These were replaced by a set of low-profile Goodyear Grand Prix, which transpired to be dreadful tyres in either wet or dry conditions, worse than the bald Dunlops which they replaced. This conflicts with the same driver's excellent experience of the Grand Prix on his 1600E, suggesting that they are unsuitable for the Sprint rather than generally bad tyres. Had there been a low profile version of Goodyear's G800 Supersteel available he would have plumped for those; most of the Standard House cars are currently running on normal profile Supersteels and gaining the benefit of quite extraordinary improvements in road-holding.

The Sprint's chrome and bodywork remain excellent as it approaches 30,000 miles. And at least Western Avenue can be credited with an excellent, indistinguishable paint match on the repair work, very difficult to achieve with mimosa yellow. The Bri-Nylon seats, woodwork and general trim look like new, though both front carpets are showing signs of wear, possibly accelerated by dampness from a water leak which has never been completely cured. The engine is, and always has been, a bad starter from cold; once fired-up it hunts like mad with the choke out or dies completely when the choke is pushed even part-way in.

"Mechanically the Sprint has been very good; the engine has been first class when it has been running properly, with no mechanical breakages experienced. The car has been let down by very bad servicing," reports our photographer, who doesn't entirely agree with the verdicts reached by road testers about the Sprint. He sees it as: "... a good, family saloon with excellent acceleration, but by no means a sports car." He has found it a useful motorway car since the overdrive was fitted, but found it terrible before. The man in question is an excellent driver, I can assure you, yet he finds that the Sprint's handling frightens him at times: "There's too much initial understeer if you go into a corner too fast in the dry and the tail breaks away too quickly in the wet. Traction is very poor on any road that smacks of being greasy."

Would he have another Dolomite Sprint? The answer, a categoric "no". The Sprint has attracted none of the affection he felt for the 1600E. We would be interested to hear Sprint-owning readers' experiences.—C.R.

THE VINTAGE SCENE ABROAD

IT IS many years now since the Vintage Sports Car Club started racing vintage and historic racing cars and sports cars, and over the last few years the interest has spread beyond the shores of Great Britain, to European countries, South Africa and America. Rules and regulations were always few, though the VSCC kept a responsible eye on things in this country and quite often, French or German organisers would seek advice from the VSCC, one German organiser even "importing" a member of the VSCC to act as overall adviser and steward. While this sort of racing was only taking place in Great Britain the Federation International Automobile (FIA) took little interest, leaving the responsibility to our own RAC, but with the growth of interest in the racing of old cars throughout Europe and the rest of the world the FIA have felt it is time to take a hand. An International Committee was formed to keep an eye on "old car racing" and fortunately this august body have taken the VSCC activities as a guide line. There is some slight dissension, and rightly so, because on a visit to a vintage meeting at Oulton Park two of the International group were appalled at some of the awful "home-made" specials that the VSCC allow to race as vintage or PVT cars. They were not over-impressed by the general standards of originality, feeling that too many of the British-competitors were using non-original "go-faster goodies". However, the basic concepts of vintage and historic racing seemed acceptable internationally so a set of FIA-approved rules and regulations have been published for this type of racing and rallying.

The whole gamut of old cars has been divided into five categories, the dating of which has been taken directly from the rules of our own Veteran Car Club and Vintage Sports Car Club, but the names given to the groups have had to be changed in order that they make sense in Italian, French, German, Dutch, Polish or Czechoslovakian. While we appreciate that an Edwardian car is one of the Edwardian period, and we know that by Edwardian we refer to King Edward VII, you can hardly expect an Italian to appreciate it, or a Spaniard for that matter. Equally we all know that the term PVT means Post-Vintage Thoroughbred, but you can't expect the Germans to translate that, it's bad enough translated into French! The FIA committee have agreed upon names that can be understood and pronounced in most languages, like Coca Cola. Following, for ease of understanding, are the International classes and the British classes.

While the VSCC accept only certain cars in category D, a list of desirable makes and models being published by the club, the International rules appear to accept anything built in that period. Similarly the VSCC are pretty choosy as to what they consider to be Historic Racing Cars, whereas the International category appears to be open to any single-seater racing car, sports and sports-racing cars, but specifically excluding mid-engined cars.

On the question of what you can do and what you cannot do in the way of modifications, improvements, rebuilding and so on, the International rules follow the existing VSCC rules pretty closely, as do the mechanical rules as they affect scrutineering from the safety in racing aspect. One part of the FIA rules leaves the mind boggling slightly, and that is the classification of *Authentic* in which the only deviations allowed are a change of wheels and tyres, provided the new ones are in keeping with the general aesthetic outline of the car, and the use of modern sparking plugs, lamp bulbs, and batteries. Otherwise the car must be "completely original in all respects as manufactured".

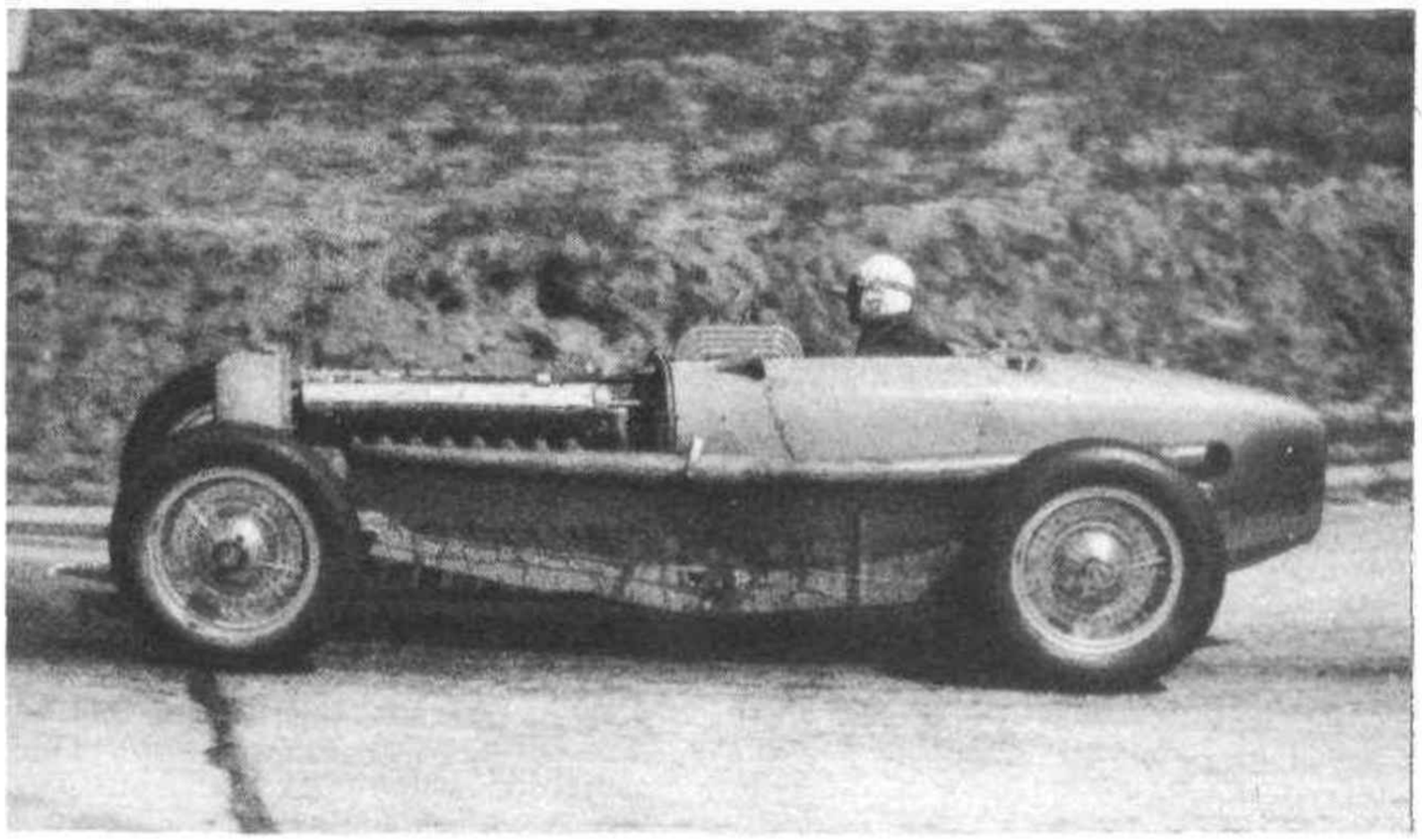
International	British	Dates
A. Antique	Veteran	Built before 31.12.1904
B. Veteran	Edwardian	Built between 1.1.1905 and 31.12.1918
C. Vintage	Vintage	Built between 1.1.1919 and 31.12.1930
D. Classic	Post-Vintage Thoroughbred (to an agreed list)	Built between 1.1.1931 and 31.12.1940
E. Historic	Historic Racing Cars (subject to Committee acceptance)	Built between 1.1.1941 and 31.12.1960

If parts of the engine or body have been replaced with parts identical to the original then the car is no longer *Authentic* and goes into a category headed *Restored*. Repainting the bodywork or re-upholstering the interior may deem a car to be *Restored* and not *Authentic*. On the face of it the only cars that will qualify as *Authentic* by International rules will be tatty old clapped-out heaps, needing a repaint and a rebore. Any cars not conforming to these two categories will be classified as *Modified*, which means that 99% of the cars in the Veteran Car Club and the Vintage Sports Car Club will be *Modified*, even if they appear to be original, for in recent years the standard of presentation of our cars has improved enormously, with engines being rebuilt, interiors refurbished and cars rebuilt and repainted from the chassis side-members upwards.

The International paragraph I do like is the final one, on this subject of classification: it reads "Any modified car which in the opinion of the Federation International Vehicles Ancien technical committee contravenes the spirit of these Regulations may be excluded". I could list 25 cars in VSCC competitions that contravene the spirit and should be excluded, but that is a domestic problem.

The most important thing that this identification of "old car racing" by the FIA means, is that enthusiasts from other countries can now take part in our events, provided the organising club makes the right application, and there are more and more opportunities for our people to take their cars to other countries to race. Fast becoming a classic meeting is the one held on the pits/grandstand loop at the Nurburgring due this year on August 15th. Other events at Paul Ricard circuit and the little Autodrome at St. Pol and at Dijon-Prenois are becoming popular, while an event at Watkins Glen in conjunction with the United States GP is becoming a regular feature. Then there is the first-class event at Phoenix Park in Ireland, and classes for "old cars" at hill-climbs in France and Belgium, so that a very busy International season is there for anyone with the time and money and a suitable old racing car, while Rallies and Assemblies for Veteran and

From the Archives—6



While the four Type 59 Bugattis were being raced by their English owners in 1935, as described in the centre-spread story in this issue, the Molsheim factory were still doing development work and entered this 3.8-litre version in the French GP at Montlhery. It had a new type of radiator matrix and a cowling in place of the horseshoe shape, and the oil cooler was moved from the chassis side-member to the top of the scuttle, by the aeroscreen. It was a last-minute hastily-prepared effort and when the bonnet flew off and could not be refitted, Robert Benoist had to continue without it, to the displeasure of the partisan French crowd.

Vintage cars have long been popular all over Europe. This year the FIVA International Rally is taking place in the North of England from May 26th to May 31st, organised by the VCC and the VSCC but whether any *AUTHENTIC* cars enter remains to be seen; there will certainly be plenty of *RESTORED* cars and a glut of *MODIFIED* cars.—D.S.J.

E. C. Gordon England

WE LEARN with deep regret of the death of Gordon England, who was living at the BEN home at Lynwood. Eric Gordon England was a pioneer aeroplane and glider pilot, later known for his Brooklands exploits with an ABC car. He next put the then-new Austin Seven on the map by persuading Sir Herbert Austin to let him race one, a request made by England while he was hobbling about on crutches as a result of a gliding accident. His performances from 1923 onwards in the 1,100 c.c. and later 750 c.c. class of the JCC 200-Mile Races, driving Brooklands-model Austin 7s of his own devising, are legendary and he also built his well-known flexible fabric bodies on these and other chassis.

Gordon England not only raced at Brooklands but also abroad, his Cup-model Austin 7, sold to the public, taking its name from the Le Mans 24-hour race. All this will be well known to many people. What is not so well known is that Gordon England was a test pilot of Wight float-planes before the First World War, after he had decided on aviation as a career in 1908. He used to tell the story of his maternal grandmother, who objected to such activities, saying "If God had intended Eric to fly he would have provided him with little wings." To which the aviator would reply, "Grandmother, if God had intended you to travel by rail, He would have fitted your feet with little wheels."

I interviewed this cheerful pioneer, on the subject of his Brooklands-model Austin 7s, a few years ago and although I knew he was at Lynwood, and, indeed, saw him taking therapeutic exercises there with customary enthusiasm only last year, his demise comes as a great shock. Not so long ago he was acting as an official at motor races, defying the cold in a light raincoat, keen and efficient as ever; less than two years ago he wrote a cheerful Foreword to an aviation book. He will be greatly missed, especially in Brooklands circles.—W.B.

Dudley Coram

SADLY we must report, too, the death of Dudley Coram, Executive President of the Aston Martin Owners Club, who ran a motor business with Gordon England in the 1930s and raced with him at Brooklands. Dudley became the most stalwart force behind the AMOC after he, Mortimer Goodall and Richard Stallebrass had reformed the Club after the War. He wrote an excellent book on Aston Martin, was responsible for instigating the Martini Trophy Race and last year sprang to the support of Aston Martin in their crisis. His name is perpetuated in a corner at Snetterton, the circuit he helped pioneer.

Around and About

Ferrari Cars

THANKS to the generosity of Maranello Concessionaires Ltd. Great Britain, the firm who keep all those exciting Ferrari cars on display in the showrooms on the Egham-by-Pass to the west of London, we were able to look in on a test-weekend at Paul Ricard where Lauda and Regazzoni were putting a Formula One car through its paces, fitted with the new regulation low-profile bodywork and sunken air intakes and using the de Dion rear suspension layout. On the long back straight the Ferrari was pulling 13,000 r.p.m. in 5th gear, and recording 291 k.p.h. (181 m.p.h.) on the electronic speed trap.

While there we were able to appraise the latest situation on Ferrari road cars. Top of the list is undoubtedly the Berlinetta Boxer, the fabulous low 2-seater coupé with 4.4-litre flat-12-cylinder engine mounted behind the cockpit and over the transmission. Even at a price of £17,500 in this country the Ferrari BB is selling remarkably well, probably because many people feel that it might be the last "great car" from Maranello or it might be their last chance to have "the ultimate" in race-bred Ferraris. They could be wrong, for there is already a 5-litre version on the way! It is worth noting that the basic price of a BB is £14,946 to which the Government add £1,245 of Car Tax, and £1,295 of VAT.

If you feel you must retain links with the Ferrari past, or need more space inside, there is the 365/GT4 2+2, a 4.4-litre classic V12 with 4 o.h.c. mounted in the front of a Pininfarina-styled 2-door coupé for a total of £15,718. A conventional and classic Ferrari GT car for all-round town and country use.

When the beautiful little Dino 246GT, with its race-bred V6 engine, was dropped in favour of the Dino 308 GT of similar layout but with transversely-mounted V8 engine of 3-litres capacity there was much weeping in the Ferrari Clubs, especially as the shape was dull in the extreme. Although this model is still listed it is supplemented by the 308/GTB, which appeared at Earls Court last autumn. This latest Ferrari is a step back in the right direction, with a sleek elegant shape styled by Pininfarina, using the same mechanical components as the previous model, the 3-litre 4 o.h.c. V8 engine mounted transversely amidships in unit with the 5-speed transmission. The outstanding break-through on this model is the use of fibreglass for the bodywork, but so good is the finish that it is hard to tell. The name Dino has been dropped for this model, as have the Dino badges, so it is now pure Ferrari 308/GTB and at an all-in price of £10,500 it will no doubt find a lot of buyers, while the rather angular Dino 308/GT4 is still available for £1,000 less.

The Race of Champions

THIS year's Race of Champions at Brands Hatch on Sunday, March 14th, will give drivers a chance to learn their lines round the modified Brands Hatch circuit. Paddock Bend has been moved inwards and the camber improved and to make room for the big, new pits complex the straight from Bottom Bend to Kidney has been angled into the former spectator enclosure. On the Grand Prix circuit Kidney now becomes a sharp left under the bridge; on the club circuit it becomes a fast little kink leading to a much higher entry speed to Clearways.

The Formula One Constructors Association expects all its members to field cars in the Race of Champions. Supporting races at this BRSCC-organised event will include opening rounds of the Allied Polymer Group Formula Ford 2000 Championship, and the RAC British Touring Car Championship and a ShellSPORT Escort celebrity race.

A Graham Hill Memorial

MOTOR SPORT readers are not the only people to have thought that some sort of memorial to Graham Hill should be organised. A group of Graham's friends and associates, inspired by Lord Montagu of Beaulieu, and with the blessing of Mrs. Bette Hill, are currently discussing the formation of a trust fund. In turn it is hoped that this fund will raise money for more solid memorials to Graham Hill. More news should be forthcoming shortly. Meanwhile, as this is likely to be an "official" memorial, we shall temporarily close our correspondence columns to the issue. This month's letters pages, in which we include a letter on the subject, had gone to Press before the above was known.

* * *

It was in the cause of these memorial suggestions that MOTOR SPORT's Assistant Editor found himself donning the pristine football boots he'd so carefully preserved throughout his school life (by carefully avoiding the game—harder exercise than actually playing it) to join a team of racing drivers and journalists playing soccer against the Happy Wanderers team of television stars, former Queen's Park Rangers players and a couple of FA coaches. The match, at Bexley United's ground in Kent, had been arranged by the BRSCC's Peter Browning in aid of the projected Graham Hill fund.

We men of motoring were routed 9—2 by the Stars, hardly surprising when you consider that most of our side hardly knew which way to kick the ball, or thought that the ball ought to have been oval. Tim Schenken had never stood on a football pitch before. C.R. and *Autosport's* Editor Ian Phillips were about as much use as full-backs as a bucket full of holes, so the score reflects more on their deficiencies than on the splendid efforts of goalkeeping Renault 5 racer Mike Hill. Derek Bell, our team captain, and a footballing regular, was quite brilliant, while Peter Gethin showed the makings of a super-star. Gerry Marshall retired his 18 stones with pinching boots (number 178 in his book of excuses, said Peter Browning), Tiff Needell and Danny Sullivan showed streaks of skill, but the rest of us, including Barrie Williams (have you ever seen even George Best smoking on the pitch), were pretty useless. Still, it was all good fun and we raised a few pounds for the fund.

AS we go to Press we learn that Silverstone's *Daily Express* International Trophy Race for F1 cars on April 11th has been renamed the Graham Hill International Trophy. Good for the BRDC!

Continued overleaf

Lotus XI Nostalgia

THE name C. Chapman will once again appear against a Lotus XI entry in a programme this year. The Lotus constructor has accepted an invitation from Gerry Marshall to drive his former Team Lotus XI in an historic race. There will be some reminiscing too about the drivers of this XI in other races during the season: Peter Jopp, David Piper and Ian Walker, who all made their names in Lotus XIs. Indeed Jopp, with Reg Bicknell, gave the model its first Le Mans class win. A fifth, less historic, driver, will be MOTOR SPORT's Assistant Editor, Clive Richardson. This XI is the one with which Mackay Fraser set several World Records at Monza in October, 1956.

The XI is one of a team of six cars to be run under the Marshall Wingfield Racing with Corbeau Equipe banner this season. The rest include a Formula Super Ford Elden for the talented winner of both Radio 1 and Britax Group 1 Championships in 1975, Jock Robertson, a 7.2-litre Ford Capri for Tony Strawson and Mick Leary to run in Supersaloon and Special saloon racing, a new Ralt-BDG Formula Two car for Marshall's partner in his sports car business, John Wingfield, to run in the MCD Libre Championship, an ex-works 1964 Le Mans Sunbeam Tiger for Marshall to drive in the Rochas Classic Car Championship and a Ford Zephyr Mk. 2 in which David Atkinson will contest the Classic Saloon Car Championship.

Thrills in the Forest

AS A PREVIEW to this year's Castrol/Autosport Special Stage Rally Championship, Castrol organised a demonstration of special stage rallying on a three-mile route through the familiar Speech House section of the Forest of Dean. This gave us a chance to sit alongside Russell Brookes in the Andrews Heat for Hire, works-prepared Escort RS1800 and Colin Malkin in Del Lines' Porsche Carrera.

The stage was snowy and icy to start with and Malkin, our first pilot, confessed to being unhappy with the Porsche in spite of the engine being at the right end for this legendary works Imp driver. We soon saw why he was unhappy: the Porsche had a superb, Charles Ivey-built engine, but no suspension to speak of. The sump-guard graunching on the gravel was the only bump stop. Yet Malkin pendulummed the tail so smoothly from side to side, so controlled on opposite lock, that the problem hardly seemed to matter. It was a real handful on the snowy straight, though, the ruts trying to steer it off. And no, Porsche's don't react like Imps to cornering help from handbrakes! "The handbrake's the strongest thing on an Imp," said this Chrysler spokesman . . .

The Boreham-backed Brookes is one of the closest challengers to Roger Clark's title of King of British Rallying. His car is identical to Clark's and the combination showed sensationally in our progress through the forest. The stocky Brookes sits in a high perch close up to his twirling wheel, so the co-driver, sunk in a low, comfortable seat, actually looks upwards and forwards at Brookes, whose elbow digs you in the ribs every time he hits first, third or fifth in the ZF gearbox. Brookes' driving was pure textbook brilliance. This was expected, from reputation. What was interesting was the feel of the Escort Mk. 2 in the forest: so well balanced, with surprising traction for its layout and exceptional stability on the straights —feeling stabler than the Chequered Flag Stratos, for instance.

That Four-wheel-drive Renault

AT the stroke of a mis-printing machine we completed the cheapest development exercise on record for Renault last month by describing the Renault 30TS as four-wheel-drive instead of front w.d. Come to think of it, the 30 might form a jolly good base for a four w.d. conversion.

Shell's Approach to 1976 Competition

SINCE AGIP broke the long-standing tie between Ferrari and Shell, that oil company have been out of Formula One and into an ever-widening range of sporting activities under the ShellSPORT banner. By shrewd backing of the personality cult, especially female, mentions of the Shell name have increased over the air, and in print, though one has to face the fact that the Ferrari link was a prestigious one that is hard to put an immediate value on.

Every year Shell now hold a large bunfight at their London HQ to present prizes to an enormous cross-section of the sporting motorised world. This year their World Championship was with Martin Lampkin's Trials title (scored on a Bultaco). Lampkin went up to collect his prize along with men such as Timo Mäkinen and Roger Clark, Ford Team manager Peter Ashcroft, for masterminding Mäkinen's fourth RAC Rally win and Clark's fourth RAC Rally Championship victory, and Patrick Neve, the young Belgian F1 prospect. Another rallyist to receive recognition was *Motoring News* champion Mick Briant, who had also scooped up two other Championship titles this season.

Shell's competition expert, Ray Cunningham, revealed that the company would be backing a five-race Silverstone Formula Three Championship (BP back the main British series); that the ShellSPORT Celebrity Escorts would be fielded again, and that two Minis would be entered for "leading motorsport personalities" in the Mini 1275 GT Championship.

The Shell Gold Star Awards scheme will operate for single-seater sports and GT racers, rallying and rallycross, in addition to the original saloon car racing scheme.

Wiscombe Park

THE popular West Country hill-climb up the main drive of Wiscombe Park house, near Honiton in Devon, will be functioning again this summer with three major meetings open to the public and three restricted to members and competitors only. The first meeting, due in April, will be a round of the RAC Hill-climb Championship and among the interesting entries will be Wiscombe Hill directors Sir Nick Williamson with a March 751, ex-Hans Stuck, and Richard Brown with an F2 Martin. Grand Prix cars up the front drive, between banks and hedges, is something everyone should watch now and then, to keep a sense of proportion. The 1976 Calendar of events is as follows:

April 10/11th :	Aston Martin Owners' Club—RAC Championship.
May 8/9th :	Bristol MC & LCC.
Sept. 4th :	Woolbridge MC (restricted to members).
Sept. 5th :	MG CC (restricted to members).
Sept. 18/19th :	BARC.
Oct. 3rd :	National Sprint Association (motorcycles only).

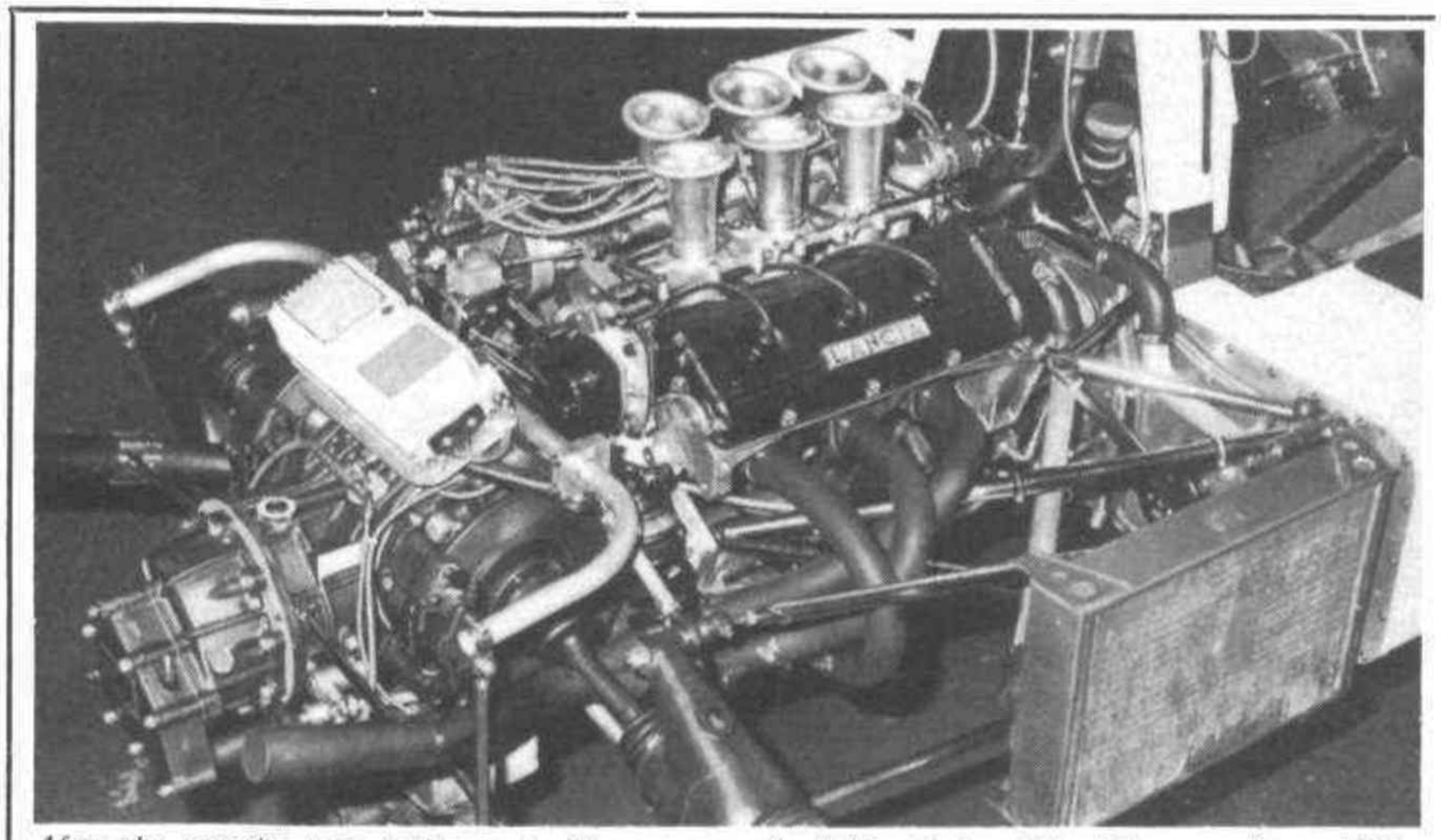
Formula Two Augmented by Ferrari Race

APRIL 19th is the Easter weekend date for the BARC's Thruxton F2 meeting at which we will be able to see the new racing engine-propelled F2 machinery described opposite.

Also on the bill will be a race reserved exclusively for Ferraris. We are told that one B3 312, owned by Michael Vernon in the Midlands will be included. Pitted against it should be a 1972 312 sports/racer, a pair of 512Ms and "a Formula One Ferrari 375 Indianapolis". Is that the one Enzo couldn't find a role in life for?

* * *

Congratulations to Camaro driver Stuart Graham on winning the Tarmac Racing Championship once again and to Geoff Friswell for winning the Alcoa Man of the Year Award in his Clubman's U2.



After the opposite page had gone to Press, we received this photograph of the new Ferrari-Dino-derived Lancia V6 in the back of Brambilla's March. 320 b.h.p. from 2-litres!

Racing Engines for Formula Two

WHILE the British-based Grand Prix teams wait anxiously to see if this is the year when the Italian and French 12-cylinder engines finally trounce the incredibly successful eight-cylinder Ford Cosworth engines in Formula One races, a similar situation is unfolding in the European Formula Two Championship. When the championship was started in 1967 the FIA regulations called for 1.6-litre production-based engines. By 1972 the capacity had been raised to 2-litre but the governing body insisted on retaining only production-based engines, *i.e.*, the engine block and cylinder head had to come from a Group Two homologated power unit. However, last year the FIA took heed of constant appeals from engine builders who were getting increasingly frustrated in trying to find reliability from these highly stressed "production engines" and it was decided to allow a free formula for 1976. That meant that Formula Two had technically "come of age" and joined Grand Prix racing in allowing the use of pure racing engines. Six-cylinder engines have always been admissible in the production-based formula, it's just that no one has ever bothered to run one, but now that has all changed, and the prospects for the forthcoming season centre largely on whether the in-line four-cylinder engines, or the various six-cylinder engines will dominate what promises to be a much improved series.

There is also the question of whether the new racing engines, and there are three of them, will outpace the improved production engines. In the long term the reliability and superior technical specification of the sixes must win through, but 1976 should see a close tussle as the sixes *versus* the fours, and racing engines challenge production-based units. For the last three seasons the European Championship has been won by BMW engines, the Munich-built works engines of development engineer Paul Rosche powering Jean-Pierre Jarier's March to victory in 1973 and Patrick Depailler's March to a convincing win in 1974. Joseph Schnitzer's development BMW engine, prepared at his large workshop in Freiburg, near the Austrian border, was used by Jacques Laffite to clinch victory in 1975. These BMW 2002-derived four-cylinder engines have since been even further developed and by the time the racing gets under way at Hockenheim in Germany early next month they should be producing 300 b.h.p., according to Herr Rosche. The factory March team will again rely on BMW engines.

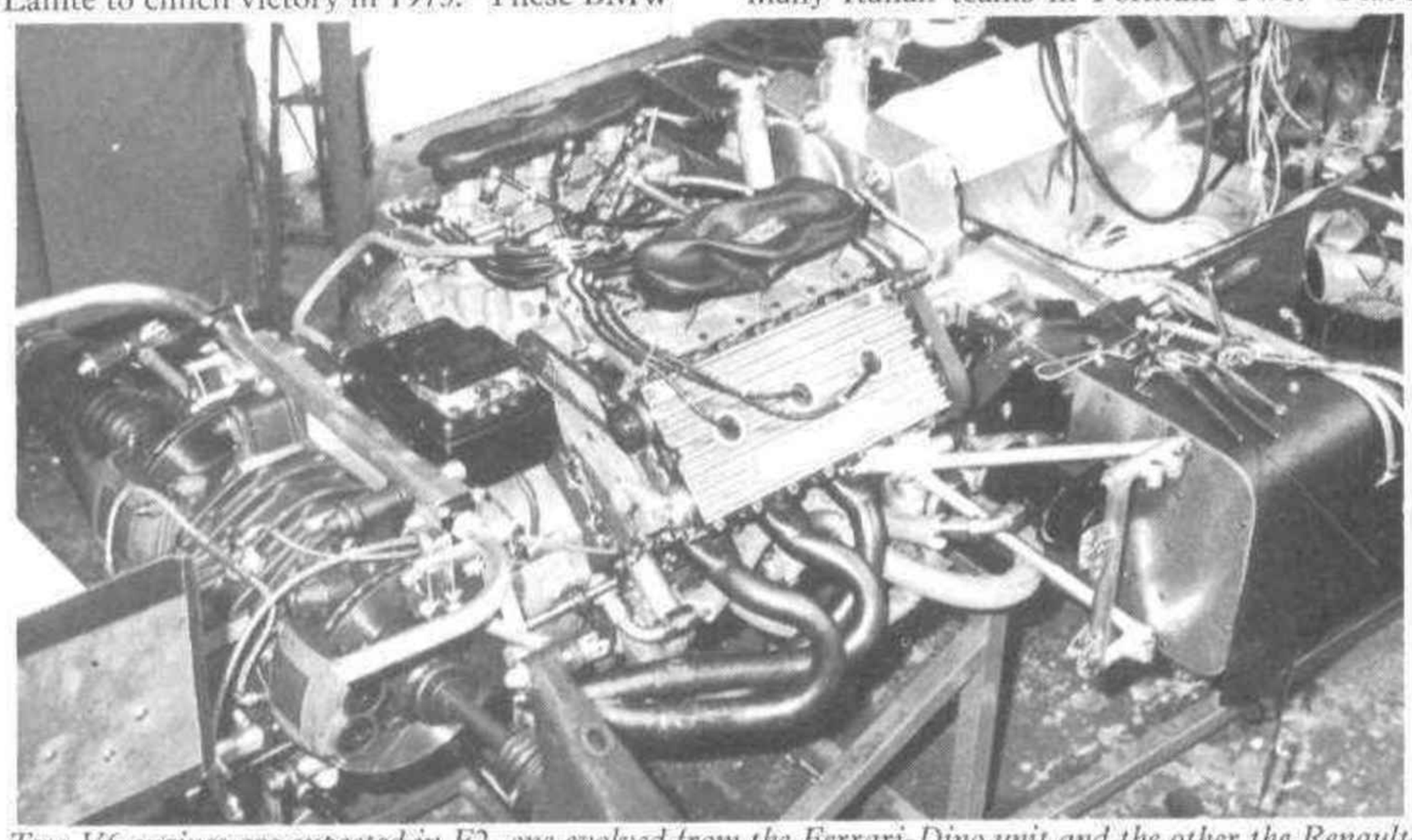
At one stage it looked as though March were going to end their liaison with BMW and switch to the new Renault-Gordini V6. However, after building up a prototype car and carrying out extensive testing, the Bicester team made the surprise announcement that they intended to carry on with their German four-cylinder for a fourth season.

The Renault engines seem to be closely linked with the handsome support in France from the state-owned Elf oil company. Once March had bowed out of any deal with Renault it was only a matter of time before the inevitable news that Elf and Renault would be linking to run cars for four French drivers.

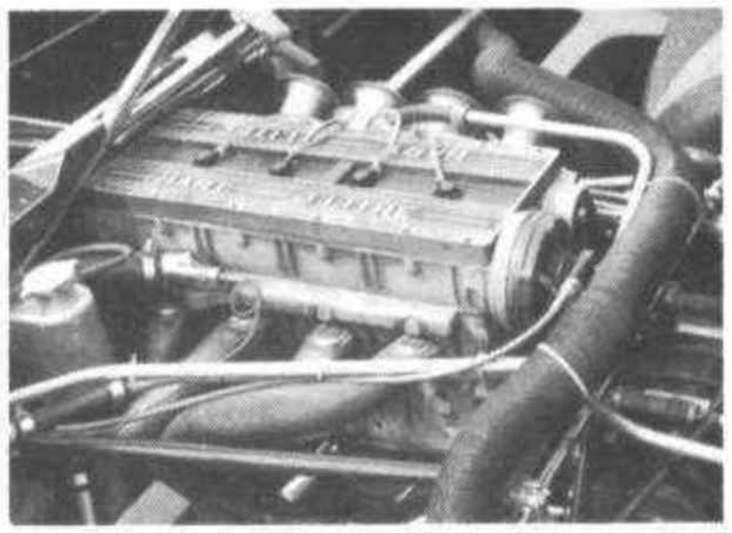
The V6 engine has already been well sorted in the Alpine sports cars during the last couple of seasons. If reports of 320 b.h.p. and the threat of a new alloy block prove true, then this could well be a difficult combination to beat. Elf will be supporting two of Tico Martini's updated Mk. 16 models for Patrick Tambay, plus Formula Renault Europe champion René Arnoux. There will also be a pair of spaceframe Elf 2J models for Jean-Pierre Jabouille and Michel Leclere. However, the Renault racing engines are unlikely to be sold to any privateers.

The other six-cylinder engines are both from Italy. Ron Dennis will again be running March Grand Prix driver Vittorio Brambilla in a private entry. This team will be reverting to the Ferrari Dino V6 engine, which was being used in Formula Two in the late sixties as a sleeved-down 1.6-litre engine. Now the engine is being offered as the "Lancia Stratos V6", which has been sleeved down from 2.4 to 2.0 litres. It too is reported to be giving somewhere in the vicinity of 320 b.h.p.

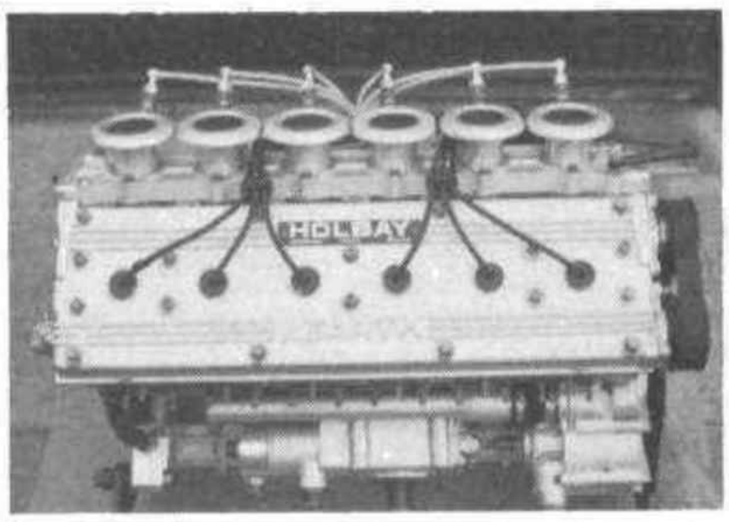
Abarth in Turin were also preparing a six-cylinder racing engine. This was an in-line unit and was expected to be popular with the many Italian teams in Formula Two. Fiat's



Two V6 engines are expected in F2, one evolved from the Ferrari-Dino unit and the other the Renault-Gordini unit shown above which will be seen in the French Elf-sponsored cars.



Above, *Brian Hart is quietly optimistic about his 16-valve, aluminium in-line-four engine.* Below, *Holbay have taken over the Abarth in-line-six.*



axe fell, and the project looked like being shelved, until John Read (of Holbay Racing Engines at Martlesham near Ipswich) stepped in, buying out the design rights and prototype engines. A production run of 25 engines is to be built and the Holbay-Abarth engine looks an ambitious undertaking. Tom Wheatcroft is considering the engine for his own Mike Pilbeam-designed car that he will be running for Grovewood Award winner Brian Henton.

One of the drawbacks of racing engines though looks like being the cost, and rumours that the Holbay engine will sell for nearly £9,000 sent a shiver through the prospective F2 runners!

The other British-built racing engine is the in-line four-cylinder engine being built by former Formula Two racer Brian Hart at his factory at Harlow in Essex. This is another engine that has already raced in 2-litre sports cars. Hart is quietly optimistic about his chances with this refinement of the Hart-Ford BDA, which achieved the best results in the face of the BMW onslaught during recent years.

There are other engines too. John Dunn at Swindon Racing Engines will be carrying on with development of the Ford Cosworth BDA (as the BDX) and other British engine builders are also expected to prepare these units, while in France Fred Stalder's ROC team will persevere with the previously troublesome Chrysler-Simca four-cylinder engine.

The change to the regulations has brought much-needed technical interest to the European championship which looks set to have its best season for some time. The championship will comprise 13 rounds and there will be an additional three non-championship races. The only British round will be the traditional Bank Holiday meeting at Thruxton on April 19th. The BARC have received sponsorship from DJM Records for this race, which thankfully will not be held in two parts, as was the 1975 affair.—M.T.

NO PRIZES FOR GUESSING THE NAME.











Far left. Julie Andrews and Blake Edwards, Vericolor II, 100mm, hand-held 1/125 at f5.6.
Left. Susan Ford, Vericolor II on 100mm.
Below left. Liza Minnelli, 100mm, High Speed Ektachrome. (Courtesy Vogue Magazine.)
Below. Cheryl Tiegs, Vericolor II, 50mm, 1/125 at f5.6.

"I don't suppose you were fooled for a moment, were you? You knew straight away I was holding an Olympus.

I told the Olympus people you'd guess the name of their camera when they asked me to do this advertisement.

I said either they'll think I've got hands like a gorilla, or they'll know I'm holding the world's smallest, lightest single lens reflex camera, the OM1.

'But you've owned your OM1 for well over a year', they said.

'Your face is well-known. And appearing in the ad will give you the opportunity to tell everyone what you think of it'.

'My face', I asked.

'No, the camera', they replied.

Well anyway, here goes.

First of all, let me say how impressed I am with the compactness of the whole OM1 system.

'I am very impressed with the compactness of the whole OM1 system'.

(Olympus asked me to stress that point.)

I'm amazed at the way they've managed to compress a full-frame SLR into what used to be a half-frame SLR size.

You should see the motor drive. It's a third the size of the one I had with my last camera, a standard SLR.

That one was so big, I got charged excess baggage on buses.

I don't get any problems like that with my OM1.

It's the sort of camera you can carry around with you to get those off-the-cuff shots you only ever see when you haven't got a camera on you.

Actually, I've noticed they let me carry my camera most places these days, even to Vail, Colorado.

It was suggested I go there to do some pictures of President Ford's daughter, Susan.

Naturally, I jumped at the chance.

It wasn't so much that I thought shooting his daughter would make a nice change to trying to shoot the President, I just reckoned Susan would make a lovely subject for a portrait.

As it turned out, she did. And the OM1 performed marvellously.

It's so quiet, it didn't startle a single secret service man.

During the year I've owned it, the OM1 hasn't given me any nasty surprises, either.

It's been completely reliable.

I reckon it's the best camera I've ever owned, and, would you believe, I'm not getting a penny from Olympus for saying so.

Maybe I should fire my agent."

Peter Sellers.

To: Olympus Optical Co. (UK) Ltd., 2–8 Honduras Street, London EC1Y 0TX. Telephone: 01-253 2772.

Please send me more information about the Olympus OM1 and OM system.

Name _____

Address _____

OMIMSI

OLYMPUS OM1

Book Reviews

"Jaguar Sports Cars" by Paul Skilleter. 360 pp. 9½ in. × 8½ in. (*G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ.* £9.95.)

The depression does nothing to stem the flood of new motoring books! From Foulis, following on their rather disastrous Rolls-Royce tome, comes this volume of similar format, devoted to all the sports Jaguars that ever were. Lord Montagu/Michael Sedgwick must take the credit for having written the standard work of reference about Jaguar Limited, published by Cassell and suitably revised since the original publication. Now Skilleter has embarked on the more specialised task of writing in detail about the sports cars of this illustrious make, adding much to the learned "Profile" on the same subject.

The author has the decided advantage that he likes these motor cars, indeed, has raced his own XK120 in recent Historic Sports Car events. He goes through the development, career, and successes and shortcomings of each model, from the early SS to the E-types, XJ13 and present XJ-S, after sifting all the evidence, as it were, and interviewing personalities closely associated with the cars, notably Bill Haynes, who will forever be remembered as the designer of what must be the greatest and most successful commercial in-line twin-cam six-cylinder car engine of all time. The result is a book both irresistible to Jaguar followers and of great value as a work of reference. Skilleter includes many Press comments from contemporary issues of the motor papers—ours included—apart from his own findings and observations; it is always interesting to re-read what one wrote in a road-test report years ago and I am reminded, among other things, of the total brake-fade I experienced in one of the early XK120s.

This book is packed with good, if somewhat dark, photographic reproductions of the cars the detailed text is concerned with and the great "names" associated with them—the latter too numerous to list, of course, but including, naturally, Bill Lyons, Tommy Wisdom, Sammy Newsom, Bert Hadley, Leslie Johnson, Peter Clark, Moss, Claes, Hawthorn, even Nuvolari. The cars and private owners who used Jaguars come in for equally generous attention, so this really is a book full of Jaguar facts and nostalgia. One wonders whether there will soon be any history left to reveal—certainly Jaguar devotees have nothing to complain about, and are strongly recommended to sit down and enjoy Skilleter's contribution and the great collection of pictures he has amassed, of famous and one-off Jaguars, mechanical components and Jaguar personnel.

The Foreword is, rightly, by W. M. Haynes, CBE, and the Appendices cover specifications and performance data down the years, production figures (with dates of production-runs, prices, and commencing chassis numbers, etc.), and details of the Clubs catering for Jaguar owners. The Index is particularly detailed and useful.—W.B.

"Maserati Sports, Racing & GT Cars, 1926-1975", by Richard Crump and Rob de la Rive Box. 298 pp. 9⅞ in. × 8½ in. (*G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ.* £8.50.)

Another one-make book, this is far more "pictorial" than the Jaguar Sports Car book reviewed above; but what fascinating pictures it reveals! Not necessarily more in number, but the photographs are larger than in the other book and are reproduced on high-grade art paper.

Maserati Club Secretary Richard Crump and Swiss-residing Dutchman Rive Box have assembled more than 400 Maserati portraits, of well-known and rare models, not forgetting to depict the motorcycles, hydroplanes, even the machine-tools for which Maserati are renowned. The electric cars are not forgotten, either. The result is a great treat for any Maserati or fast-car fan, the reference value of the volume being enhanced by technical specifications, notes, and production figures for all the famous Maserati models. Foulis are confident that the majority of the un-touched-up pictures will be new to their readers. Stirling Moss adds to the enjoyment of the book with a Foreword in which he contributes his own intelligent opinions of the many and famous (and so-fascinating) Maserati cars.—W.B.

"Rolling Sculpture—A Designer And His Work", by Gordon M. Bushrig, with William S. Jackson. 192 pp. 11¼ in. × 8¾ in. (*PSL, Bar Hill, Cambridge, CB3 8EL.* £10.50.)

PSL are distributors of this big Haessner publication about the bodywork of Bushrig, which graced such fine American automobiles as the Stutz, Model-J Duesenberg, the Auburn boat-tailed Speedsters of 1935/36, and the Model-810 and 812 Cords. Bushrig learned his craft at Willys St. Clair, later working on bodywork for Jewett, Peerless, Packard, and General Motors. After the 1930s this great stylist worked for Studebaker and he was with Lincoln-Mercury, concerned with the Continental Mk. II, during the 1950s.

It is unusual to get the story of such a designer, with his failures as well as his notable successes recorded, and much Company history of the concerns who employed him comes out in the telling. The book is a typical American product but will be of intense interest to those to whom its specialised subject appeals, both from the point of view of the text and the many rare pictures, the latter embracing colour plates, body drawings and styling sketches. This book might with advantage be read by anyone who hopes to become a stylist in the Motor Industry. The Foreword is by Richard A. Teague, Vice-President of Styling at the American Motors Corporation in Detroit.—W.B.

* * *

The Olyslager Auto Library has introduced another of its pictorial histories, this one concerned with "Fire & Crash Vehicles, from 1950". The Editor is Bart Vanderveen and if the subject has a slightly sinister connotation, this book, with the other 25 in this publisher's Transport Series, makes up a very complete, compact, illustrated history of the motor vehicle. Priced at a modest £3.95, this book is distributed by Frederick Warne, 40, Bedford Square, London, WC1B 3HE.

News of Forthcoming Books

WE should be able to enjoy later this year Brian Smith's "Royal Daimlers" with which, as President of the Daimler & Lanchester OC, he is following his earlier book "The Daimler Tradition". Another forthcoming title will be Roger Clark's rallying book, especially exciting as he has written it while absolutely at the top of his splendid form. Motor Racing Publications have earmarked that one. David & Charles have a Land-Rover History by Graham Robson on the way, to meet the millionth Land-Rover to leave the Solihull assembly lines, expected in the summer. There is also said to be an Allard history and/or a pictorial publication on this sporting make—maybe both—in the pipeline.—W.B.

Cars In Books

AFTER having to rely on readers' recommendations for the survival of this long-running feature, we are off again, with material provided by my own reading sessions of non-motoring literature. First then, "I've Lived Like a Lord" by Edward Ward (Michael Joseph, 1970), whose father was Lord Bangor of Castle Ward in Ireland and who travelled extensively for the BBC and other organisations. Cars *had* to appear in this book! And they do. There is a reference to bringing home Randolph Churchill's Hillman Minx that he had left in Madrid in the early post-war period, by a long route *via* Malaga and Granada, and mention of the modest taste in automobiles at that time of the Nizam of Hyderabad. It is made clear that although the current story that he was content to use a Model-T Ford was not correct, he did have, according to his constitutional adviser, "a very modest car, a Studebaker or something", and that his son, the Prince of Berar, kept his Rolls-Royce well hidden.

There is an account of the author doing a BBC recording at the Rolls-Royce factory, and when he and a BBC script-writer whom he eventually married set out on a long European tour for the BBC they used a Standard Eight. I suppose this was chosen as an economical car with a reasonably big engine, and its i.f.s. may have been an attraction, for those about to face war-torn European roads. This humble Standard certainly covered a big mileage, going to Italy, to Naples, Venice, and to East and West Germany, before returning home. On a subsequent European assignment someone produced "a large and rather old Cadillac", which the owner-chauffeur refused to extend on a drive out of Paris towards Germany.

Next, there is an interesting reference to Ward being loaned an Alvis by John Parkes of the Alvis Company for his journeys throughout America. This was in the summer of 1950 and the tomato-red car was really far too small for the baggage and recording equipment the party had to carry. Ward would dearly have liked to take up the offer of those Americans who wanted to exchange their Buicks and Pontiacs for this Alvis two-seater. But he did his best to carry on, and to answer questions about it. On his

return to London, Ward saw Mr. Parkes and told him of the interest the Alvis had created, only to be informed that this particular model was to be discontinued, so that all his sales patter had been wasted. What, Edward Ward wondered, had been the purpose of this costly exercise, with the Alvis flown out to New York for him. Well, it seems likely that the model lent to Ward, after Alvis realised they had missed the New York Show, may have been a TB14, not perhaps the most successful of Alvis offerings? In 1953 you still hired a Renault Dauphine in France, as Ward did while house-hunting, a contrast to the Caracas taxicab used by Shell for a publicity tour all the way over the Andes to Venezuela, "a large and comfortable Dodge" but a seemingly expensive way of travelling which, Shell explained, was the usual procedure on such occasions, because the driver, being in his homeland, would be an admirable guide. An interesting book, with mentions of aeroplanes as well as cars.

Finally, for this month, there is "An Idler On the Shropshire Borders" by Ida Gandy (Wilding, 1970), which is a fascinating guide to little-known areas and beauty spots in the Clun area of Shropshire and Radnorshire (now Powys) but which from the present viewpoint is included because, although published only six years ago, it deals with the explorations by a doctor's wife in this part of England and Wales between 1930 and the war. The car she uses is referred to only once, as "an ancient Baby Austin". So one can picture a vintage Chummy, or maybe a Top-Hat saloon Austin 7, on those then deserted and remote roads. On one occasion they tied their coracle on the back of the car, which makes me think of it as a Chummy, especially as there is a hint that it was acquired in 1929 if not before and, remember, it was ancient then.

In "The Secret Orchard" by Roger Ackerley (Hamish Hamilton, 1975) there is passing reference to visiting Brooklands to watch the motor-racing, another one for the Brooklands Society to chalk up, although no-one has yet found, it seems, a similar reference in one of Ian Hay's plays.—W.B.

The Things They Say . . .

"FORD did the thing in style. Every agent and distributor helped, pilot cars waited outside every city to guide Ford competitors, a full and wonderful service was available throughout—and that kind of service pays dividends".—Not a description of some Stuart Turner organisation on a recent rally, but S. C. H. Davis writing in 1951 about the 1936 Monte Carlo Rally, won by Cristea and Zampfirescu in a Ford, from Athens, and the *Coupe des Dames* by Madame Marinovich and Mlle. Helle-Nice in a Matford, from Tallim.

Last month's Around and About quotation, attributed to Ford Public Relations Director Stuart Turner (who was looking back on 1975 in the pages of *Autocar*) and describing his alleged affection for the XJ-S was accurately reported . . . but the words were those of Alec Parks, the Leyland Chief!

It seems the layout confused the gentleman who supplied the cutting while Mr. Turner (who is now the Director of Ford Public Relations) says simply: "I like my job, and I'd like to keep it. Anyway, I find I get more pleasure from an RS2000, if you must know."

FRAGMENTS ON FORGOTTEN MAKES No. 35: THE



REFERENCE to the Beverley-Barnes in last year's article on the cars of General Ironside brought some interesting notes about this unusual make from a reader who was in the Motor Industry at the time when the B-B was in current production, although he was working at the time for Georges Roesch of Talbot fame and was, incidentally, responsible for bringing Roesch and W. O. Bentley together again, at Shamley Green, in more recent times.

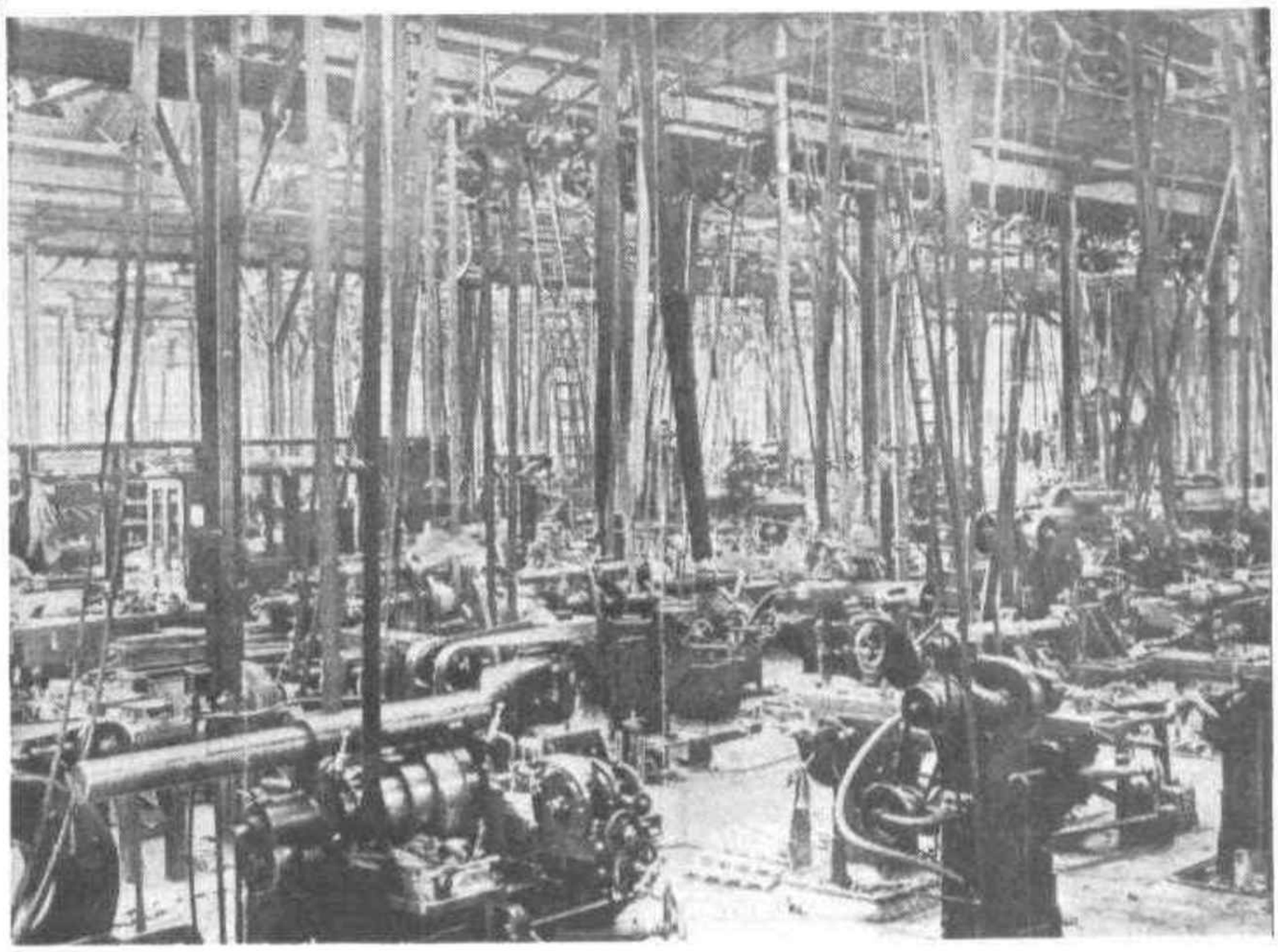
The car took its name from the fact that the factory in which it was made was at Barnes, in SW London. The site of this works, at 11, Willow Avenue, had been used in 1904 for the erection of a sawmill, after permission had been granted to a Mr. Bett by the local Council. Presumably he cut up willow trees, perhaps for the shaping of cricket-bats. From 1908 to 1912 the building was extended and was occupied by three tenants, James Bett, the carpenter, J. Nicholls, a builder, and The Aluminium Casting Co. Ltd. The last-named came from Greenock and were there up to the outbreak of war in 1914, joined by the Eagle Motor Mfg. Co., while by 1911 Bett had branched out as the Beverley Aeroplane Works.

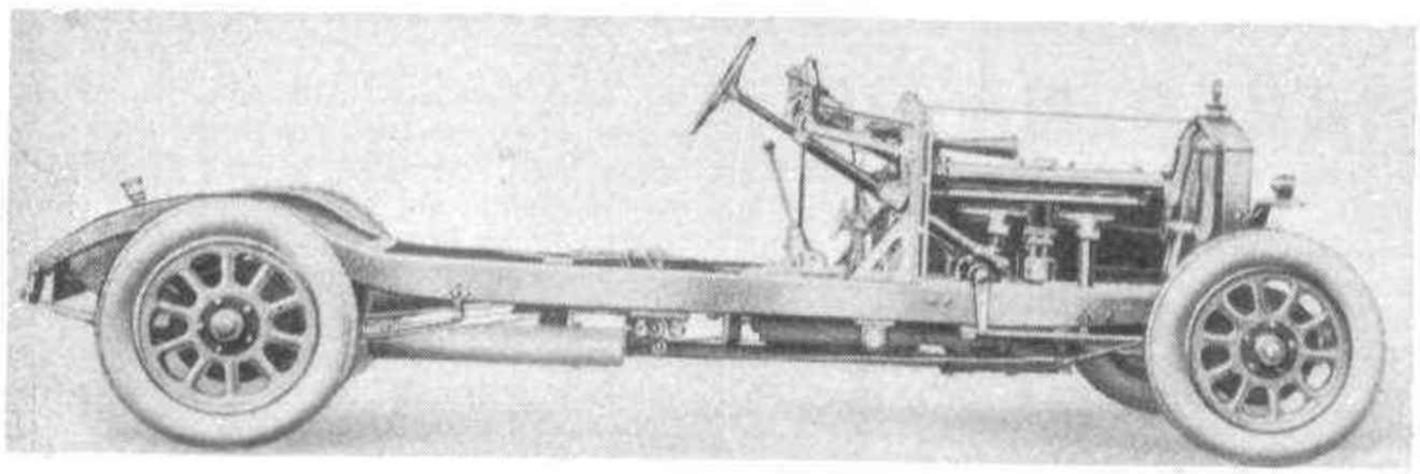
Throughout the war years the site was occupied by Lenaerts & Dolphins, who manufactured starter motors for the Beardmore Tornado aero-engines. After the Armistice this Belgium-affiliated company took on general work for the reviving Motor Industry, notably the making of parts for the first 3-litre Bentley. In 1924 they decided to utilise their very well-equipped works to make a car of their own, and thus the Beverley-Barnes was born.

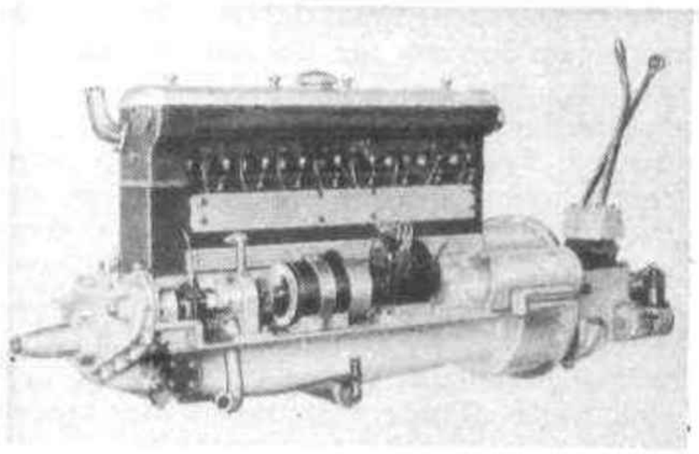
The Managing Director was Andy Robertson, formerly General Manager of Talbot, in Barlby Road. The unique thing about the B-B was that it was never made with anything but a straight-eight engine. Presumably it was felt that a works so fully equipped with jigs, tools and gauges, which had just installed the latest in jig-boring machines, and which was much used by the automobile and aeronautical industries, not only for supplying them with parts and complete components, engines, gearboxes, and axles, but which also erected and tested engines, might as well cash in for itself, with complete vehicles. Perhaps it was considered that the worth of such work would be best reflected in straight-eight motor cars.

At all events, that is what B-B made. The first model, in 1924, was a 4-litre single-o.h.c. job called the 24/80. It was claimed

An interior view of the London factory that gave its name to the Beverley-Barnes and where certain parts were made for Bentley Motors.





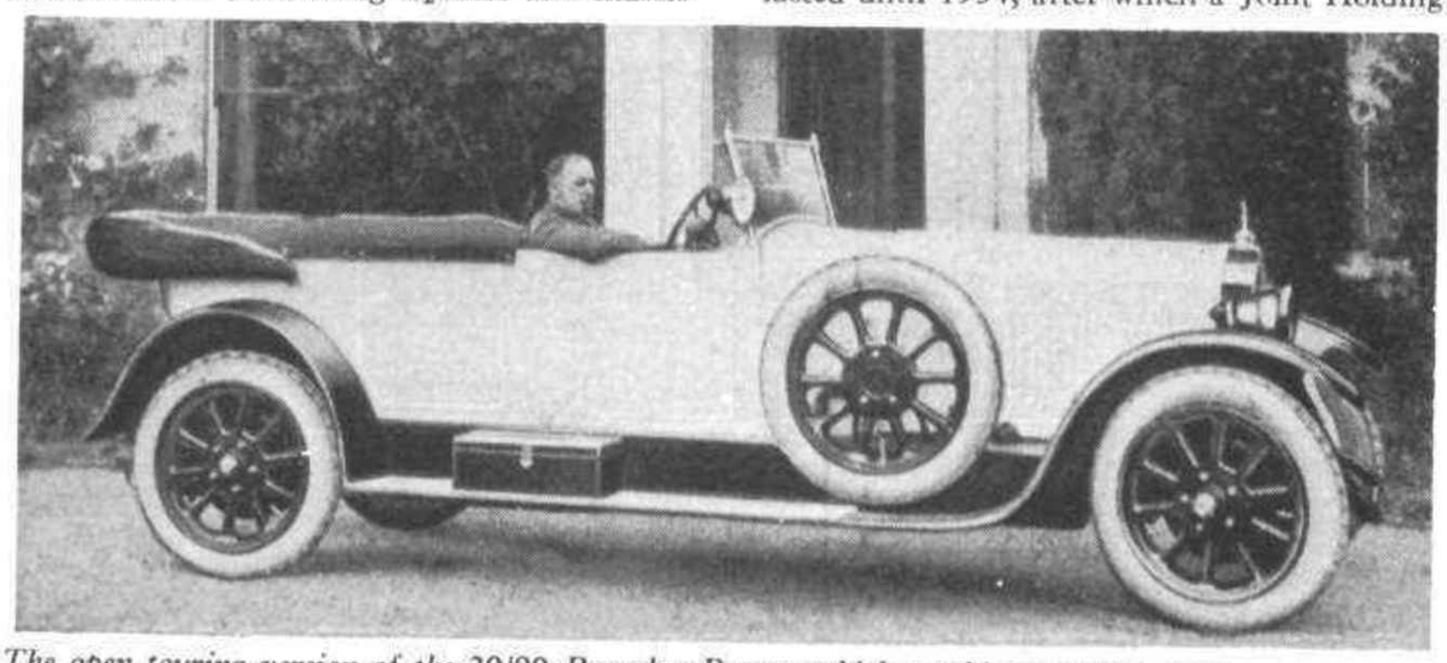


The chassis of the 30/90 B/B and the straight-eight type A2 Beverley-Barnes engine.

that it was the result of four years of research and experiment, during which time the test chassis covered some 100,000 miles here and on Continental roads. It was the hope of this factory, two acres in extent, where 1,800 workers had been employed during the war, and where the machine tools were driven by forests of belts from overhead pulleys, that this multi-cylinder car would be a luxury product, selling for a modest £750. In fact, by the time it was in production the price of the chassis was £1,150. Belgian influence, however, ensured Vanden Plas bodies on the early cars.

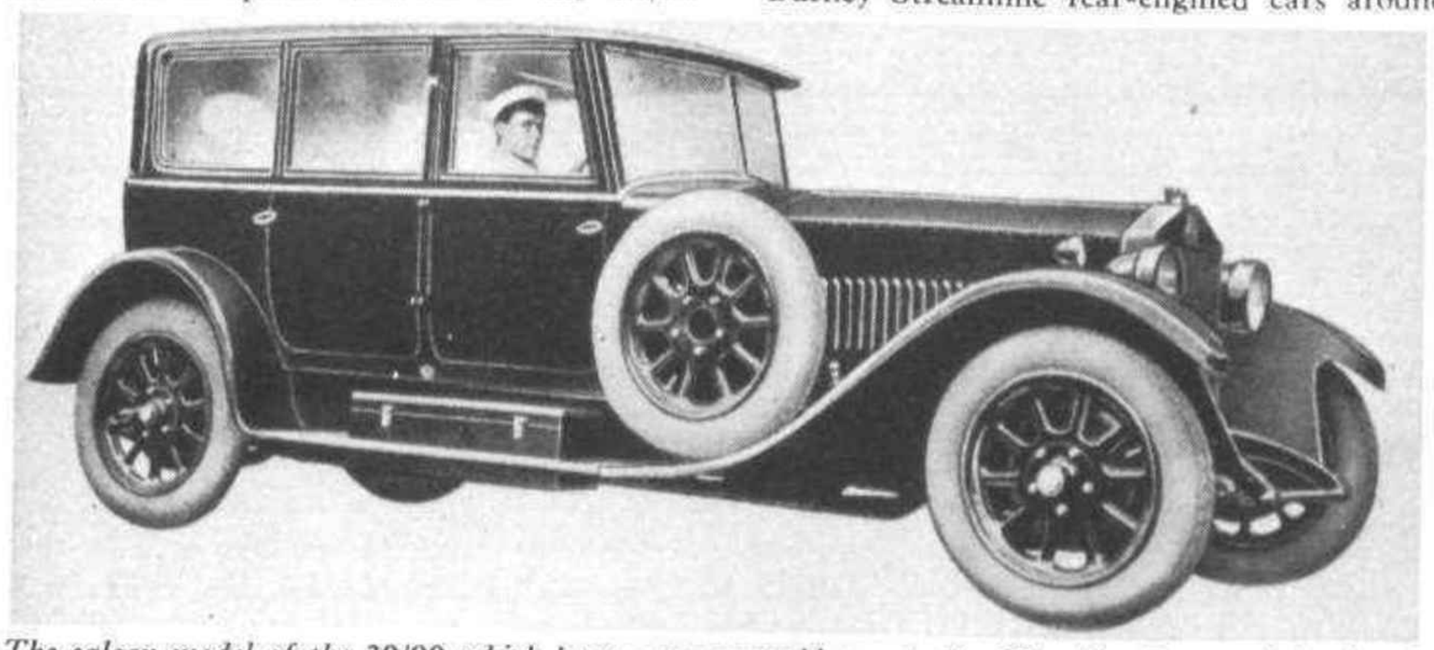
This 4-litre straight-eight was followed by the 5-litre Type A2. It may or may not be significant that this straight-eight had a bore of 80 mm., like the 3-litre Bentley for which B-B had machined such parts as axle casings, and probably cylinder blocks. With a stroke of 120 mm. 90 b.h.p. was claimed at 2,700 r.p.m., from an engine with a disc-web crankshaft, vibration dampers on both this and the o.h. camshaft, a Zenith duplex carburetter, and dual ignition by magneto and Delco-Remy coil. The unit 4-speed gearbox had central control levers, a torque-tube-enclosed shaft took the drive to a spiral-bevel back axle, there was a Halo-lined 12-shoe four-wheel-brake system with vacuum servo, and the chassis had a wheelbase of 12½ ft. It ran on 895 x 135 tyres in 1926 form and weighed 28 cwt. This time its price, as a chassis, had been pegged at £850. An 18-gallon fuel tank fed by Autovac and if speed was held to 30 m.p.h. a petrol consumption of 15 to 16 m.p.g. was to be expected. A six-seater open touring car (£1,150), a saloon looking very like a Fiat Forty (£1,350), an all-weather costing £1,250, and even a sports version of this 30/90 Beverley-Barnes were catalogued, the last-named priced in 1926 at £1,150.

The following year the 4,825 c.c. model was joined by a 2.4-litre straight-eight, with a 60 mm. bore. This was later enlarged to 2,736 c.c. by boring it out 3½ mm. This engine was a twin-cam affair. None of these Beverley-Barnes sold in any numbers and by 1931 the Company was glad to accept a contract from assembling 4½-litre low-chassis



The open touring version of the 30/90 Beverley-Barnes which would carry six people.

100 m.p.h. Invictas, of which Michael Sedgwick says they made about eight, out of a total of around 50. The B-B itself was a car seldom seen outside motor shows and showrooms, and a reduction in chassis prices and the listing of a supercharged sports model 22/90 in 1931 did nothing to stop it from fading away that same year. I *have* seen one of the twin-cam models, in Yorkshire during the war, and it was this engine, in 3-litre form, that went into nine of the Burney Streamline rear-engined cars around



The saloon model of the 30/90 which bears some resemblance to the Fiat 40. It was claimed to be "ideal alike for Town and extended Touring".

the time that the B-B ceased production. This engine had been labelled unreliable and another historian has nothing good to say of the make, which he calls rough, noisy and unreliable, with poor brakes. So the B-B reputation must rest on the building only of eight-in-line engines, in five different sizes.

After car production ceased the Beverley Gear Company occupied the factory. That lasted until 1934, after which a Joint Holding Company took over. It owned and controlled this new group of Heatly-Gresham Ltd., Omes Ltd., and Eumuco Ltd. and made electro-presses and forging presses, etc. Harry Gresham, the Chairman, was also head of Gresham & Craven of Manchester, who made sludge pumps, Sydney Rothman, also a Chairman, was the son of the founder of the Rothmans Cigarette Company, and Herman Aron, who with his brother Eugene founded the Rotax/Jaeger clock firm, selling out to Lucas in 1927, had come to Barnes of Letchworth when the Omes resistance heating process from Italy, then used almost exclusively for valve forgings, was installed there. Eumuco left in 1959, having been sold to Lamberton's of Scotland, and in 1959 Omes took over Faulkner's Drop-Forgings of Colnbrook but in 1973 left Barnes for Colnbrook, as Omes-Faulkner Ltd.

Thus this London factory that had seen many interesting facets of the Motor Industry broke up. I am indebted to a reader for these notes, a reader who knew the Motor Industry in the good old days, when, for instance, C. A. Vandervell, father of Tony Vandervell of Vanwall fame, on his periodic visits to the Talbot works at Acton, as the senior member of the Board, "carved the joint" at luncheon for his fellow Directors and guests.—W.B.

ROAD IMPRESSIONS

A 2000-mile European week with Italy's stylish reply to the German coupes



ITALIAN TOURIST concession coupons saved in the region of 20p a gallon. Interior comfort is top class on the seating and instrumentation, but the steering wheel is a horror for an £8,000 car. Pininfarina style is displayed in the Aosta valley, below.

A NEGLECTED and seemingly unpopular choice, even in its native Italy, the Fiat 130 Coupé is an interesting motor car. It offers a great deal of interior comfort, distinctive looks, and an enormous boot. Unfortunately those plus points seem unable to overcome two aspects of the big coupés from BMW and Mercedes: sheer high-speed performance (over 110 m.p.h. in this definition) and the German reputation for quality.

We, through the efficiency of Fiat's effective British press representatives at Woolf, Laing Christie, were able to sample one of the rare 130C birds over 2,000 miles in our recent overland expedition to explore the high performance side of the Italian motor industry.

During that 2,000 miles we were literally able to spend hours at speeds in excess of 90 m.p.h. We were happy to find that the car really didn't give any trouble, or look as if it was going to, during that high-speed mileage. We put in a quart of oil and fuel consumption, in Borg Warner automatic gearbox guise, was between 17.1 and 19.4 m.p.g., with 17.7 m.p.g. coming out as the average. However, we often recorded average speeds between 70 and 90 m.p.h. and employed the exceptional acceleration qualities pretty rigorously. Although our driver often had to hustle the 3,561 lb./15 ft. 10⅝ in.-length of the 130C in earnest on several long sections of the trip, the car remained unflustered. As compared to the 130 saloon, the Coupé is 3⅝ in. longer, 1⅛ in. narrower, 3½ in. lower.

As soon as the pressure is taken off, the 130C relaxes into a mobile drawing room, with only the occasional snarl from the V6 engine to suggest sporting overtones.

MOTOR SPORT'S November 1972 issue contained an account in which W.B. recounted his experiences with the 130C, shortly after its introduction with the 3200 series engine. So I will just point out that the oversquare unit (102 × 66 mm./3.235 c.c.) develops 165 b.h.p., has a single overhead camshaft per bank, and runs swiftly and happily to the red band indicated at 6,250 r.p.m. Sustained use over 5,500 r.p.m. (104 m.p.h. in auto top) would make the oil temperature gauge needle tilt toward, but not into, its red section, so we tended to cruise in the mid-ninety-mile-an-hour bracket, when the fuel consumption also remained closer to 18 m.p.g. In Italy we found that the average big BMWs, despite a speed limit that corresponded closely to our Motorway limit, would drift by the Fiat quite quickly, usually cruising in the 105/110 m.p.h. area. Flat out, the auto Fiat 130C seemed, at



112 m.p.h., to be as fast as we wanted to stress the engine as the tachometer would be nudging the red at this speed.

It seems there is a strong case for a numerically lower final drive ratio, especially as the initial acceleration is so swift to 1st gear's 50 m.p.h. maximum. 2nd gear is the general ratio for in-town, or downhill spurts, where you want to save the all-disc braking system a little of the work imposed by a heavy automatic car under full power. That 2nd gear allows just 80 m.p.h., the engine roaring pretty lustily through the luxurious padding, relaying that it's really a sporting unit, and sounding quite formidable. At lower r.p.m. the V6 pulls well from 1,200 revs, with a good turn of accelerative torque on call from 2,500 r.p.m.



Luxury features that we appreciated within the £8,200 Fiat include air conditioning, power steering (ZF worm and roller, not quite up to the same kind of assistance in a BMW or Mercedes . . . could this be the steering geometry?), electric windows, tinted glass, alloy 6½ inch rim wheels, and a limited slip differential. The independent suspension gives an excellent ride over most surfaces and big Pirellis coped well with changes in camber over greasy bumps.

The 130 has a feeling of solid worth about it, that might make a richer Rover owner feel at home, and a distinctive style. I, for one, wouldn't be surprised to see some of its length clipped (though it is easy to park neatly) and a Lancia-badged derivative offered within the next year or two.—J.W.

The Brazilian Grand Prix

Lauda confirms Ferrari's mastery

San Paulo, January 25th

THE 1976 Grand Prix season started on a difficult note in January in the same way as the 1975 season ended last October. Having agreed that their race would take place, the Automovil Club Argentina abruptly announced the cancellation of the Argentine Grand Prix, due to take place in Buenos Aires' Parc Almirante Brown on January 11th, thus throwing the Formula One Constructors' Association and the Brazilian Grand Prix organisers into a state of considerable turmoil. So enormous are the air transportation costs for upwards of 20 Formula One cars that both Brazil and Argentina regularly divide this bill when the "circus" goes off to South America. Thus if the Brazilians wanted their Grand Prix, they were faced with the entire bill for airfreight in addition to the much increased prize fund.

Fortunately the Brazilian organisers didn't have to deal with either the economic problems or the political unrest which currently beset their South American neighbour and the race took place as planned on January 25th. For the fourth consecutive year, Sao Paulo's impressive 4.9-mile Interlagos circuit hosted the Grand Prix and more than usual interest attached to the Copersucar-financed team run by Wilson Fittipaldi Junior as they had now secured the services of his younger brother, twice World Champion Emerson, who has signed to drive for the team throughout the 1976 season.

Apart from this amazing switch of allegiance on Fittipaldi's part, the Brazilian Grand Prix marked the start of the 1976 season "proper" for such teams as Martini Brabham, Ligier Gitanes, John Player Team Lotus, Frank Williams, Penske Racing and March Engineering, all these teams arriving fully prepared with the cars they intend to use in all 15 races on this year's Championship calendar. Ferrari, McLaren, Shadow, BRM and Elf Team Tyrrell were really taking part in the 15th race of the 1975 season, all relying on well-proven cars which they raced all through last year, albeit somewhat modified in many areas.

At the head of the entry list, swapping numbers 11 and 12 with McLaren Racing for numbers 1 and 2 in the "official line-up", was the Championship winning Ferrari team, World Champion driver Niki Lauda this year being the man who carries "number one" on the side of his car as befits recent practice. Although they have already unveiled the new Ferrari 312T2 with its optional De Dion rear suspension, and tested it extensively at their private test circuit, the Italian team played safe and arrived in Brazil with exactly the same 312Ts that had been used at Watkins Glen. Niki Lauda used chassis 023 and Clay Regazzoni 024, these two cars still relying on the powerful flat-12 cylinder 3-litre engine and clever transverse five-speed gearbox which proved so reliably competitive in Lauda's hands last year. The only alteration to the cars was the addition of a tubular roll hoop over the instrument panel in accordance with the 1976 CSI safety regulations. The team also brought along a spare car, but this was never used in either practice or the race.

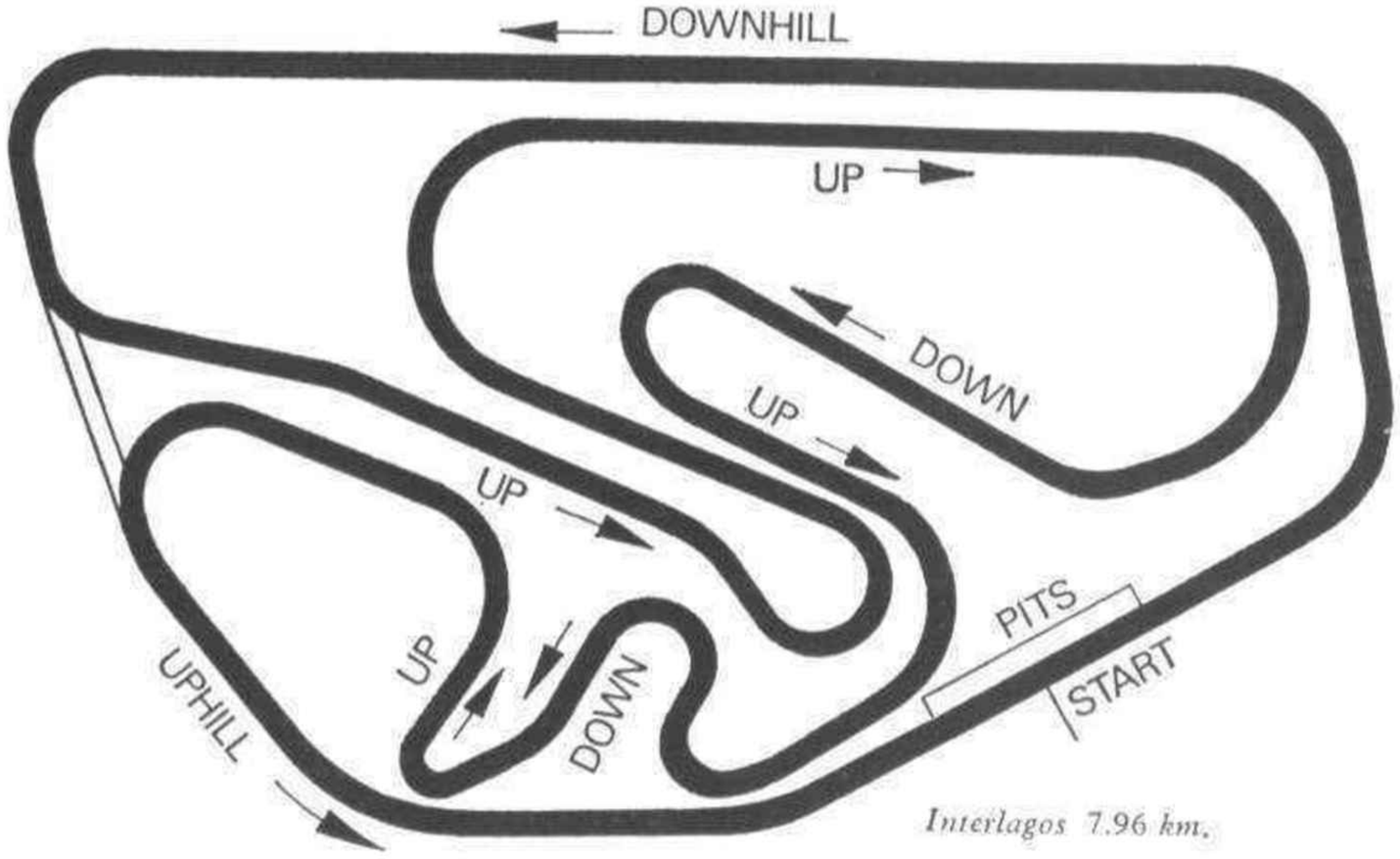
Having spent much of the winter experimenting with their fascinating six-wheeled Project 34 prototype, Ken Tyrrell's team brought along two of their familiar 007 series machines for Jody Scheckter (007/6) and Frenchman Patrick Depailler (007/4). Designer Derek Gardner had spent some time over the winter preparing minor chassis improvements to the existing cars as no final decision has yet been made concerning the six-wheeler project.

Similarly McLaren Racing were still using two of their successful M23 chassis, Fittipaldi's position as team leader having been taken by former Hesketh team driver James Hunt. In an effort to narrow the gap to the Ferraris, these cars featured much lighter body panels and several other minor weight-saving additions such as the adoption of wishbone rear suspension instead of the familiar parallel lower link arrangement. But the most interesting aspect of the McLaren team line-up was the installation of specially altered six-speed Hewland gearboxes on both cars. They had been specially designed by the McLaren team and assembled with the aid of some components supplied by Hewland Engineering, the specialist gearbox builders at Maidenhead.

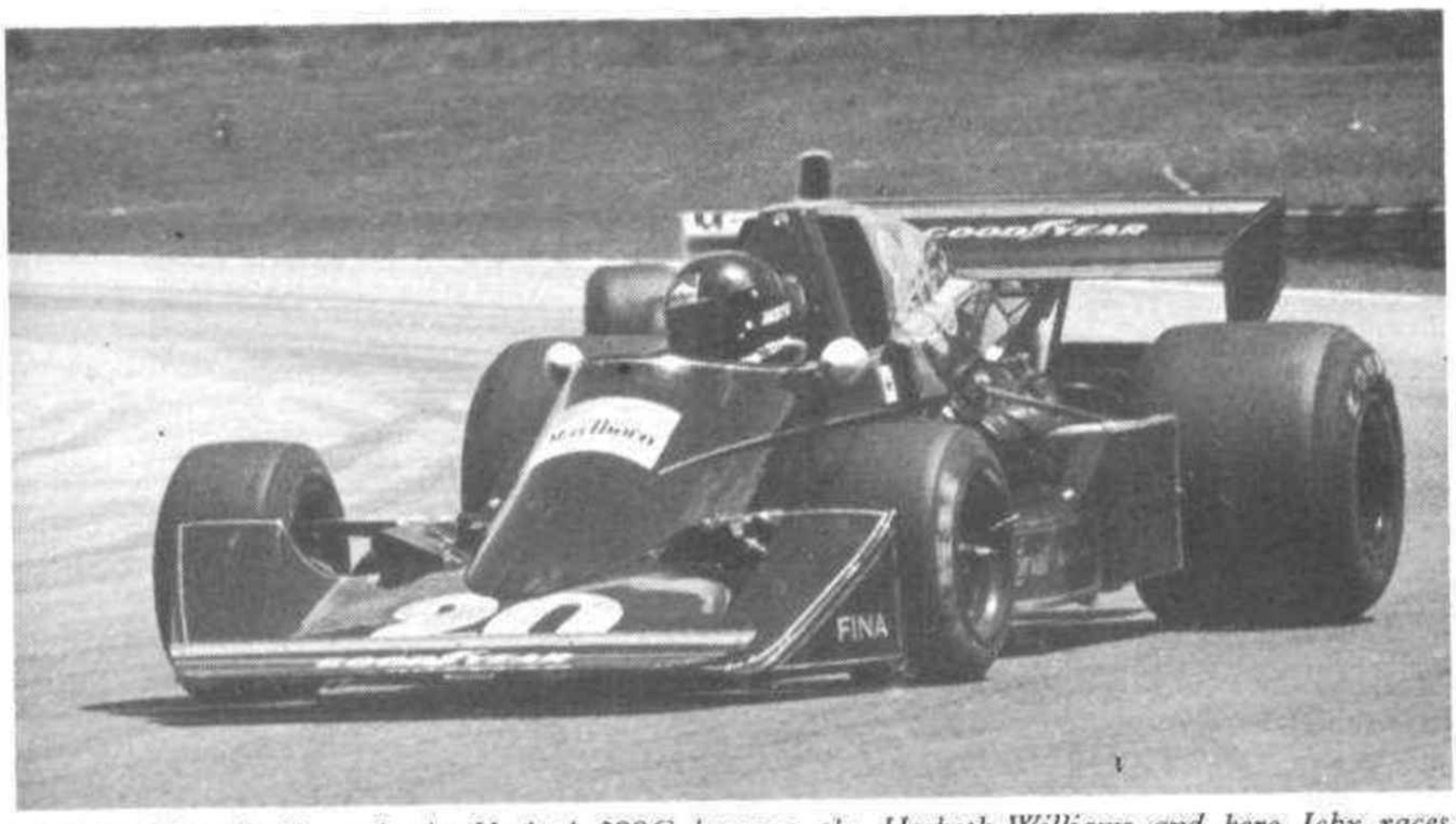
Despite the loss of their very generous sponsor, Universal Oil Products, Don Nichols' AVS Shadow team appeared at Interlagos with the same driver line-up as was regular in 1975. Jean-Pierre Jarier, who so nearly won last year's Brazilian Grand Prix, drove DN5/5B and Welshman Tom Pryce handled DN5/6B, the "B" suffix indicating that these particular cars had been built up round brand new monocoques to slightly different detail specification than their 1975 forebears. Designer Tony Southgate has quite obviously been told to "hang fire" on the completion of the first DN8 chassis—the team's design scheduled for this year—until it is clear whether or not Shadow can continue for the whole season, so until then the "DN5Bs" will be raced. The alterations involve a much narrower front track, revised suspension geometry and a whole host of other detail changes designed to contribute to the Shadow's mechanical reliability, an area in which there has been some definite need for improvement.

Another team simply to update their design for 1976 is March Engineering, but although Robin Herd admitted that the latest March is really a "751B", this prolific manufacturer adopted the nomenclature 761 for its new machines. Following very closely the uncomplicated and easily adjustable format of its predecessor, the 761 has been strengthened in accordance with the latest chassis safety regulations and has several slightly different body panels. Otherwise it's very much "the mixture as before" with Vittorio Brambilla, Hans Stuck Junior and Lella Lombardi doing the driving just as they did last year.

A great deal of complicated shuffling has taken place in the Frank Williams Team this never-say-die private owner taking over the Hesketh 308C project after the youthful Peer became bored with motor racing and decided to pack up his team. While Hesketh's driver James Hunt found fresh employment at McLaren Racing, his designer Harvey Postlethwaite chose to follow his interesting new project to the Williams team and so continue to preside over the novel rubber suspended machine which should correctly be dubbed the "Hesketh-Williams, for similar reasons to those which gave rise to the Lancia-Ferraris some twenty years ago. Now carrying the chassis number FW/05, the "Hesketh-Williams" carries a smart gold pinstriped blue livery and benefits from the financial backing of international entrepreneur Walter Wolf. The only question-mark in this particular equation seemed to be just why Jacky Ickx had been recruited to drive it, a question which



Interlagos 7.96 km.



Shades of Lancia-Ferrari; the Hesketh 308C becomes the Hesketh-Williams and here Ickx races it for the first time.

was to become increasingly pressing as the weekend wore on.

Williams also brought along the newest of the 1975 machines, FW/04, for Renzo Zorzi to handle, this inexperienced Italian being the lad who won last year's Monaco F3 race and subsequently drove for the team in the Italian Grand Prix. Other familiar cars including Roger Penske's pair of PC3s, a March-inspired but Penske-constructed machine, for John Watson to choose from. The first of these cars made its debut at Watkins Glen last October only to fail at the start of the race, obliging Watson to take over the team's older PC1.

Having dealt with the familiar machines, there was plenty more to see in the shape of "first timers". Colin Chapman's striking pair of new Grand Prix machines—call them John Player Specials if you must, but the Lotus boss confirmed to us that they are 77s as far as the history books are concerned—appeared for the first time since Peterson tested at Paul Ricard some time ago. Much is hoped for from the new Lotuses and it was decided to run them at Interlagos with their "narrow track, short wheelbase" guise which can be selected from their several potential chassis configurations. Stronger and stiffer brake calipers had been fitted to the front of the 77s as a result of the team's tests and the air is now ducted to the Cosworth DFV's inlet trumpets by means of apertures either side of the windscreen which run the length of the cockpit side in the fashion of the Ferrari 312T2.

Drivers on this occasion were Peterson in the newest car (JPS/12 or 77/R2) and Mario Andretti in JPS/11 (77/R1), the American being engaged for this one race alone.

Casting aside the taunts of those doubters who predicted doom to the project, Bernie Ecclestone's Brabham team threw their entire Formula One effort into the ambitious Alfa-Romeo-powered project and the new Gordon Murray-designed BT45 chassis. This machine relies on the 3-litre flat-12 cylinder Alfa-Romeo unit which the Italian *marque* used to win the World Championship for Makes last year, an engine which has been the subject of a great deal of test and development since the 1975 racing season. Now carrying a tasteful red livery to replace the team's predominantly white colour scheme of the past year, the Martini Brabham-Alfas were impeccably prepared cars. Unfortunately the addition of bigger front brakes and various other modifications means that they are well over the minimum weight limit for Formula One and their testing results had hardly proved encouraging. Nevertheless, such an enterprising effort should be encouraged and it would be wrong to pre-judge their potential particularly as Alfa Romeo are still in the process of "finding their feet" in the world of Grand Prix racing.

Another "Non-Cosworth" newcomer is the Gitanes cigarette-sponsored Ligier JS5, a single car effort mounted by former Formula One privateer Guy Ligier who owned and

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning	Saturday Afternoon
1	N. Lauda	Ferrari 312B3/023—flat-12	**2. 32.68**	**2. 32.64**	2. 32.87	2. 32.52
2	G. Regazzoni	Ferrari 312B3/024—flat-12	2. 33.17	2. 33.28	2. 33.43	2. 34.34
3	J. Scheckter	Tyrrell 007/6-Cosworth V8	2. 35.69	2. 35.03	2. 34.68	2. 36.30
4	P. Depailler	Tyrrell 007/4-Cosworth V8	2. 34.78	2. 34.82	2. 35.05	2. 34.49
5	R. Peterson	Lotus JPS/12 (77/R2)-Cosworth V8	2. 57.06	—	—	2. 37.19
6	M. Andretti	Lotus JPS/11 (77/R1)-Cosworth V8	2. 39.15	2. 36.15	2. 36.56	2. 36.01
7	C. Reutemann	Brabham BT45/2-Alfa Romeo flat-12	2. 36.19	2. 35.97	2. 36.03	2. 37.88
8	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	2. 35.66	2. 34.54	2. 38.93	2. 37.70
9	V. Brambilla	March 761/1-Cosworth V8	2. 34.61	2. 33.63	2. 35.86	2. 34.72
10	L. Lombardi	March 761/3-Cosworth V8	2. 42.02	2. 41.40	2. 40.31	2. 40.95
11	J. Hunt	McLaren M23/8-Cosworth V8	2. 33.87	2. 33.78	2. 33.87	**2. 32.50**
12	J. Mass	McLaren M23/6-Cosworth V8	2. 34.58	2. 33.59	2. 34.82	2. 34.74
14	I. Ashley	BRM P201/04—V12	2. 45.47	2. 41.80	2. 41.10	2. 40.94
15	—	—	—	—	—	—
16	T. Pryce	Shadow DN5/5B-Cosworth V8	2. 34.84	2. 35.58	2. 33.12	2. 34.99
17	J-P. Jarier	Shadow DN5/6B-Cosworth V8	3. 25.76	2. 33.74	**2. 32.38**	2. 32.66
18	—	Team Surtees	Did not enter			
19	—					
20	J. Ickx	Hesketh-Williams 308C/1-Cosworth V8	2. 38.49	2. 37.62	2. 39.20	2. 37.73
21	R. Zorzi	Williams FW/04-Cosworth V8	2. 41.30	2. 39.58	2. 39.88	2. 37.07
22	—	Team Ensign	Did not enter			
23	—					
24	—	Team Hesketh	Withdrawn from competition			
25	—					
26	J. Laffite	Ligier JS5/01-Matra V12	2. 34.67	2. 35.82	2. 35.79	2. 35.89
27	—	Team Vels Parnelli	Did not enter			
28	J. Watson	Penske PC3/02-Cosworth V8	2. 34.75	2. 35.05	2. 33.00	2. 33.87
29	—	—	—	—	—	—
30	E. Fittipaldi	Fittipaldi FD04-Cosworth V8	2. 33.33	2. 33.45	2. 33.22	2. 33.85
31	I. Hoffman	Fittipaldi FD03-Cosworth V8	2. 40.86	2. 40.67	2. 40.49	2. 40.35
32	—	—	—	—	—	—
34	H-J. Stuck	March 761/2-Cosworth V8	2. 42.00	2. 35.84	2. 35.84	2. 35.38

STARTING GRID

↑

11
J. Hunt
(*McLaren-Cosworth V8*)
M23/8
2 min. 32.50 sec.
(2 min. 36.29 sec.) 21

1
N. Lauda
(*Ferrari flat-12*)
312B3/023
2 min. 32.52 sec.
(2 min. 35.84 sec.) 14

17
J-P. Jarier
(*Shadow-Cosworth V8*)
DN5/6B
2 min. 32.66 sec.
(2 min. 35.07 sec.) 31

2
G. Regazzoni
(*Ferrari flat-12*)
312B3/024
2 min. 33.17 sec.
(2 min. 36.57 sec.) 12

30
E. Fittipaldi
(*Fittipaldi-Cosworth V8*)
FD/04
2 min. 33.33 sec.
(2 min. 38.91 sec.) 9

12
J. Mass
(*McLaren-Cosworth V8*)
M23/6
2 min. 33.59 sec.
(2 min. 38.55 sec.) 13

9
V. Brambilla
(*March-Cosworth V8*)
761/1
2 min. 33.63 sec.
(2 min. 37.87 sec.) 3

28
J. Watson
(*Penske-Cosworth V8*)
PC3/02
2 min. 33.87 sec.
(2 min. 50.29 sec.) 1

4
P. Depailler
(*Tyrrell-Cosworth V8*)
007/4
2 min. 34.49 sec.
(2 min. 36.91 sec.) 14

8
C. Pace
(*Brabham-Alfa Romeo flat-12*)
BT45/1
2 min. 34.54 sec.
(2 min. 41.06 sec.) 7

26
J. Laffite
(*Ligier-Matra V12*)
JS5/01
2 min. 34.67 sec.
(2 min. 37.79 sec.) 13

16
T. Pryce
(*Shadow-Cosworth V8*)
DN5/5B
2 min. 34.84 sec.
(2 min. 37.10 sec.) 21

3
J. Scheckter
(*Tyrrell-Cosworth V8*)
007/6
2 min. 35.03 sec.
(2 min. 38.98 sec.) 3

32
H-J. Stuck
(*March-Cosworth V8*)
761/2
2 min. 35.38 sec.
(2 min. 37.71 sec.) 16

7
C. Reutemann
(*Brabham-Alfa Romeo flat-12*)
BT45/2
2 min. 35.97 sec.
(2 min. 40.14 sec.) 8

6
M. Andretti
(*Lotus-Cosworth V8*)
77/R1
2 min. 36.01 sec.
(2 min. 40.45 sec.) 3

21
R. Zorzi
(*Williams-Cosworth V8*)
FW/04
2 min. 37.07 sec.
(2 min. 41.21 sec.) 19

5
R. Peterson
(*Lotus-Cosworth V8*)
77/R2
2 min. 37.19 sec.
(2 min. 40.17 sec.) 2

20
J. Ickx
(*Hesketh-Williams-Cosworth V8*)
308C/1
2 min. 37.62 sec.
(2 min. 41.29 sec.) 31

31
I. Hoffman
(*Fittipaldi-Cosworth V8*)
FD/03
2 min. 40.35 sec.
(2 min. 43.77 sec.) 3

14
I. Ashley
(*BRM V12*)
P201/04
2 min. 40.94 sec.
(2 min. 59.87 sec.) 2

10
L. Lombardi
(*March-Cosworth V8*)
761/3
2 min. 40.95 sec.
(2 min. 41.75 sec.) 16

N.B. Times recorded in the first practice session on Saturday did not count for grid positions. Times shown in brackets are the fastest recorded during the race, with the lap on which it was done alongside.

drove his own Cooper-Maserati and Brabham-Repco in the mid-1960s. Although this team is new, its engine is not for the Ligier's power comes from a Matra V12 unit similar to that which powered the French team's successful 3-litre prototype in the past and was last seen in F1 in 1972. The Ligier has a rather conventionally laid out chassis, but it is an open secret that a considerable amount of Matra expertise has gone into its design. Appropriately, Jacques Laffite makes it an all-French effort by doing the driving, the 1975 European Formula Two Champion having left Frank Williams to do so. Finally, BRM would have us believe that their modified P201 V12 was a "new car"; in fact it's a revised version of the chassis raced at Interlagos last year by Mike Wilds, now equipped with divided front radiators and outboard front brakes.

Of course, most of the Brazilian attention focused around the Fittipaldi team. Having spent last year slowly learning about the business of Formula One racing in a quiet, unobtrusive fashion, suddenly this little organisation pulled off a major *coup* in securing Emerson Fittipaldi's services for 1976. The new "Copersucar" is a totally fresh design, owing nothing except experience to the rather bulky affair driven by Wilson Fittipaldi last season. It is clear that designer Richard Divila has closely scrutinised the cars of his rival teams and the result of this scrutiny is a very conventional Cosworth/Hewland "kit car" with conventional suspension, outboard brakes at the front and inboard brakes at the rear. Emerson Fittipaldi spent some time testing the car a week or so prior to the race and there seemed every indication to suggest that the new Fittipaldi car would at least be competitive amongst the Cosworth runners.

Practice took place on the Friday and Saturday prior to the race, conforming to the now customary pattern of two sessions on each day. This time the Formula One Association had thought up another "rule" which meant that the third session (*i.e.*, the first session on Saturday) should not count for grid positions so that everyone could carry out "full tank tests and suchlike" without having to worry about being "caught napping" by more organised rivals. As far as Ronnie Peterson was concerned, he quickly got himself involved in problems the gravity of which far out-stripped minor grumbles about the revised practice schedule; he crashed his Lotus 77 very heavily after about five laps of the first session, sliding heavily through a catch fence when a screw-on nut disconnected itself from the temperature gauge bulb and allowed hot water to spray onto a rear tyre. Although the car was repairable, the effort required a sleepless night on the part of the Lotus mechanics and there were still plenty of problems waiting the next day.

By the end of the first session, everything seemed to be fitting into the predictable 1975 pattern. Lauda and Regazzoni headed the practice list with laps of 2 min. 32.68 sec. and 2 min. 33.17 sec. respectively, their Ferraris looking as smooth, controlled and undramatic as ever round the 4.9 miles of bumps and rippled tarmac. Emerson Fittipaldi prompted all his other rivals to wake up with a start by taking the Copersucar round in 1 min. 33.33 sec., the grin on his face at the time reflecting the wisdom of a few days' testing before official practice got under way. Nevertheless, Hunt was proving a very able successor to the Brazilian, lapping his six-speed McLaren in 2 min. 33.87 sec. during the first session to be fourth overall although team-mate Mass went even quicker by the end of the second session.



"It's only running on seven, Bernie." Could Reutemann be explaining the erratic running of his Alfa flat-12 to Ecclestone.

Neither of the Shadow DN5s showed much form on Friday, Jarier's missing virtually all the first session after its differential packed up and Pryce complaining about his car's handling. The following day the Shadows were to find their situation much improved only to fall foul of the "non-timed" third session and end up farther back on the grid than they would otherwise have been. The Fittipaldi and Penske teams also found themselves penalised by this strange anomaly and one wonders whether it will become a permanent feature of every Grand Prix on the calendar.

Laffite made a good impression with the Ligier JS5, lapping smoothly in 2 min. 34.67 sec., the French V12 conspicuously eclipsing the Brabham-Alfa's rather lack-lustre performance. On Friday both Reutemann and Pace popped and banged their way round the circuit so badly that the team's sole priority was to get the engines to function cleanly. In an effort to establish which fuel injection system was the most efficient, Reutemann's car was fitted with a Lucas unit for the second day, replacing the much heavier Alfa Romeo system which added about 10 kilogrammes to the total weight of the car. But the Brabham team was also in trouble with gear selection problems on one car, failing rubber driveshaft joints on the other and spent much of Friday night fabricating two "bridge pieces" to fit across the tops of the gearboxes on both cars in an effort to prevent the flexing motion of which both drivers complained. Down in the Lotus pit a night's work was rewarded with the failure of a joint at the bottom of the steering column on Peterson's 77, a failure which meant the Swede missing the unofficial session on Saturday morning and left him with the job of setting the car up and catching up all the lost ground in the final hour-long session in the afternoon. Andretti was having a hard time in the other new Lotus, bucking and twitching an alarming path round the circuit, the driver feeling a little bit cautious about his car's potential. When the chequered flag came out to mark the end of that final session, Lotus fortunes looked as low as they've ever looked with both cars right down at the back of the grid. It would be short-sighted in the extreme to write off Chapman's new design as a failure at this early stage, but nonetheless it proved a very disheartening weekend for the British team.

Meanwhile, Ferrari were not getting it all their own way at the front of the grid. Jarier proved that his car's superiority in last year's event was no fluke and lapped his DN5 in 2 min. 32.38 sec. during that unofficial session, easily faster than all the opposition. But in the session that mattered, the final hour, James Hunt put in a tremendous spurt to set fastest official time of the weekend with an excellent 2 min. 32.50 sec., even though the slightly re-profiled left-hander after the pits meant that he was significantly slower than Jarier's 1975 pole-winning best of 2 min. 29.8 sec. Lauda wasn't particularly ruffled by the McLaren driver's performance, claiming second place on the grid just 0.2 sec. slower—confident that his car had more to offer on race day. Jarier managed to pip Regazzoni for the inside of row two, but a disappointed Tom Pryce ended up way back on the outside of row six after his engine turned sour in the final session.

Emerson Fittipaldi raised Brazil's hopes with a competitive 2 min. 33.33 sec., best in the new Copersucar-Fittipaldi, praising his new car's handling even though he strained a ligament in one of his arms during Saturday practice due to the heavy steering. Jochen Mass had virtually kept pace with team-mate Hunt right up until the final session only to have any chance of improvement vanish when the automatic fire extinguisher system accidentally went off in his McLaren's cockpit and Watson's very competitive Penske was similarly handicapped after running out of petrol. A similar affliction halted the works Marches while Laffite was very fortunate to escape unhurt when a rear wheel collapsed on the Ligier and spun the French car into the catch fencing very hard; fortunately the damage proved to be super-

ficial and the Copersucar team offered them some help in strengthening their remaining rear rims so that the Matra V12 could take part in the first Grand Prix of 1976.

Both Brabham drivers tried tremendously hard with their Alfa-engined mounts, Pace and Reutemann looking very dramatic all round the circuit as they strove for a competitive time. In the event Pace qualified on the fifth row just behind Depailler's Tyrrell and ahead of the Ligier-Matra, but Jody Scheckter just couldn't get his Tyrrell to handle to his liking and failed to break the 2 min. 35 sec. barrier. Back with the troubled Lotus duo were Frank Williams' cars, and the fact that Ickx couldn't lap the Hesketh-Williams as quickly as Zorzi's FW/04 made one wonder just why the Belgian had returned to single-seater racing. Right at the back came Brazilian novice Ingo Hoffman in the old Copersucar-Fittipaldi FD/03, Ashley's uncompetitive BRM and *Signorina* Lombardi's March 761.

After a spell of rather changeable weather during the previous week, a scorching day was predicted for the Sunday and so it proved, with temperatures up in the nineties. Inevitably the open stands were packed with thousands of partisan supporters waving a host of Brazilian flags in support of Fittipaldi, Pace and even Hoffman but in reality it seemed unlikely that a home victory was really on the cards. There was a good deal of smiling going on in the McLaren pit as Hunt's M23 lined up on pole position, the young English driver having gone some way towards compensating for what Teddy Mayer felt was Fittipaldi's abrupt departure from the team last October. But when the green starting light flashed on as the cars moved forward from the dummy grid in ragged formation, Regazzoni's Ferrari dodged between his team-mate and Hunt and dived into the first corner in the lead.

All the way up through the infield loops and back into the long startline straight Lauda harassed Regazzoni, but the Swiss wasn't giving up without a fight and Hunt found himself able to hang onto the Italian cars as long as Regazzoni stayed ahead. In fourth place Brambilla temporarily fended off Jarier's Shadow and then it was Mass, Watson, Fittipaldi, Pryce, Depailler, Scheckter, Pace, Laffite, Stuck, Andretti, Peterson, Reutemann, Zorzi, Hoffman, Ickx, Ashley and Lombardi, the last-named trailing into the pits to have her March's sticking throttle slides cleared.

As long as Regazzoni led the race it was clear that he was going to have a tight queue banking up behind him. Jarier nipped past Brambilla and didn't take long to latch on behind Hunt's McLaren, so by lap six there was a tight quartet disputing the lead. Mass had already been delayed after a slight brush with the Frenchman's Shadow, the second McLaren dropping back to the tail of the field after stopping to have a replacement nose section fitted, and Brambilla quickly dropped back behind Pryce as his March's steering began to feel a bit sloppy. The World Champion appreciated that he had to make a break early in the race for he too had glanced down the list of unofficial practice times the previous morning and had realised that Jarier would be the man to give him most trouble. Consequently he made a supreme effort on the ninth lap, got alongside his team-mate as they sped down the long straight after the pits and edged Regazzoni out of first place under braking at the end of it. Almost immediately, Hunt followed him through and Jarier, getting a little nervous that he might be left behind, cut things a little too fine as he tried to dive inside the Swiss' Ferrari going into a fast downhill right-hander. His Shadow hit the Ferrari's right front wheel a hefty blow, breaking the rim and deflating the tyre, leaving Regazzoni no alternative but to drive slowly round to the pits and get the wheel changed.

But whilst this drama was going on behind, Niki Lauda began steadily pulling away from his pursuers leaving Jarier the problem of getting past Hunt before he could have a crack at the leading Ferrari. Pryce underlined the challenge from the Shadow team ahead of Depailler's Tyrrell for Brambilla had been forced into the pits for a loose bolt to be tightened on the outer end of a track rod and Laffite's Ligier had been halted by deranged gear linkage before it could climb too far up the field. As far as Team Lotus was concerned, all they wanted to do was to forget all about the 1976 Brazilian Grand Prix as Peterson managed to collide with his team-mate on the fifth lap, eliminating Andretti on the spot with badly damaged suspension. The Swede stopped at the pits for brief repairs before resuming, but stopped four laps later complaining of low fuel pressure. One wonders just how much longer the potentially explosive situation currently existing between Chapman and Peterson can continue!

By half distance it really did look as though the race had developed into an impasse. Lauda was comfortably out in front, extending his lead slightly all the time, as Jarier became locked in a ferocious scrap with Hunt, the Shadow driver trying every untidy trick in the book in his attempts to get past the McLaren. But Hunt wasn't being intimidated and, by the expedient of keeping cool and not getting ragged, stayed a few yards ahead of his rival until his DFV lapsed onto seven cylinders and he was forced to concede second place. An injection trumpet had worked loose on the McLaren's DFV, dropping down and jamming the throttle mechanism as well as depriving one cylinder of its fuel.

Once past Hunt, Jarier began to make an impression on Lauda's lead, closing on the Ferrari at about over a second a lap but looking very erratic as he did so and left the McLaren dropping farther and farther behind, now further troubled with an intermittently sticking throttle to add to his other difficulties. Pryce was still hanging on in fourth place ahead of Depailler, Stuck's consistent driving had taken him up into fifth place and Fittipaldi was now right out of things after making a pit stop to investigate the reason behind his engine's erratic misfire ever since the opening lap. The spark box was replaced during this stop in lap 25, but the new Copersucar-Fittipaldi still misfired seriously but E. F. was very conscious of his obligation to the fans and continued to drive round at the back of the field until the end of the race.

Lauda didn't look unduly flustered by Jarier's progress, but he was nevertheless losing ground at a considerable rate and it was obvious that the Shadow would be on his tail within a couple of laps. It would be one thing to catch the Ferrari but something else to actually pass the little Austrian, but Jarier never got the chance of getting close enough to make a bid for the lead. James Hunt's sticking throttle spun the McLaren into the catch fencing on a fast downhill right-hander and the damage to the rear-mounted oil coolers resulted in his laying an oil slick down the short straight that followed as he drove slowly away. On lap 34 the leaders appeared, Lauda less than a couple of seconds ahead, and although the Ferrari successfully negotiated the slippery surface at the entrance to the following left-hander, Jarier failed to make it and slid gently on into the barriers. Pryce only just managed to scrabble round the corner in an undignified series of twitches but he was already grappling with worn tyres and failing brakes so Depailler quickly took this opportunity of moving into what was now second place.

Thus the race ran out with Lauda a confident and controlled winner, the Ferrari 312B3(T) sounding as crisp and healthy at the end of the 40-lap Grand Prix as it had at the start. Depailler's plucky efforts with the Tyrrell were well rewarded with second place and Pryce was glad to finish third in a race which again had promised such a great deal from the Shadow DN5s before Jarier's unfortunate misjudgement. Stuck and Scheckter finished in the next two places, well spaced out, while both Mass and Reggazzoni climbed up through the field in praiseworthy style following their pit stops, even beating the unimpressive Ickx who could manage no better than eighth in the Hesketh-Williams despite a non-stop run.—A.H.

Results :

THE BRAZILIAN GRAND PRIX—Formula One—40 laps—Interlagos—7.96 kilometres per lap 318.4 kilometres—Very Hot

1st :	N. Lauda (Ferrari 312B3/023)	1 hr. 45 min. 16.78 sec.—181.468 k.p.h.
2nd :	P. Depailler (Tyrrell 007/4)	1 hr. 45 min. 38.25 sec.
3rd :	T. Pryce (Shadow DN5/5B)	1 hr. 45 min. 40.62 sec.
4th :	H-J. Stuck (March 761/2)	1 hr. 46 min. 44.95 sec.
5th :	J. Scheckter (Tyrrell 007/6)	1 hr. 47 min. 13.24 sec
6th :	J. Mass (McLaren M23/6)	1 hr. 47 min. 15.05 sec.
7th :	G. Regazzoni (Ferrari 312B3/024)	1 hr. 47 min. 32.02 sec.
8th :	J. Ickx (Hesketh-Williams 308C/1)	1 lap behind
9th :	R. Zorzi (Williams FW/04)	1 lap behind
10th :	C. Pace (Brabham BT45/1)	1 lap behind
11th :	I. Hoffman (Fittipaldi FD/03)	1 lap behind
12th :	C. Reutemann (Brabham BT45/2)	3 laps behind (*not running at finish*)
13th :	E. Fittipaldi (Fittipaldi FD/04)	3 laps behind
14th :	L. Lombardi (March 761/3)	4 laps behind

Fastest Lap : J-P. Jarier (Shadow DN5B/6) on lap 31, in 2 min. 35.07 sec.—184.803 k.p.h.

Retirements : I. Ashley (BRM P201/04) on lap 3, oil pump failure; J. Watson (Penske PC3/02) on lap 3, broken fuel joint; M. Andretti (Lotus JPS/11 (77/R1)) on lap 7, collision with Peterson; R. Peterson (Lotus JSP/12 (77/R2)) on lap 11, loss of fuel pressure; J. Laffite (Ligier JS5/01) on lap 15, broken gear linkage; V. Brambilla (March 761/1) on lap 16, no oil pressure; J. Hunt (McLaren M23/8) on lap 33, damaged oil cooler; J-P. Jarier (Shadow DN5/6B) on lap 34, spun off; C. Reutemann (Brabham BT45/2) on lap 38, ran out of fuel.

22 *starters* — 14 *finishers.*

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



SPORTS-CAR RACING as it used to be. This photograph, sent to us by A. F. Rivers-Fletcher, shows the Bentleys and Mercedes-Benz getting ready for the last practice session before the Ulster TT, 1929, with the old practice Bentley in the foreground. Note the Ceirano saloon coming in the opposite direction along the pits-road and the ancient lorry, Bentley saloons, and a Packard coupe in the field behind the pits; in another field a Model-T Ford truck can be seen.

The Future of Brooklands

THE Brooklands Society is acting with urgent vigour and responsibility in the matter of preserving as a National Monument the site of Brooklands Track and Aerodrome, which was a daily feature of British life and mechanical activity from 1907 to 1939, and distinctly one of the more pleasant places to visit or be posted to. We have already referred to the Society's well-produced "Brooklands—The Future?". This was followed up by a public meeting last January at Weybridge Library and by the issue of car-stickers (posters are also visualised).

When I founded the Society, Brooklands was actively occupied by Vickers-Armstrongs Ltd. and the aim of restoring the old Track was then too ambitious to contemplate, unless an astronomical sum of money for the purchase of this valuable land had been available—I used to say to the Committee, when I was Secretary, that if they would give me a quarter of a million pounds, *as a deposit,* I would approach the owners!

Since then the place has become less important to this branch of the BAC, and it may soon come on the market; thus the position has changed and excellent work has been done, particularly by ex-racing drivers Kenneth Evans and the Society's President, T. A. S. O. Mathieson, in preparation for the exciting possibility of the Society acquiring this historic place. At one time the old Brooklands appeared to belong so much to the past that it seemed it might be better to let only happy memories of it remain, rather as it once seemed that the Thomas Special "Babs" should not have been disinterred from its 1927 grave beneath Pendine sands. But the pleasure so many people have derived from Society Reunions at the Track, following those initiated by MOTOR SPORT, and the interest now shown in "Babs" since the resuscitation of that monster racing car, tend to have reversed such opinions. So, while we approach the ideal of a rebuilt Brooklands with an open mind, we strongly applaud the great efforts the Society is directing to that end, together with the magnificently tough job a few of its members have made of cleaning up the existing circuit. It is significant that the DoE has already placed Preservation Orders on certain buildings there.

If it does prove possible to return Brooklands to its original function, after the co-operative British Aircraft Corporation has finally vacated the site, it would, as I originally visualised, make an ideal National Transport Museum Complex. Whether this can be achieved without a big injection of Government finance, such as is liberally given to near-derelict Industrial companies these days, is open to debate. Other questions that would need to be resolved are whether, if this historic site is rescued, it should be restored simply to its former status and format, or whether it would be permissible to arrange non-motoring facilities within its perimeter, and even run railway-lines where these were not run before, for the fostering of historic railway interests. The Society has outlined the latter possibilities; but probably because this might be the best way of encouraging public and/or Government financing of the project. These problems apart, it is most satisfactory to those who wish to see Brooklands preserved for prosperity that this energetic action has been instituted.

Apart from looking to the future, the Society has just brought its magazine out in high-class printed form and it continues to reunite former Brooklands personalities with this magazine, its London dinner, and its Weybridge Reunion. Those who wish to offer support should note that the new Secretary is Robert J. Willis, of 21, Heath Park Drive, Windlesham, Surrey.—W.B.

V-E-V Miscellany.—A 1934 MG Magnette, Reg. No. JB 4146, thought to have been an ND converted to NE specification by Dudley Walsh for trials purposes after it had been a factory demonstrator and later raced at Brooklands by Freddie Thatcher, has been bought by a reader in Durham, who seeks its full history. The Vintage MCC is holding its 2nd International Veteran & Vintage Assembly on June 26th/27th, based on Cheltenham, with an informal reception on the Friday evening, a road trial of up to 100 miles through Cotswold scenery on the Saturday, and a *Concours d'Elegance* prize-giving at a buffet lunch in the Town Hall and a Parade through the town on the Sunday. Open to motorcycles and three-wheelers built before 1951, details are available from: D. Pritchard, 6, Jenner Close, Hucclecote, Gloucester, GL3 3DZ. The same Club's Saundersfoot Run will celebrate its 21st Anniversary this summer, by using an extended course, starting from the original starting place, Llandovery, with time checks thereafter. Johnnie Thomas is rebuilding the actual 1927 Sunbeam motorcycle which MOTOR SPORT road-tested that year and which was a reserve machine for the TT.

Clive Windsor Richards, Brooklands driver and one-time 30/98 exponent, has taken to motorcycling, on a Honda CB200. It was nice to hear recently from George Took, who joined the Junior Car Club in 1920, on leaving the Army, and raced at Brooklands with a blown Lea-Francis (in the 1930 "Double-Twelve"), a Vernon Special and an International model Wolseley Hornet.

Vinot et Deguingand

PUBLICATION of the "Fragments on Forgotten Makes" article about the Vinot has brought news of one of these cars which was bought by its Dutch owner in Crowborough, England, many years ago, minus its radiator and many other parts. Indeed, a tree had grown through the chassis. Fortunately, Depanoto in France supplied a replacement radiator, although there were difficulties over obtaining the correct pre-1914 Vinot badge. The car is thought to be a *circa*-1911 Type AL. The remains of the coachwork bear a plate inscribed with the Great Portland Street address of Vinot in this country and a dashboard plate gives the body-builders as Crown-Hughes and Straghan Ltd., of Shepherds Bush and Holland Gate.

The chassis no. is 13411 and the history of this British-bodied Vinot is sought; there is a rumour that it was once used in conjunction with a fairground.

The restorer of this car sent us a French Vinot catalogue that depicts some massive pre-war *camions*, one supplied to the *Ministère de la Guerre* in 1909, another in 1910, a van used by Continental Tyres, and, happy coincidence, a good picture (see page 257) of a Vinot van used by the London Vinot concessionaires when they were at 20, Regent Street, W1.—W.B.

Lady Motorist

AT THE SUGGESTION of her son, I went to lunch the other day with Mrs. Barton, formerly Mrs. Crossley, at her country house near Ross-on-Wye. If I hadn't been told, I would never have believed that this lady is 87, especially as she took me out to the garage to see the Lancia Fulvia that she uses regularly.

Her motoring career started before I was born. In fact, her photograph-albums show what we would now term veteran De Dion Bouton and Peugeot "autocars" outside the grand houses on the family estates. Mrs. Barton's own driving experiences commenced, apart from sorties on early motorcycles, after she had married Alan Crossley, of the well-known car and industrial company, and she drove with him over the course of the Scottish Six Days trial in 1911, with a 16/20 Austin. There is a picture of it on the Ballachulish Ferry, then a simple rowing boat with the car abreast on a couple of planks. This Austin served very well. It had been bought in 1907 and was re-bodied for the trial. It had to be reversed to get up Kirkstone Pass, however. It stayed with Mrs. Barton until after the Armistice.

Her husband was killed at the Front, and his young wife, who as Miss Hatt-Cook had been presented at Court only two years earlier, volunteered for the FANYs and when the British would not have her, she went with a friend to France, being posted to 2nd Army Headquarters. Here growing up with motors served her well, for she was given a Delahaye Paris 'bus to drive, converted into an ambulance. She also drove De Dion Bouton and Renault ambulances and could fill a book with her war-time adventures. Where these big ambulances couldn't penetrate, Model-T Fords took over. Mrs. Barton still has the typewritten instructions for one of the longest runs she did in France—at night, without lights, over shell-pocked roads. Dated 1-10-18, it reads: Bar le Duc, St. Dizier, Chalvraines, Thirbault, Martingy-les-Bains, Dejeux (bifur), Rimancourt (halte, regroupment), and back to Bar le Duc. On this occasion, patients were not carried; instead, the ten ambulances were taking officers to see the latest tanks.

Another journey was from the Monastery of the White Feathers, presided over by the Cardinal, Lord Bishop of Reims, where the two girls slept, to Epenay, and on to Chalons, where the champagne cellars were used as bomb-shelters. The priory was eventually completely smashed up by the shelling and the Chapel altar had to be used by the First Aid for amputations. When the American Expeditionary Force arrived the girls had to beware but when driving their ambulances they found that if they had a puncture the Italians would always stop to help but were apt to depart with all the vehicle's tools! The Delahaye is remembered as "a wonderful goer".

Leave was taken, and on the train from Bar-le-Duc to Nancy, *en route* for the coast, the FANY officer noticed a French pilot reading Kipling's "Kim" in English. She spoke to him and it turned out that he was De la Tour, one of the aces of the great Georges Guynemer Fighter Squadron. They became friendly and she was later presented with a cartoon of the Squadron, which still hangs in her house to this day. It will interest Hispano-Suiza enthusiasts to know that of the six famous pilots depicted, one is leading a real stork. This could have been artist's licence; but it seems far more likely that the Squadron actually had a tame stork, on which their *La Cigogne Volante* mascot, painted on their aeroplanes, and later used as the Hispano Suiza radiator-cap mascot, was based.

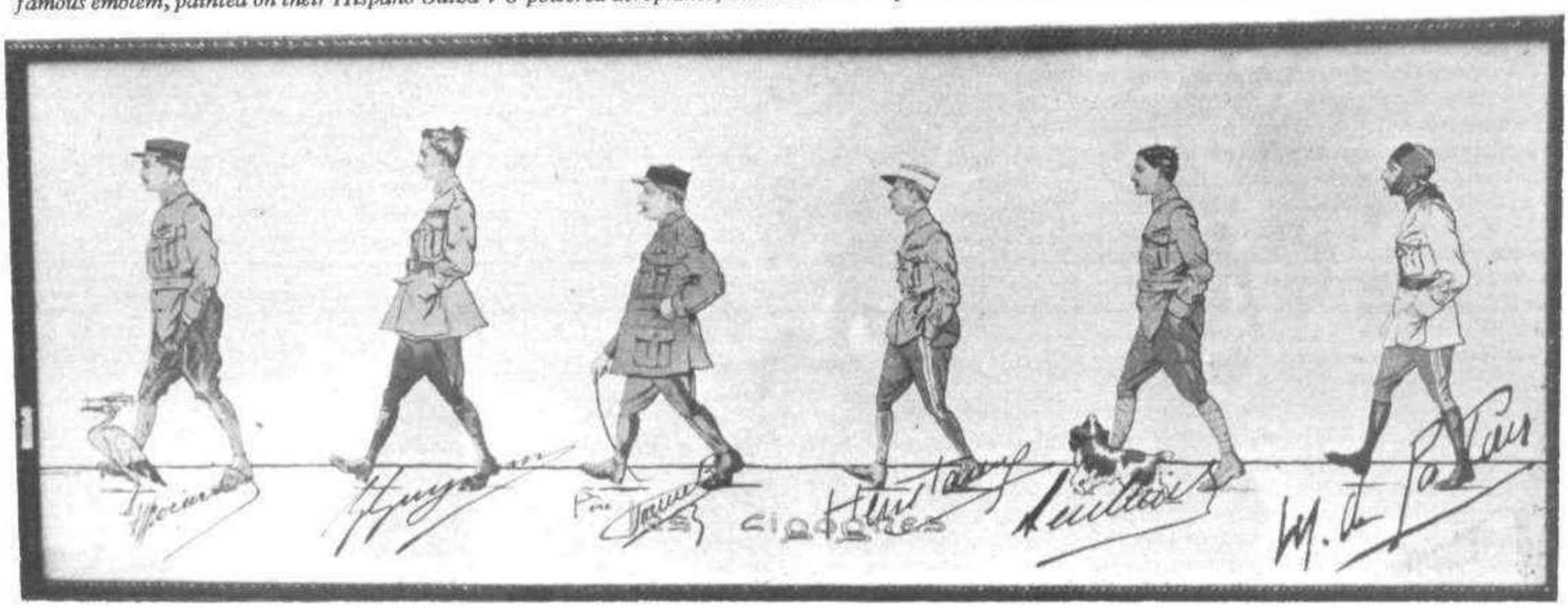
Reverting to the family cars, in 1911 a two-cylinder Renault had been bought as tender to the Austin. Mrs. Barton went to Brooklands to see Paulhan fly and, due to her husband's connections, was driven round the Track by Cecil Bianchi, who was associated with Crossley. After the war she farmed extensively outside Hereford and got as a maid-of-all-work a brass-radiator Model-T Ford, which was very dependable but apt to pin her to the garage wall as it crept up on her after being cranked! Then came a Crossley two-seater which used to skid right round if too much load was carried on the back, and later a Golden Crossley saloon. There was, she also recalls, an unhappy interlude when the chauffeur advanced the little Renault's ignition without warning his Mistress, who in consequence broke her arm when starting it on the handle during her shopping visit to Hereford. The Crossleys remind Mrs. Barton that her husband Mr. Crossley served for a time in the Crossley TB Sanitorium in Delamere Forest, Cheshire..

After she remarried there were Buicks, one of which broke its track-rod when she was driving it over the Horseshoe Pass in Wales, with near-disastrous results. That was not long before another World War, and in 1938 Mrs. Barton ran the 1st ATS camp in Malvern. Much earlier there had been an Austin 7, bought for about £120, which cheerfully made journeys up to N. Scotland and back and "never let us down".

After the war they went in for Triumphs, a 12-h.p. saloon and a larger model, which led to Rovers, and then to the Lancia, because at the Motor Show Mrs. Barton was looking for a car with wide doors which would suit her husband and the Fulvia coupé seemed, and was, ideal. Not surprisingly, her son also became an enthusiast. There are pictures of an Austin 7 Special, of a pre-1914 Rolls-Royce saloon, regrettably sold, and even a veteran Wolseley with beehive radiator. These led to Lancias and then to his present Ferraris. An intriguing glimpse of a motoring family.

W.B.

This historic cartoon should interest Hispano Suiza folk. It is an artist's impression of the famous ace La Cigogne Squadron, as seen during the 1914/18 War, and it will be noted that the officer at the front of the column is leading a stork, which bears a machine-gun on its head. This stork was the Squadron's famous emblem, painted on their Hispano Suiza V8-powered aeroplanes, which became the famous mascot on the radiator caps of post-war Hispano Suiza cars.



Shuttleworth Trust Developments

IT IS good news that, apart from continuing its excellent work of restoring, exhibiting and demonstrating in the air historic aeroplanes, the Shuttleworth Collection at Old Warden Aerodrome, Biggleswade, Bedfordshire, is about to restore some of its older motor vehicles. This good work will be financed jointly by the Transport Trust and the Shuttleworth Trust, the latter having previously been mainly concerned with aeroplane work. It is expected that a start will be made on the 1895 Panhard-Levassor (interesting that aeronautical associations presumably caused the name to be rendered as "Levasseur" in the Collection's Press handout) that is believed to be the second car to have been imported into Britain, or perhaps on one of the other Shuttleworth cars requiring less prolonged restoration. These include an 1897 Daimler brake, an 1898 International Benz, an 1899 Mors "Petit Duc", and the ex-Lord Rothschild 1898 Panhard-Levassor. All were described in MOTOR SPORT soon after racing driver Richard Shuttleworth had collected them long before the war, and subsequently they figure again in our pages.

The work is expected to occupy some five years and it is hoped that the restored veterans will be seen thereafter in events such as the Brighton Run. All the more reason to visit this Museum and its open Flying Days this year.—W.B.

An Ambitious Journey

A READER, Mr. A. Wilcox of Auckland, New Zealand, who has used Model-A Fords as his regular transport for the last ten years, tells us that, with two friends, he intends to set off on an ambitious journey from New Zealand, through Australia, East Asia, and parts of Russia, to England, where he hopes to appear this coming summer. He proposes to use a 1928 Model-A Ford converted into a hoop-top pick-up truck for the journey, a car he has had for five years, in conjunction with a 1930 Model-AA 30 cwt. Ford truck. He says the 1928 Ford, while not in vintage order, has been kept running with correct parts for its year, apart from a strengthened front spring and Fordson shock-absorbers. It has what our correspondent calls the "proper" 3-3-litre engine.

The idea is to sell this Ford if it arrives successfully in England, together with the spares the adventurers intend to carry. They were hoping for sponsorship in return for advertising space on the truck's sides and we have their Air Mail address should anyone wish to follow this up. After completing the run the money raised by selling the Model-A would go to buying motorcycles for the return journey!

While we cannot vouch for the expedition, we believe in encouraging adventure of this kind, in this mundane World, and we hope to meet the travellers if eventually they come to London. Mr. Wilcox says that Model-As are becoming less practical as daily transport in New Zealand, because of rising fuel costs and the diminishing availability of spares, but that his Model-AA is serving well on his farm and in his building business. He is, however, turning to motorcycles, finding an Army Indian uncomfortable on the metal roads but having a 1952 BSA B33 that was bought after "total failure" of a new Russian 650 c.c. Ural. He hopes to replace his Model-A Ford with a touring Moto Guzzi. —W.B.

V-E-V Odds & Ends.—An old Wolseley saloon, possibly just pre-war, is reported in a delapidated shed near Exeter. We have a map-reference, if anyone wishes to follow this up. Rotherham Borough Council inform us that they will be staging the Rotherham Vintage Vehicle Rally at Clifton Park on June 27th. There are no entry fees and the event is open to all classes of vintage vehicles. Details from: Department of Amenities and Recreation, Recreation Offices, Wellgate, Rotherham, S. Yorkshire. It is nice to hear that when a reader required a metal instead of a plastic GB plate for his 1929 Morris-Cowley the RAC very quickly found him one, the officer concerned having himself owned a 1926 car of the same make until a few years ago. The Monmouth Archaeological Society has produced a duplicated 24-page book "Charles Rolls And The Hendre" by Gareth Jenkins, BA, CMS, about the famous pioneer motorist and aviator and the house where he was brought up. Incidentally, many of the medals won by the Hon. C. S. Rolls have been lent by Lt.-Col. Harding-Rolls to Monmouth Museum.

A 1932 Ford one-tonner van, bought by its present owner in 1936 and converted into a truck, is still going strong on his farm in Worcestershire. Now lacking front mudguards and one headlamp, the mechanical parts are said to be all original and its 71-year-old owner says he cannot remember having any trouble with it. It has done over 76,000 miles and carries 130 bales of hay and up to 2½ tons of corn about the farm. Keeping it company is a 1950s tractor and the old Ford got its picture in the *Bromsgrove Messenger* earlier this year. The reader who supplied this information says he visited a Motor Museum in Nova Scotia last year, which abounds in Fords and other American vehicles. A La France fire engine there is owned by a Company whose trademark is the Mackay car, said to be the only motor vehicle manufactured in Nova Scotia—over to more expert historians! A reader living close to the former site of the Campbell car factory, which is now a petrol station in Christchurch, Dorset, would like to know more of this defunct make. Our recent references to which was the first motor car in Wales have caused Mr. Norman Riddell of Llandudno to recall three 15 h.p. two-cylinder Benz brakes used there in 1898 by a touring company, which, he says, *The Autocar* referred to in August that year, the article being reprinted in 1923.

On the Austin Seven front, Neill Bruce has acquired Adnams' replica of the car in which Chace took the Class H 24-hour record at Montlhéry in 1928 and intends converting it from twin SUs to a Solex carburetter, while Barry Clarke is converting the ex-John Miles' 1928 Super Sports Austin Seven to original condition, with correct supercharged engine, and he requires data relating to its racing and production history.

Vintage Postbag

The Only Rolls-Royce Silver Ghost

Sir,

I have seen the recent correspondence in MOTOR SPORT about early R-R cars bearing an AX Index Number and also the query as to which was the first "Silver Ghost". Taking the AX number first, this is a Monmouthshire registration and it has always been assumed that it was used owing to the fact that the Hon. C. S. Rolls lived at "The Hendre", which is just outside Monmouth Town. I believe I am correct in saying that the 10 h.p. twin-cylinder now in the Science Museum in London bears the number AX 148. In my book "The Rolls-Royce 40/50 h.p." there's a photograph of a 30 h.p. six-cylinder which bears the number AX 158 and in my book "The Hyphen in Rolls-Royce" is shown the only picture of a "Legal limit", with Claude Johnson at the wheel; this car bears the number AX 144. Though the number AX did not appear on every early Rolls-Royce car it certainly predominated as long as the Hon. C. S. Rolls was active in the affairs of Rolls-Royce Ltd. Later the most prominent registration numbers started with R, which is a Derby registration.

When the new model came out for the 1906 Motor Show it was *not* called a "Silver Ghost" but simply "40/50"; the name was given to chassis number 60551, which is reputed to be the 13th 40/50 made. This is the famous car which bears AX 201 and which Claude Johnson used for all his publicity trials and for which he named "The Silver Ghost". It was the one and only up until 1925, when the "New Phantom" appeared, which was given this name to distinguish it from the 40/50s which had been built in 1908 that Claude Johnson had named "Silver Phantom".

Strictly speaking, there is only one "Silver Ghost" and that is AX 201; the others are all of "Silver Ghost" type.

The first 40/50 in this series bore the chassis No. 60539 and I was able to obtain very little information on it when I was researching for my book "The Rolls-Royce 40/50", except it was a long chassis fitted with limousine coachwork.

AX 192 shown in the well-known "Cat and Fiddle" picture is the second 40/50 to be built and it was the Olympia Motor Show demonstrator (chassis no. 60540). Later this car was rebodied as a landaulette and later still the number was transforred to a 1912 chassis, 2013.

Unfortunately, most Rolls-Royce Body Cards do not give the Index no. allocated to a chassis, so it has not been possible to identify which chassis the number AX 205 was mounted on, which is another car that appears in the "Cat and Fiddle" photograph shown in my R-R 40/50 book. But AX 204 was originally on a Barker phaeton de luxe (chassis no. 60552) but this car was exported to America in 1907. Chassis no. 60560 bore the Index No. AX 203, but so much chang-

ing around of Index nos. and actual coachwork has always taken place with R-R chassis that it is possible that the number Mr. Winkle refers to in his letter of November 1975, AX 210, was on an earlier 40/50 chassis than 1912, when it was first issued. But I have not seen the photograph, so cannot comment further upon it, nor have I any record of this number, AX 210, amongst my files.

I hope this letter will clear up the reason for the AX Index number being on early R-R cars and also which car was the first "Silver Ghost". It was chassis no. 60551 Index no. AX 201, the number the car still bears and all others preceding it and afterwards, right up until 1925, were simply Rolls-Royce 40/50s. Incidentally this name 40/50 h.p. went right on until the end of the Phantom III, which was the last 40/50 model.

Jersey JOHN OLDHAM

Arab Queries

Sir,

I have followed with great interest the article on sand racing at Southport, and also the most interesting letters that have arisen out of it in subsequent issues. Regrettably, I am not able to add anything to this topic, but in view of the response it has sparked off I hope that some of your knowledgeable readers may be able to help me with information and, even better, perhaps a photograph of two unusual cars that to my knowledge appeared at Southport meetings in the mid-1920s.

The first of these was the SR, or Spurrier-Railton, which was in fact the prototype of the Arab. The SR may have appeared at Southport on several occasions, and certainly did so in the hands of the Shorrock brothers in 1925/6. It was then a narrow four-seater with a somewhat canoe-like stern (something akin to the contemporary HE with valanceless swept wings, bolt-on wire wheels with large hubs (like the Marlborough-Thomas) and it had an Enfield-Allday radiator. Prior to its ownership by the Shorrock brothers it was, I believe, owned by a Kenneth Parker, who may have entered it at Southport events, for he was a local man.

The second query relates to an Arab fitted with a long narrow pointed-tail 2-seat body, fully undershielded, with outside exhaust, and said to have been fitted with a supercharger driven off the front of the crankshaft. I have been given a photo of this car at Southport, but the car is in the middle distance and details do not show up clearly. It found its way to a Southport garage much favoured by local enthusiasts about May 1926 and was subsequently bought from that garage by John E. Davis and later entered by him and driven by the late Norman Coates at the September 1927 Shelsley Walsh meeting.

As I am in the process of restoring one of the only two known low-chassis Arabs, I would be most grateful for any reminiscences of the SR and the special Arab that appeared at Southport.

Tenbury Wells A. B. DEMAUS

"Cars for a General"

Sir,

I agree with your correspondent P. E. Gordon-Marshall regarding original ownership of the distinctive Rolls, the name De Havilland being frequently mentioned.

The body style certainly was unique. Again, rumour was the bodywork being designed and tested in wind tunnels before being built onto the chassis. Strangely enough the design of aerodynamics had a very remarkable effect in as much as, in very bad weather, very little dirt ever appeared on the rear of the bodywork.

This car was in the care of the Chief Inspectorate of Transport Services RASC during my term of service with them from 1945-1949. From my memory, I believe the car was originally donated by HM Forces, but I am unable to substantiate this. If, however, I am wrong, it was most certainly acquired under the requisition act in force at the outbreak of the war, and went into the pool of specially allotted cars. May I suggest, for further information on this motor car, these possible sources of contact be made: the Inspectorate "B" Vehicles, REME, Orpington, Kent, who on amalgamation undertook the responsibility of the Chief Inspectorate of Transport RASC, who may have more information. Also, if the following members of the Inspectorate RASC could be traced, more information could be then obtained: Major M. Wright, RASC, who lived at Fakenham, Norfolk, or M. S. M. Duffy, who I last heard of living in Wolverhampton.

I trust this information may help to bring the full history together.

Bream W. F. EVERETT, AMIRTE

Austin Twenties

Sir,

I was very interested by your article on Austin Twenties in the December issue, and the passing references to the Sixteen.

My own Sixteen was a 1934 model, not unlike the Ranelagh 20 shown at the rear. It was our family car when I was a boy, and after I had had it for some years I sold it to a couple in East Sheen. I have not heard of it recently, but it was in magnificent general condition. WD 8068, where are you?

I passed my test on it, and among my many happy recollections of its virtues, apart from the lovely smell of wood and leather and hot iron and oil, I mention two. The lighting from the standard headlamps surpassed that of many more modern cars, the right-hand lamp having a powerful pencil centre when fitted with a carefully focussed single-filament bulb. (The Ministry regulations ruined this as they insisted on double-filament, and would not allow the switch to extinguish the main and put on the passing light fitted beneath it: the other headlamp had of course a swivelling reflector.) The great virtue was the steering. Heavy and entirely without play, but so precise! I could once confidently shave past anything—although I did once knock off a hub-cap disc on a bridge in Wales which only just permitted of any passage, let alone one at 25 m.p.h. in second gear!

If the car is now in new hands, and if this magazine is also in those hands, I should be glad to know how she's going, and perhaps to fill in her history for someone.

Birmingham J. W. MASDING



A 1934 Austin 16 saloon owned by a correspondent—see letter below.



The Ford truck which faces an adventurous journey from New Zealand to England—see page 254.

The TT-winning Lea-Francis

Sir,

I was delighted to read Mr. Arthur Knowles' letter about the 1928 "Leaf" which won the Ulster TT. This car came into my father's possession round about 1954. At the tender age of twelve I taught myself to drive in the "Leaf" giving my father the shock of his life as he saw his pride and joy—the car, not me—disappear up the drive, apparently of its own accord as I was not visible to him. I drove leaning out of the "cut-away" side. I remember the accelerator was between the clutch and brake pedals. There was a right-hand gear-change, and the hand-brake was open to the elements on the outside of the body.

How the memories come flooding back. Further details I recall are that the radiator was typically Lea-Francis, *i.e.*, sloping. The boot was also sloping, from nothing at the end of the chassis up, to finish behind the seats. In the boot was a single dickey-seat under a pair of hinged flaps. Also the car had a magnificent outside exhaust ending in an enormous "Brooklands Fishtail".

Alas, due to DC10s not having unburstable locks on their cargo hatches, my father is no longer with us. But, just writing this letter has brought back so many happy memories that I would dearly love to see the old "Leaf" again, or perhaps if someone, somewhere has a photograph?

Marlow N. W. DEANE

Regular Use of the Older Cars

Sir,

I am concerned about the diminishing number of vintage and post-vintage vehicles to be found in regular daily use. This situation is an open invitation to politicians to ban old vehicles altogether or to weekend events only.

As a confirmed all-the-year-round user of a pre-war vehicle (without any serious running problems), if it is solely a question of cost, may I recommend owners at least to tax only their old vehicles during the summer months, using their usual modern car for the rest of the year?

Britain is unique in interest and attitudes to vintage vehicles: this will only last if vintage motorists fully use the present existing freedoms.

Bishop Auckland TONY PELTON

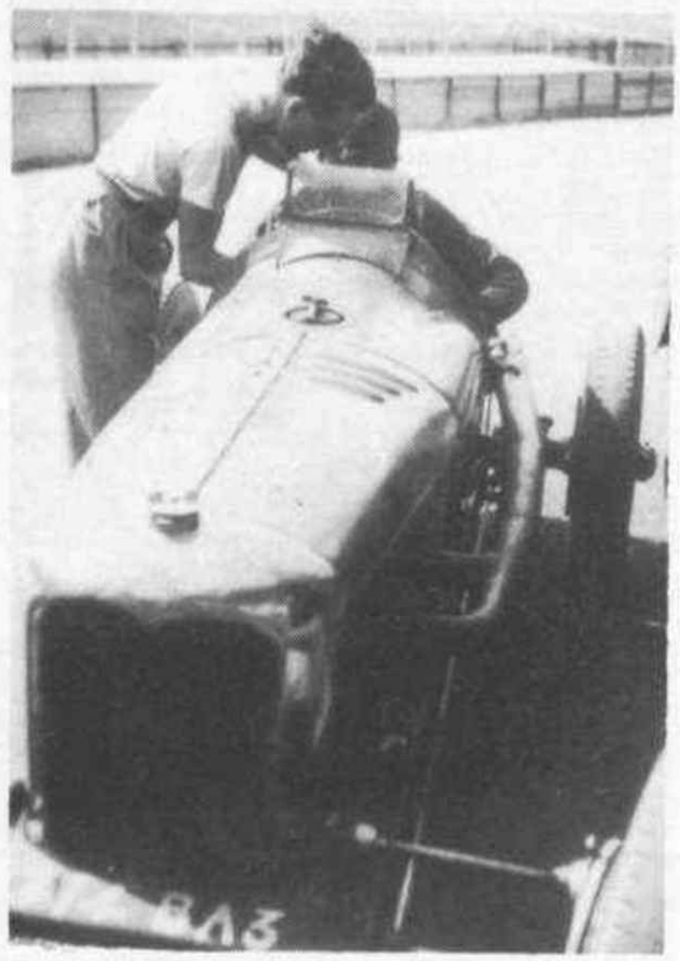
Secretary, North East Club for Pre-war Austins

[We are against campaigning for reduced-fee licences for the older vehicles for this very reason.—Ed.]

More About Miller

Sir,

With great interest I saw T. A. S. O. Mathieson's letter about the Miller Lea-Francis in the January issue. I remember two more, but original, Miller racing cars. I saw these around 1933-1934 in races. Two Frenchmen and former Salmson drivers, Marcel Boucly and Victor Marret, drove them also in 1933 in the Masaryk Grand Prix in Czechoslovakia, where the enclosed photo was taken. It shows Boucly—according to some sources a professional wrestler—with one of these cars. If my memory is correct, they had been built in 1927 and definitely had 1.5-litre engines. They proved completely



unsuitable for the Brno Circuit and had already during practice difficulties failed to complete a lap without trouble. Needless to say, the roadholding of these track cars left much to be desired and on two occasions during practice flames came from under the bonnet. They came to Brno from Nice by train, retired very early—with much smoke! —from the race, and I understood the drivers did not take them for a long period out of the Nice Railway Station, after they returned to France.

An unknown racing driver drove one in 1934 in French hill-climbs; and that is the last thing I heard about these two Millers which were—of course!—definitely not the two Miller cars left by Leon Duray at the Molsheim Bugatti Works in 1929. Already some years ago I told T. A. S. O. Mathieson about these cars but, I think, he too could not find any record about the fate of these two Miller Monopostos. Since then, I got hold of the photo. Interesting too: Boucly and Marret formed a private Ecurie with yet another former Salmson driver, Louis Decaroli. And while they drove these Miller cars, Louis had a monoposto body on his 37A Bugatti which in later years was driven with the original two-seater body by Mme. Yvonne Itier.

ERWIN TRAGATSCH

Bielefeld, Germany

International Alvis Day

ALVIS enthusiasts should note that this year's International Alvis Day takes place at Knebworth House on May 16th. It is possible that a Tour of Britain for the benefit of Overseas Alvis owners who are in this country will commence from May 27th, concluding by June 5th/6th. Details from the Alvis OC, whose Secretary is O. N. Trent, Ridgeside, Woodfield Hill, Coulsdon, Surrey.

S. C. H. Davis Honoured

THE Freedom of the City of Le Mans and the Le Mans Gold Medal were presented to S. C. H. Davis, who was well known to the French for his many appearances in the 24-hour race, and especially for his dramatic victory there with "old No. 7" Bentley in 1927, at a function at the RAC last month. The Mayor of Le Mans, the Deputy Mayor, and the President of the AC de l'Ouest were among the invited guests.

Still More About Mercedes

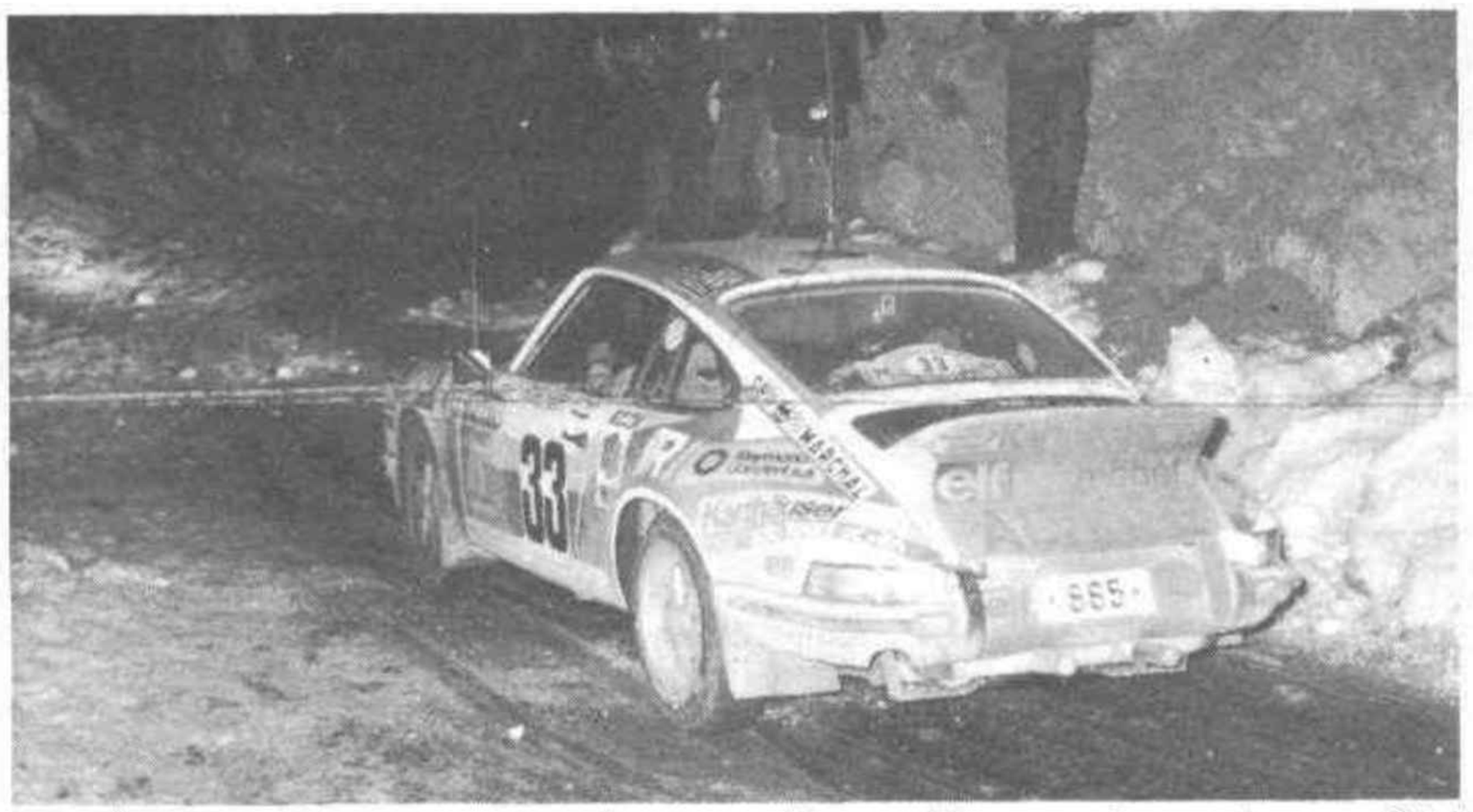
A CORRESPONDENT, W. S. Wright, refers to the 38/250 SSK coupé owned by Major Coats as later being in the possession of a friend of his who used to lease a shooting estate in Otterburn and in which he was once the passenger when it was taken for a fast early morning run along the Belsey straight-mile. This was approached *via* a gradual left-hand bend and small bridge at 95, with the blower engaged, after which he saw a flickering 110-115 m.p.h. on the speedometer, the driver, a Commander Paymaster RNVR, fighting the dithering steering wheel and not taking the slightest notice of a cross-roads, the view obscured by high hedges, that was encountered three-quarters of the way along the straight. The car is said to have been written off on the A1 when driven by the owner's chauffeur. Our correspondent bought a 500K Mercedes-Benz, Reg. No. BYN 612, in 1957, with run big-ends. He and his wife got it motoring, after Andrew Barton of Newburn-on-Tyne had rebuilt its engine.—W.B.



The Mercedes-Benz 500K referred to above. The story goes that years later it was encountered in a cul-de-sac *off Piccadilly, where it was apparently parked for long periods, apart from being taken away twice a week for a wash and polish, its owner using it on Sundays only, to drive out to the Spider's Web on the Watford By-Pass for tea—he was, apparently, the Manager of the Ritz Hotel, opposite the* cul-de-sac, *his name appearing in the car's log-book.*

RALLY REVIEW

A dry Monte; a snowy Arctic



The Monte Carlo Rally has lost much of its stature, but one thing never changes, the snowy Col du Turini. Colour pictures of the Monte Carlo and Arctic rallies are on pages 274-275.

LEFT TO mere mortals, tradition dies hard, but when Mother Nature takes a hand it can so easily be killed off without as much as a bowed head. In the beginning, and for many years afterwards, the Monte Carlo Rally was an adventurous and often perilous winter journey to Mediterranean sunshine. Much of the adventure and peril resulted from snow along the way, and it was indeed a feat to maintain progress and to get to the Monagasque quayside. Then the journey became easier as cars and drivers improved, and the emphasis was switched to a second phase, out from Monte and back again, through the snowy Alps. The concentration runs became no more than tiresome preludes and the varied surfaces of the alpine roads (some snowy, some icy, some dry and some mixed) an enormous exercise in development, deployment and transportation for tyre companies.

The biggest headache for tyre companies is a rally which runs over mixed surfaces, particularly when the weather can change those surfaces in minutes. The big business of getting a factory car to the winners' rostrum in Monte Carlo has caused manufacturers' teams with tyre company contracts to insist that they should always have available the right sort of tyres for whatever surfaces they encounter, and this had led to an enormous escalation of costs. For instance, if five tyre/stud combinations are available for a three-car team—and that is a modest figure—at least 60 tyres would have to be available at the start of every special stage in order that each driver should have his choice.

Having a full choice at every special stage is not merely a simple matter of moving the same 60 around from place to place, for whatever tyres are chosen at one point will also have to be available at the next, and in any case it is quite impossible for one tyre truck to meet every rendezvous; leap-frog schedules have to be drawn up so that there is no possible chance of a supply of vital tyres not getting to their destination.

All this is costly. Consider also that it can cost over £100 to punch a full complement of metal studs into the tread blocks of just one tyre and you will have some understanding of the kind of investment that some teams make, just for tyres.

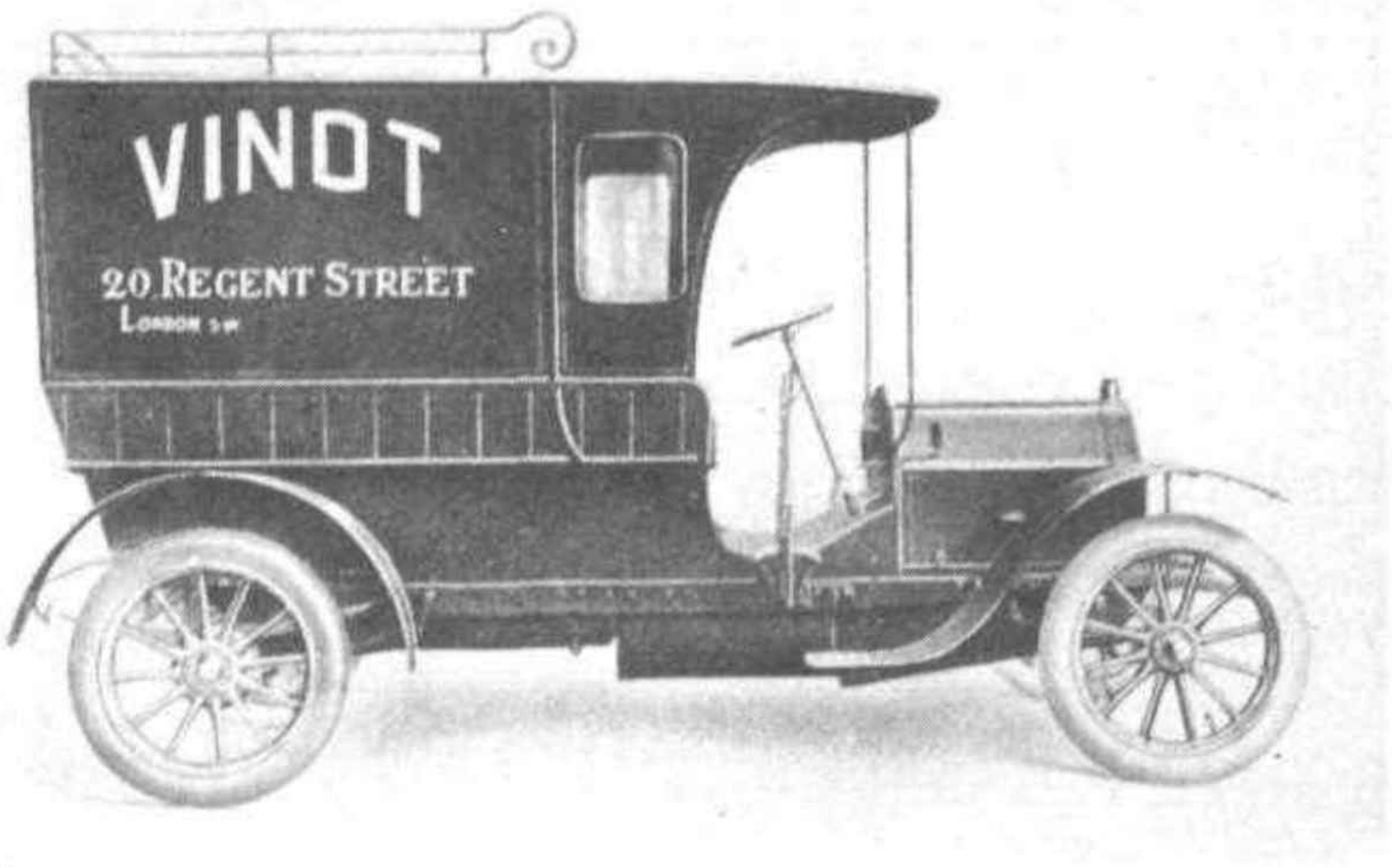
It was in an attempt to bring down these costs that the Monte Carlo Rally organisers adopted a rule for 1976 which declared that each competing car could use only one type of tyre throughout the competitive legs of the rally. There was no limit on numbers, only the type. This was, in fact, proposed in principle after the 1975 rally by a group of British rally people who were concerned about the rally's reputation and felt that a tarnished public image of the Monte would reflect badly on the entire sport.

The rule specified size and tread pattern, but said nothing about tread compounds, nor of studs. Suddenly, we were back almost to square one, for tyre companies prepared tyres of various tread rubber compounds for various surfaces, and had them studded in a number of ways, with the number of studs per tyre varying from none to 600 on the Dunlops which were used by the Ford team and up to more than 1,000 on the wider Pirellis being used by the Stratos of the Lancia team. Even with a rule that tread patterns and sizes could not be varied, here we were with the usual vast stocks of tyres again being carted around the Alps so that after the advance ice-note crews had reported conditions, drivers could have their choice. In fairness to the organisers, they tried to do something to cut the cost, but it didn't work simply because works teams were still prepared to face the outlay of providing each driver with that vital choice.

Alas, much of the outlay turned out to be superfluous; the snow and ice for which those important studs had been laboriously punched into tyres simply didn't appear and there could not have been more than a few miles of really slippery stuff on the entire event. This undoubtedly resulted in unused tyres being brought back from Monte Carlo to serve no greater purpose than to fill racks with expensive, highly efficient but obsolete stock.

That such costly and sophisticated tyres, developed over years of trial and error, should be obsolete may seem rather strange. The reason is not that next year there will be something better, but that rules limiting the number of studs which can be used per tyre are cropping up in many countries whose authorities reckon that they damage tarmac roads. We don't altogether agree with that theory, but that is another story. In Sweden and Finland there are already limits, whilst France is expected to have a similar rule before next winter. When that rule comes, the Monte Carlo organisers will have to phrase their regulations to suit, for the French authorities will certainly not give dispensation to cars taking part in the rally. So with all those unused tyres available, Pirelli and Dunlop, who were the main tyre companies involved in the Monte Carlo Rally, may be looking for other markets. Tyres can be de-studded of course, but it is a difficult job and perhaps economically bad. Studs which are inserted right through the tyre from the inside cannot be removed, for they leave a tyre with holes which render them useless.

The premier team taking part in the Monte was Lancia, with three powerful Stratos from the factory and a slightly less powerful private one from France. Ford was also there with



The Vinot van referred to on page 252.

two 16-valve Escorts, Opel with three of the Kadett GTEs but with the old eight-valve engines, Fiat having yet another last fling with three 124 Abarths before going over to the 131, Autobianchi with what seemed like an entire fleet of Abarth-tuned cars, Polski Fiat with three 125p (the survivors of which were later excluded because their 1.8-litre engines were not homologated), Seat with two 1430 Specials with 1.8-litre engines and a string of private and partly-supported crews making a total of 148 starters. That figure is still short of the total of past Montes, and short of many present-day rallies of lesser status, but it was nevertheless a great improvement on last year when only 96 cars started.

The Alpine-Renault team was not officially taking part due to its rallying programme being chopped almost to nothing by company budgetary restrictions. But mechanics were there to look after the team's formerly contracted drivers who had secured their own finance and "rented" works cars from Dieppe. Alas it was a sad rally for them, for all the cars went out, leaving French girl Michèle Mouton to uphold Alpine honours in a creditable 11th place.

Of the 23 special stages, only two had any degree of snow at all, so it was a safe bet for anyone to put his money on Lancia. However, the Italians didn't always make the right choice of tyres and both Ford and Opel (with Roger Clark and Walter Röhrl, respectively) were always right behind ready to take over the lead should something delay the three Stratos. One Stratos retired, but the other three were sufficiently powerful to stay in front, although for one brief period after the first stage with snow Sandro Munari lost his lead by just one second to the French driver Guy Frequelin in a Porsche.

Extra-rallying incidents have a habit of cropping up on the Monte, but this year there seemed to none worthy of the newshounds who seem to be permanent fixtures at rally HQ. Even 5,000 students running amok and damaging cars at the Rome start rated very little coverage, whilst a bomb scare at rally HQ during the last night got practically nothing at all.



Scrutineers took "footprints" of the tyres fitted to each car at the start of the Monte to ensure the same pattern was retained throughout.

Lancia's 1-2-3 victory was not at all remarkable, particularly as the dry tarmac roads suited the cars admirably, and there must have been many who predicted the result with reasonable accuracy. Walter Röhrl drove exceptionally well to take third place in his Opel, whilst Roger Clark completely shook his continental critics (who quite unfairly claim that he is a big fish in a small pond) by showing all but four of the finishers a clean Escort tail pipe.

Although still as competitive as ever, the Monte this year was not a stirring, exciting drama as many other events are. There was no reason to draw a breath at the end and say "whew, that was close". Perhaps it's because cars like the Stratos, designed specifically for fast competition, have the edge over converted road cars like the Escort and the Kadett, but perhaps to a smaller extent because other events have become more adventurous and the Monte rather ordinary. In a community whose economy is based on the spin of a wheel and the throw of a dice, it is sad indeed that a once-great rally should become like this.

* * *

As the Monte Carlo Rally showed, January snow is by no means certain in the French Alps, but in Lapland it is never scarce. On the Arctic Circle in Finnish Lapland, the city of Rovaniemi hosts what has become an annual winter classic, the Marlboro Arctic Rally, or Tunturiralli as it was formerly called. With special stages on snowploughed forest tracks and on frozen lakes and rivers, an abundance of snow to provide protective banks around six feet high and temperatures approaching 40°C below zero, the event provides tremendous adventure and more than a little danger. Arctic winters have to be treated with tremendous respect, for one can pay very dearly indeed for even quite small mistakes.

Although the competitors included visitors from Britain, Belgium, France, Austria, Norway, Poland and Germany, some of the top local drivers were missing due to commitments elsewhere. Outright winners were Tapio Rainio and Erkki Nyman of the Saab Finland team, driving a 96V4. Of their teammates, Lampinen had a crown-wheel break up whilst Vilkas put his car so far off into the trees that mechanics reckoned they would have to wait until the spring thaw before they could retrieve it!

Despite the low temperatures there was water on some of the river and lake stages, due to warmer water from the depths coming up through contraction cracks. This spells disaster for the unwary, and many retired within very short distance of those water-splashes when transmissions, brakes, steering gear and various other parts froze into solid lumps. All manner of precautions have to be taken against the cold, both bodily and mechanically. Without a special additive, the petrol will freeze in the carburetters, for instance, whilst anything made of rubber tends to assume the consistency of brittle plastic.

A superb place for a winter rally, Finnish Lapland has all the ingredients to host the finest snow event imaginable, even a World Championship qualifier, but there is a certain slackness in the organisation, probably due to inexperience, which will have to be reined in before it can hope for elevation. That done—and we see no reason why it cannot—Rovaniemi should rank among the rallying capitals of the world.—G.P.

MONTE CARLO RALLY
GENERAL CLASSIFICATION

1st	S. Munari/S. Maiga (Lancia Stratos (4))	6 hr. 25 min. 10 sec.
2nd	B. Waldegard/H. Thorszelius (Lancia Stratos (4))	6 hr. 26 min. 37 sec.
3rd	B. Darniche/A. Mahé (Lancia Stratos (4))	6 hr. 31 min. 23 sec.
4th	W. Röhrl/J. Berger (Opel Kadett GTE (4))	6 hr. 34 min. 32 sec.
5th	R. Clark/J. Porter (Ford Escort RS (4))	6 hr. 37 min. 07 sec.
6th	M. Alén/I. Kivimäki (Fiat Abarth 124 (4))	6 hr. 42 min. 31 sec.
7th	G. Frequelin/J. Delaval (Porsche Carrera (3))	6 hr. 44 min. 19 sec.
8th	R. Cambiaghi/B. Scabini (Fiat Abarth 124 (4))	7 hr. 05 min. 27 sec.
9th	N. Koob/N. Demuth (Porsche Carrera (4))	7 hr. 07 min. 19 sec.
10th	B. Beguin/J-F. Fauchille (Alfa Romeo GT (1))	7 hr. 13 min. 47 sec.

148 *starters* — 84 *finishers*

ARCTIC RALLY
GENERAL CLASSIFICATION

1st	T. Rainio/E. Nyman (Saab 96V4)	29,178 sec.
2nd	H. Valtaharju/R. Anttila (Opel Ascona)	30,346 sec.
3rd	K. Saari/J. Markula (Alfa Romeo 2000)	30,597 sec.
4th	P. Toivonen/M. Tiukkanen (Simca 1000 Rallye)	30,624 sec.
5th	P. Kärhä/S. Siitonen (Sunbeam Avenger)	30,809 sec.
6th	K. Fyhrqvist/L. Malmström (Opel Ascona)	32,010 sec.
7th	J. Haughland/P. Nyborg (Skoda 120)	32,088 sec.
8th	V. Metso/K. Itkonen (Opel Ascona)	32,205 sec.
9th	M. Heiskanen/E. Tikka (Ford Escort RS2000)	32,227 sec.
10th	R. Hämeenniemi/J. Pikkarai (Opel Ascona)	32,240 sec.

76 *starters* — 27 *finishers*



Just one British team ventured to Lapland. Fred Henderson and Dave Orrick put up a sterling show in their Toyota Celica and finished—albeit next to last, an achievement in itself on snow against the experienced Scandinavians.

Chauffeur's Corner

IN ORDER to continue this feature, as requested by many readers, I found myself driving the BMW to Malvern, that straggling hill-top town where it is virtually impossible to park, let alone turn round and retrace one's route, unless one is a 'bus-driver with the right to use special bays for this purpose. I was on my way to interview a chauffeur whom I had been told about by a Ferrari-owning member of the VSCC. Fortunately he lives at the Link end of the town, so I was soon in familiar Pickersleigh Road, turning right by the Morgan factory and right again as a fine Georgian villa, about the oldest house in Malvern, came into sight.

Reg Smith is 85 and only recently gave up driving, on doctor's orders, because of arthritis, after a motoring spell lasting 68 years, during which he kept his licence clean. His family lived in Malvern, his father being house-carpenter to the Perrins, of Worcester sauce fame, for some 70 years. When his son was ready to leave school he tried to get him into the Engineering College but there were no vacancies. So he was sent to Birmingham to learn about motors, at a company who were agents for the high-grade, round-radiator Delaunay-Bellevilles. He helped the fitters and went out with the test drivers. The latter excursions led to a 30/- fine, because he had taken the wheel and when a stop was necessary on account of a puncture a busybody leaning on a gate came over and enquired his age. "Sixteen," replied the youth. As he was too young to hold a driving licence this summons was no stain on his later impeccable record.

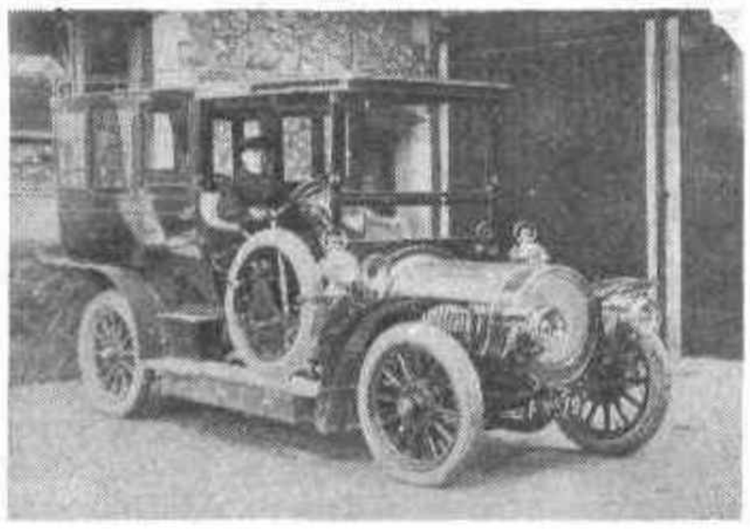
Having served his apprenticeship, Smith returned as second-chauffeur to the Perrins, at Davenhurst, their country estate, which in the end became a hospital. Smith's experience in Birmingham, where he lodged with an aunt, had ranged as far back as a single-cylinder Clement, so he was easily capable of taking up his duties when he returned home. The Perrins had an early Arrol-Johnston, an old Argyll, and several Delaunay-Bellevilles. There was also a White steamer. One of the Delaunays had a very fine closed body, with many curved glass panels. Eventually the body of a bigger car would be removed, modified, and used on one of the smaller Delaunays as a luggage-brake. Mr. Perrin, whose famous sauces were in demand in America as well as in this country, had another house in Ross. Bought from Sir Kenneth Mathieson, it is said that it cost a fortune and to have been sold for twice its purchase price. As was the habit in those days, the family used to go there for three or four months each summer, complete with the servants and much luggage. The chauffeurs were allowed four days to do this journey from Worcestershire to Scotland, stopping at Preston, Carlisle and Perth *en route*. Even the White made this long journey, but Smith remembers that when it was allocated to him he used to take a canvas bucket, which required filling with water for the boiler every 40 miles or so. The petrol cans could be replenished less frequently, with "Taxi bus" and other petrol, from two-gallon cans.

The family used mostly the Delaunay-Bellevilles, a fine body for one of them being made by McNaughton's in Worcester. There were in the Scottish motor-house, in addition, two of those very magnificent, aggressive-looking 65-h.p. Napiers, one a tourer, the other with closed coachwork, as a faded photograph testifies, the latter probably that of a visitor, with its own chauffeur. Mr. Smith recalls the life of those far-away times, the great marquee, for instance, that was erected outside the mansion when one of the sons came of age, the celebrations lasting several days, concluding with a grand ball and including parties for all the house servants and another for the local children. The Perrins' sons were keen motorists, with Crossley, Minerva and Straker-Squire cars, etc., and a belt-drive vee-twin Royal Enfield bearing an "A" registration, all cared for in the family garages.

After Mr. Perrins, Senr. died, Mr. Smith drove for a gentleman in Malvern Wells, who had a big poppet-valve, chain-drive Daimler. Then war erupted and he joined up. He was sent to Grove Park, Lewisham, then for more training at Bulford Camp, before the 2nd Division sailed from Avonmouth for Le Havre and Ypres. For a time he found himself driving a variety of lorries, Daimlers, Straker-Squires, Albions and "those lovely Leylands". But mixed transport convoys were cumbersome to service and soon one-make companies were introduced, Smith spending the rest of the war on Dennis trucks, remembered as "nice old cars". The roads in France were quite unsuited to mechanised warfare and if one convoy met another in retreat it was a case of moving off the duckboarding into the mud and spending hours digging and towing-out stuck transports. A shell demolished the back of Smith's truck on one occasion, but he escaped unharmed.

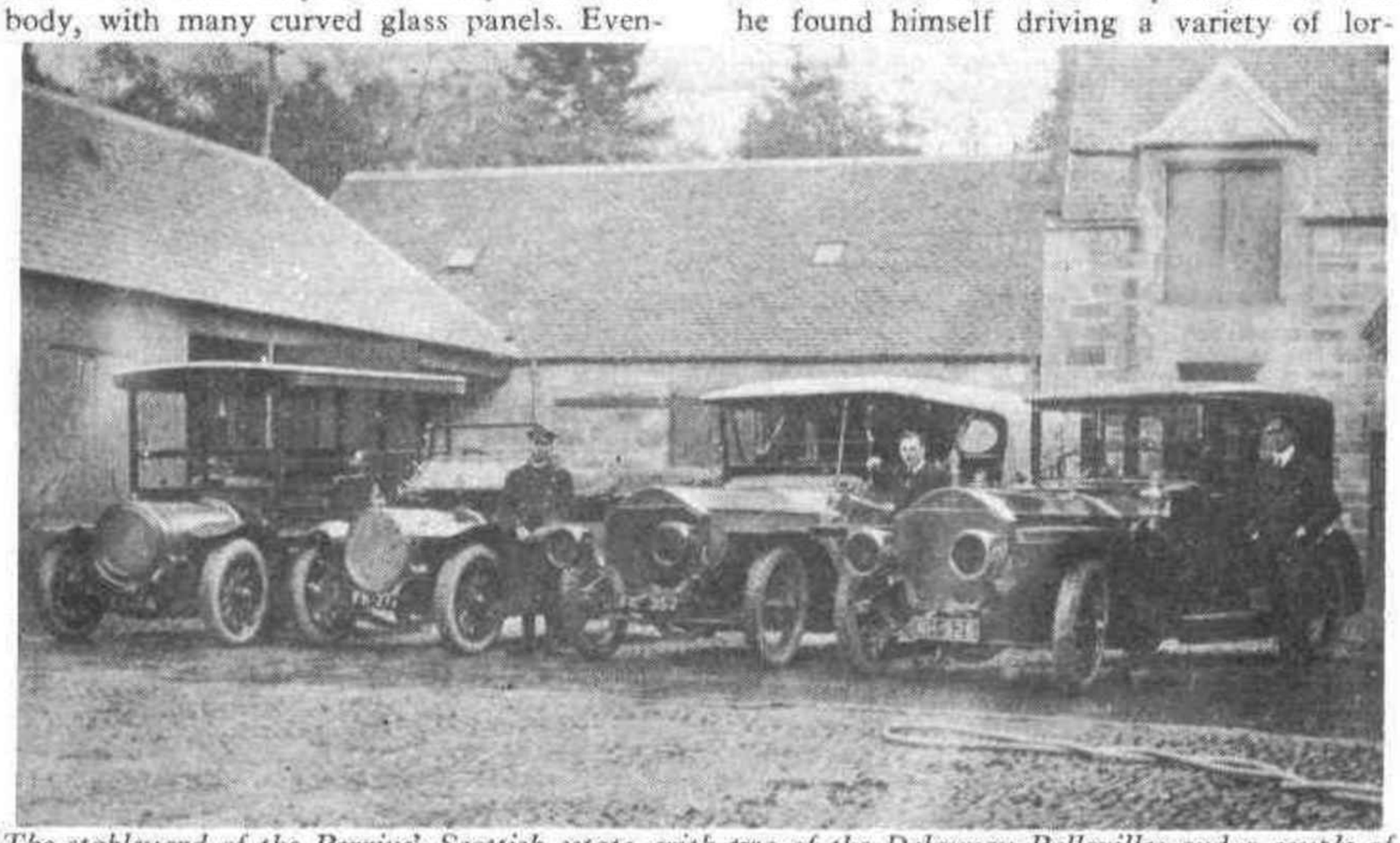


Reg Smith, chauffeur, posed in the uniform of the period, above, and in one of his charges, below. "The Perrin family used high-grade Delaunay-Bellevilles."



Jobs were scarce after the Armistice, so Mr. Smith stayed in the Army for another two years, being sent to Hazledown Camp and then to Hitchin, shifting war-surplus vehicles to the auction sales at Slough and Earls Court, after having ended the war with the Army of Occupation in Cologne, driving a Vauxhall staff car.

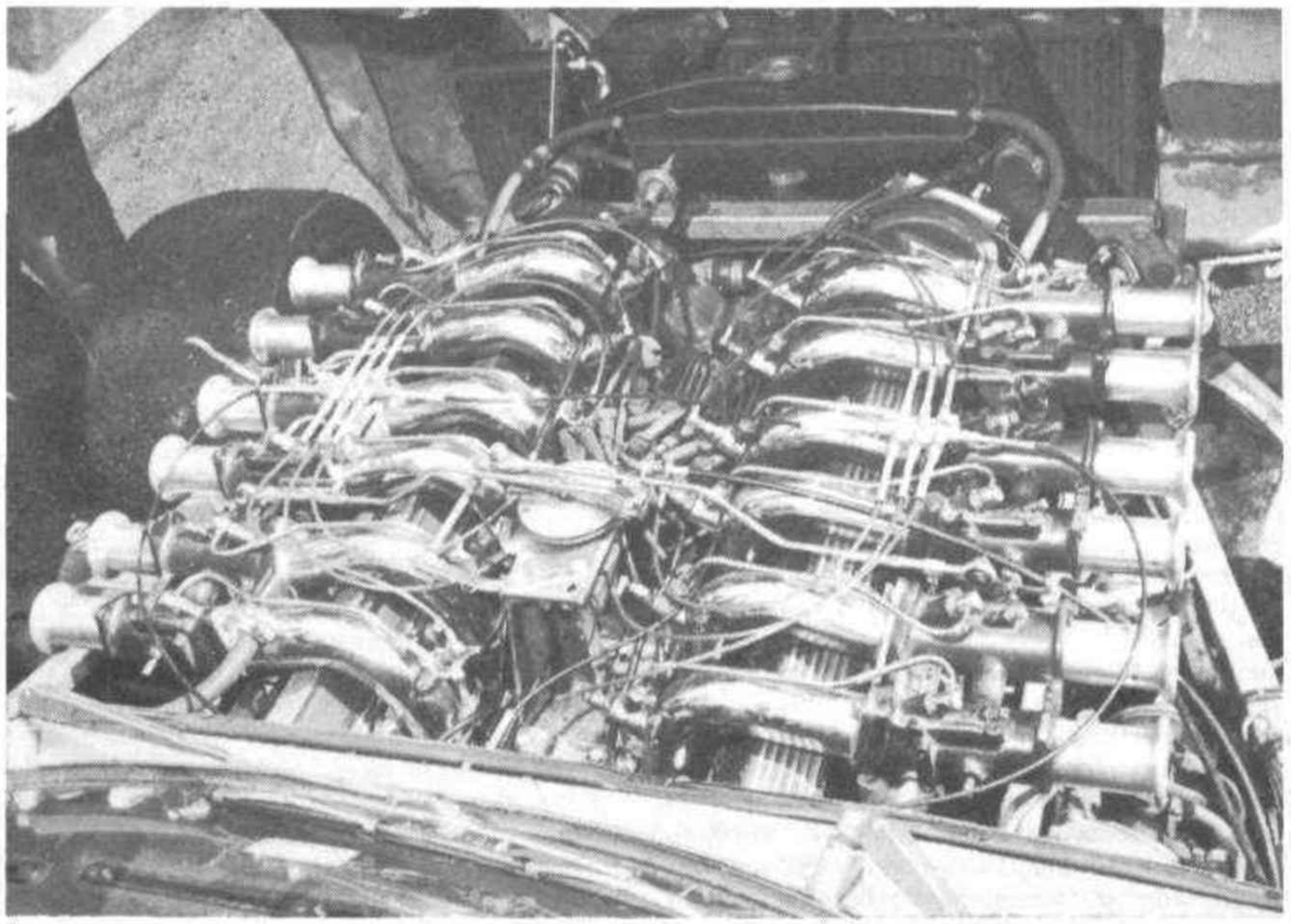
A return was made to chauffeuring, with a job at Hammerley Hall, where they ran a big Wolseley and a Clement-Talbot. But Mr. Smith disliked the remoteness of this place, so he returned to Malvern and drove hire-cars from Woodyates Garage. There was one lady customer whom he always drove, in a big Wolseley, as far afield even as Plymouth. He then went to a Malvern doctor, who had a Rolls-Royce and a 25-h.p. Vauxhall. Mr. Smith had had experience of a Silver Ghost for several months during the war, when its driver went sick and he was detailed to take



The stableyard of the Perrins' Scottish estate, with two of the Delaunay-Bellevilles and a couple of 65-h.p. Napiers occupying it.

Continued on page 262

Whatever happened to the British tuning business?



THIS MAGNIFICENT ARRAY of gleaming tubes is the exciting sight that hides beneath the bonnet of Guy Beddington's racing Jaguar V12 E-type. Developed by former Tecalemit—Jackson engineer Bryan Wills over several years, the V12 gave "something over 400 horsepower," when the author drove it early in 1975. Plans exist to enlarge the unit from 5.3 to 6 litres, boosting output beyond 600 horsepower.

IT WOULD be easy enough to write off the go-faster business as one of those outlets for British ingenuity that died with the fuel crisis. After all cars are much more expensive than they were, speed limits abound, an Abbey National deposit account comes in handy to raise the deposit on a gallon of petrol and, only a few months ago, Daniel Richmond's widow decided to sell *the* name in the business . . . Downton Engineering. As ever the truth is a little more complicated than such sweeping generalisation, and our recent sorties into the World of Speed show there are still some very healthy companies.

Naturally, the repressive motoring climate of the past few years has had its effect, but my impression is that these smaller companies have shown such flexibility that they have stayed the course, or in some cases added more profitable side-lines to the main activity.

There has been a change in emphasis. Many of those retail outlets, which were confronted by low sales of things like high-lift camshafts and big-valve cylinder heads, opted for what we could call the cosmetic side. Such things as bucket seats and leather rim steering wheels are good examples of this kind of trade, but the biggest expansion has been in the sale of wide wheels.

To begin with there is the outstanding case of a comparative youngster, John Brown, who has built up a sizeable empire in John Brown Wheels during some of Britain's most difficult economic years. I believe Brown actually started in business with small classified advertisements and a friendly telephone box, but now he has four shops (the latest in London's Edgware Road) and he sells hard, via mail order, to both motorcycle and car enthusiasts, especially in car road wheels and crash helmets.

All the companies I discussed this article with had been established originally in the Sixties, save another specialist outfit that shows you can make money in today's climate, without being a marketing mail order dynamo. That outfit is called Safety Devices, has two partner-founders (Brian Wilkinson, Tony Willis) and four employees. Their annual turnover is £70,000 p.a. That is double Britain's industrial average, and it all comes from making roll cages for the popular sporting saloons.

There are many more examples of small businesses really pushing out work, but let us return to our small sample of speed industry opinions.

First I talked to a pair of well-established speed shops in the London area, which still sell equipment that is intended to make a motor car faster, rather than different, or prettier, or whatever. Some five years ago a young sausage salesman with a penchant for driving Mini Cooper S types as well as the best in rallycross established his first Ripspeed branch. Keith Ripp rapidly gave up sausages for his new-found proprietorship and has largely prospered since then, operating two outlets in Middlesex, one concerned with mail order.

Ripp commented, "I reckon 20% of our business is for cars people want to go faster on the road. Of them our trade is split between Ford and Leyland's Mini as the most popular, with Vauxhall coming up well. I think Opels are going to be the coming thing, but there is a problem over getting the parts if you don't want to deal with Dealer Opel Team.

"I would say 40% of our trade is export now [and I'd say I'm astonished—J.W.] with most of our stuff going to Japan, Hong Kong and Holland. Most of our competition business is from circuit racers, but I'm still involved with rallycross myself and there's some rallying interest to be found in this part of the World.

"Our most popular accessory is the £5.95 steering wheels: we sell around 100 a week!"

Chris Montague is another young speed-shop owner with faith, and sales in speed equipment. His business has been established eight years, recently moving into new Finchley Road premises, and benefited in the past from the owner's exploits in a Mini Cooper S. Today Montague says of competition, "we spend our money purely on advertising, but there's no doubt that racing helped in making our name."

In contrast to the general pattern Montague reported, "I should say 80% of our tuning equipment is supplied for road use. The Mini is still most popular with our customers, and we do a fair number of complete conversions. For example, a cam, cylinder head and carburetter kit would cost about £125 fitted, but I find there's little call from the public for braking modifications to match the extra speed.

"I have noticed an increase in sales of items like the Kenlowe electric fan with the increased consciousness of fuel economy. Even if people do not buy conversions, as they didn't during the fuel crisis, they still seem to spend money on maintaining their carburetters, so we were able to struggle along quite well."

Montague represents many of the older established names who have survived the years—Minilite, Janspeed and Restall ("still a fine seat," he says with satisfaction)—but Ripp represents the interests of some useful younger additions to the performance field. For example there's former Downton and Janspeed employee Richard Longman, now recovered from major surgery, who has a very respected engine assembly and parts manufacturing business at Christchurch in Wiltshire. Then there are the Maniflow exhaust manifold people, who, like Janspeed, are based in Salisbury. Turnover of Maniflow products, just in the Ripp emporium, exceeds £500 a week, so there's still money in better breathing.

A regular competitor and proprietor of All Car Equipe opposite Brands Hatch, Nick Whiting has some fascinating insights into the psychology of the converted road car owner. Whiting says, "most of our business in the workshops is concentrated on road cars rather than competition models. We find that speed limits have very little effect indeed on what our customers want: no matter what they say most of them are still

interested in top speed! They still want to know how fast it will go.

"Most of the cars are Fords, but by no means all, and we find that custom is most strongly affected by cost. For instance Weber prices went up just recently, and that really does make a difference to the amount of business."

Another specialist that has done well in recent years goes under the name of Demon Tweaks. Based near Chester and founded by Alan Minshaw some four years ago, this company concentrates on competition customers, and especially their shock-absorbing needs. They stock everything from their own modified (new valving for their own bump and rebound rates) dampers, up through all the popular brands to the extremely efficient, and expensive, gas-filled Bilstein units.

The shop manager says, "I suppose only 20% of our people are normal road-going motorists, but it is very hard to tell, as a lot alternate between competition and road use on the rally side. You can tell they are not normal road customers, usually, when they ask for adjustable shockers! We do find our business is a bit seasonal in that racing demand lasts through from March 'till roughly October, when we start to get more rallying folk in."

Next on our agenda were a couple of conversion companies who typify the middle of the road approach between the large specialist like Janspeed (who maintain their position as the leading source of manifolding in Britain, as well as running a very successful racing association with Datsun Holland) and the man round the corner with a rotary drill.

First we talked to Malcolm Richards at Oselli Engineering near Oxford. He told us, "before the fuel crisis we had a ratio of 70% road customers to 30% competitors: nowadays I would say there's more like 40% of our work going out for road use and 60% competitors.

"We concentrate on engine engineering. I think we have every conceivable machine available to us on this side, save any heat treatment devices. Thus we get a pretty fair cross-section of buyers. Ford and Leyland owners are our biggest customers, but we did work last year on racing Group 1 Alfa Romeos (the Clark Cars/Penthouse team 1600 GTj models) and Renault R5s as well.

"In single-seater terms we tend to stop short at FF2000, but we have a £50 bonus scheme in operation this year to help us establish our engines with a wider number of competitors. We have been trading as Oselli for 11 to 12 years, but our previous concentration on road-going conversions means that we have to make a special effort to establish our name in competition circles."

Some of you may remember Oselli for those "big bore" range of engine enlargements that they used to offer to Mini owners. Unfortunately these died of inflation: in the beginning new engine units cost about £90—today it is more like £205.

Up in the West Midlands, Aldon Automotive have been trading for seven years. Co-founder of the company, Alan Goodwin, reported that "we do get more competition customers since the fuel crisis, but there is still a lot of road work about. I would say that 80% of our trade concerns high performance vehicles—Aldon operate a bread-and-butter servicing side, a rolling road (and are accredited Lotus Service Dealers) and that over half of those cars are used in competition.

"I think fuel prices and speed limits have had an effect on our kind of business, but we still do a lot of conversion work, primarily on Leyland cars." Aldon built a reputation for quite radical Spridget modifications, and they deal with such work today. Mr. Goodwin commented, "we find quite a demand for our 1,950-c.c. MG-B conversion, which is typical of the sort of work you have to do today to get emission-controlled cars back to the performance figures we used to get several years ago . . . In fact it can be quite a job to get them to go as quickly as the standard cars of several years back!"

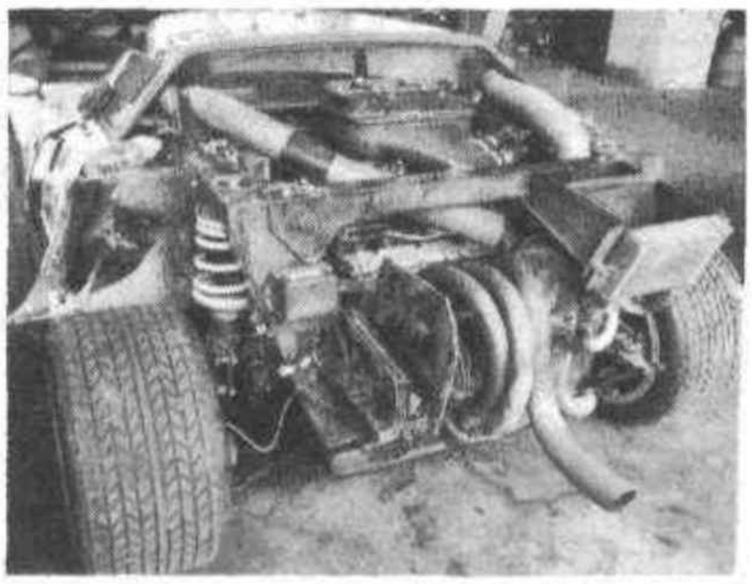
It was very interesting to hear the kind of work that Aldon customers ask for on the various models, for it varies quite sharply. As an example Goodwin says, "on a B it's more power every time. For the Dolomite Sprint there's the demand for extra power, but there are those who simply have the suspension modified to give better handling, which effectively gives higher speeds anyway. For the Marina, we have to start with the brakes and suspension, then modify the car. Of course, in an ideal world all cars should be modified this way, first the brakes and suspension, then the engine, but we have to persuade people to have this kind of work."

"Another interesting change in business has come from people trading up or down, using the tuning side. For instance we have had customers opt for fully tuned Dolly Sprints in place of Jaguar XJs, and even a chap who had several hundred pounds-worth of modifications made to cheer up a Mini as a replacement for a Sprint.

"So far as competition is concerned, we've had a couple of surprises lately for we have supported cars in three rallies. I reckon there's been more customer interest than that generated in the previous ten years' racing! This has a lot to do with the fact of where we are located, which is a bit of a blank spot on the racing map. Customers are really pleased when they're starting number one hundred and something and we have a car in the top ten on the same rally.

Continued overleaf





THE SPEED INDUSTRY has taught manufacturers a thing or two about enthusiast taste over the years. Here, the Dolomite Sprint and a new Escort Mexico demonstrate how Britain's biggest car makers adopted alloy wheels, spoilers, and refinements of the basic speed stripe theme! Alongside: *a mass of tubes to gladden the heart of any manifold specialist, belonging to a turbocharged factory Lancia Stratos. Based on a system originally developed by Michael May and used on the Turbo Porsche, the 2.4-litre V6 gives 385 b.h.p. at 8,000 r.p.m.* Below: *checking performance of modified cars used to be part of this magazine's routine. Nowadays most of the cars we check are either production models, or intended solely for competition, like this works Escort at Boreham Airfield.*



"We'll carry on with the racing. I think we could be behind three cars in Leyland's various Mini racing series, and there's Formula Ford for our engine side. We found FF a challenge, so we were really pleased when the engine ended the season with, we think, the same performance as anybody else."

Finally we talked to potentially the biggest tuning organisation in Britain, and a very successful exporter, Leyland ST. I spoke to John Kerswell on the marketing side, and was disappointed to find that no figures for turnover are released to the Press, presumably because the taxpayers could then balance that possible income against the company's competition activities and discover an inevitable deficit. Kerswell says that only 25% of Leyland ST's performance customers will be buying for road use (the department also carry equipment to help caravanners and the like) and that those competition customers seem to divide pretty evenly between rally and racing aficionados.

"We are now concentrating on the kind of premium product that carries complete engineering approval and which customers can really only buy from us," began Mr. Kerswell. He added, "such things as straight-cut gears are a good example. However, we are very pleased with the amount of equipment that we send abroad, as we feel that the European market is going to provide especially good racing business with the Dolomite Sprint in Group 2 form.

"For road use we have put a package together to suit the Sprint. It consists of the 2-in. bore SU carburetters (£55 approx.), an air cleaner that is unfortunately expensively hand-made at present, an inlet manifold, and the camshaft developed as part of our Group 2 competition programme. Total cost of the parts would be in the £110-£120 bracket. We also do harder bushes for Sprint suspension, and adjustable shock-absorbers that lower the rear end by half-an-inch, give a good ride, and improve the handling."

Development of a V8 performance kit for the owners of MG-Bs and Range Rovers is still going on, which I find a mystery as I can remember writing about such a programme in 1972. These things take time? Well, the engine used in the B is to Range Rover spec., so why not simply offer a restitution of the power that went missing when the eight-cylinders crept out of the 3500S and into the B? Access within the B engine compartment from a bonnet line and exhaust manifold viewpoint could be tricky, but I should have thought we could have tried something by now. Ford engineers cooked up the old RS2000 in six months and that included getting the four-cylinder Pinto mounted in the right position to give good handling, deleting the radiator fan, drawing up and manufacturing a bellhousing and sump in alloy. In fact that Ford offshoot regularly had to deal with engine transplants, or the consequences of turbocharging, swiftly. I am sure the Chrysler men, who had to produce the Tiger Avenger variant, could let Leyland have a couple of tips on getting Rover V8 performance improvements to the public. There must be sufficient Rovers, Morgans and MGs around to make it viable.

More cheerfully Kerswell can reflect on a 1975 where the volume of business is said to be over 20% up on the previous year, primarily owing to internal marketing changes, Kerswell feels.

The overall impression is an optimistic one of a British tuning business that has adapted to the times. Specialisation, accompanied by the highest possible standards at a price most can afford, can still produce some healthy offspring from the main speed business.

So far as the Press is concerned things have changed in one important respect. We do not have demonstration cars from the tuners any more. Most who had wide experience of modified motor cars could be inclined to relief at that lack of current experience. So often the process of extracting extra speed was accompanied by an unacceptable degree of noise, or a sharp drop in the chances of ever reaching A from point B. However, the good tuned cars do make up for the black sheep—most of which were produced in the Sixties rather than recently.

I can recall some really outstanding machinery, such as some excellent Capris, notably from Broadspeed and Superspeed, a fantastic Special Tuning MG Midget (over 110 m.p.h. any time you were brave enough to try); a Holbay-tuned Lotus Seven, which sported a radio and white leather upholstery; a glass-fibred Mini floorpan that was propelled by a full race Mini engine, and given the rudiments of Jeep-style bodywork. I also enjoyed a turbocharged, Mk. III Cortina with V6 power unit and a habit of exceeding 130 honest m.p.h. on any occasion that the development engineer was not awake to the possibility of my shattering his consistent 20 m.p.g. consumption figures. C. R. is the man who has enjoyed the ultimate in tuned machinery though, still sighing as he recalls Alpina's 152 m.p.h., 0—100 m.p.h. in 13.9 sec. BMW 3.0 CSL and a Samuri-modified Datsun 240Z.

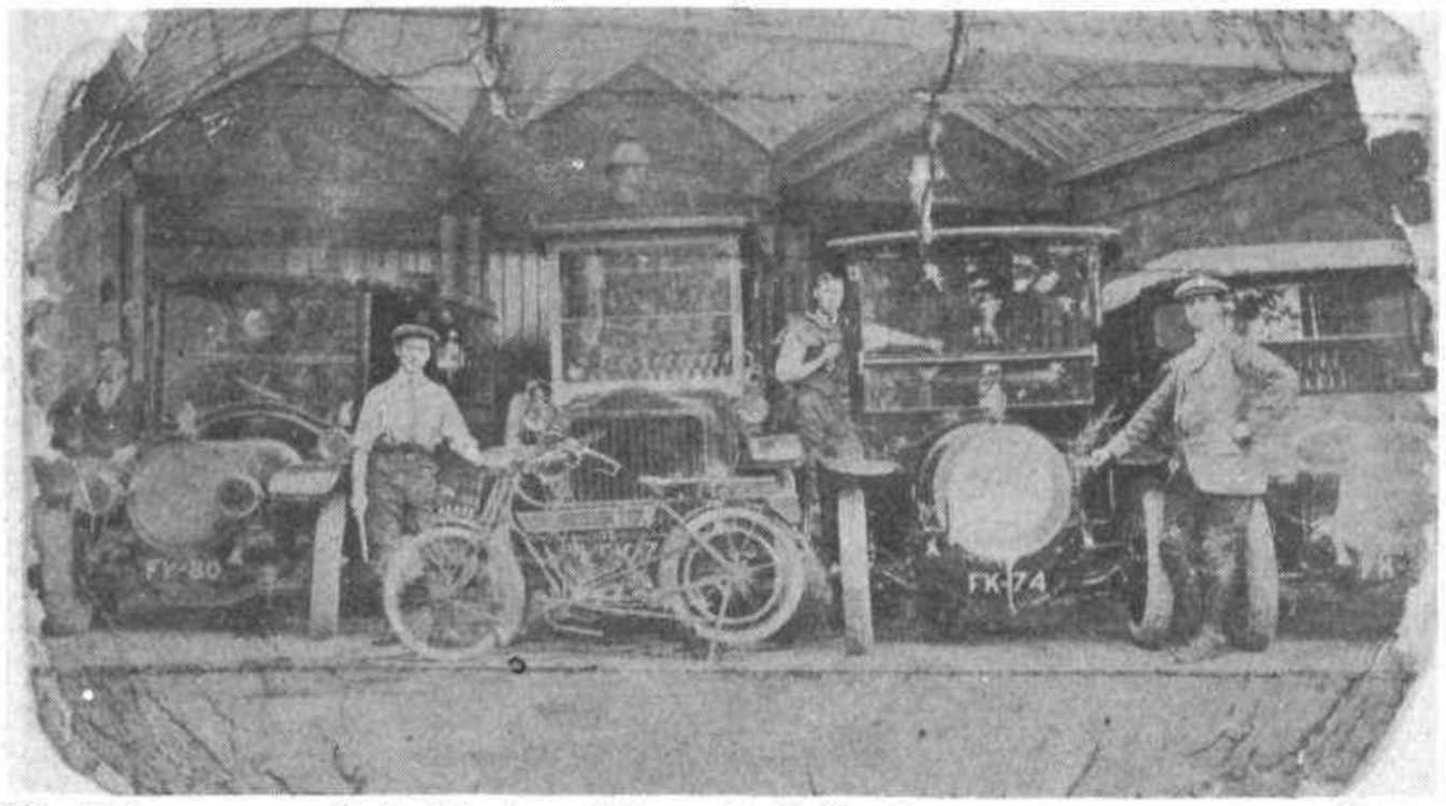
Perhaps my son will survive the next coming of the tuned car. Then Britain will be glutted with North Sea Oil, abandoned mass-production lines, and Government committees investigating where the committees went wrong in their treatment of the motorist during the 1970s.—J.W.

CHAUFFEUR—continued from page 259

over and drive it at the Front. When with the doctor he was asked if he would like to go to Luton, where he spent some time at the Vauxhall factory, although amused that this was mainly to learn to drive. That was around 1924, when he was clearly in no need of such tuition!

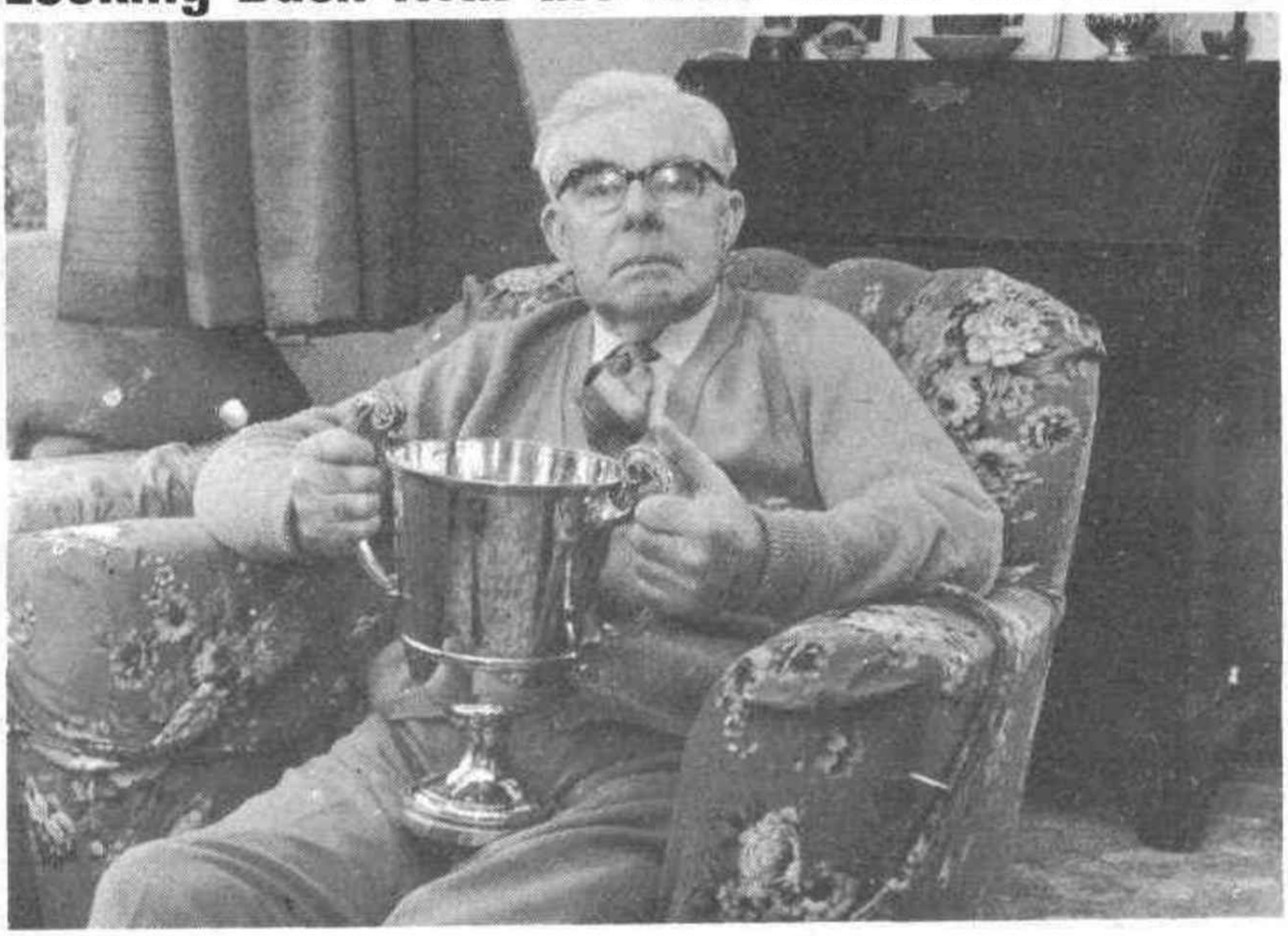
Much later Mr. Smith joined up with Sir Alan Cobham's Flight-Refuelling project, driving all manner of cars to the various aerodromes and depots. Some of them were relics from Cobham's Flying Circus days, with the name painted over. One task was to ferry personnel to and from Staverton aerodrome in an ancient Renault coach, another to drive to a Welsh aerodrome in an ex-RAF Hillman Minx. Later Smith went to Telecommunications in Malvern, where he was responsible for working on their 80 or so Cole's mobile-cranes, again using a variety of bread-and-margarine cars as transport. His personal vehicles have ranged from a single-cylinder Singer motorcycle with trembler-coil ignition and a flat-twin Douglas and sidecar which was used on his honeymoon, through a used 1921 Morgan three-wheeler and an early Morris Minor saloon and later Austin Ten, Ford Popular and similar cars. Some very ambitious runs were undertaken on the early vehicles, to John-o'-Groats, the Elan Valley, etc. His last car was a reverse-rear-window Ford Anglia, sold when it wouldn't pass its DoE test.

The Second World War found the subject of this interview engaged on ARP and St. John's Ambulance Brigade duties. He looks back, he says, on "a most interesting life", proud of his clean driving record, but now confined to his house. Asked about the many cars he has driven Mr. Smith exhibited the chauffeur's loyalty of saying they gave few anxieties. He had a great respect for the Delaunay-Bellevilles and those huge Napiers, recalls lots of both with sticking automatic inlet valves on the Arrol-Johnson, but thinks the 40/50 Rolls-Royce "the finest car in the world".—W.B.



The White steam car flanked by three Delaunay-Bellevilles in the Malvern motor house with the vee-twin, belt-drive motorcycle belonging to one of the Perrin sons in the foreground.

Looking Back with the Hon. Victor Bruce



FIFTY YEARS ON.—Victor Bruce at home near Guildford recently, with the trophy won in the 1926 Monte Carlo Rally.

IN 1926, fifty years ago, the Honourable Victor Bruce became the first British driver to win the Monte Carlo Rally, using a British AC car to do so. So it seems appropriate to publish an interview with him in this issue of MOTOR SPORT that carries a report of the 1976 Monte Carlo Rally.

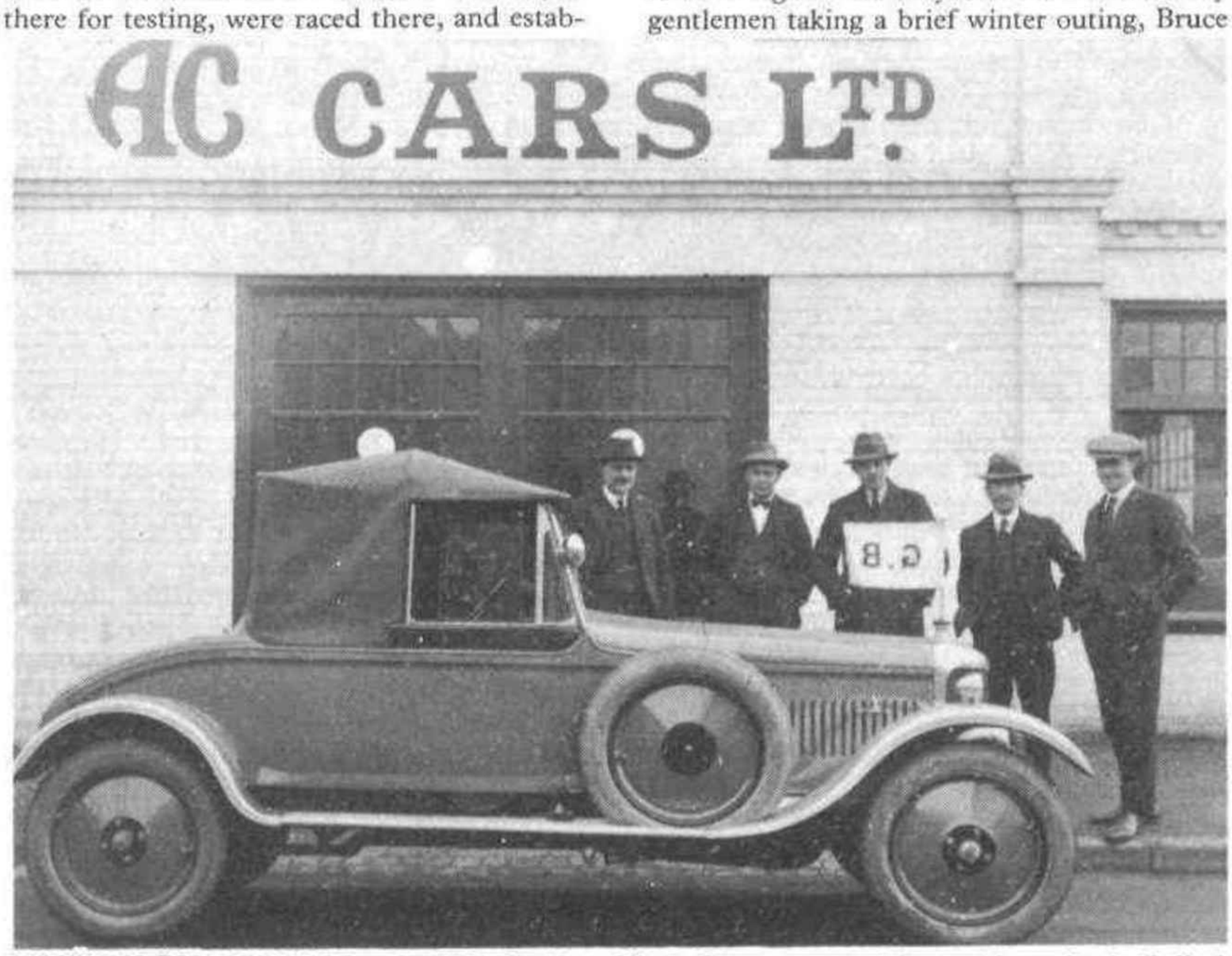
Mark you, there is practically nothing in common between the Monte Carlo Rally as it was before the war and up to the 1950s and as it is now. Today's rally-boys would not deign to use the standard and sub-performance motor cars that regularly competed in the rally in the old days even for taking their mothers out to tea or running down to the local. And they would no doubt be aghast at the thousands of miles of ordinary roads that decided the Rally in the days when it was won or lost on these road sections, using starting points from all over Europe and even from desperately cold places behind the Iron Curtain. Yet, despite the complete absence of fast forest-stages and the pedestrian kinds of cars that competed, this was THE great winter adventure for a great many people, half-a-century and more ago. Yet, although it was first held in 1911 and had been won by such makes as Turcat Mery, Berliet, Bignon and Renault, it was not until 1926 that a British car scored an outright victory.

The Hon. Victor Bruce had taken part in the Monte in 1925, starting from Glasgow, when his AC won its class in the Mont des Mules speed hill-climb that followed the Rally. Inspired, he persuaded the organising club to recognise John o' Groats as a starting point in 1926, thereby making the British route as competitive as those on the Continent, for in those far-away times the roads from our northernmost vantage point were difficult in the summer and in January were apt to be heavily snowed-up and almost impassable to ordinary drivers. This time the AC and its British driver beat every other entrant. Naturally, great interest was caused thereby and from then on the Monte Carlo Rally was on the map so far as British adventurers were concerned.

It was to learn more about the Hon. Victor Bruce's victory that I set out, in a jolly and pleasing-to-drive Chevette GL, to visit him. The weather met the occasion with appropriate conditions, for snow was falling and ice was reported on the A3.

When Bruce came out of the Army in 1919 he joined the AC Company at Thames Ditton as a professional competition-driver, a position he occupied until 1932. The factory was very close to Brooklands and AC cars were taken there for testing, were raced there, and established some very notable light-car records on the Track. Bruce was involved in much of this, and he also raced a side-valve Aston Martin and an Alvis on odd occasions. He drove ACs in the MCC long-distance trials and then had the idea of taking part in the Monte Carlo Rally, then little-known in England. In the regularity-test at the finish of the 1925 road-section the AC's steering collapsed. However, the navigator rose to the occasion, and ran alongside the car, kicking the front wheels straight! The AC, as recounted, then did well in the hill-climb; it was a two-seater and proudly carried a big white GB flag on its radiator cap.

Having discovered what was involved, Bruce took a six-cylinder AC two-seater on the 1926 Rally. I asked if it was specially prepared. "No," he replied, "it was quite standard, and taken out of stock. We carried snow-chains but they were seldom required." Starting from John o' Groats involved taking A. K. Stevenson, as the responsible Official from the RSAC, up with them from Glasgow, to enable him to flag the AC off! As a result, Stevenson became an enthusiastic participant in many Monte Carlo Rallies from then on. Bruce's passenger in 1926 was W. J. Brunell, the well-known photographer, who afterwards compiled an immense pictorial record of the AC's part in winning the event, which I was privileged to see. Most of the pictures are of completely snow-covered roads, with nothing but the car and its intrepid crew in sight. Yet they look like two country gentlemen taking a brief winter outing, Bruce



BRITISH PIONEERING.—In 1925 the Hon. Victor Bruce competed in the Monte Carlo Rally in this AC two-seater, starting from Glasgow. He finished 12th and won the 2-litre class of the subsequent Mont des Mules hill-climb. The only other British car to take part seems to have been an Armstrong-Siddeley which, starting from Amsterdam, finished 16th. The AC is standing outside the Thames Ditton factory; note the big white flag it is carrying, inscribed "GB".

clad in a neat overcoat and wearing plus-fours and a soft cap—in contrast to later years, when many competitors put on Sidcot suits, flying helmets and vast gauntlets, even in closed cars. The AC had a hood and side-curtains and was the model then selling for £450 and being made at the rate of 42 a week. No spares were carried, and there was no heater.

Mark you, victory nearly eluded Bruce, because the back-axle packed up between the end of the road-section and the start of the hill-climb. Fortunately, an Italian mechanic was located who had some Citroën parts lying about and he adapted a Citroën crown-wheel to mate with the AC's worm-wheel, so the situation was saved. On the return to England S. F. Edge, who ran the AC concern, was furious, because he felt he could not claim a 100% AC achievement! I asked the Hon. Victor Bruce if these cars were reliable and how their worm-drive stood up. He replied that he regarded the Rolls-Royce and the AC as the two most reliable cars available, at this period.

The AC's great victory was publicised here and from then on the Monte Carlo Rally became largely a British institution. Bruce and his first wife (he re-married in 1941) went again in 1927, with an AC Six saloon, and Mrs. Bruce won the *Coupe des Dames* and her class in the hill-climb, coming in sixth overall, from John o' Groats. After which, to show that they liked motoring, the pair went off immediately on an RAC-observed tour of Italy, Spain, North Africa and back through France, a distance of 5,000 miles, during which the starter was operated 620 times and the screen-wiper was kept in use for a total of 12 hours. There was a delay at the frontier in Portugal, because the RAC had mistakenly issued the visa for Poland. . . .

Robert Beer of the *Sketch* had accompanied them on the 1927 Rally and another marathon the Bruces undertook was to drive an AC to inaccessible Petsamo, in Finland. Previous to this there had been other stunts undertaken for AC, such as climbing the steps at Clovelly, in Devon, with standard cars, Bruce going up quite rapidly in an aluminium-bodied sports model, and ascending Snowdon, up the railway track, Bruce getting to the summit with an AC Six, Brownsort stopping at the top station with a four-cylinder AC. There were also many RAC-observed runs and then, in 1927, Bruce went to Montlhéry and set up an endurance run of 15,000 miles in ten days. This time there was only partial works support and to economise on time-keepers' fees they went in December, when the track was ice-bound. Yet after 12 hours the six-cylinder AC had averaged 79 m.p.h. Then the weather worsened and Bruce had the car roll over on top of him. The windscreen was shattered and the steering-column was pushed down some three inches. But after he had been extracted they continued, a great many World and class records being broken, with the AC finishing at lap speeds of up to 86 m.p.h. This splendid performance had by now been noticed at Thames Ditton and J. A. Joyce was hastily sent out to help with the driving. Bruce knew all the AC racing drivers—Brownsort, Noble, Kaye Don, Davis, Gillett and Joyce. He rates Joyce, who afterwards joined the Henly organisation, as the best of them. Extra earnings came from bonus money paid for successful record attacks, and Bruce once got a fee from the makers of a well-known bedtime beverage, of which he actually had a strong dislike!



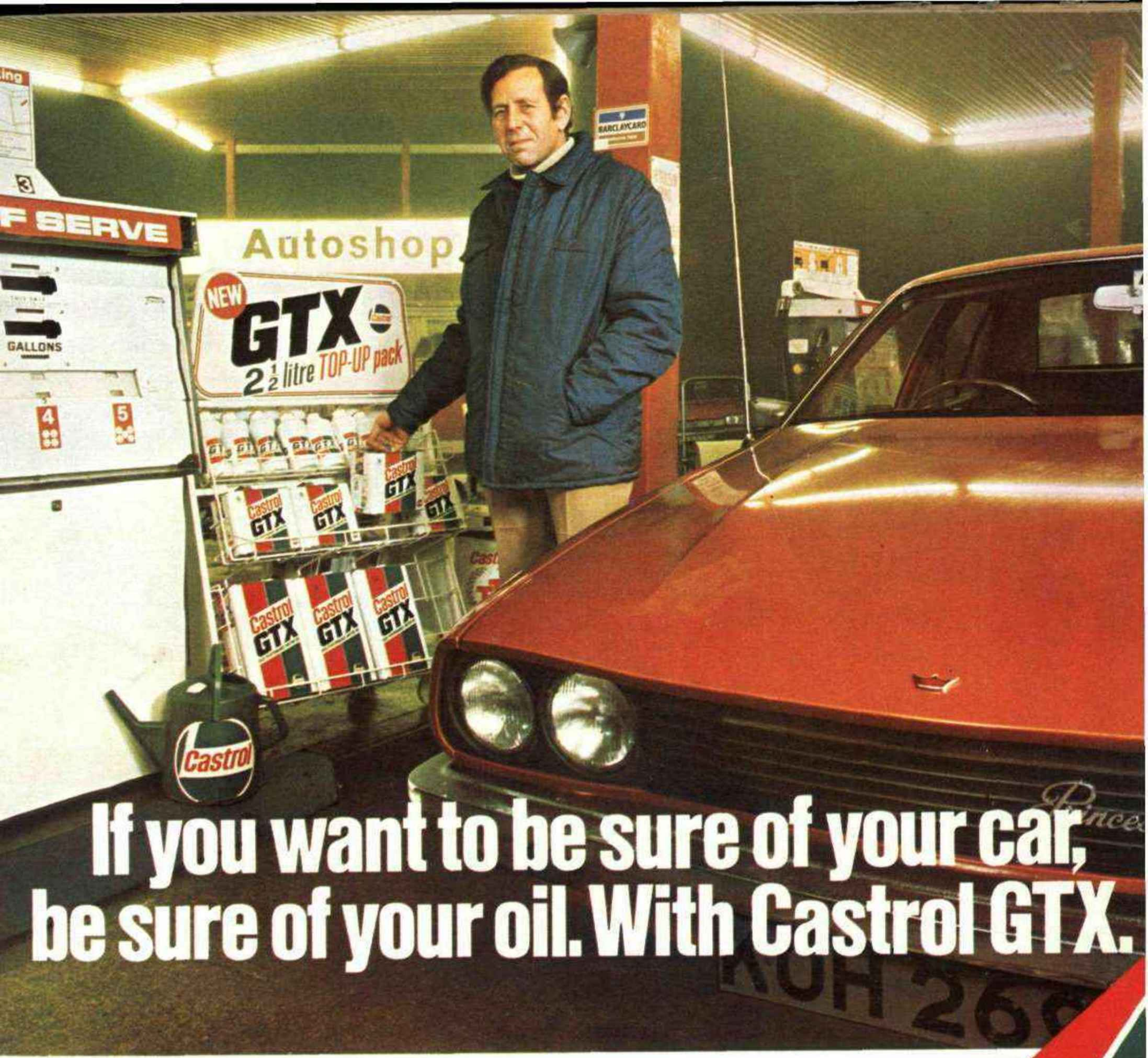
FIFTY YEARS AGO.—The following year, 1926, the Hon. Victor Bruce, starting from John O'Groats, won the Monte Carlo Rally outright, the first time a British car had done so since the beginning of this great winter marathon in 1911. He is seen here at Menton after his victory. W. J. Brunell, the well-known photographer, who acted as co-driver, is standing beside the successful AC Six. It was this win in the road-section of the rally, that involved a run of some 600 miles to Folkestone before the Continental part began, that was responsible for this winter Rally turning into a great sporting occasion for the British.

Another long-distance run he undertook was to drive a Jowett Kestrel saloon for 72 hours at Montlhéry, non-stop, refuelling it at walking pace from a 100-gallon trailer it towed. He and his wife did that in 1933, for the Jowett brothers. They covered 2,772 miles, at an average of 38.54 m.p.h., and were greeted on their return by the Mayor and Mayoress of Bradford. In 1922 the Hon. Victor Bruce had been associated with Prof. A. M. Low in the building of an all-enclosed motorcycle with an in-line, air-cooled, four-cylinder, two-stroke engine, of which he still has the pattern for casting the cylinder assembly. Later he started a flight-refuelling scheme, based at Portsmouth, separate from that devised by Sir Alan Cobham, the "tanker" being a Bristol Fighter biplane. He then opened an experimental workshop at Feltham and after the war was ahead of his time with his Silent Transport Ltd., of Woking, which converted popular cars and commercial vehicles to electric propulsion. The idea was to defeat the ban on the "basic" petrol-ration. Bruce used an Opel saloon, which had a range of 40 miles, at a 30-m.p.h. cruising speed, the conversion costing about £350. This Opel was eventually sold to a neighbour, and it was thought proper to inform him that towards the end of its range it might come to an involuntary stop but, after a brief recuperation, would continue. "Not to worry", was the retort, "I only want it to go to and from the local."

Reverting to the Hon. Victor Bruce's competition activities, he drove an AC Six in the 1927 Essex MC Six Hours Sports Car Race at Brooklands, coming in eighth—I was shown the finishing plaque. Contemporary reports say how well the AC ran. In fact, a valve had holed a piston and it completed much of the race on five cylinders, vibration being reduced providing a steady 80 m.p.h. was maintained. . . . Bruce was still using an AC as his personal car in 1941. It was followed by a Rover, and today he has an Austin 1100. It is nice to be able to record that he received an invitation from Prince Rainier to attend a Monte Carlo celebration in 1961, but sad that ill-health prevented acceptance.—W.B.

BMW fuel consumption

I HAVE long held the opinion that I was getting remarkably good petrol consumption figures from the Editorial BMW 520i. A recent more-than-usually-careful check revealed that on journeys involving some Motorway maximum-speed cruising, and fast driving on other roads, that if not quite of the rally-thrash kind, at least returns overall averages of 45 m.p.h. including crossing the Metropolis, and with some judicious coasting up to red traffic-lights, etc., the average consumption is an excellent 29.8 m.p.g. of 4-star. This is a benefit derived from fuel injection, as is the sure cold-starting, although the starter does a long churn before the engine fires, and no trace of a flat-stop or hesitancy to the 6,400 to 7,000 r.p.m. rev-limit. Oil-thirst is negligible, the Michelin XAS tyres show quite a decent thickness of tread after some 20,000 miles of this treatment, and although the manual steering is very heavy when parking, this has not brought about any diminution of the beautifully taut accuracy which is a hallmark of BMW motoring. This car has proved one of the most dependable and pleasurable I have experienced, over more than 35,000 miles.—W.B.



When it comes to choosing an oil the only one you can be really sure of is the best available – Castrol GTX.

Today, reliable motoring isn't a luxury, it's a necessity, and using the right oil does as much for your peace of mind as it does for your engine. Rely on the protection of the British oil specialists to keep your car at peak performance, year in, year out. Protection that means longer engine life and more miles per car. And that's what real economy's all about.

Be sure of your car with Castrol GTX and stay on the great road ahead – longer.

With Castrol GTX, there's a great road ahead.

GTX



TWO FACES OF FINLAND

IF YOU were to say of the Finns that they were a nation of Jekylls and Hydes they wouldn't become annoyed, even if they didn't quite understand what you meant. On the other hand, if you explained that the expression was intended as a compliment, neither would they swell with pride, for the Finns are notoriously non-demonstrative over such matters. They are so used to both praise and criticism that they remain expressionless no matter which comes to their ears. Indeed, the unknowing visitor making a short trip to Finland could well be forgiven for leaving with the totally mistaken view that Finns are a dour lot, serious-minded to the extreme and as cold and emotionless as their winter climates.

But before we go on, let us explain the dual role of all those Mr. Js and Mr. Hs. The clue is in the weather, of which the Finns bring up in daily conversation as often as the British. In Summer, Finland is green, warm and sunny, and it even has mosquitoes for a short period; in Winter it is white, cold and certainly not as sunny. The two seasons are so extremely opposite that the entire way of life in Finland changes when one turns into the other.

Although habits, clothing and many other things have to be switched completely every Spring and Autumn, the personalities of the people do not and the Finns are as fun-loving and uninhibited in the winter as they are in the summer. Outwardly, of course, the coming of the snow and the dropping of the mercury turns the country from a warm, peaceful place in which to relax to a harshly cold but equally peaceful and relaxing place. The need to cope with both sets of circumstances is why we said that Finns have to lead double lives.

Sparsely populated by European standards, Finland is covered by trees and lakes, with definite boundaries to the scattered cities and small towns. To leave one town and travel to the next, one has to go out into the woods, for expansion has not brought one urban boundary into overlapping contact with the next. Over-urbanisation is something which the Finns will always resist, for they value the ease with which they can get away from it all to spend uninhibited (and sometimes a little spartan) weekends in the complete isolation of a lakeside log cabin.

Many theories have been put forward purpor-





The place is the same but conditions are vastly different. On the left Hannu Mikkola kicks up gravel on his way to winning the 1975 Rally of the Thousand Lakes, whilst on the right one of the event's organising committee investigates the same road in Winter. Finns have learned to use these extremes.

ting to explain why Finns are such good rally drivers, but really there is no secret in this. They have no magic formula for success, they derive no extra skill from the heat of their saunas, from the juices of their crayfish or from the exertions of their snowsports; it's all simply a matter of practice.

No matter what you set out to learn, the younger you are the easier you will find it. The best swimmers are probably those who were taken to the pool almost as soon as they were able to toddle, and that is exactly how it is with the driving skill of Finns. The country's main roads are all well surfaced with tarmac, but most secondary roads are not, for it is a costly business each year to repair the damage caused by the extremes of temperature. Each spring, potholes, waves, ripples and cracks appear in many tarred roads and it is to avoid the necessity to deal with these that side roads are left with gravel surfaces, well founded and with a top dressing of some dust-laying sealant, but nevertheless very definitely loose.

It is on such surfaces that Finns usually learn to drive, so that they become well acquainted at an early age with travelling "sideways", that kind of motion which every rally driver must master but which fills ordinary folk with horror and amazement – and sometimes constabulary notebooks undeservedly with names and addresses. When Winter comes our young Finn doesn't garage his car for the duration and unhitch his reindeer. He simply switches his summer tyres for studded winter ones and off he goes again to becomes just as highly skilled on surfaces far more slippery than those which frequently bring British traffic to a standstill.

The Finns rarely use salt on their roads; they are usually content to plough off the top snow and to leave a firm surface of polished snow on which studded winter tyres can grip. Apart from anything else, this keeps the country clean and free from black heaps which one often sees lining Swedish roads. Drivers are not treated like accident-prone juveniles and it is commonplace to see a taxi-driver turn about to pick up a fare on the other side of the road by executing a handbrake turn with absolute precision. In the same manner one may see a Helsinki bus driver rev up his diesel to get the rear wheels spinning to help him around a street corner. These things are normal and would attract no more than a casual glance from any passing policeman.

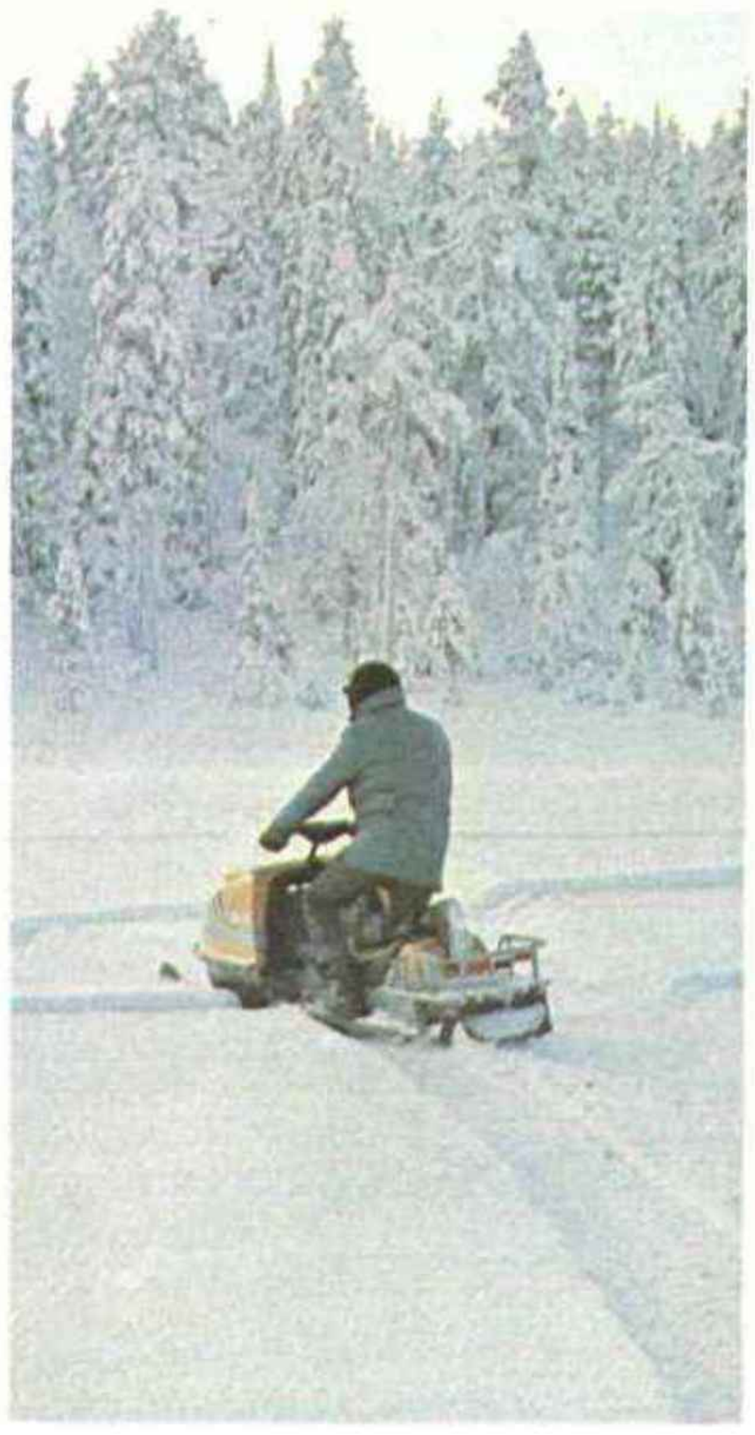
When a country breeds good rally drivers it doesn't always follow that it also runs good rallies. But one usually complements the other and in Finland there are plenty of good summer events on gravel and equally good winter events on sheet ice and snow. In Spring and Autumn, the change-over seasons when roads are neither gravelly nor icy, rallying takes a break.

The country's premier event is the Rally of the Thousand Lakes, based in the area around the Central Finland town of Jyvaskyla. In this area more than others, there are more undulations per mile than on any road network we have seen anywhere in the world and an equally appropriate name for this event would be the Rally of a Thousand Jumps. Finland is more or less flat, but those little ups and downs have given a unique character to Finnish rallies whose organisers have cause to thank the road builders of the past who chose to go up and over the little hills, or around them, rather than through them.

Just as it takes skill and practice to use to advantage a car's tendency to swing its tail, so it is with taking to the air off the crests of those small but fierce brows. He who leaves the ground lightly – if you see what we mean – may land far more heavily than he wishes, for it demands co-ordination and sound judgement before the jump to make sure that the landing does not send the car rolling off into the trees, or at least smash its suspension.

Continued next month





In summer, lakes are crossed by boats of various kinds, whereas in winter it is perfectly normal to ski across or to use a snowmobile. More on the sporting aspects of these versatile devices next month.


Marlboro
GOODYEAR
2


Marlboro
11
GOODYEAR


John Player Special
FINA
8
MARTINI
RACING


GOODYEAR
16
Valvoline
16

BRAZILIAN GRAND PRIX NIKI LAUDA WON the Brazilian Grand Prix on January 25th, the Austrian seen (*top*) on the winner's rostrum alongside third-place man Tom Pryce. On the right Brambilla's March leads Jarier's Shadow, Mass' McLaren, Pryce's Shadow and Fittipaldi in the new Copersucar FD/04. A contrast in Formula One style can be seen in the centre of this page between Peterson's slim Lotus(5) and Laffite's bulky Ligier(26). Below, Hans Stuck's March 761 heads for fourth place. On the opposite page our top photograph shows the four-car contest for the lead during the race's early stages with Regazzoni leading Lauda, Hunt and Jarier. Hunt can be seen fending off Jarier (*centre left*) while Pace's Brabham-Alfa heads Peterson, Andretti and Reutemann (*centre right*). At the bottom, Pryce's Shadow is photographed on its way to third place.

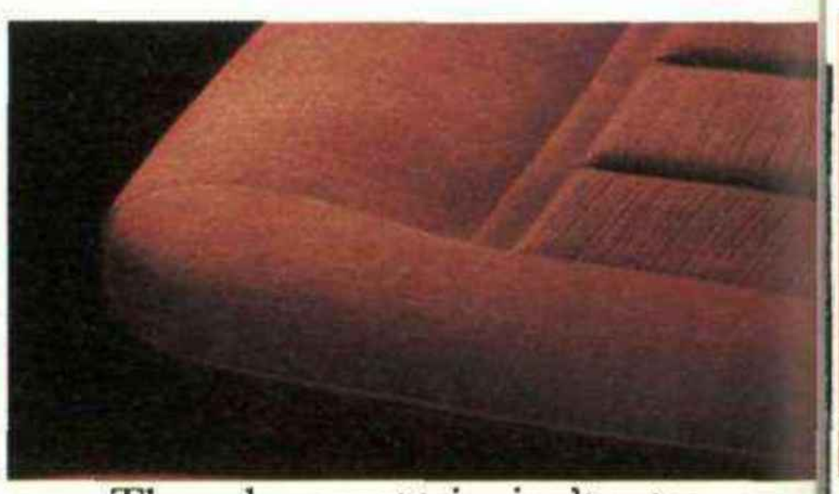
THE NEW PRINCESS 2200 HLS OFFERS NONE OF THESE EXTRAS.



The radio isn't extra.



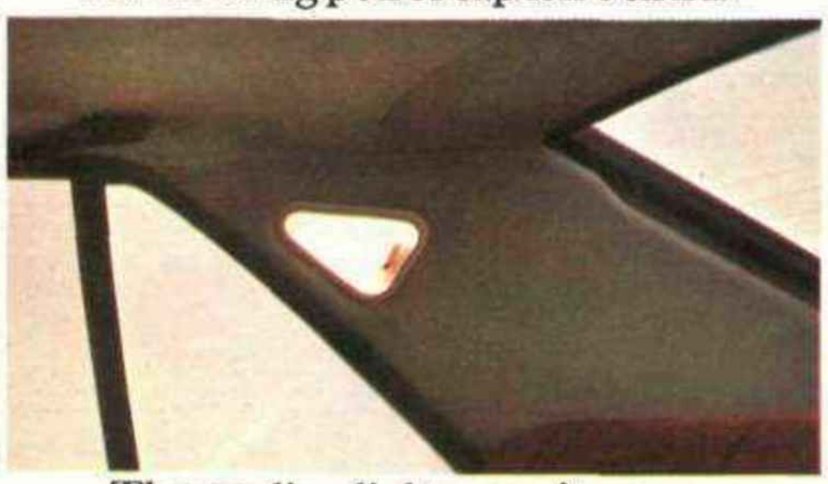
The locking petrol cap isn't extra.



The velour seat trim isn't extra.



The front centre armrests aren't extra.



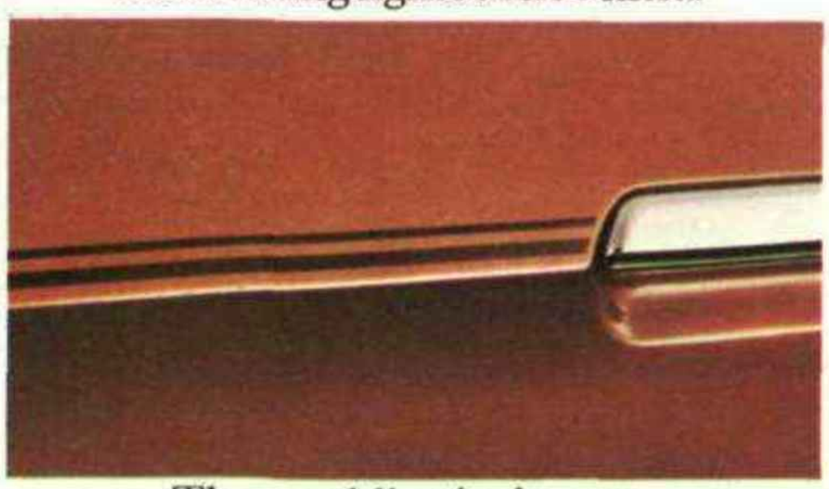
The reading lights aren't extra.



The side windows' demister isn't extra.



The adjustable seats aren't extra.



The coachline isn't extra.



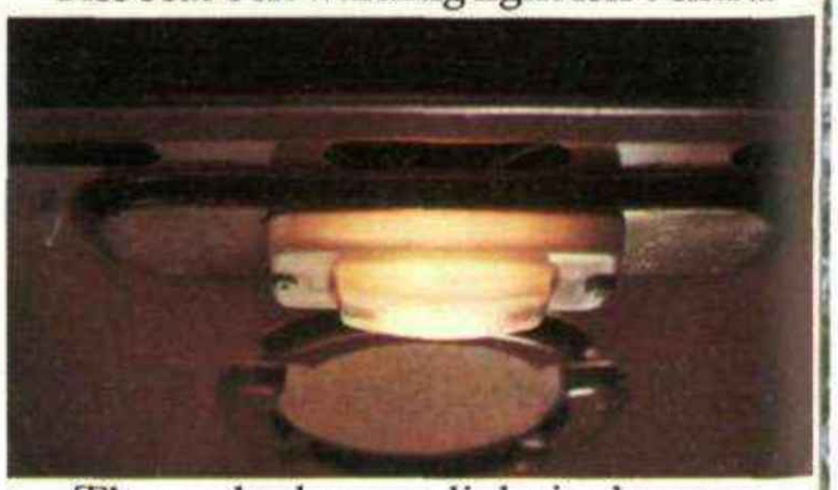
The seat belt warning light isn't extra.



The spare wheel cover isn't extra.



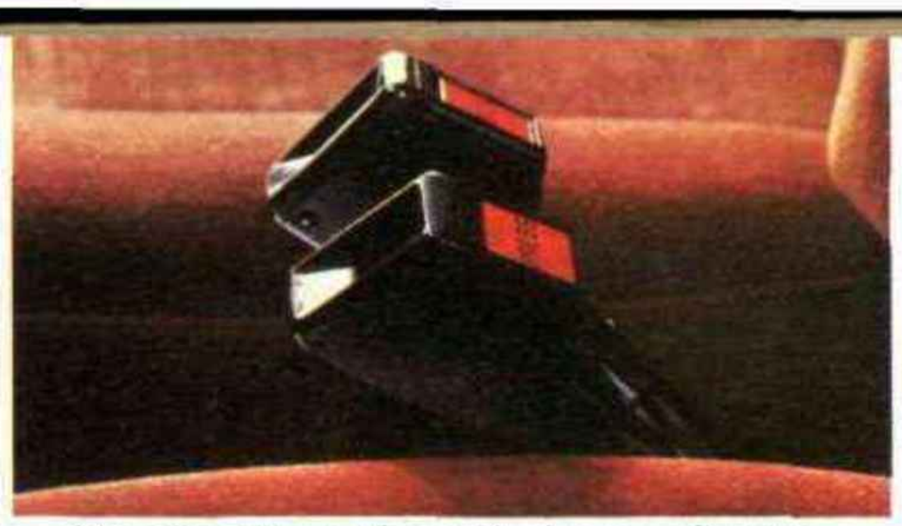
The tinted windows aren't extra.



The under bonnet light isn't extra.



The vinyl roof isn't extra.



The inertia reel seat belts aren't extra.



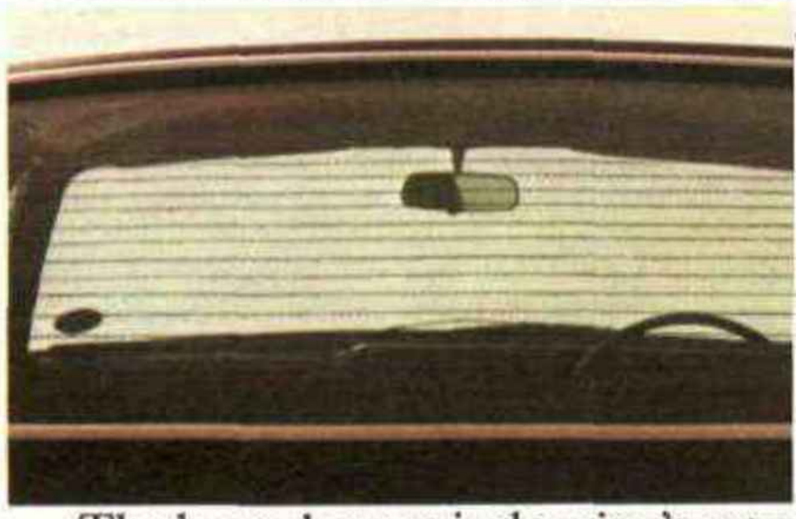
The front wheel-arch liners aren't ex



The cigar lighters aren't extra.



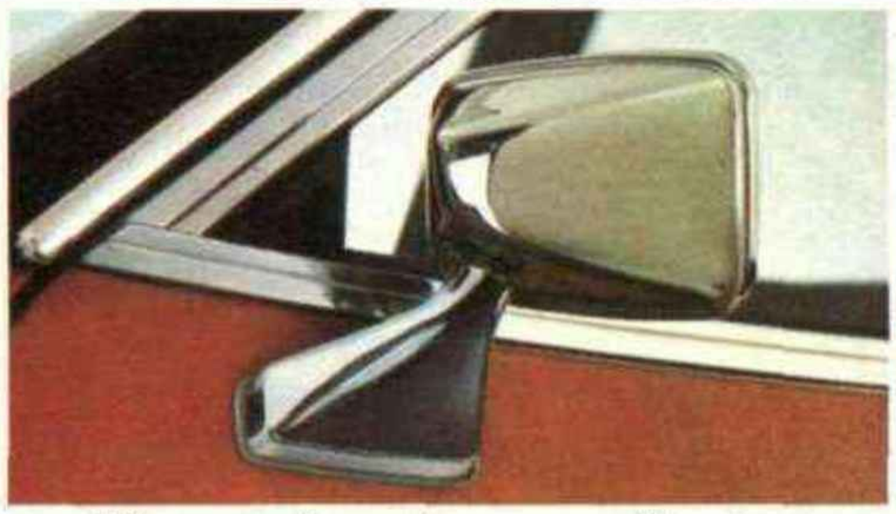
The deep pile carpets aren't extra.



The heated rear window isn't extra



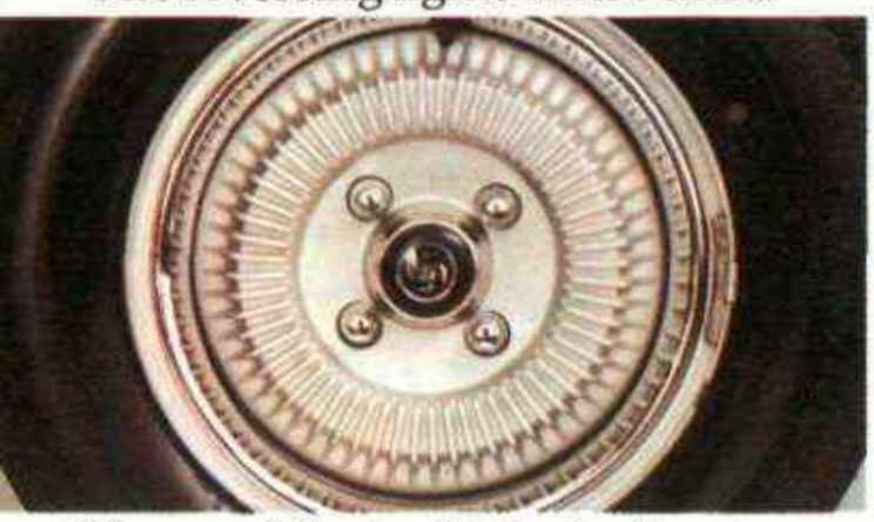
The reversing lights aren't extra.



The exterior mirrors aren't extra.



The clock isn't extra.



The special wheel trim isn't extra.



The brake failure light isn't extra.



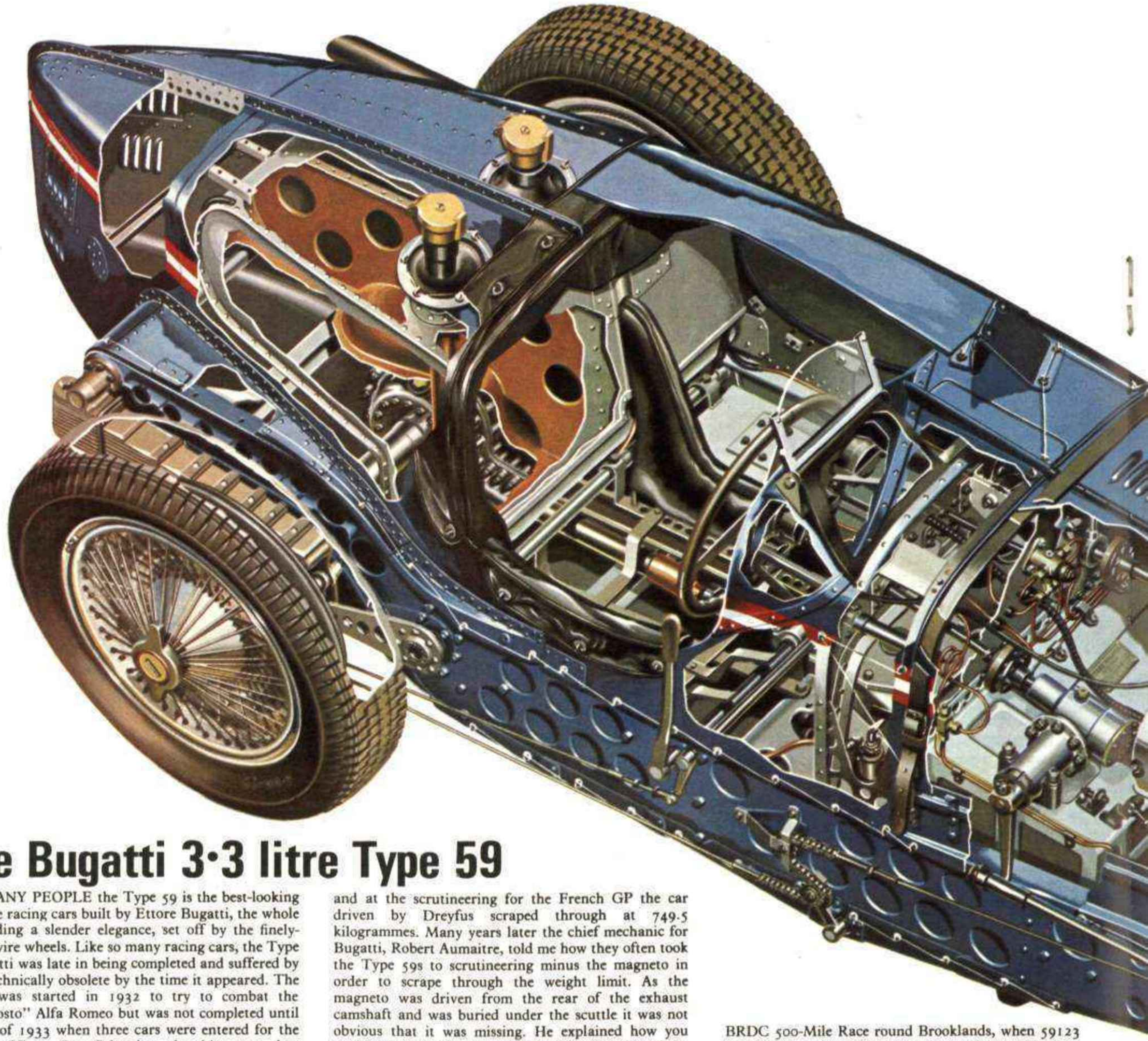
The power steering isn't extra.



Princess

From Leyland Cars. With Supercover.

Car featured Princess 2200 HLS £3,293.55. Price includes car tax and VAT, delivery and number plates extra. ®'Hydragas' is a registered Trade Mark.



The Bugatti 3·3 litre Type 59

FOR MANY PEOPLE the Type 59 is the best-looking of all the racing cars built by Ettore Bugatti, the whole car exuding a slender elegance, set off by the finely-spoked wire wheels. Like so many racing cars, the Type 59 Bugatti was late in being completed and suffered by being technically obsolete by the time it appeared. The project was started in 1932 to try to combat the "monoposto" Alfa Romeo but was not completed until the end of 1933 when three cars were entered for the Spanish GP at San Sebastian. At this stage they appeared to be competitive, though they did not perform too well, Achille Varzi finishing fourth and Rene Dreyfus sixth, while the third car non-started due to a practice accident.

In 1934 the 750 kilogramme weight formula came into being and Bugatti had to do a lot of work on the Type 59 to get it under the maximum weight limit, notably drilling the chassis side-members. The cars re-appeared for the Monaco GP with Dreyfus, Wimille and Robert Benoist driving for the factory team, and Tazio Nuvolari in a fourth car running as an "independent" but with factory support. Benoist damaged his car in practice and did not start and in the race Dreyfus finished third and Nuvolari fifth. For the French GP at Montlhery the factory entered three cars again, with Dreyfus, Benoist and Nuvolari as drivers and Wimille as reserve and the capacity was increased to 3.3-litres, but by now even the illustrious "monoposto" Alfa Romeos were looking obsolete in the face of the new designs from Mercedes-Benz and Auto-Union, so that the Type 59 Bugattis had little hope of being more than also rans. In fact they did not even do that, for Nuvolari and Dreyfus retired, and Benoist finished a long way behind.

The weight limit of 750 kilogrammes was for the car dry of all liquids and minus tyres, but including wheels and at the scrutineering for the French GP the car driven by Dreyfus scraped through at 749.5 kilogrammes. Many years later the chief mechanic for Bugatti, Robert Aumaitre, told me how they often took the Type 59s to scrutineering minus the magneto in order to scrape through the weight limit. As the magneto was driven from the rear of the exhaust camshaft and was buried under the scuttle it was not obvious that it was missing. He explained how you could tell when they were cheating for they pushed the car to scrutineering!

Ettore was losing interest in Grand Prix racing, as were the French organisers, for the Germans were annihilating everyone with their advanced techniques. The Bugatti factory team was dwindling and dying, with only sporadic entries in the major races but they did manage first, second and fourth in the Belgian GP, mainly because the Germans did not start and the two works Alfa Romeos blew up.

In 1935 interest in the Type 59 Bugatti was aroused in England as four British drivers acquired the 1934 works cars. As with all Bugatti cars the chassis number incorporated the Type number, thus 59121, with engine number 3, was bought by Charlie Martin; 59121 with engine number 1, by Lindsay Eccles; 59123 with engine number 7, by Earl Howe and 59124 with engine number 6, was imported on French number plates for the Hon. Brian Lewis to drive. Lewis, Eccles and Martin ran in the JCC International Trophy at Brooklands but all three retired with various breakages. However, things improved and Lewis won the Mannin Moar race in the Isle of Man and Martin was second. All four cars were raced fairly extensively during 1935, both at home and abroad, and meanwhile the factory was still entering Wimille and Benoist in continental races. Lewis partnered Earl Howe in the BRDC 500-Mile Race round Brooklands, when 59123 was fitted with a sports-type unsupercharged Type 57 engine. With it they finished third.

In the Donington GP of 1935 Martin very nearly won, losing the lead near the end when he had a spin, but recovering to finish third. Earl Howe was second, to Dick Shuttleworth's "monoposto" Alfa Romeo, and Eccles was sixth. In 1936 Martin sold his car to the Duke of Grafton, a young newcomer to racing, who was tragically killed in the car in a race in Ireland, while the Lewis car had gone to the USA. Eccles continued to race his car in all the British events and Howe raced his on occasions, his most notable achievement being a lap of the Brooklands Outer Circuit at 138.34 m.p.h., which was the fourth fastest lap achieved at the Weybridge track. At the end of the year Howe took his car to the South African GP, and then sold it to a local driver. Eccles had to give up racing at the end of 1936, so that all four cars had now disappeared from the British scene.

The Lewis car, 59124, eventually returned to England and was rebuilt by C. I. Craig in a bizarre colour-scheme of black and white and was used by him in sprints and hill-climbs, while Arthur Baron rebuilt the Martin car, fitting an ENV preselector gearbox and finishing the car off in a sombre shade of deep purple. It kept company with Craig's flashy car on the British club scene, and Jack Lemon Burton took over the

Eccles car, enlarging the engine to 3.8-litres and fitting hydraulic brakes in place of the cable-operated ones.

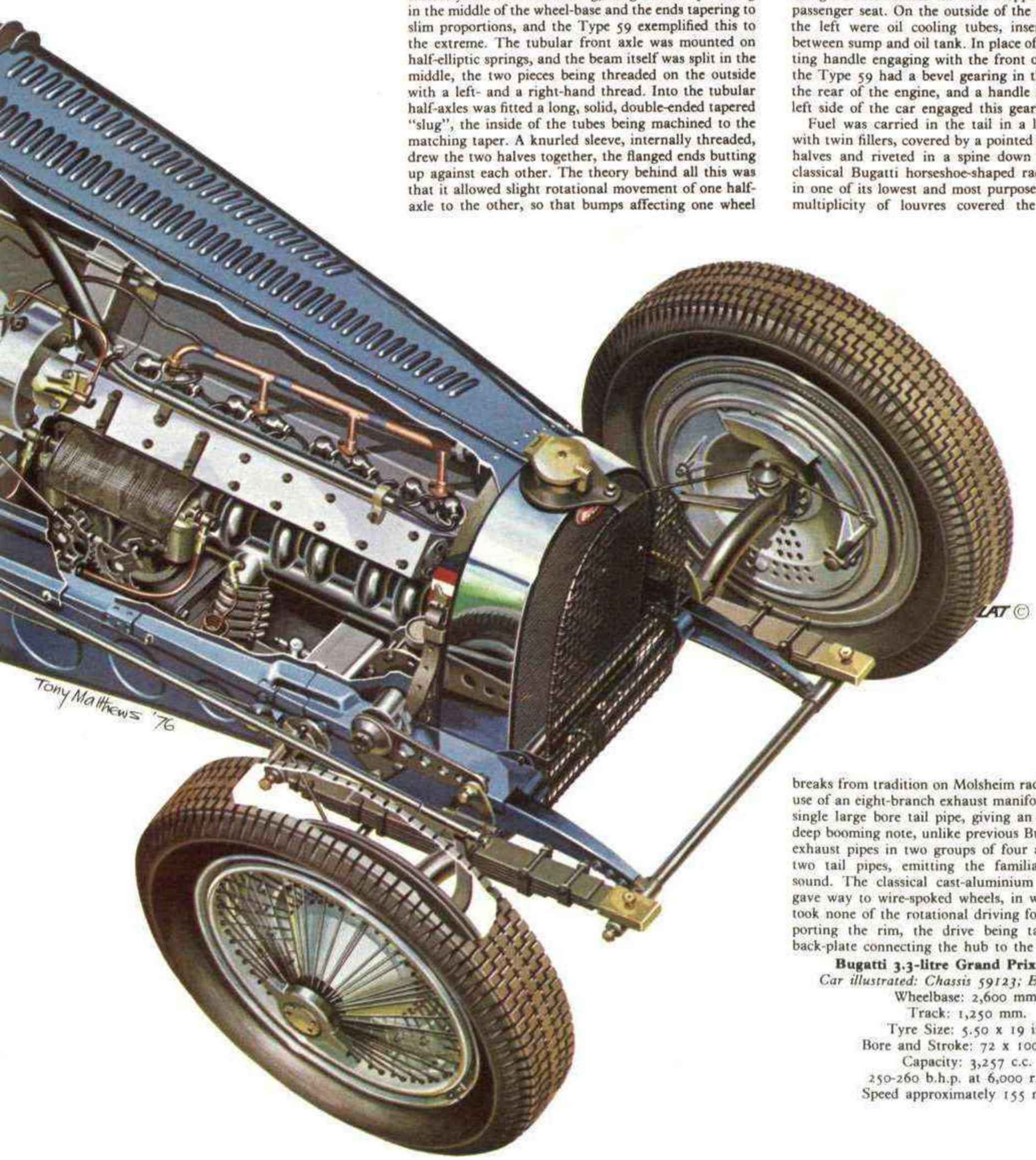
After the war the Martin car, 59121, was very active when George Abecassis acquired it from Baron. Eventually it was sold to K. W. Bear, a wealthy gentleman-racer, who was killed in it during practice for the 1949 Jersey Road Race. The wreckage was salvaged by his mechanic/tuner Stafford East, who still has the car. The other two cars were transformed into road-going sports cars, with mudguards, lights, starters and other necessities for road-use, but losing nothing of the original Grand Prix lines. The Craig car was rebuilt and painted Bugatti blue, registered LPG 211 and finally found its way to an American collector, and the enlarged version of Eccles/Lemon-Burton was registered DBL 241 and remains in England today.

Some ten years ago the fourth car of the British group, 59123 the ex-Howe car, was brought back to this country and since then it has been used in VSCC racing. Today it is owned by Neil Corner, to whom MOTOR SPORT is extremely grateful for assisting with these notes and the creation of the cut-away drawing. While this car was out in South Africa it was remarkably well preserved, nothing having been altered from the days when Earl Howe raced it. Of the four cars that came to England it is the only one remaining in original condition and in full racing trim.

The Type 59 Bugatti may not have been Ettore's most successful racing car but it was certainly one of his most interesting, and had it been completed in 1932 as planned it could have been quite a landmark in Grand Prix car design. Not being a great believer in the "monoplace" layout because of the need to sit the driver high over the propeller shaft, Bugatti continued with the "vintage" form of a two-seater width car with the driver sitting low down beside the transmission. All Bugatti's racing cars had the chassis frame designed correctly as a beam in bending, the greatest depth being in the middle of the wheel-base and the ends tapering to slim proportions, and the Type 59 exemplified this to the extreme. The tubular front axle was mounted on half-elliptic springs, and the beam itself was split in the middle, the two pieces being threaded on the outside with a left- and a right-hand thread. Into the tubular half-axles was fitted a long, solid, double-ended tapered "slug", the inside of the tubes being machined to the matching taper. A knurled sleeve, internally threaded, drew the two halves together, the flanged ends butting up against each other. The theory behind all this was that it allowed slight rotational movement of one half-axle to the other, so that bumps affecting one wheel and altering the king-pin angle did not necessarily affect the other one. In no way did it remotely resemble anything in the way of independent suspension, as many journalists thought at the time.

The rear axle was mounted on traditional Bugatti reverse quarter-elliptic springs, but was unusual in having a double-reduction gearing built into the crownwheel and pinion casing, giving a drive line below hub level. This allowed the engine and gearbox to be mounted lower than normal. The gearbox was a four-speed unit, mounted separate from the engine and controlled by an outside lever. The engine was a straight eight-cylinder, with two overhead camshafts driven by a train of gears from the rear of the crankshaft, this drive also being taken to the Bugatti-built supercharger mounted on the right-hand side of the engine, with two down-draught Zenith carburetters on top. Plain big-end and main bearings instead of the almost universally adopted roller bearings were used, and the oil system was dry-sump with the oil tank alongside the driver in what appeared to be the passenger seat. On the outside of the chassis frame on the left were oil cooling tubes, inserted in the line between sump and oil tank. In place of the normal starting handle engaging with the front of the crankshaft the Type 59 had a bevel gearing in the drive train at the rear of the engine, and a handle inserted into the left side of the car engaged this gearing.

Fuel was carried in the tail in a large single tank with twin fillers, covered by a pointed tail made in two halves and riveted in a spine down the centre. The classical Bugatti horseshoe-shaped radiator was used, in one of its lowest and most purposeful forms, and a multiplicity of louvres covered the bonnet. Other



breaks from tradition on Molsheim racing cars was the use of an eight-branch exhaust manifold feeding into a single large bore tail pipe, giving an uncharacteristic deep booming note, unlike previous Bugattis that used exhaust pipes in two groups of four and feeding into two tail pipes, emitting the familiar tearing-calico sound. The classical cast-aluminium Bugatti wheels gave way to wire-spoked wheels, in which the spokes took none of the rotational driving force, merely supporting the rim, the drive being taken through a back-plate connecting the hub to the rim. –D.S.J.

Bugatti 3.3-litre Grand Prix Type 59

Car illustrated: Chassis 59123; Engine No. 7

Wheelbase: 2,600 mm.
Track: 1,250 mm.
Tyre Size: 5.50 x 19 in.
Bore and Stroke: 72 x 100 mm.
Capacity: 3,257 c.c.
250-260 b.h.p. at 6,000 r.p.m.
Speed approximately 155 m.p.h.



No snow in the Alps . . .

Monte Carlo Rally

IN THE DRIEST Monte-Carlo Rally on record, with but a mile or two of ice or snow in the whole distance, a trio of Lancia Stratos led by that of Sandro Munari (*top*) had no trouble staying at the head of the field. Highest placed saloon car was the Opel Kadett GTE of Walter Röhrl (*centre*) which was fourth, just ahead of the Ford Escort RS driven by Roger Clark. On an isolated icy hill cars without studded tyres which didn't get a good run at it from the bottom wheel-spun to a stop and had to be pushed, like the Autobianchi in the bottom picture.





. . . but plenty in Lapland

Arctic Rally

IN THE WHITE WILDERNESS of Lapland just a week after the Monte, Tapio Rainio (*top*) emerged winner despite having a valve spring changed at the roadside by willing Saab Finland mechanics. Hannu Valtaharju (*centre left*) drives his Opel Ascona along the frozen river at Rovaniemi to second place, whilst Kyösti Saari's third-placed Alfa Romeo (*centre right*) is pictured on a typical narrow forest stage. Leo Kinnunen's Volvo (*née* Daf) 66 surprised everyone by getting up to second place before retiring when wheel studs loosened and failed.





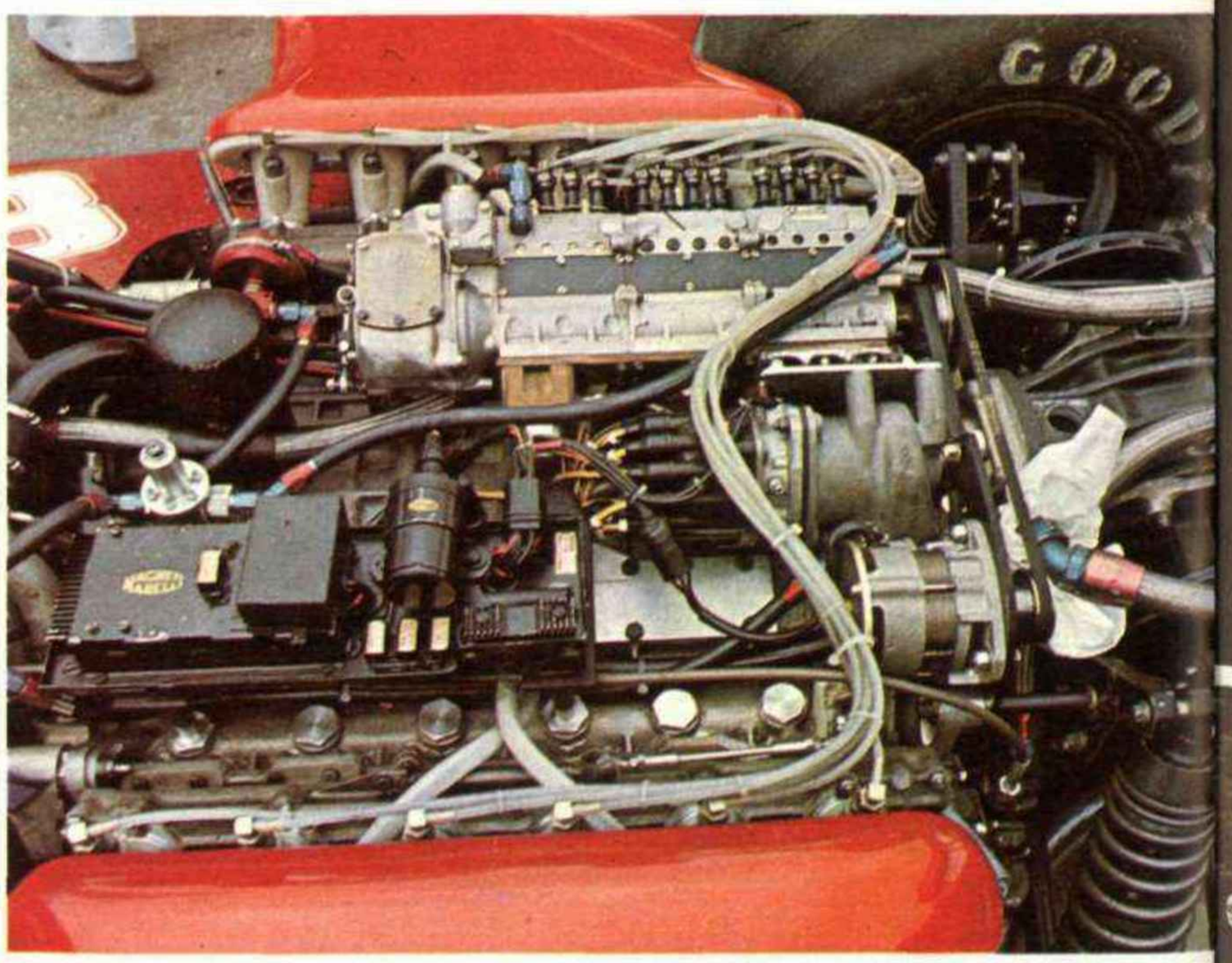




NEW CARS IN BRAZIL

JACQUES LAFFITE DROVE the dumpy, new Gitanes-sponsored Ligier JS5 at Interlagos. Its *début* marked the full-time return of Matra V12 power to the world of Grand Prix racing after an absence of three seasons. Right, we show another 12-cylinder newcomer, this time the 3-litre flat-12 Alfa Romeo engine which is fitted into the Martini Brabham BT35s. This engine won the World Championship for Makes in 1975. Below, John Watson made his *début* in the March-inspired Penske PC3, while Mario Andretti (*bottom*) was given a one-off drive in the second Lotus 77.





Here's real engine protection...

OBSERVED BY THE RAC



...in action

The Second Great Shell Marathon

In the second Shell Marathon a single batch of Shell Super Multigrade was used in the engines of three Rally-winning Ford Escorts, transferred to three standard Escorts, then into London taxis and back to the standard Escorts to demonstrate yet again how Shell Super Multigrade gives *real* engine protection.



1 One of the Ford Rally team's Escorts on its way to victory with Shell Super Multigrade.



2 Same oil is transferred from the Rally Escorts to three standard Escorts for another 1,000 miles.



3 Shell Super Multigrade is transferred to London taxis for a further 1,500 miles.



4 The oil is transferred back to the standard Escorts for another 2,500 miles.

Today's highly stressed engines need high-performance oil. High temperatures, pressures, speeds and minute tolerances all work on your oil and tend to reduce its effectiveness. Shell Super Multigrade has a special additive to resist these forces. It also fights sludge formation, inhibits rust and oxidation. It's one of the world's most advanced Multigrade oils, and one of the most reliable. The Second Great Shell Oil Marathon helped to demonstrate it.

Get real engine protection– with Shell Super Multigrade



ROAD TEST

The Mercedes-Benz 450SE

One of the world's better cars, though not entirely free from shortcomings. Superb road behaviour.

ELEGANCE AND POWER.—The new Surtees Formula One car, on its first shakedown at a Surrey track, forms a background to the road-test Mercedes 450SE.

WHEN I thrashed unmercifully, with no regard for exotic price, the then new 450S-class Mercedes range round the Salzburgring circuit in Austria in early 1973 I was easily convinced that here was the best all-round combination of luxury, handling and performance in the world. Jaguar's XJ12 was quicker and smoother, the Rolls-Royce range excelled in luxury, the big BMWs felt more sporting, but as all-rounders the members of the 4½-litre Mercedes S-class were unsurpassed.

Those feelings took a little bit of a bashing when I turned to more representative road testing of the 450SL for the May 1974 issue of MOTOR SPORT; enjoyable, like any open car, with the roof removed, but a little too boring and unsporting for a two-seater sports car, with too much wind noise to maintain the Mercedes image when the hard-top or soft-top were erected. Certainly the SL fills a specialist gap in the market, yet, as I remarked at the time, the 450SE saloon offers a lot more car for, then, £1 less, now, strangely, £520 more. Now, having road-tested the 450SE, I feel my initial circuit impressions of the 450S-class were justified. If not perfect in every detail the SE and longer wheelbase brother SEL (the L means you pay an extra £1,135 for a 3.9 in. improvement in rear leg room and better upholstery/carpeting) are undoubtedly among the Better Cars in the World. They suggest that Rolls-Royce will have to go some way to prevent their Best Car in the World self-acclamation being denounced in favour of the latest addition to the S-class, the 6.9-litre, hydraulically-suspended 450SEL.

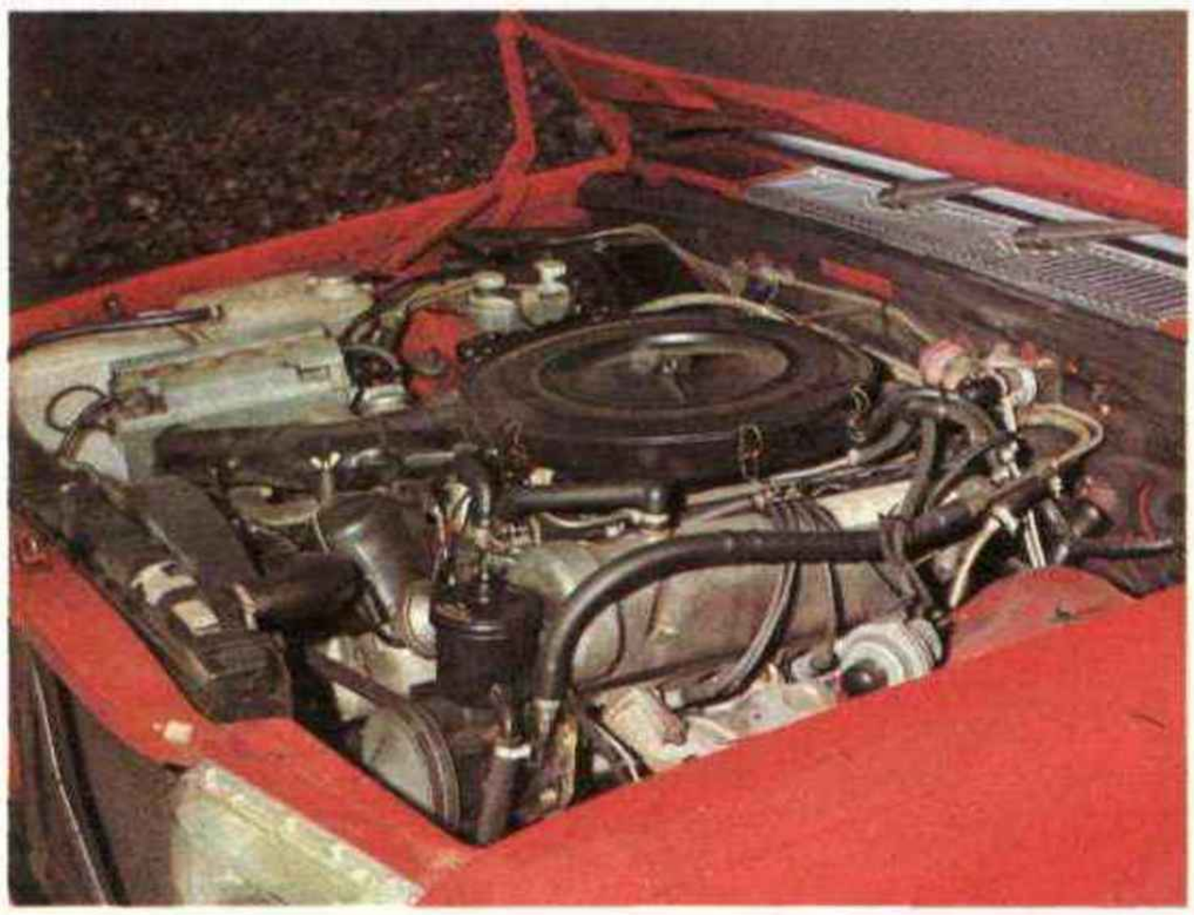
The 450SE's mechanical details, even gearing, are identical to those of the 450SL I tested. Only the wheelbase and track differ. Thus that huge, heavy bonnet with attached imposing grille, surprisingly hinged at the rear in this safety-conscious car (I still shiver at the memory of my XK150 bonnet flying open on the M1), though with duplicated safety catches, covers a 4,520 c.c. V8 engine of 92 mm. bore by 85 mm. stroke which produces 225 b.h.p. DIN at 5,000 r.p.m. and 278 lb. ft. torque DIN at 3,000 r.p.m. The block is of cast-iron, along with the exhaust manifold, five main bearings support the crankshaft, the cylinder heads are cast in alloy and each carries a single overhead camshaft. The compression ratio is 8.8 to 1 and my bits of paper tell me that 98-octane fuel is required, though I assume that more recently Mercedes have made efforts to comply with Germany's lead-free fuel conditions. Bosch electronic fuel injection fuelled the fire quite impeccably on the test car, yet I understand that the latest 4½-litre Mercedes V8s are fitted with the same Bosch mechanical injection which is attached to the 6.9-litre engine.

Mercedes' own design of automatic transmission is fitted as standard, controlled via a tunnel-mounted, "golf-club" shape lever in a zig-zag gate and offering speeds in its three gears of 59 m.p.h., 96 m.p.h. and a 130-m.p.h. maximum.

The suspension follows standard Mercedes practice with certain brilliant "tweaks" unique to the 450S range. At the front there is a double wishbone arrangement with coil springs, double-action telescopic shock-absorbers and an anti-roll bar. Progressive anti-dive control is incorporated as is zero steering offset, an aid to braking stability under irregular conditions. The traditional diagonal swing axle arrangement at the rear includes coil springs with progressive rubber helper springs, double-acting shock-absorbers and an anti-roll bar. That is a very basic description;









what makes it so special is its so-called starting torque compensation which eradicates tail-squat during acceleration, so that the rear wheel camber remains constant, full spring travel is retained and so is the occupants' equilibrium. Conversely, under braking the action of the outboard disc brakes is harnessed to slightly wind down the rear suspension, restricting weight transference and, in conjunction with the front anti-dive geometry, ensuring that this big Mercedes remains uncannily level under the hardest of retardation. The actual stopping is looked after by massive disc brakes all round, ventilated at the front. A highly-effective drum-type handbrake utilises the naves of the rear discs and is operated easily and conveniently by a pull-out lever on the right of the facia. Disconcertingly, the car's body moves forwards or backwards when the suspension settles itself after the handbrake has been applied at rest.

This elegant, substantial and impressive four-door saloon bodywork is shared in the S-class by the straight-six-cylinder 280 models and the 350SE with the 3½-litre, 200 b.h.p. V8. Apart from the boot-lid badge the only detail which signifies the depth of one's wallet appears to be the 450SE's growth of wipers and washers for the curved lenses of the huge, rectangular, halogen headlights. These can be operated, only when the headlights are switched on, by the left-foot pedal which simultaneously works the powerful screenwashers. Experience of these headlight washers in murky weather suggested that they should be regarded as essential equipment on any car.

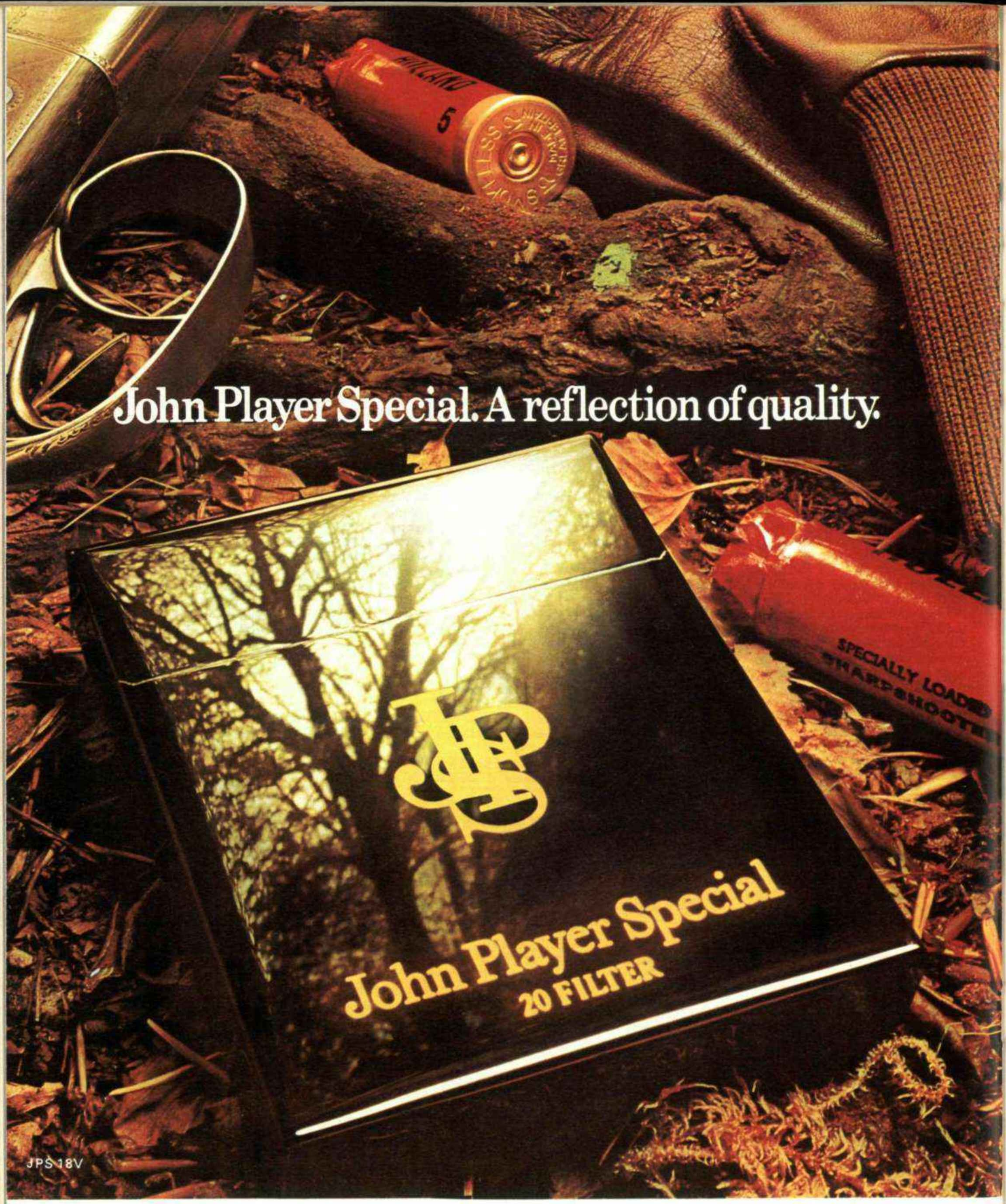
The exceptional safety aspects of this 16.27 ft. long body are widely enough known not to require detailing. If you're going to have an accident you're more likely to survive in the 450SE than possibly any other car in the world. I didn't think the paint finish on the test car was all that good, possibly because of neglect, the boot lid, finished inside with a primer-type paint, felt positively tinny, the nearside front door fitted fairly badly and the door locks were crudely obvious from inside the car with the doors closed. On the subject of moans, the standard electric windows were too low geared and both I and petrol pump attendants complained about the fuel filler flap being hinged at the bottom so that the strong spring fought with the filler nozzle or had to be repelled with one hand. The flap's paintwork was badly chipped as a result. More satisfactory details on this Mercedes body are the screen pillar deflectors which keep the side-windows clear of water and dirt, the dirt-repelling design of the rear lights, the detachable hazard-warning triangle within the boot lid and the big exterior mirror on the driver's door, adjustable from within the car, though badly in need of a matching sister on the opposite side. All the doors, the boot and the fuel-filler flap are locked by a splendid, central, vacuum-operated system.

Entry is easy through the big front and rear doors and interior space is plentiful in all directions. There is no shortage of rear leg room even in this short-wheelbase version. Much as I like leather, I think I would have rejected this £450 extra in the test car in favour of standard cloth; the material compounded the inherent hardness of the Mercedes seating and the stitching of the pleating showed a standard of workmanship somewhat lower than that employed by Jaguar's trimming department. The individual front seats are generously proportioned, split by an armrest which can be folded out of the way and the driver's seat can be adjusted for height as well as reach and rake. Perversely, the knurled-knob rake adjusters both face the inside, right beneath the arm rest hinge and against the centre tunnel, almost inaccessible. Some of the plastic bits used in the interior are positively Ford-like, particularly the plastic cover over the passenger seat hinge mechanism, which continually fell off in the test car. The loop-pile carpet had none of the look of quality one would expect in the price of the car.

Continued on page 281



TEUTONIC STYLE.—The facia is relatively plain and functional, the wheel large, while a column stalk takes care of most functions, far left. The doors are thickly padded, the interior spacious, the seats quite hard, but relaxing, left. Above, the 4½-litre V8 fills one end, a spacious boot the other. Right, a familiar face, so elegant in this guise. Note the headlamp wipers and washers.



MIDDLE TAR

As defined in H. M. Government Tables published in May 1975.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

MERCEDES-BENZ

Continued from page 279

The driver is faced by a big, padded, rough-grip and comfortable four-spoke steering wheel containing a huge padded horn boss. There is no adjustment facility for either reach or angle. By Jaguar standards there is a dearth of instruments in the console forward of the wheel: Vdo provide a big, central 160 m.p.h. speedometer, a quartz clock, noisy when the car is stationary and a separate unit showing the contents of the 21 gallon fuel tank, water temperature and an oil pressure gauge which remained at 45 psi with the engine running. But no tachometer is fitted to UK market cars. Apart from the lights master switch tucked away on the right of the facia all the major electrical switching is taken care of by the single steering-column stalk: headlight dip and flash, indicators, two-speed plus intermittent wipers, the tiny rocker switch of which automatically returns to the slow speed position when switched off. The stalk was floppy and heavy to use. Auxiliary switches for courtesy lights and heated rear screen are contained in the centre of the facia; the latter control switches off automatically after half an hour.

There are usefully deep stowage pockets in the front doors, a lockable glove locker, stowage nets on the backs of the front seats and a tray in the centre console, useful for holding cassettes for the Blaupunkt radio/cassette player in the test car. As the tape player insisted on playing at twice normal speed the cassettes were of little use. There is a large rear window sill behind the rear seat headrests, in the deck of which is a locker containing a first-aid kit.

For occupants accustomed to lesser cars the most noticeable interior feature of the 450SE is the thick padding on the doors, which curves up above the line of the window base. This is functional as well as aesthetic: warm air is ducted through the doors to demist the side windows and the door panels are heated. This is just one facet of an excellent heating/demisting/ventilation system, though I feel a summer road test would have shown the need for the optional air-conditioning equipment (£755) and/or an electric sun-roof (£276).

This is not a car to be wasted on a chauffeur. In spite of its size (it is 6 ft. 1.6 in. wide) and its 34 cwt. the 450SE is astonishingly easy and nimble to drive, even to slot through traffic. Much of the credit for this goes to the wonderful, power-assisted, Mercedes-Benz recirculating ball power steering; it is accurate and not over-light yet it enables this big car to be driven with the abandon of a Mini. In my book it is the best power steering in the world. I must give similar credit to the Mercedes automatic gearbox. Perhaps the one I had in the SL was not set up so well, for I failed to appreciate it as much as that in the SE. This three-speed box is so smooth and quiet, is so sensibly behaved in traffic (I abhor boxes which are forever changing up and down in these conditions) and has a splendid kick-down arrangement which allows selection of intermediate to hasten overtaking acceleration from below 85 m.p.h., or, with the lever in Drive, to kick-down into Low below 41 m.p.h. In the Intermediate hold position, kick-down will select Low below 47 m.p.h., a most useful facility in hilly country. In fact I used this hold far less than I do with most automatics, for this gearbox has such ideal characteristics when left to its own devices. Like that of the SL, the gearbox was slow to take up in reverse.

Off-the-line performance is disappointing, over 3.5 sec. taken from zero to 30 m.p.h., a penalty of high gearing and the physical effort of giving this heavy car some inertia. It was interesting in this respect to compare the 450SE with our Managing Director's 280SE 3.5, now with some 80,000 reliable miles on the clock, yet little sign of age. This lighter, lower-geared car felt much quicker off the line, right up to the middle ranges, when the extra power, torque and improved streamlining took the newer car galloping ahead. It is in these middle and upper ranges, rather than in sheer standing-start acceleration, that the 450SE excels, all-powerfully, simply "whooshing" through overtaking. The engine is by no means silent when pressed like this, though the gruff rumble from underbonnet is well-enough muted.

This car produces an uncanny sensation of an 80 m.p.h. feeling at 40 m.p.h. and a 40 m.p.h. feeling at 80 m.p.h. At higher speeds its characteristics of stability and safe handling are superior to any saloon I can recall. It will cruise quite effortlessy and stably at 120 m.p.h., albeit the test car had a mild tremor from the rear end above 90 m.p.h.

It would be far from true to suggest that the 450SE is silent. There is slight wind noise, the engine is quiet enough when cruising but not when accelerating and there is an unexpected amount of tyre and suspension noise. Their levels are relative, of course—I'm not talking in terms of Mini-type noises. In respect of other noises—the sound of other traffic, the howling and nationally destructive gale through which I battled—the 450SE offers total insulation, a cocoon of silence.

The performance of the suspension in conjunction with that aforementioned steering is the true indicator of Mercedes-Benz engineering qualities. The handling is so light and well-balanced, there is little roll, the road-holding qualities in the dry are astonishing, though the deceptive speeds need some watching in the wet and finally there is that lack of disturbance from squat or dive. However, as a passenger I was disappointed to find that not only was suspension noise imperfectly insulated, I could feel the suspension working *via* the floor. Unlike Jaguar, who compromise themselves on the side of comfort, Mercedes aim for safer handling, partially achieved by fairly stiff suspension. As a result the ride is quite firm at low speeds, but there is no wallow or harshness at normal speeds, which is more important. I could never agree that Mercedes make the most comfortable seats in the world, a shade too hard for my liking, particularly at the fronts of the cushions, but I must confess these grew on me. Firm seats and suspension or not this car's sheer effortlessness of movement and invincible driveability make it supremely comfortable, relaxing and even enjoyable transport however long or short the journey. Fuel consumption varied from 12-14 around town to 16.7 m.p.g. on a run to the North.

I cannot find any criticism to make of the brakes; they stop this heavy machine from single figure or three figure speeds with the same sensational lack of drama thanks to their power and the anti-dive action of the suspension.

Surprisingly, in view of the torque transmitted through the rear 205-70 Michelin XWX tyres, a limited slip differential is not fitted. The inside wheel tended to spin slightly on damp surfaces, though not so vigorously as that of the SL; an LSD might be an asset. Those alloy wheels upon which the test car's Michelins were mounted are an extra, by the way. Yet another £450.

In detail this Mercedes 450SE had imperfections as if to prove that even the legendary Mercedes engineers and designers are not infallible. However, once that splendid engine was started, always so reliably and instantly, there was no doubting the supremacy of the three-pointed star at the end of the bonnet; first and foremost this is a driver's car—the luxury aspect seems almost secondary—a car for driving long distances with the minimum of fuss, secure in the thought of that legendary reliability and longevity. For this one most certainly has to pay. In "basic" trim the 450SE costs £10,176. Adding extras such as air-conditioning can bring this up to £12,107, before you think of adding a radio. It is at this point that you begin to think, "If I bought the faster, quieter, better-appointed Daimler Vanden Plas 5.3, the top of the XJ range, for £9,699, inclusive of everything that is extra on the Mercedes, I could buy an RS2000 for fun *and* be backing Britain." And I wonder whether the Daimler would be delivered with an unused, flat spare tyre, complete with twisted tube, as this test car was from Stuttgart *via* Brentford.—C.R.



A sports car in suave, saloon car guise and a very good reason for becoming a bloated plutocrat.

Letters from Readers

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

The British Motor Industry

Sir,

I have recently returned to this country after several years abroad, during which I have seen a decline in the sales—and the reputation—of the British Motor Industry. Poor representation, inadequate service, and inability to compete have all contributed to this country now being a net importer. I believe your excellent magazine has done as much as anyone can to bring this sad state of affairs home, but I wonder whether, in the aftermath of the Chrysler affair, I might add a few points?

While driving recently through France and Spain I was struck by the number of new, or recently rebuilt, garages sporting the Chrysler-star. Obviously, Chrysler France have been obliging their dealers to invest in improvements designed to give their clients better service, and succeeding in selling cars! Friends of mine in the Motor Industry here tell me that distributors and dealers are not prepared to re-invest their profits from car sales, and at the present time, who can blame them? The Think Tank report rightly distributes the blame between the shop floor and management, but surely one of the problems has been the lack of market research and the fact that the manufacturers have been for too long producing the type of car *they* (wrongly) feel the public wants, rather than seeking to satisfy the public itself. (Surely this is the reason for over 30% Import sales and a major contribution to a trade deficit of £2.3-billion, with the Common Market countries alone, this year?)

So now we have the Government committed to ploughing in hundreds of millions of pounds to shore up the Industry over the next few years. If British Leyland are to get up to £1.4-billion and Chrysler another £162-million, this means around £1.5-billion over the next ten years, if not more. If the British Motor Industry produces around one million units a year, or ten million over ten years, this means that every British car produced carries a Government subsidy of £150. But we must be fair; the subsidy will only go to 60% or so of the vehicles, produced by Leyland and Chrysler, so that their vehicles are subsidised to the tune of not £150, but £250. How long will Ford and Vauxhall be able to go on competing under such circumstances? Surely the Government would have done better to think up a plan that would aid the Industry as a whole and not merely its lame ducks?

Chrysler UK probably became a lame duck because of something that happened before Chrysler took over from Rootes—the disastrous move into Scotland. I'm extremely pro-Scottish myself, but what was the rationale of siting a major production unit so far from the producers of components in the first place? Under the present circumstances, moving Avenger production to Scotland will only increase production costs, as all components will have to be transported there.

For Chrysler to continue production in Scotland is a purely political decision, not an economic one—the expediency of protecting jobs. We were told that if Chrysler folded, 25,000 jobs would go. But as it is, a full third of these jobs will go anyway, so would it not have been better for production to remain concentrated in the Midlands and let the wise old Government find a means of protecting jobs in Scotland without endangering the economic viability of the Motor Industry?

The availability of labour, and the need for jobs, is probably the main reason why the "emerging" nations, not yet technologically equipped to operate a motor industry, start up assembly operations. At such a stage of the nation's technological progress, the labour is not really capable of doing more than a simple assembly operation. With the Ryton plant now due to become a KD assembly operation, I can only assume—since at one time we had a pretty good industrial base—that we must now be officially classed a "submerging" nation.

It's a shame, really, because I'm sure that if it was properly organised our Motor Industry could make a comeback. Our machine tools are still the best, and our component industries—Lucas, GKN, etc.—are still capable of stealing business from foreign competitors in their own countries. I personally believe that the root cause lies in the great number of models that are being produced. Ford is probably successful because its range is fairly tight. The options available means that there are overlapping models in the range—but no duplications. In contrast, look at the number of different cars available from BL at between 1,750 c.c. and 2,200 c.c. Whatever happened to the rationalisation programme we were led to expect at the time of the Leyland series of mergers? I imagine we can look forward now to a completely new range from Chrysler, but how long will it be before Leyland begin to produce a definite *range* of vehicles rather than a hotch-potch of inter-competing lines? I am sure that BL could find a rational way of using all its *marques*—including those traditional ones that are again threatened with extinction—but using them to signify just one specific product. The alternative seems to be to look forward to the day, not many years hence, when the British market will have less than half a dozen choices of cars to buy, most of them foreign.

Sandwich MICHAEL CHAPMAN

A Club for Under-age Drivers

Sir,

When you are, say, 13 years old and able to drive, it is a cruel frustration to have to wait for that 17th birthday and your car driving licence. I know because (although it wasn't exactly yesterday) I remember the feeling well.

Could a few of us not, at long last, do something about this sad situation? Could we not, for instance, form the Under Seventeens Car Club to provide young people with enough space to reach at least top gear speed, insurance cover, supervision and other basics? I have it in mind that they supply their own car, and adult escort.

If interested people would write to me, care of MOTOR SRORT, I will try to call a meeting to establish some sort of beginnings of an organisation.

There is already some support for this proposal but we need a lot more if an effective, responsibly run club is to be formed. Are there readers of MOTOR SPORT who will help? A stamped addressed envelope would be appreciated.

London SE3 ALEXANDER BARRIE

The Constantinesco Converter

Sir,

Last year in MOTOR SPORT, under "V-E-V Miscellany", you mention the Constantinesco Torque Converter, of the 1920s.

My Christmas present for 1928 was a book entitled "The Book of Remarkable Machinery". I still have it and it contains a very good description of the Torque Converter. An illustration shows a twin-cylinder engine fitted with the device, and another shows ten men standing on a Sheffield Simplex chassis apparently powered by the same engine.

A Meccano demonstration model of the converter is also featured—not surprisingly, for the Editor of the book, one Ellison Hawks was the Editor of the famous *Meccano Magazine*. Should your correspondent be interested I could probably arrange to obtain some photostat copies of the article.

Incidentally, how does the mechanical efficiency of the device compare with present-day hydraulic converters with their 2% slip?

Sutton Valance S. U. BELSEY

[I recall the Meccano model, but did anyone here ever *drive* the car?—Ed.]

Ferrari Misconceptions

Sir,

Your article "A Unique Day at Ferrari" gave a very fair description of the activities at Maranello and Modena but your contributor "J.W." made one or two statements which were at least ambiguous, if not totally incorrect. Perhaps you would be good enough to allow me a little space to put the facts straight.

First it should be said that Ferrari do not buy body shells from Bertone. The 365 GT4 2+2 has a body styled and built by Pininfarina in Turin. The fully trimmed bodies are transported to Maranello where they are mated to the chassis on the production line. All other bodies, that is to say Boxer, 308 GTB and Dino 308 GT4 2+2, are built at the Scaglietti factory in Modena only a few miles from the Maranello assembly plant. The Boxer and 308 GTB were styled by Pininfarina whereas the Dino 308 was styled by Bertone. Scaglietti is a subsidiary of Ferrari and as the coachbuilding factory is so close to the assembly plant the Ferrari engineering staff are able to keep a very close watch on quality control at Scaglietti.

Further on in the article reference is made to the "belt drive for the overhead camshafts" of a V12 and flat-12. Whilst the flat-12 Boxer engine has belt drive, the V12 4.4-litre unit used in the 365 GT4 2+2 has chain-driven camshafts.

Finally, reference is made to the "Fiat 30C-Ferrari 3.2-litre". Presumably J.W. s referring to a perfectly standard Fiat 130 Coupé which has no Ferrari influence in it vhatsoever. As far as I am aware the only Fiat to have used a Ferrari power unit was he Fiat Dino, to which was fitted the V6 Ferrari Dino engine in 2-litre and 2.4-litre orm.

Despite the foregoing trivial inaccuracies am certain that all your readers thoroughly njoyed J.W's article with its admirable hotographs.

D. GRAYSON
Managing Director,
Maranello Concessionaires Ltd.
Egham By-Pass, Surrey

I appreciate the comments made by Maraello Concessionaires Ltd.

So far as the bodywork is concerned I mplied that Bertone made, as well as styled, he unsuccessful 308 GT4 2+2. How I came o make the error concerning V12 camshaft drive is a mystery to me, as I covered this ery point earlier in the year whilst visiting Maranello Concessionaires.

Regarding the reference to the 130 Coupé, t was the Ferrari people themselves who eminded me that it must be a good car, ecause of that V6 engine's history! I regret hat lack of space did not permit me to laborate further.—J.W.]

MOTOR SPORT Power

Sir,

Thank you for printing my letter under he heading "Alternator Trouble" in your anuary issue.

You will be interested to know that two lays ago the garage I dealt with over the econd relacement alternator, has had a heque from the local Lucas distributor for £21.59 which states that the claim for this nit, which was replaced last October, has ow been accepted.

Coincidence or MOTOR SPORT power?

Leicester P. H. SIMON

Welcome Back Donington

Sir,

It is such good news to hear that racing will soon return to Donington Park. Congratulations to Tom Wheatcroft and all who have supported the cause, including the majority of local residents.

With the motor trade in the present climate I am sure that it can do nothing but good.

Perhaps Leyland could take up F1! What a boost to the British motor industry this would be, and followed no doubt in the not too distant future by the British Grand Prix coming to Donington.

May I also comment through this channel on what must have been an excellent report by a lady (in the true sense of the word), Miss Pugh, the inspector at the planning enquiry. She was asked to make the decisions which are unbiased, but not in any way influenced by the somewhat poor statements by the objectors.

I personally attended the enquiry on all days but one and can say nothing but praise for the way she handled all situations.

Perhaps she was just doing her job as a Civil Servant, but she surely doesn't need Women's Lib!

Eastwood, Notts. E. MILLER

Fuel-cap Sense

Sir,

With reference to your article "The War Against the Car-Owner" (January 1976 issue) I feel that your correspondent ought to get his priorities right.

He quotes two examples of "more trivial, non-criminal, purely technical motoring lapses". I agree totally with his first example, but find his condemnation of the law for their handling of the offence of using a cloth bung as a replacement for a lost petrol cap absolutely diabolical.

I regard this as a criminal offence, and believe that the offender should have been fined at least double the amount that she was.

As a motorcyclist, I have become very much more aware of road surface conditions than most car drivers, and the one thing that I regard as the most dangerous of all is the trail of petrol or diesel left by a vehicle without a secure filler cap or no cap at all. Several times recently I have cranked over on to a roundabout or corner to find a trail of fuel in my path, and followed this for more than half a mile.

As for the writer's question, "What do ou do when a petrol station attendant fails to replace the cap after serving you with fuel?"—my answer is that it is not the attendant's responsibility to make sure that a customer's vehicle is roadworthy, but it IS the DRIVER'S.

Glasgow PETER D. CAUSER

Graham Hill Memorial

Sir,

I write in response to Mr. Barrett's suggestion of a Graham Hill memorial. I am afraid I assumed that such a fund would have been already set up; however it appears to be up to MOTOR SPORT readers to show a lead and get something under way.

Of course the great question is what form such a memorial should take. Whatever it is, I believe it should reflect as much as possible the reason for Graham Hill's popularity, that is his sense of fun and his ability to bring motor sport to the attention of the general public.

Bearing this in mind I am not sure that an annual memorial race is the answer; I do not think this would be sufficiently different. Personally I am more in favour of a trophy, to be awarded annually, to the Formula One driver who has done the most throughout the year to widen the appeal of motor sport in the eyes of the general public, and who has done his bit at races in meeting the spectators rather than sheltering in the comfort of a mobile home. The winner to be decided by an international panel supervised by MOTOR SPORT and what better title than the Graham Hill MOTOR SPORT Trophy. The aim of such an award would be to encourage a much more communicative attitude by the Formula One drivers which is obviously lacking in some quarters at present, according to your Grand Prix reports. The actual form the trophy would take could be decided when the result of a Memorial Fund set up by your magazine was known.

There may well be practical difficulties to my suggestion and other readers may have better ideas. However of one thing I am sure, something must be done to perpetuate the memory of this great sportsman. Whatever is decided you can be sure of my support and no doubt that of thousands of other readers.

Frome G. O. HEBDON

[A good idea, which we shall consider in the light of the many other suggestions currently going the rounds.—Ed.]

Elusive Alfetta GT

Sir,

In the past several months I have become increasingly dismayed on buying your excellent magazine, that there has been no Road Test, driving impressions, let alone a mere mention amongst the plethora of Allegros, Datsuns, Hillmans and other "ordinary" cars that are well catered for by your lesser competitors, of the Alfetta GT. Surely this is just the sort of car the sporting enthusiasts that buy MOTOR SPORT wish to read your views on?

Can we hope that this glaring omission will soon be put right.

Wimbledon JOHN A. M. BULL.

[Slightly wrong Mr. Bull. We published a brief description and driving impressions as long ago as August 1974. Perhaps because those impressions weren't all that complimentary we have had no success in the months of trying to extract a test car from Alfa-Romeo GB. Indeed, they even foiled an attempt to borrow one from a willing dealer. However, we are assured that a brand-new Alfetta GT will be sent our way sometime this month. Hopefully—and tentatively—we plan a road test for the May issue. —Ed.]

A Policeman Replies

Sir,

I was somewhat disturbed to read your editorial comments, to the effect that the police are engaged in a war against the motorist (Jan. 1976, page 15).

I am tempted to reply simply and caustically that if the motorist behaved himself then the Policeman would have time to deal with more serious matters. However, I realise that such a statement is as inane as your suggestion that we should be more selective in our priorities.

I say this, realising that bold statements could be agreed with in a bigoted way, by those with one or other of the two axes to grind.

For the following reasons, though, both attitudes can be criticised.

Firstly I am not convinced that a "blind eye" turned on the motorist would help to make any further inroads against terrorists and serious crime. These offences are obviously not committed within sight of a blue uniform (unless the uniform can be negated by forcible removal) and the subsequent investigation is carried out by a section of the police who do not bother with motoring offences anyway (they don't have time). Thus the uniform branch would be left with time to attend other time-wasting jobs, *i.e.*, answering distress calls from people who have locked themselves out of houses, shops, and, dare I add, cars. Perhaps I can include our functions as information service, travel directory, taxi service to motorists who run out of petrol, and supplying muscle to those who can't start their cars without a push. I could go on but I've made this point.

Close examination of the Road Traffic Act 1972 will show that most offences which can be committed are such that would prejudice the safety of drivers, passengers or other road users. (I include construction and use regulations, and the lighting regulations.) These are trivial ones I agree, but I see no reason why offenders should not be reported for the other offences. Nor do I consider such action a waste of time if reporting a driver prevents the loss of a life or an injury to limb.

To pinpoint an example: I live in a street which junctions a main road. Thus it is used by traffic as access to and from an estate. Personal observation tells me that traffic travels at speeds above 30 m.p.h., this itself is too fast in the circumstances. Yet to prove dangerous speed, I must have evidence of it, *i.e.*, an accident. I only hope that such evidence does not prove to be the death of a child who goes wrong, by running into the road, when the driver's speed cut by 10 m.p.h. or so would have enabled him to stop.

Such motorists are as dangerous as any terrorist. More so perhaps, as there are far more of them making injury far more likely.

Believe me, today there is a prevalent disregard for the motoring laws, which has increased over the 10 years I have served as a police officer. Should this be disregarded? Remember we are ALL vulnerable to the dangerous driver's actions. The two offences you mention to illustrate your point are, as you indicate, poles apart. The first so trivial I refrain from comment myself; though I suggest there was more to the incident.

The second offence turns a car into a Molotov-cocktail, should a carelessly discarded cigarette touch the "fuse" in the tank. Impossible? It has happened, hence the law prohibiting the practice.

As traffic accidents are caused rather than they just happen, I will promise that next time I am helping to extract a mangled body from a wrecked car, I will ask myself if I am wasting time when I report the motorist for dangerous driving, which caused the accident. I probably will be, because another PC might have wasted some time earlier, to show the driver where he could go wrong.

Finally, most PCs are motorists themselves so we do understand the problems.

Birmingham A/PS JOHN A. WALKER

A Downhill Trend

Sir,

I was distressed to read in MOTOR SPORT about the reduction of long distance racing in time to four hours. Thanks to MOTOR SPORT for supplying excellent coverage of long distance (sports car) racing as it is, because to me, that is about all that keeps it alive. I think it wise to have a few short races for sports cars but let us not got carried away and make every race just a couple of spins around the track. People like an atmosphere of flexibility and variety and this promotes interest and participation, just what motor racing needs. If you have Le Mans 24-hours, a couple of twelve- and six-hour races and then a few shorter ones, mixed together, then this may add an interesting balance to the calendar and also test the teams in their preparations and performance. I think it would be pretty boring to gear up for a four-hour race all the time, unless this is an exercise to see who the four-hour champion driver of the year is!

There seems to be a downhill trend in motor racing, particularly for the Formula One and sports car scenes. If one can refer to MOTOR SPORT of May '69 and read the Continental Notes, one will read of the Belgian GP being cancelled due to (what it seemed to amount to) cold feet on the part of all. Spa has seen little of the GP circus since, as indicated in the Continental Notes of the June '75 issue. Now the sports car scene seems to be in jeopardy. Gradually, some of the so-called rules for safer racing are strangling the sport out of being a sport in the first place. Also, the sport has become too professional. I am all for safety but let us at least keep one or two of the traditions in motor sport, those of courage and the ability to perform like sportsmen and sportswomen. I would not be surprised to see the phrase "the Grand Prix side-show" coming into use!

Another thing that bothers me is the introduction of *chicanes* everywhere. They are put there to slow the race up for safety's sake but even I know that no driver is going to slow right up and coast through them—instead they will try to cut through them as fast as possible. An example of what I mean can be seen in the colour photo in the October '75 issue of MOTOR SPORT of the Italian GP *chicane* incident. *Chicanes* only add danger, not annul it.

Klemzig, S. Africa. ROMANS LAPINS

Sticking One's Neck Out

Sir,

Through the pages of your excellent publication I should like to bring to the notice of all enthusiasts the latest anti-sport regulation thrust upon them by the RAC. I refer of course to the iniquitous regulation by which all cars produced after 1-1-65 are required to fit a full FIA roll-over bar even to compete in their clubs annual sprint!

I can fully understand a full race prepared car having to have such a roll-over bar, but surely for an enthusiast's every day road car this is taking things a little too far. With licence fees going up once again, increased entry fees, now this final blow which could cost upwards of £100 for some cars, I can see the end of Club Sport we knew, loved, and enjoyed.

If you could see your way to publish this letter, or mention this disgrace in your editorial it may spur people on to protest; this is the only way to make Belgrave Square see sense.

Worcester CHAS. SMITH
Hon. Sec., The Morgan SCC

Sir,

The RAC has evidently decided to beat Her Majesty's Government in the infringement of liberty: A regulation has now been passed that all open motor cars built after 1965 shall have FIA roll-over bars for taking part in any speed event, with the effect on small Clubs and small events (such as Sprints and Hill Climbs) I leave to your imagination. But I for one will not ruin my motor car (a Morgan) by the fitting of such a monstrosity.

May I through your columns urge all fellow competitors to besiege the RAC with letters in protest of this latest piece of lunacy.

Alfrick A. G. DUNCAN

[It's this safety at all costs complex. Let us hope it does not spread to vintage racing. We warned that it might, some considerable time ago.—Ed.]

The Trend of Design

Sir,

I would like to disagree with a couple of points raised in your January editorial. You said the eight cylinder engine has only survived in "V" formation—do not Rolls-Royce still produce the B80 straight-eight engine? I am sure they produce the B60 straight-six as our local fire brigade always use them in their new fire engines. Is the side-valve engine dead—no only half dead. It is still used for exhaust valves on the above engines as well as in the old P3/P4/P5 Rover engine used in the Land Rover, which in station wagon or caravan form are part of the car market. Are push-rods on the way out—I doubt it. Push-rods for all their technical deficiencies are a durable form of valve operation and ideal for mere mundane form of transport. Servicing is simple, wear minimal and overhaul normally straightforward. Overhead cams may be technically superior and the cogged belt simple but if the belt slips or breaks the results can be catastrophic. Servicing is not so simple and wear can be a problem. On the Ford Pinto engine it takes ages to remove the rocker cover and the valves are difficult to adjust. Moreover, as Rovers found twenty odd years ago, if you have a cam scraping against the pad of a pivoted cam follower it doesn't last very long. The Pinto engine eats camshafts and followers for a pastime. You take the view that overdrives are too often provided to mask poorly-chosen gear ratios and five-speed gearboxes are the answer. Surely the opposite is also true—five-speed gearboxes employed when a manufacturer tries to cut the cost of employing the superior overdrive. All the five-speed box generally does is to provide an "overdrive top" gear, and a one that has to be manually engaged and disengaged to boot. An overdrive can be engaged or disengaged at a flick of a switch and on manual boxes can provide an extra gear between 3rd and 4th. Also at least one knows which gear one is in which is always a problem to decide on five-speed gearboxes.

Wellington R. M. STENNING

[I was writing of engines in production cars and by side-valves implied the L-head side-by-side valve engine, not those of i.o.e. formation.—Ed.]

Tailpiece



THE TRUTH COMES CLOSER.—Another reader has sent us this shot of what appears to be a car similar to our December mystery car without its bread-van camouflage.

CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 8p per word (maximum of 80 words)
£1.20 minimum charge.
(Maximum of two cars per reader).

BOX NOs. 50p extra per advertisement. Box..... "MOTOR SPORT" Standard House, Bonhill Street, London, EC2A 4DA.

COPY DATE By first post on 20th. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

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** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A 4DA.** Telephone 01-628 4741 ext. 8 *or 9 for information.*

FOR SALE

INTERCEPTOR III 1972 Mod. Metallic blue/black vinyl roof, 30,000 miles, "Lear Jet", 4 speaker, stereo / radio. Air conditioning, tinted glass, new tyres, £3,250. *Phone 366 6787 office hours.* (72033

MG-B GT 1975 (new model), 12 months old, Cadulac rust-proofing, Armagiazed, garaged, overdrive, HRW, stereo radio. Flamenco/black. Very reluctant sale but for £2,200 someone else can do it in this beautiful example of an MG. Medway (0634) 50799 after 6 p.m. (71184

PROTOTYPE ROVER 3500. One of Rovers own cars for the majority of its life. Fitted with sunshine roof and having just undergone a major engine rebuild, £55u including spares. Maddison, Walsall 29677. (72042

BMW 2500 (K Reg) 1972 Spec. Manual, p/steering, alloy wheels, wide tyres, 46,000, uncommon Nevada beige brown imitation leather, tow bar, twin speaker radio, owned by member of inst. adv. motorists. A really superb example, £1,950. *Taxed and MoT July.* Working hours. Jeffery, Pineham 5068. (72043

BENTLEY 1936 Derby Saloon, 4½-litre. Pinnock, Allviews, School Road, Rayne, Braintree 21817 Essex. (72047

1928 AUSTIN 12/4 Burnham Saloon. Completely stripped for re-building. A little work done. Offers please, write: 92, Ashdown Drive, Tilgate, Crawley, Sussex. (72062

GILBERN GENIE 1967. White, red upholstery, w/wheels, o/d, nice condition, £625 o.n.o. Wood, Derby 515992. (72064

ROVER 1948 P3 60. Sound, but needs some work. Car at Colchester. Please phone: Mr. Sainsbury, Southampton 775277 (office). (72063

ASTON MARTIN DB6 1968. Midnight blue coachwork with black leather interior. Some new chrome, electric windows, tinted glass, HRW, CWW, radio with electric aerial, taxed for 3 months. Lovely motor car, £1,795 o.n.o. Also Daimler SP250 (Dart). White with black interior. Recent new hood and carpets, wire wheels, £795 o.n.o. Telephone: Plymouth (0752) 330585 or 339455. (72066

MG-B NOV. 1968. *White, overdrive, BMC* hard-top, tonneau, radio, ZX tyres, one previous owner, v.g.c. for year. Best offer secures. Phone Sherborne 2850 (Dorset) after Feb. 6th. (72068

LOTUS ELITE 502. Set of new tyres and Mag wheels. Offers. Mr. B. Hawkins. Tel: Kenilworth 56224 evenings and weekends. (72070

MG TC 1949. A collector's item. Beautifully finished in white with red trim. £3,250 o.n.o. Serious enquiries only please. Tel: Langley Mill (Notts.) 2904. (72071

JENSEN 541 S. Taxed, MoT, just sprayed *dark blue, red interior. First £600. Tel:* Nottingham 246154. (72072

MARCOS MANTIS 1971. Rare four-seater sports saloon. Excellent condition, £2,000. Telephone: Cowdenbeath 510064 evenings. (72073

MG-B GT 1973. Harvest gold, navy trim. Overdrive, heated rear, headrests, genuine mileage of 18,000 with one lady. Outstanding condition, £1,645. Tel: Burnham-on-Sea 3221. (72077

LOTUS ELAN +2S 130, 1972 K. Red/silver. 36,000 miles. MoT to October, £1,750. Wentworth 3835. (72078

1972 "K" MG-B. *Overdrive,* radio, tonneau, etc. Glacier white, blue interior, excellent car, £950. Cheaper p/ex. considered. Phone Monmouth 4233 evenings. (72079

1930 LEA-FRANCIS Saloon. Excellent condition. *Meadows 4ED. Spares.* £1,250. Space needed. Must clear. Tel: 01-221 5104. (72080

TRIUMPH 2.5 PI ESTATE. A truly high performance estate for the man who enjoys his motoring. L registered. Single owner, low mileage, sunroof, radio, overdrive, regularly maintained and in very good condition, £1,450 o.n.o. Phone: Reading 62110. (72081

FIAT 130 COUPE, 1973. Automatic, 23,000 miles. Finished in silver with blue velour interior. Fitted with electric sunroof, electric windows, Sundym glass, p.a.s., *radio, etc. Excellent condition, price new* today £8,700, but will accept £3,100. Phone 01-935 1041 day; 01-777 2817 evenings. (72083

1935 ROLLS 20/25 owner driver, saloon. Aesthetically pleasing, unusual rare body. Interior completely retrimmed and re-upholstered in Bedford cord. Mechanically excellent, recent bills for hundreds of pounds, MoT December. £4,000. Caterham 47289. (72085

ROLLS-ROYCE 1963 Silver Cloud III Saloon. Sage over velvet green. V8 engine. Automatic, elec. windows. 66,000 miles. Immaculate. Interesting number plate. £6,500. Phone 0905 820548. (72392

FOR SALE—continued

ROCHDALE OLYMPIC, Riley 1.5 engine, 5½J wheels. Needs some work on door hinges. Fast, economical. Offers around £250. Tel: Instow 472 (Devon). (72087

AC 2-LITRE SALOON 1948. All aluminium body. Very low mileage. Maintained for many years by AC fanatic. Re-painted to a high standard, interior woodwork, restained and varnished. Mechanically sound. *A few minor jobs to complete, £650 as is* or £850 finished. Darley Dale 3591. (72089

VAUXHALL 30/98 OE Tourer 1925. Counter-balanced crank engine, mechanics all original except for following small mods: twin carbs, eternal exhaust system, large fuel tank, 32 m.p.h. at 1,000 r.p.m. No further details sent. No phone calls to Phoenix Inn. Write for appointment to view. R. Chamberlain, Phoenix Green, Hartley Wintney, Hants. (72090

1936 MORRIS 14. 6 cylinder, rechromed, recent respray, leather upholstery, wire wheels, sunroof, under 60,000 miles believed genuine. Offers over £850 considered, Slough 36241. (72051

MG "Y" 1¼-LITRE 1950 (January). Sunroof. Duo green, v.g.c. £350 or offer. Rolvenden (Kent) 234. (72091

LANCIA APRILIA PVT. Capable of winning most vintage rallies and driving tests in one season. Bodily near concours, mechanics excellent. Original interior needs tidying. Most major spares. 12 months MoT. £950 o.n.o. Darley Dale 3591. (72089

1926 BULLNOSE MORRIS 2-seater/dickey. Excellent condition but needs minor reassembly work and repaint. With choice of Citroen or Chenard-Walcker vintage tatty tourer, £2,200 pair. 01-828 7449. Any pre-war sports car exchange considered. (72050

E-TYPE JAGUAR FHC, "F" Reg. 1967. Open headlight model. Red. MoT Oct. AA inspection invited, £985. Watford 35700. (72053

LOTUS +2 1969. In immaculate condition, overhauled recently cost £600, invoices available. White with black upholstery, taxed, tested, £1,295 o.n.o. Johnson, Whitley Bay 33080. (72054

TWIN PACK 1965 Mercedes 300 SE Convertible. New lined hood, p.a.s., fuel injection, radio, 8-track, twin Bosch, spots, automatic. In metallic green. This car is in outstanding condition. Also 1964 300 SE saloon for spares. 5 good tyres, engine and everything to last for years, £1,300 o.n.o. 01-363 1866. (72058

FRAZER NASH BMW 320 Cabriolet 1938. Engine overhauled, fitted, but not running. Rebuilt radiator, good tyres, stored last 5 years. Much to be done. £945. Box No. 4983. (72061

1963 MASERATI 3500 GT, LHD, N Registration, resprayed, rechromed. Immaculate condition, £750 o.n.o. 01-690 5411. (72056

1947 BENTLEY *Mk. VI. Virtually new* engine. Extras, body condition good, £1,250 for quick sale. Tel: Betws-y-Coed 293. (72055

AUSTIN HEALEY Frogeyed Sprite 1960. MoT, resprayed, retrimmed, new seats, carpet, tonneau cover, in excellent condition throughout, £650 o.n.o. Tel: Stourport-on-Severn 4433/4870. (72122

LOTUS ELAN 1971. S/equip. DHC, in excellent condition. Finished in red, taxed, 9 months MoT. £1,025 o.n.o. Part exchange sports saloon or car. Tel: Farnworth 72335 (Lancs.). (72124

MG-A FHC 1958, 1600 *c.c., recent overhaul,* new tyres, etc., etc. Resprayed. A really superb example of this appreciating motor car. Its performance will surprise you. Any test/ trial. Unfortunately must sell, hence £435 o.n.o. Martin (Sheffield) 0742 306861 evgs. or 061- 962 5001. (72125

ASTON MARTIN DBS 6-cylinder 1969 RHD. Export model, 22 m.p.g. Sundym, air conditioning fitted, p.a.s., CWW. Selectaride, electric windows, manual 5-speed gearbox. Beautiful car at £1,950. 23 Head St., Colchester Essex. Tel: 62232 day; Gt. Bentley 250868 evening. (72127

LOTUS ELAN SPRINT DHC 1971. Excellent example of this superb car. Taxed and MoT, extras. Conscientiously maintained. £1,350. Tel: Swindon (0793) 26161 Ext. 465 (day) or (0793) 694405 (evening). (72128

DAIMLER MAJESTIC Major 1963. Not used since last July. Needs slight attention, £190 o.n.o. 01-854 0483 evenings/weekends. (72323

LOTUS ELAN S4 Drophead. One owner, Regular servicing exclusively by Lotus agent. £1,000. Tisbury (Wiltshire) 700. (72324

AUSTIN SOMERSET Convertible. 1953. Immaculate and original, 38,000 miles and 3 owners from new. Original delivery notes, tool kit and steam radio. Powder blue with blue leather upholstery. 1 yrs. MoT. £380 o.n.o. 'Phone Southend-on-Sea 73534 evenings. (72325

FOR SALE—continued

1932 FORD 8 HP Model 19, not to be confused with the Model Y, and is believed to be the only one in existence. It is in absolute mint condition both mechanically, bodily and interior. *Offers are required* for this car that can only be described as a collector's item. Phone evenings: Hatfield 64183. (72049

1947 LANCHESTER 10 in very good original condition, pre-select gearbox, sunshine roof, MoT, £375. Radstock 2679. (72236

AUSTIN HEALEY SPRITE Mk. 1, 1959. £800 plus spent on engine, gearbox, suspension, coachwork, interior, chrome, etcetera. Renovated. Price £1,000. No offers. Telephone Anthony Cosgrove, Reigate 40259, 01-643 3388. Write: number two, Hillbrow, Reigate Road, Reigate, *Surrey.* (28865

1934 ASTON MARTIN Mk. II S/C (E4/443/S), 85% restored, complete and original. Substantial offers or p/ex. MG-TC with cash adjustment. Tjepkema, 15 Dijk, Benthuizen-Holland. Tel: 079-312447. (72132

JAGUAR E-TYPE DHC 1965. A fine example of the Classic 4.2. Fitted radio, wire wheels and finished in gleaming deep blue cellulose, £1,695. For appointment to view 01-504 6513. (28864

HRD SERIES B ENGINE, Completely rechromed, restored, rebuilt to Black Shadow *spec. Ready to run, complete with 30 mm.* Concentics, Hilligate coil ignition unit, cables, etc. All receipts amounting to over £500—£700 o.n.o. Mr. Henderson, White Lodge, South Gore Lane, North Leverton, Retford, Notts. or phone Rampton 244 (evenings). (72152

MG-B 1966. Mechanically sound, but bodywork ripe for restoration. MoT tested January. Offers 01-660 8110. (28950

ALVIS 4.3 SPORTS 1937. Civilised road/competition car. Winner Thoroughbred and Alvis Trophies 1974. (Prescott 48.48). Weather equipment, taxed, MoT. £3,050 or *p/ex. with beam axle Speed 20 Tourer.* Woolstenholmes. Tel: Bourne 2731 (Lincs.) (72327

1972 TVR 2500 M. Red. 18,000 miles. Sundym, o/drive, stereo radio, sunroof, vinyl roof, recent complete overhaul, any trial. A truly superb car saving over £1,500 on new price. £1,600 o.n.o. Mr. Rigney, Sheffield 0742 306861 eves., or 061-962 5001. (71208

1952 XK120 ROADSTER, restored to perfection regardless of cost and is as new. £5,000 or offers. Serious enquiries only. Box No. 4974. (71707

1956 XK140 FHC *In original condition,* recorded mileage 78,000. Finished in BRG with tan hide interior. A superb collector's item, £2,400. 1967 E-Type DHC in a rust-free condition. Finished in primrose yellow with black trim. A superb specimen of a fast appreciating asset. £1,650. Ring: Borough Green 882501. (71842

1921 HUMBER 11.9 h.p. Saloon. Red/black. Concours condition. Restored professionally. Offers around £2,500. Grolman, 11 Deacon Close, Winterbourne, Nr. Bristol. (71537

JENSEN CV8 MK. 3 1966. Very powerful 4-seater Grand Tourer in wonderful overall condition for its age. Believed collector's item and will accept offers of £1,000 for a quick disposal. Please ring Earlswood 2252 (Warwickshire). (71887

MORGAN THREE-WHEELER 1930 2-speed Super Sports Aero. 1100 c.c., WC JAP. Excellent order and a very original car, not to be confused with replicas currently available. Has been in same ownership last 15 years. Offers in excess of £2,250. Tel: Leicester 766460 day; Thurnby 2005 evenings. (70771

ALVIS 12/50 Duck's Back wanted by VSCC member. Box No. 4939. (70234

PORSCHE SPYDER 550A, ex Porsche factory car, as raced at Le Mans. Also noted in Ferdinald Porsche's biography "The Man and His Cars". Identical to the *Porsche James Dean was killed in.* Write Crow, 12 Scarlett Road, Castletown, Isle of Man UK. Tel: Castletown 3544. (72334

WIFE OR LOTUS Europa must go. Looks fabulous in black and gold. Superb body and excellent runner, or would sell car if preferred. 1974 M. J. P. Special. 1 owner. 13,000 miles. £2,400 o.n.o. No trade. Woking 64456 day or night. (72332

ALLARD K2 1952, MoT. Good condition, new batteries and exhausts. Tel: Tunbridge Wells 30660. £1,200 o.n.o. (72130

JOWETT JUPITER 1953 Mk. 1. Good condition, in regular use. £800. Winkfield Row 2355. (72389

JENSEN CV8 III, 1965. Good condition all round. Usual extras. Radial tyres. MoT 1 year. £1,150 or take smaller car or Rolls/Bentley S1 or S2 in p/ex. Cash either way. 01-427 5009 eves.; 01-952 1124 day. (72391



PAGE & MOY LTD

NO MORE SURCHARGES

That is the good news this month. We guarantee NO currency or fuel surcharges on *all Motor Racing departures* up to the end of September. In order to be able to make this GUARANTEE, we have bought currency 'forward' with Bank of England approval.

BROCHURE PRICE IS FINAL PRICE

Bookings are rolling in, but we can still offer seats on almost all departures.

MAKE AN EARLY START

See the first European G.P. of the year at Jarama. There are so many new cars — this has to be a must — from £47.

MONACO G.P. FROM ONLY £47

For as little as £47 you can see the Monaco G.P. on May 30th. We have eleven different itineraries to suit all tastes.

IF YOU HAVEN'T GOT A BROCHURE

Turn to page 217 of this issue to facilitate your request.

PAGE & MOY LTD.
136-138 LONDON ROAD
LEICESTER LE2 1EN

Telephone: LEICESTER
(Reservations only)
0533 552521

(Management) 0533 51211

TOULMIN

Leaders in the world of MG spares

Chrome Original Type Door Locks and Strikers/Wedges.
Chrome Luggage Rack, TA/B/C/D/F, A, B and Midget.
Chrome Door Handle, TC, TD, TF.
Chrome Lamp Plinth, TF and Late TD.
Chrome Radiator Cap, TA/B/C/D.
Chrome Over-riders (with fixed bolt and nut).
Chrome Bumper Blade, TD, TF (Front and Rear).
Brooklands Steering Wheel, TC, TA.
M.G. Car Co. Ltd. (Threshold Plates) (Alloy).
Alloy rocker-side plate covers.

MAIN B.L.M.C. STOCKISTS
MG SPECIALIST EXCLUSIVELY

S.A.E. please for list, or International Response Coupon (Overseas).

MG "C" SWIVEL PINS AND STUB AXLES REWORKED



TOULMIN

Half Shafts, TA/B/C, TD, TF, YB.
Crankshafts T Type, submerged arc process, standard size.
Pistons/Liners, Standard to 60.
Valves/Guides/Springs — Exhaust Systems, TB/C/D/F/Y/A and C.
Front Coil Springs and Rear Springs, all T Type and A, B and C.
Suspension Swivel Pins/Links, TD/F/Y/A/B and C.
Distance Tube, Bush, Thrust Washer, Cup, Seal Link Pin and Nut, Rack Bellows.
Gearbox, TD/F/Y, Laygear Cluster, Speed Gears/Forks.
"Toulmin" Conversion Filter for TB, TC and Early TD. Fits as original but employs late replaceable screw on filter.

TOULMIN MOTORS (1962) LTD.
103 Windmill Road, Brentford, Middlesex, England. Tel.: 01-560 1722/2228

R. J. NEWSHOLME LTD.

1932 Austin 7 saloon. Restored **£895**
1933 Alvis Firefly 4-str. drop-head. Currently in process of restoration — price dependent on work completed.
1935 Singer Le Mans 2-seater. Full running condition **£1,395**
1937 Rolls-Royce 25/30 Park Ward. Very original and in fine order **£4,800**
1948 M.G. TC. Restored **£2,250**
1956 XK140 drophead **£1,695**
1960 Mercedes 190SL hard-top **£1,195**
1961 Bentley Continental by James Young. A rare car in fine condition **£5,250**
1962 Daimler SP250 £1,295
1970 Jaguar E-type 2+2 £1,525

Please 'phone KEIGHLEY 65850 for further details
(Keighley 63795 evenings) or call or write to:
CONEY LANE, KEIGHLEY, WEST YORKSHIRE



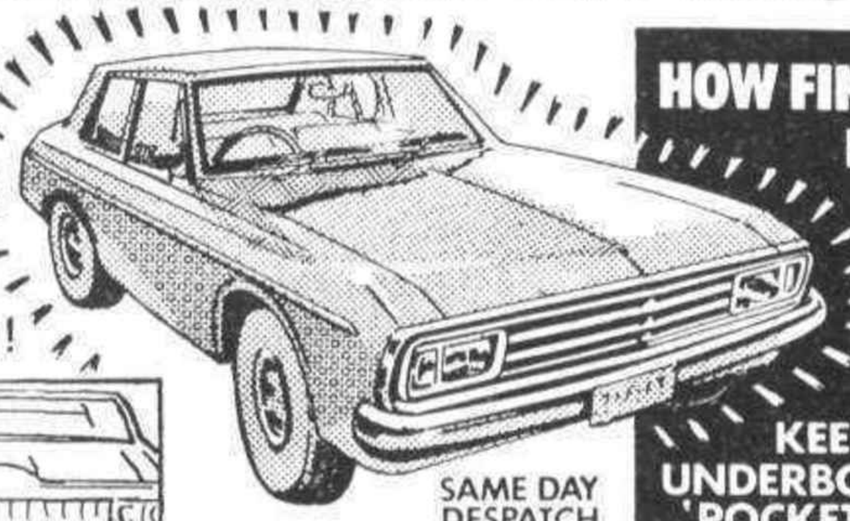
THE 1976 MATRA-SIMCA BAGHEERA S

We now have a demonstration model available of this outstanding sports coupé. The new Bagheera combines the very highest standard of comfort for 3 adults with incredible economy of operation and a fully-equipped car still costs less than £5,000! (L.H.D. only.) Delivery can usually be arranged within six weeks. Hire-purchase and part-exchange facilities available.

STANMORE MOTOR COMPANY
65 STANMORE HILL, STANMORE, MIDDLESEX
Telephone 01-954 3199

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

SPRAY WITH EASE and SPEED in ½ DAY
No Drilling!



HOW FINNIGAN'S WAXOYL HOLDS CAR IN SHOWROOM CONDITION

Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!

SAME DAY DESPATCH



WAXOYL *Rustproofing Compound*

Quick! Clean! Pleasant!
USING FINNIGAN'S SPECIAL NEW DO-IT-YOURSELF APPLICATOR/INJECTOR

PROTECTS IN GRUELLING WINTER CONDITIONS! Be well advised. One simple, quick WAXOYL application NOW ensures complete protection from vicious road salt, wet snow, grit; even condensation rusting in garaged car. Also KILLS SUMMER DAMP RUSTING. Your car can safely sleep out all year round, corrosion-free! Deadly efficient WAXOYL **makes child's play of the expert's job.** Creeps, penetrates all hidden inaccessible spots; inside sills, doors, box sections etc!

USERS TESTIFY: University Science Lecturer:— **"Tested yours and other products; only WAXOYL came through unscathed."** Rover Sports Register member:— **"No WAXOYL penetration despite heavy salting."** PRACTICAL MOTORIST Mag:— **"Dense spray with wide spread. One syringe-full completely coated inside MINI front wing."** Int'l Car Club Member:— **"Lab tests most impressive; fully endorse statement regarding salt resistance etc"** Llandudno User:— **"Excellent part exchange after 50 months. Car remarkably rust free. No garage."** Yorks User:— **"A more pleasant, easily applied fluid I have yet to find. Remarkable!"**. Kilmarnock, Scotland:—**"Did a magnificent job on MG-B sports".**











CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE!

RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look. **TRADE CHARGES £25 TO £75 FOR RUSTPROOFING** consisting mostly of labour costs. Do it yourself with WAXOYL and pay only for raw materials at manufacturer's prices. NO NEED TO CRAWL UNDER CAR. Finnigan's special new Applicator/Injector gives exceptional high pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SECS! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING!

NO PREPARATION, NO SPECIAL SKILL Thin dust-layers act as 'binding' agent. Can spray over existing underbody seal. WAXOYL doesn't just 'slow down' corrosion. Cars in 7 yr. formula testing STILL RUST-FREE! Order now. Use coupon.

SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface. Soaks deep into metal, even if wet. **NEVER COMPACTS WITH AGE.** Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose. Harmless to plastic and leather upholstery, leaves hands soft and smooth.

ONE OF WORLD'S BIGGEST oil companies reports: "Of all rust-proofers tested (including our own) only Waxoyl definitely kills rust." Needs no further attention apart from 30 sec. wheel arch Autumn check.

SAVES OLDER CARS! GIVES NEW, SMOOTH RIDE! WAXOYL also kills rust on older cars **AND restores suspension resilience!** Wax content lubricates *permanently* all chassis connections, leaf springing, brake linkages. Corrects balance. Gives new smooth ride! Saves repair bills. Utmost trade-in-value. UNIQUE ADVANTAGES! So little cost!

REVIVES 'TIRED' ELECTRICAL INSULATION. One coating of WAXOYL on engine compartment cuts out electrical tracking; saves power loss. Engine works at peak efficiency, because of no electricity leakage. Instant wet-weather starting! No 'green cottonwool' on battery terminals. One treatment lasts life of both engine and battery. (Mini and 1100 owners, please note!). SAME DAY DESPATCH. USE COUPON!

IF CONSIDERING OTHER MAKES please ensure applicator sprays ENTIRE system. Short-lived results occur from thin, cheap oil inside cavities, or harmful acids to be washed off. Others use complicated, separate operations with 'ghooey' bituminous materials. **Clean, pleasant WAXOYL is simply one top grade fluid: does whole job!**

ORDER NOW! ONLY FROM MFR'S. Including illus. step-by-step instructions. **MINI & 1100 SIZES: 5 Litres (1.1 Gall.) £3.96** + 65p carr. **LARGE SAL.: 10 Litres (2.2 Gall.) £7.37** + 65p carr. **5 Gall. Drum £15.50** + 85p carr. **FINNIGAN APPLICATOR £1.46** add 22p carr. **HEAVY COATING** 1 Gall. equivalent to THIRTY aerosols. **TRIAL OFFER 500 ml. (.88 pt.) TIN**—for your trigger oil can test behind chrome strips for brush-on door edges; free brake linkages etc.) See for yourself how WAXOYL displaces water on a simple piece of metal. It's quite amazing! Send 65p add 42p p/pkg. ALL VAT PAID.

TRIAL OFFER

To: FINNIGAN'S LTD. (MSW), Eltringham Wks., PRUDHOE, Northumberland. Tel. 0661-3241
☐ **5 Litre** Rush my order shown (please tick)
☐ **10 Litre** Enclosed, chq./P.O./M.O./Cash £.....
☐ **Applicator** Name .....
Print Caps
Address .....
☐ **Trial Offer** ..... Code .....
Reg'd Office 354180 (London)

SLAVE

CAR TRANSPORTER & RECOVERY TRAILERS



Standard or Custom Built. 4cwt-3½ tons.



FULL RANGE OF COMPONENTS
for Spares/Manufacture or D.I.Y.
TRADE &RETAIL SUPPLIED.

Goods are available to retail customers ex-factory, delivered by Carrier, or through one of our retail outlets throughout the Country.

Catalogue Available.

barton hover
Engineering Ltd.,
Ratcliffe Road Industrial Estate, Atherstone,
Warwickshire CV9 1JA. Tel. Atherstone 3966/7

THE PAGEANT OF MOTORING

Penshurst Place, near Tonbridge, Kent

By courtesy of the Viscount De L'Isle, V.C., K.G.
In aid of Seven Springs Cheshire Home

SUNDAY, MAY 9th, 1976

Eligible : Veteran, Vintage, P.V.T., selected 'Classic' Post-War, Cars and Motor Cycles.
Historical Commercial, Military and Agricultural Vehicles.
Horse-drawn farm, trade and passenger carriages.
Steam-propelled machines.
Stationary engines.

TRADE AND AUTOJUMBLE STANDS

Further details, Regulations and Entry Forms from :
MISS BRENDA PRATT, SEVEN SPRINGS CHESHIRE HOME,
PEMBURY ROAD, TUNBRIDGE WELLS, KENT.
Tel.: Day : Tunbridge Wells 31138
Evening : Tunbridge Wells 26072

CHAMPION

RACING PLUGS
Complete Range Ex Stock

All Types expect G (Gold) **85p** ea., **£7.50** per 10
All Gold Palladium **£1.19** ea., **£10.75** per 10
N8OG, N82G, N84G **£1.67** ea., **£15.00** per 10
Soft rubber plug covers, Champion straight or Lodge rt. angle **75p** ea.
All prices include VAT, post & packing
Send P.O./Cheque to:

ALEC POOLE LTD.,
43 High St., Long Crendon
Buckinghamshire HP18 9AL

BODY PANELS AND WINGS

We provide top class workmanship at competitive prices for specialist body panel work in aluminium and steel. We construct wings of all types, complete bodies and undertake general repairs.

OLDBURY WING & PANEL CO. LTD.,
BLOOMFIELD ROAD, TIPTON.
WEST MIDLANDS
Tel: 021-557 8611

MONEY



ON YOUR MOTOR INSURANCE WITH HILL HOUSE

Why go on paying excessive premiums – let us obtain an alternative quotation for you.
Simply complete the coupon below or telephone your local office – Now.
5 minutes of your time could save you a great deal of money.

Send to Hill House (Insurance Brokers) Ltd., Lewins Mead, Bristol 1
or telephone London (01) 546 1102. Birmingham (021) 236 5101. Liverpool (051) 236 3482. Bristol (0272) 294971

Name ..... Address .....
..... Age ..... Occupation .....
Make of car ..... Model ..... c.c. ..... Year ..... Value .....
Cover required: Comp ☐ TP Fire & Theft ☐ Third Party ☐ Driving by: Self ☐ Self & Spouse ☐ Any driver ☐
No. of year no claims bonus ..... Present Insurers ..... Renewal date .....
Length of driving experience ..... Full ☐ Prov. licence ☐ Details of any accident/conviction must be shown
Access and Barclaycard welcome Branches throughout the U.K.

NAYLOR BROTHERS

AIREDALE GARAGE, HOLLINS HILL, SHIPLEY, WEST YORKSHIRE, BD17 7QN

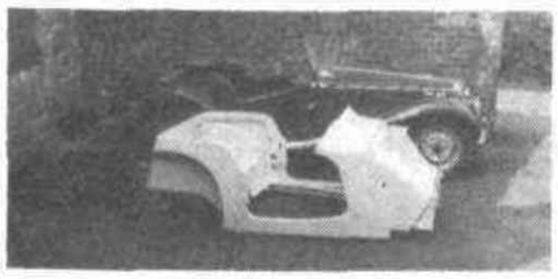


T TYPE SPECIALISTS

TEL: STORES 0274-594071
ENQUIRIES 0274-55161



We carry out full Restorations, Chassis, Engine, Gearbox Overhauls, Wing Repairs, Resprays etc. — in fact anything your T-Type needs.
The vehicle in the photographs is an MG TD Midget we recently restored and show the front and rear views and also the new body frame made by two expert craftsmen for ourselves, ready to bolt onto the chassis.



Send now for our 1976 Price List which includes: Timber and Steel Components, Body Frames, Engine, Brake, Clutch, Chassis Components, Bearings, Oil Seals, Gaskets, Rubber Mouldings, TD/TF Laygears and Gears, TA/TC Crown Wheel and Pinions, Chrome on Brass Sidescreen Strips, TC Air Cleaner, Manifolds etc. All Components are new, not secondhand!

9 BIG HEALEYS

PLUS . . .

1964 AH 3000 Mk. III. Wire wheels, o/d., new chrome, Colorado red respray, original interior **£525**

1966 AH 3000 Mk. III, Cobra wire wheels, Colorado red, slightly flared arches, most interesting history, no competition—yet. Very, very fast! **£1,450**

1961 AH 3000 Mk. I, new everything, fully rebuilt, Colorado **£1,000**

100/6 Mk. I, Mk. IIA and three 100/s, six complete or semi-complete chassis suitable for rebuilds or spares. **Offers?**

1961 TRIUMPH TR3A, reconditioned engine and steering box, new hood, good tyres, needs some body attention. A very cheap classic to be **£150**

1962 MG-A 1600 Mk. II f.h.c. Most desirable, body-off restoration almost completed. Tartan red. Very original **£750**

1961 LAND-ROVER. LWB. Good condition **£400**

NEW HEALEY PARTS

STEEL SILLS, outer **£8.00** ea., inner **£7.50** ea.

ALLY WINGS, fronts **£100** ea., rears **£60** ea.

NEW REAR BUMPERS, £20 ea.
Door shut faces in ally or stainless steel available soon. Some other new and second-hand parts available.

All ages and conditions of Healeys bought and sold—cars and spares.

WILLOW MOTOR CO
22 Altrincham Rd., Wilmslow, Cheshire

Tel.: Wilmslow 28439

The Sports Car Centre

89 BRAMLEY ROAD, OAKWOOD, N14 4EY
Tel.: 01-882 4495/1603



1974M DATSUN 260Z, metallic blue, one owner, 16,000 miles **£2,595**



1973L TRIUMPH Spitfire, pimento, one owner, 8,500 m., as new **£1,295**

1973M DATSUN 240Z, metallic green, one owner, 23,000 miles, radio, wheels, etc. **£2,100**
1973L TR6, pimento, o/drive, one owner, radio; unmarked, 26,000 m. **£1,395**
1973L M.G.-B roadster, red, o/drive, w/wheels, radio/cassette; one owner, 20,000 miles **£1,395**
1973L M.G. Midget, mallard, one owner; w/wheels; 24,000 miles **£1,095**
1973L TRIUMPH Spitfire, white, one owner, 25,000 miles **£1,195**
1973L LOTUS S4 d.h.c., red/white, 33,000 miles, radio **£1,595**
1972K TRIUMPH TR6 d.h.c., red, radio, o/drive, two owners; unmarked **£1,195**
1972K M.G.B GT, two owners, o/drive, white; superb condition **£1,395**
1971K TRIUMPH Spitfire, saffron, two owners, 30,000 miles, radio, overdrive; immaculate **£845**
1971J M.G. Midget, 36,000 miles, blaze; one owner **£795**
1971J M.G.-B GT, red, two owners, 32,000 miles; supreme example with overdrive **£1,145**
1974M MARINA 1.8 4-door saloon, one owner, blue **£1,195**
1973L CORTINA 1600 GT 4-door, in black, very pretty with gold coach lines **£1,095**
1972K BMW 3.0 S saloon, Baikal blue/brown trim, manual, radio/stereo; two owners **£2,095**
1972K WOLSELEY 2200, white, auto., p.a.s., cloth trim, sun-roof, radio; 20,000 miles, one owner **£1,295**
1971 ROVER 3500, blue, mag. wheels, superb condition, radio **£1,095**

ALL CLEAN LATE SPORTS CARS WILL BE BOUGHT FOR CASH
Generous Part Exchange terms and H.P. facilities on all cars.

Ex-Citroën Citroëns...

Citroën Cars Ltd of Slough offer a selection of ex-works fleet models at attractive prices.

Cars offered for sale are low-mileage, usually under one year old, and all carefully maintained in our own workshops.

Currently available:
a choice of GS and CX models, all in very good conditon.

Call at Mill Street (behind BR station) or telephone Mr. N. Dean at Slough 23808.

Citroën Cars Ltd, Slough

CITROËN

ANNOUNCING
THE FIRST EVER

FULLY ILLUSTRATED CATALOGUE

OF PRE-WAR MG SPARES

UK 55p *includes post*
OVERSEAS $3 *& envelope*

FREE PRICE LIST 3 TIMES A YEAR

WRITE NOW

The Pre-War MG Parts Centre

BEWARE OF IMITATIONS

BARRY WALKER

MG'S FOR SALE

MG J2 1933 Mint, concours	**£2,500**
MG J2 1932 fully restored	**£1,850**
MG PA 1935 Orig running	**£1,150**
MG PB 1936 restored to mint cond	**£2,650**

Further details & photographs of all four cars available on receipt of large s.a.e.

THE PRE-WAR MG PARTS CENTRE,
SPARROWS GREEN, WADHURST, SUSSEX, ENGLAND.
Tel: (089-288) 2073 DAY or 01 460 2356 EVES
to view cars and spares
Closed March 1 to 13.

Collector's Ferrari

1967 275 GTB 3.3-litre. L.H. drive. Coupe, with heater. V12 4-camshaft engine. Dry sump lubrication. Six Weber carburettors. 21,000 miles (34,000 kilos). Originally property of Michael Parkes, Project Engineer at Ferrari's. Purchased by above (two owners, rarely used). **£9,000 ono. Gerald Capps, PAIGNTON 55544**

RESTORATION SERVICE

Mechanical and Bodywork, Re-sprays, One-off manufacturing, Pattern-making, Castings, Gear-cutting. Vintage cars supplied. Survey, advice and valuation service. Repairs and servicing of all Vintage and Veteran cars.

Bugatti, MG, Bullnose Morris, Rolls-Royce '20' and 20/25, Park Ward Specialists. Morris Bodies available.

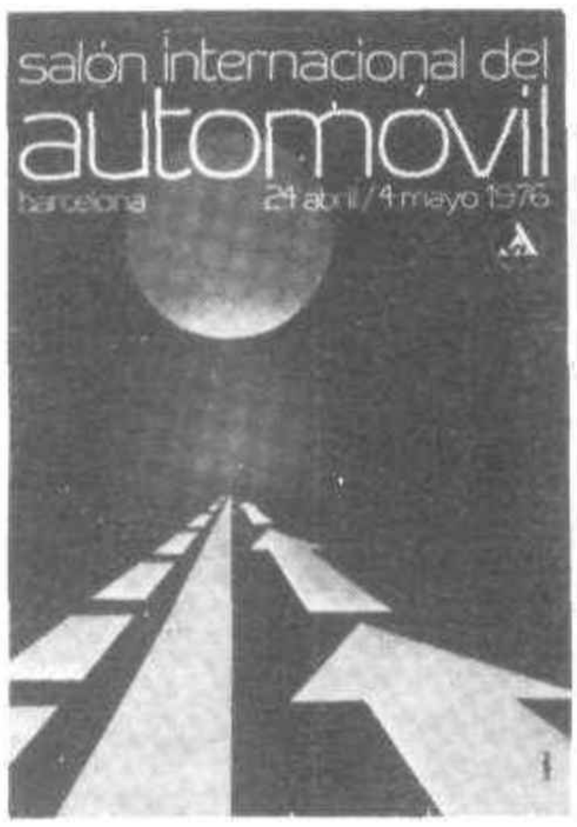
The Cooke Group
Head Office:
WEST AVENUE, WIGSTON, LEICESTER
Tel.: (0533) 881234

CARBURETTERS

SPECIALIST SERVICE
Reconditioning and repairs
New units and spares
If you have any carburation problems contact
SOUTHERN CARBURETTERS
49, The Broadway, Wimbledon, SW19. 01-540 8128
COMPREHENSIVE ENGINE TUNING FACILITIES

Where do the businessman congregate from April 24 to May 4th?

In the Automobile International Saloon in Barcelona (Spain).



The Automobile Industry represented in all its characteristics and activities by:

- Manufacturers of every kind of vehicles.
- Manufacturers of components and elements, complements, garage equipments, etc.
- Firms of supplies and services of the Self-Moving Sector.
- Exporting and Importing Firms.

WE CAN MANUFACTURE THAT NEEDED PART



for your collectors automobile, motorcycle, or aircraft to the highest quality standards of vintage craftsmanship.
We can help you with radiators, castings, gear cuttings, instruments etc., etc., too.
Phone us for our immediate attention.

01-624 3424
HAGA Engineering Ltd.

GENUINE SHEEP-SKIN car seat covers

Small
£6.95
(2 for £13.40)
Medium
£7.45
(2 for £14.40)
Large
£8.45
(2 for £16.40)

- Warm in Winter.
- Cool in Summer.
- Full Skins only used.
- Elasticated straps ensure snug fit.
- State model and year.
- Buy 2—save a further £1.05 (with p & p).

100% satisfaction or money refunded.
P & P 55p (1 or 2).

SEND NOW!!!



Fill in coupon below enclosing remittance stating size.

Please supply ..... Sheepskin Covers.
Small/Medium/Large.
Name .....
Address .....
Cheque/P.O. Enclose £ .....

STAMFORD SHEEPSKIN PRODUCTS 532 Huddersfield Rd Stalybridge Ches.

THE INTERNATIONAL MG SPARES SPECIALISTS

We give a prompt and reliable service to the MG enthusiast, both in the U.K. and Overseas. Our experienced stores staff are concerned solely with the despatch of parts and can deal quickly with all documents etc. needed to send your parts by the quickest method. Full details of our services are given in our catalogues — T & Y MODELS send SAE (U.K.) or $2 (overseas airmail) *or* MGA & ZA/B MODELS send SAE (U.K.) or $1 (overseas airmail)
SOME OF OUR SPECIAL LINES (*all prices include post and VAT in U.K., overseas add* 10%). INSTRUCTION MANUAL TA/B & TC — this superb reproduction of the original works manual is essential for all maintenance work, and we have added a supplement for the TC owner now that the original TC manual is no longer available — £5.20 ea. REPLACEMENT TYPE AMMETERS TA/C/D (early) — £12.88 ea. REAR AXLE OIL RETURN BUSHES TA/C — £2.59 pr. STEEL RUNNING-BOARDS TA/C/D/F — £8.10 ea. BRAKE/CLUTCH PEDAL SHAFTS YA/B — £7.75 ea. WALNUT VENEERED DASHBOARDS TA/C — £9.25 ea. TD/F — £10.35 ea. YA/B (exchange only) — £11.07 ea. BOOT LID HINGES YA/B— £8.90 pr. ENGINE RECONDITIONING Our workshops are now able to take a limited number of engines during the coming months. We offer a complete reconditioning service from standard rebuild to full race tune. Full details are given in our catalogue.

NTG SERVICES

NTG Services, 25 St Peter's Street, Ipswich IP1 1XF, England. Telephone Ipswich 211240

ROLLOVER BARS

ALEYBARS BUILD THE BIGGEST RANGE OF ROLLOVER BARS

including the International Competition model complying with the FIA Appendix J. from £27.00 for most cars. But for club racing and road use there are a variety of models from £14.00. Whatever your rollover bar problem, discuss it first with the specialists. **Phone Cambridge 832575**, or one of our stockists: **Chris Montague Carb Co.**, (01) 794 7766; **Motogear Marketing (Cumberland)**, Brampton 2495; **Rally Equipe**, Bury 1178; **Charles Jenkins & Sons (Glamorgan)**, Bargoed 832044; **Andreason Racing & Tuning (Hants)**, Eastleigh 2445; **City Speed Centre**, Gloucester 20784; **Sportstune (Acc) Scotland**, Edinburgh 556.3507; **G.M.G. Racing**, Oxford 45236; **Chris Inch Engineering**, Saltash 3908; **Leedspeed Ltd.**, Sheffield 661779; **Demon Tweeks (Chester)**, Tattenhall 70625; **Ingham Engineering**, Weston-super-Mare 23836; **European Stockists: Frami Racing (Holland)**, Maastricht 043-21244; **Auto Extra (Irish Republic) Ltd.**, Sandycove 803975.

ALEYBARS LTD

London Rd., Sawston, Cambs. Cambridge (0223) 832575

Sensational new Go-Kart– the ultimate wheeled toy



Battery operated – recharger supplied – four gears – disc brakes. Superb finish – age range 2-8.

The Gé Gé Go-Kart has a sturdy tubular Steel Chassis, is extremely well finished and built to last.

A dished steering wheel gives precise directional control and the brake and accelerator pedals, together with the central gear-box/speed control realistically combine to simulate a real car with automatic transmission.

In top gear a speed of approximately 6 mph can be maintained. Comfortable upholstered seat adjusts for leg length.

Twin six-volt batteries are linked for half or full power on operation of speed selector, will build up capacity to six hours use with successive recharging overnight with the 12-volt recharger supplied. Recharger plugs in to socket on control panel for maximum ease of maintenance.

Circuit fully protected by thermal cut-out. Overall length 46", width 25", height 18". The seat is a safe 5 inches from floor level.

Our Price – delivered UK Mainland – £97.50 including VAT.

Safe delivery guaranteed by our Group Transport – UK Mainland only.

Allow 14 days for delivery.

The Fabulous GéGé Go-Kart

To: Town and Country Mail Market, PO Box No 204, 60 Gainsford Street, LONDON SE1 2PB. Reg No 1212785 (26.1065)

Please send me .....Gé Gé Go-Kart(s) @ £97.50 inc VAT

Or debit my Access/American Express/ Barclaycard/Diners Club Account ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Cheque/PO No ..... Enclosed for £ .....

Name .....

Address .....

.....

Signature MSGK3

VETERAN AND VINTAGE FITTINGS AND ACCESSORIES

PAUL BECK

AEROSCREENS



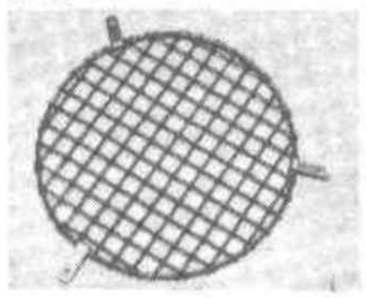
'AUSTER' PATTERN
POLISHED ALUMINIUM FRAME, TRIPLEX TOUGHENED GLASS.
SIZE 13½" x 7½". FULLY ADJUSTABLE.
Cat. Ref. 234: Squared glass **£10.25** ea.
Cat. Ref. 259: Curved glass **£11.60** ea.

REAR LAMP



'LUCAS' D REAR LAMP
3⅝" x 3⅜" x 2⅜". METAL BODY WITH NUMBER PLATE ILLUMINATION
Cat. Ref. 249:
Black enamel body..... **£8.20** ea.
Cat. Ref. 428:
Chromium plate body..... **£9.20** ea.

STONEGUARDS



CHROMIUM PLATE, 8" DIAMETER, **FLAT HEADLAMP STONEGUARDS** THREE METAL FIXING BRACKETS.
Cat. Ref. 176: **£5.40** per pair.

P. & P. U.K. paid. Overseas add £1 per screen, and 35p per lamp or stoneguard.

Just a few items from our comprehensive fully illustrated Stock List, available at U.K. 35p, Europe 55p, U.S.A. etc. $2.00 post paid.

PAUL BECK

PAUL BECK, BARNEYS FARM, HAPPISBURGH, NORWICH, NORFOLK, NR12 0RX. Tel.: Walcott 367

HY-PERFORMANCE INSURANCE

01-363-4966·01-366-7447



ASTON-MARTIN | **FERRARI**

SPECIALISTS

JENSEN | **PORSCHE**

BELLEVUE INSURANCE BROKERS LIMITED
PALACE MANSIONS, PALACE GARDENS, ENFIELD, MIDDX

RALLY SEAT COVERS?



Top quality. Unbeatable bargain offer. *Buy Two and Two Headrests + One Wheel Glove* (Total value £18.65) **for only £9.50 the lot. Or £4.40 each cover, £3.95 each headrest and £1.95 for the wheel glove.** Black only. Fully padded, sides made from heavy gauge simulated leather. Rears £4.50. State car, model, year and if 2- or 4-door. **Foam backed brush nylon seat covers any model £7.50 set. £6 front only.** Black, Brown, Green, Maroon or Blue. **Simulated Sheepskin Seat Covers.** Buy two covers plus two headrests and one wheel glove (total value £18.65) for only **£9.50 the lot. £4.40 each Seat Cover, £3.95 Headrest, £1.95 Wheel Glove.** White or Red. All covers foam backed and lined for better grip.

MOTOR UPHOLSTERY SUPPLIES DEPT. M.S., 14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS. *Mail Order Only.*
Please add 75p post & packing on any order

D.I.Y. VINYL ROOF KITS. In two-way stretch vinyl, leather grain finish. Available black or brown. We supply enough material to cover entire roof area incl. rear pillars of any car. This material is as used by leading car makers on their vinyl roofs; also reinforced on reverse side. All kits include adhesive and four spreaders. **Only £9.50 a Kit.**
CAR CARPETS. In Pile Carpet with Rubber Pad for Driver's heel. All colours. **£7.50** full set. Slight trimming required.
CAR CARPET ON THE ROLL. 40" wide. All colours. **£2.25** yd. Stretch leathercloth **£1.50** per yd., 50" wide.
DOOR SEALS, approx. 120" long. 1 is sufficient for 1 door most cars. **£2.25** each.
HEAVY RUBBER MATS. 38" × 45", **£2.50.** Size is approx.
QUILTED RALLY JACKETS, all sizes, blue or black with red quilted lining, plain or with stripe. Price **£3.75** each.
SOUNDPROOF ANY CAR for £7.50. We will supply enough material to cover floor, roof, sides, doors, boot, bonnet, etc. acoustic foam covered by black PVC leather look finish. Rot, oil and stain resistant.

DP AUTOMOBILES LTD
PEUGEOT DISTRIBUTORS



EXPORT CENTRE

All models available tax free under the Personal Export Scheme.

468-472 Purley Way, Waddon, Croydon CR9 4BL Telephone 01-681 2600

If you think only teenage tearaways ride motorbikes

we know 6 Managing Directors, 3 Chief Accountants, 2 Doctors, 2 Carpenters, a Solicitor and a Miner who disagree.



These are just some of the discerning people who have bought bikes from us recently. How about you? Modern motorbikes are smooth, fast and comfortable with vastly improved roadholding and braking. Take the bike in the picture. Its the BMW R90S with a top speed of 125 mph and acceleration from 0 - 60 in 4.8 seconds. That means it out accelerates a Maserati Bora. But smoothly, quietly and in a thoroughly civilised manner.

We specialise in superbikes — 500cc plus. BMW, Kawasaki, Benelli, Moto Guzzi, and we sometimes have immaculate used bikes, but we also have smaller machines from 50cc up. Trade in your sports car or saloon? No sweat — we do it all the time!

Come up and see us sometime.

DAVICK
DAVICK MOTIQUE
A new kind of motorcycle dealer.

Long Eaton, 11 High Street.
Phone: Long Eaton 524..

Derby, Boulton Lane
(Allenton End) junction on A.514
Phone: Derby 702240

MAIL ORDER TODAY **MOTOR BOOKS & ACCESSORIES** ✻ All prices subject to alteration without notice

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

New Books

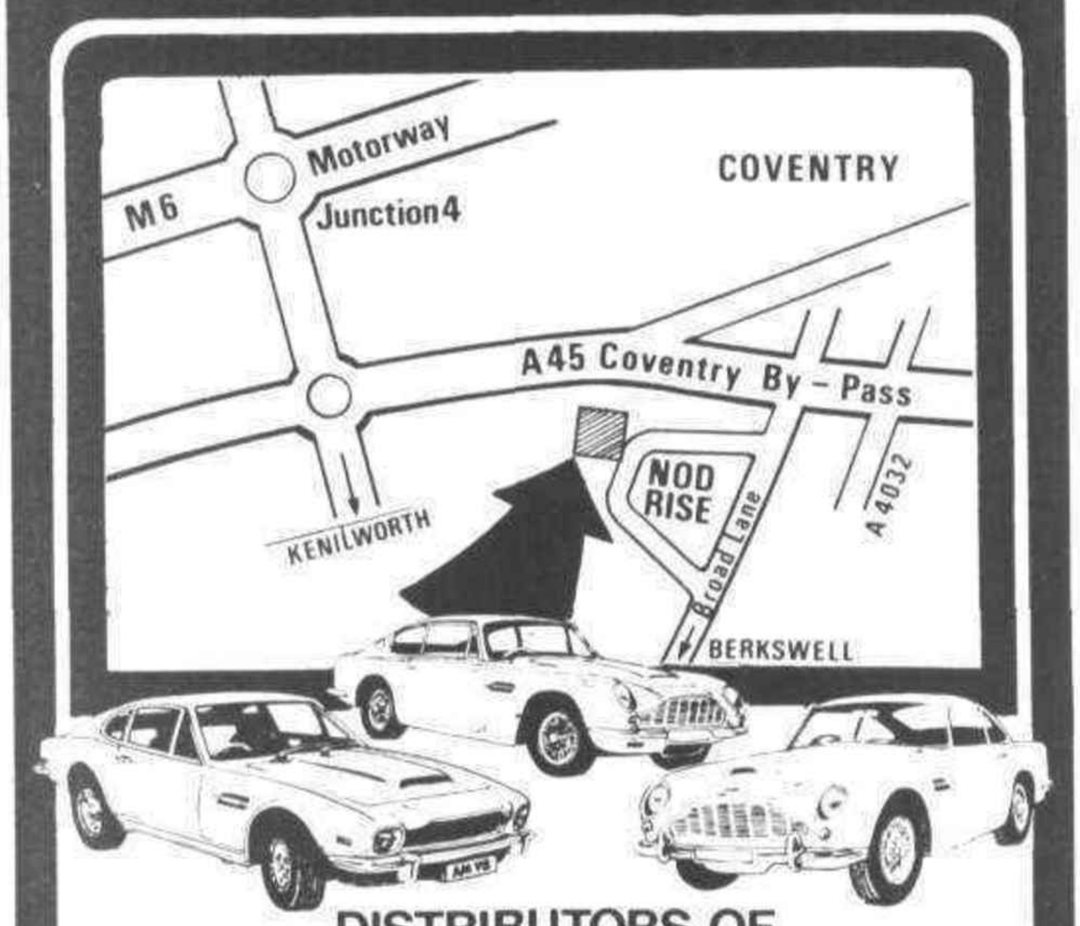
Motorcycles and Scooters from 1945	£3.95
Fire and Crash Vehicles from 1910	£4.40
The Designers by Setright	£5.00
The Upper Crust by Bulgin	£5.00
Cars to Remember from Motor Trend	£8.90
Race Car Engineering & Mechanics	£8.90
1976 Road Racing Annual	£7.50
Bugatti — Dedication and Style	£17.10
Valve Mechanism for High Speed Engines (Revised)	£4.50
Scientific Design of Exhaust and Intake Systems (Revised)	£4.50
American Fire Engines since 1900	£11.65
Automobile Quarterly — Vol. 13 No. 2 (Citroen issue)	£4.85
Automobile Quarterly — Vol. 13 No. 3 (Saab, E.R.A., Maserati, etc.)	£4.85
Automobile Quarterly — Vol. 13 No. 4 (Amos Noxon, Rickenbacker, etc.)	£4.85
All back issues available	
Automobile Connoisseur — while they last we have acquired some copies of Nos. 3, 4 and 5 at £4.35 each, inc. P.P.	
Automobile Quarterly Index 9/10/11/12	£4.80
Automobile Year No. 23	£12.70
Autocourse 1975/76	£8.65
EIA Yearbook 1976	£5.90
Kaiser Frazer — The Last Independent Detroit	£11.10
Karts Motoring in South Africa — A Pictorial History	£8.00
Trans Africa Motoring	£8.55
The 4-Wheel Drives	£3.40
A History of Motor and Motoring — Vol. 2	£5.05
The Auto as an Art Form	£3.85
Rolling Sculpture	£11.25
Donald Davidson's 1974 Indianapolis Yearbook	£2.95
Sox & Martin Book of Drag Racing	£9.65
The Poster Book of Antique Auto Ads 1898-1920	£4.60
La Traction 11 — a Citroen	£4.50
Chevy/Corvette Portfolio	£3.20
The Cobra Story (Reprint)	£6.00
The Cord Front Drive — A Complete Collection	£5.95
The Real Corvette	£11.00
The Dodge Story	£9.20
The Electric Car	£8.20
Armstrong Siddeley Cars 1945-1960	£2.90
The Stiff-Fifties Fords	£10.65
Cars of the Stars	£10.20
Motor Racing Year 1974	£5.20
Motor Trader Directory 1975/76	£5.30
Off Road Handbook with Back Country Travel Tips	£3.55
The Works Minis	£3.40
Some Unusual Engines	£6.00
Farm Tractors in Colour	£2.30
The War to Win	£4.30
The Unfair Advantage (Stirling Moss)	£7.25
The Formula One Record Book	£6.05
Automotive Test Equipment You Can Build	£2.90
The Aston Martin — A Collection of Contemporary Road Tests 1947-1963	£4.95
The Aston Martin DB4 — Its International	£5.20
Aston Martin 1963-1932	£4.80
The Aston Martin Competition Cars 1921-67	£9.95
Bodies Beautiful	£5.80
Specialists Sports Cars	£4.75
A Bedford Cabop Book of Historic Racing Cars	£3.95
Bugatti — Photographs from Molsheim	£18.70
70 Years of Buick	£19.20
70 Years of Chrysler	£10.15
Chrysler Cars 1930-1939	£2.40
Citroen	£6.40
Fiat to Seicento	£7.45
Catalogo Bolaffi Della Fiat 1899-1970	£18.00
Ferrari — The Man, The Machines	£15.85
Ferrari — The Early Berlinetta & Competizione Coupes	£5.30
Ferrari — The Early Spyders & Competizione Roadsters	£5.70
The Ferrari	£6.40
Grand Prix Ferrari to Pritchard	£6.85
Ferrari 25 years of Formula 1	£8.15
Ferrari — Record of Competition Cars	£2.80
Ferrari — Sports & G.T. Cars	£14.60
Ferrari 275/330/GT/330GT/Handbook	£4.55
Ferrari 246/365GT/365GT4/Handbook	£5.00
Ferrari 275 and 330 Parts Book	£4.00
Ferrari Operating Maintenance and Servicing 1949-1961	£10.70
Real Steel — 50 Years of Truck in America	£12.25
American Automobile Racing	£7.50
The Le Mans 24 Hour Race 1949/1973	£12.70
Wheeled Vehicles of the Wehrmacht 1933-45	£4.20
The Observer's Army Vehicles Directory to 1940	£5.00
The Observer's Military Vehicles Directory from 1945	£3.45
Farm and Transport Vehicles of World War 2	£4.20
Motor Sports — A Pictorial History	£4.55
The Nürburgring	£2.95
The Complete Catalogue of British Cars 1895-1975	£9.15
Bristol Cars and Engines by Setright	£5.05
Quand de Tarot Quoi Audax Citroen — A Collector's Guide	
The Rally Handbook — Updated Edition	£18.99
Rallying to Win	£4.05
Rallying — A Practical Handbook	£5.70
Rally Navigation	£2.15
Castrol Rally Manual 3	£4.00
The Jensen Healey Story	£2.65
British Light Cars 1930-1939	£4.25
Lotus Elite and Renaissance	£7.15
British Sports Cars Since the War	£4.45
Opel History	£6.30
100 Years of Porsche Mercedes — Contemporary History	£9.10
Porsche Cars 1952/58	£5.65
Porsche Mechanics (Bentley)	£5.50
The Racing Porsches — Road Tests	£5.10
Porsche Sport '74	£3.95
Porsche Sport 1974/75	£4.95
Alfa Romeo — Milano	£7.55
Alfa Romeo 1949-1961	
Motorcycle Year No. 1	£12.70
Motorcycles to 1945	£3.50
Brooklands and Beyond	£4.20
Bikes at Brooklands	£4.65
Brough Superior — The Rise, Record & Motorcycles	£5.20
Honda — The Man and His Machines	£4.95
Isle of Man T.T.	£4.45
Triumph Motorcycles	£5.55
The Vincent HRD Story	£6.20
Great Motorcycle Histories	£5.25
Grand Prix Motorcycle Championship of the World 1949-75	£4.95
How to Win Motocross	£3.45
Technique of Motocross	£3.40
Motorcycling's Golden Age of the Forties	£4.70
How to Select & Maintain Your Trail Bike	£3.45
Illustrated Motorcycle Racing Manual	£1.75
Early Motorcycles — Comparison of Operating Systems	£4.30
Classic Motorcycles	£4.55
Motor Cycles — A Technical History	95p
Motorcycle Parade	£4.00
Superbikes	£3.45
Superbikes	£4.50
From T.T. to Polyester Tommy Robb	£2.45
Vintage Years at Brooklands — Edwardian Competition Motoring to the Racing Driver	£5.70
Douglas — The Best Years	£5.95
The Sport Motorcycle	£4.80
Street Bike Tips	£5.50
Two Stroke Tuner's Handbook	£3.00
Motorcycle Sport Racing Champions	£3.00
Chronicle Illustrated — No. 1	£2.65
Ford Illustrated — No. 2	£2.95
Cars in Profile — Volume One	£5.70
Cars in Profile — Volume Two	£5.70
British Cars of the Early 30's 1930-34	£2.90
British Cars of the Late 30's 1935-39	£2.90
British Cars of the Late 40's	£2.90
British Cars of the Late 50's	£2.90
British Cars of the Late 50's	£3.45
British Cars of the Late 50's	£3.50
American Car Spotters Guide 1970-79	£5.20
American Car Spotters Guide 1940-1969	£4.80
Grand Prix Champions	£4.45
Grand Prix Accident Survey 1968-72	£2.30
The Grand Prix — Its Design	£7.15
The Amateurs Guide to Formula 1 Motor Racing	£5.60
Story of the Triumph Sports Car	£4.45
Complete Encyclopedia of Motor Cars	£10.25
The 2 and 4 Seaters — The Life of Bruce McLaren	£4.50
Tuning SU Carburettors	£3.40
Tuning Solex Carburettors	£3.55
Racing on the Ground — Farnham	£4.45
Cadillac 1946-1968	£2.65
Cadillac — Standard of the World	£11.10
Corvette — America's Star Spangled Sports Car	£11.10
Corvette Road & Track Portfolio	£4.60
Challenge My Ride Race — Stan Barrett	£3.45
Climax in Cartoons — Sid Hall's Motoring Cartoons and Comments	£5.70
Private Motor Car Collections of Great Britain	£8.10
The Packard 1942-1962	£9.35
Packard — A Collector's Guide	£6.55
The Fiat Book Packard	£5.65
Silverstone — A Century Car Collection	£3.95
Automobile Tires	£4.40
The Worlds Supercars — Ferrari, Lamborghini, Maserati	£3.60
Lotus Cosmic Cars from 1948	£3.50
Passenger Cars 1924-1942	£2.50
The Model A Ford Story	£9.65
Automobile Quarterly — World of Cars — Volume One	£6.15
The Daimler Tradition	£6.85
Castrol — The First 50 Years	£1.90
Sixty Years of Le Mans	£9.10
Automotive Radio Interference Suppression	£3.50
60 Years at Wagga — The Story of the Australian Grand Prix	£6.10
Road Racing 1946-50 — Grand Prix Era	£3.20
Bits and Pieces — Volume Two	£3.20
Cult Classics — Bugatti Type 35	£2.25
Wheels of Speed — Grand Prix Cars	£3.20
Wheels in Motion	£1.20
Motor Racing Mavericks	£4.45
Cord: Without Tribute to Tradition 1129	£10.65
Prepare to Win — Carroll Smith	£6.70
The American Ford	£16.75
Lotus How to Obtain — An Illustrated History of the Model Lotus 1909-1973	£13.10
Model 'A' Henry's Lady	£13.10
Illustrated History of the Ford 1903-1970	£9.35
The Model 'T' Ford Owner — The Story of Model T Ownership	£4.35
The Ford V8 Affair	£13.10
The Story of the Ford Grand Prix Engine	£5.55
Ford in Europe — The First Seventy Years	£3.10
Fifty Years of Lincoln Mercury	£9.10
Jim Clarke Remembered	£4.70
When the Flag Drops — Nick Brancatisano	£2.85
Jochen Rindt — The Story of a Champion	£3.20
Francois Cevert	£4.05
Ronnie Peterson	£4.30
Fuel	£4.65
Jo Siffert	£3.35
James Hunt	£1.35
Indy 500 — Mechanics	£4.45
Indianapolis 500 Year Book — 1975	£3.25
Chilton's Auto Restoration Guide	£9.65
Car Interior Restoration	£2.65
Essentials of Upholstery and Trim for Vintage and Classic	£4.55
Antique Auto Body Decoration for the Restorer	£2.40
Antique Auto Body Accessories for the Restorer	£2.40
Antique Auto Body Brass Work for the Restorer	£2.40
Antique Auto Body Woodwork	£2.40
Antique Auto Body Leatherwork	£2.40
Antique Auto Metalwork	£2.40
Antique Auto Body Top Work	£2.40
Restoration of Vintage Thoroughbred Cars	£4.95
Sports Car & Competition Driving Tips	£4.30
Georges Roesch and the Invincible Talbot	£5.70
Handbook of the Austin Seven 1930	£3.10
Handbook of the Austin Seven 1935	£3.10
The Austin Seven Essential Spare Parts 1928	£3.10
The Austin Seven Essential Spare Parts 1936	£3.10
The Austin Seven — Wyatt	£5.10
Austin Seven in the Thirties	£2.40
Austin Ten 1932-1939	£2.40
The Motor Sport Book of The Austin Seven	90p
The Austin Seven — The Revival Edition	£3.00
The Nights Mercedes	£6.55
The Mercedes Benz Racing Cars	£13.60
Mercedes Benz 300SL	£10.05
The Cars of Rover — The Story of the P4 & P5	£7.75
Maserati — Sports, Racing & G.T. Cars	£9.45
The 250F Maserati	£3.50
Vauxhall	£5.55
Motor Road Tests 1975	£2.60
Specials — A Builder's Guide	£3.15
American Cars of the 1940's	£2.40
The Racing Driver — Edited by Denis Jenkinson	£2.95
Land Speed Record — Postwar	£4.65
The Custom Body Era 1930-1950	£10.75
Motor Body Repairing & Refinishing	£3.20
How to Start Motor Racing	£3.35
The Technique of Motor Racing	£5.55
Motor Racing — The Grand Prix Drivers	£2.35
What's It Like Out There Archive	£3.80
Grand Prix Autobody Construction Simplified	£2.55
Auto Race Timing and Scoring	£2.55
La Grande Alfa Romeo — Tipo 158	£13.90
History of the World Sports Cars	£4.50
History of the World Racing Cars	£4.50
Legends in the Dunes	£3.60
Alfa in the Thirties	£3.60
Rally Cars 1900-1950	£4.50
Keen Kenworth Trucks 1915-1955	£4.50
The Long Haul — A Social History of the British Commercial Vehicle Industry	£6.25
The Observer Book of Commercial Vehicles	£1.80
Mack! The Greatest Name in Trucks	£8.10
Gypsy on 18 Wheels	£5.65
American Trucks of the Early 30's	£3.95
American Trucks of the Late 30's	£3.45
American Funeral Cars & Ambulances	£8.20
Buses and Coaches from 1940	£2.90
Fire Engines in colour	£2.95
Fairground and Circus Transport	£2.90
The Undertype Steam Road Wagon	£13.20
A Traction Engine Miscellany	£10.65
A Century of Steam Rolling	£8.05
British Lorries 1900-1945	£3.45
The London Motorbus — Its Origin & Development	£2.95
Commercial Vehicles of the World	£3.95
Volkswagen for the Wehrmacht	£4.85
A Source Book of Military Wheeled Vehicles	£1.35
Lorries, Trucks and Vans 1897-1923	£1.85
Earth Moving Vehicles	£2.40
Wreckers and Recovery Vehicles	£2.40
Fire Fighting Vehicles 1840-1950	£2.40
Scammell Vehicles	£2.40
The Military Jeep Complete Service Book (Willys MB, Ford GPW)	£6.10
SDs in the Thirties	£2.35
M.G. Cars 1929-34	£1.60
M.G. Cars 1935-40	£1.60
M.G. Cars 1940-47	£1.60
M.G. Cars 1948-53	£1.85
M.G. Cars 1952-54	£1.60
M.G. Cars 1955-57	£1.60
M.G. Cars 1957-59	£1.60
MG Cars — The Early Years	£1.60
MG — The Sports Car America Could Not Have From Abingdon	£8.00
The Magic of MG	£1.85
The Story of The MG Sports Car — Wilson McComb	£4.45
Riley — The Production & Competition History of the 1938 Riley Motor Cars	£5.45
Riley Cars 1932-38	£1.60
Riley Cars 1936-39	£1.60
Riley Cars 1940-45	£1.60
Riley 1945-50	£1.60
The Jaguar Tradition	£6.55
Jaguar Sports Car	£10.55
Jaguar & SS Cars 1931-37	£1.60
Jaguar & SS Cars 1937-47	£1.60
Jaguar Cars 1948-51	£1.65
Jaguar 1951-53	£1.65
Jaguar Cars 1954-55	£1.65
Jaguar Cars 1955-57	£1.60
Jaguar — a Collector's Guide	£2.40
Jaguar Sports	£3.95
Jaguar — The Complete Illustrated History	£7.70
The Art, Technique of Driving — Pat Moss Carlsson	£2.45
Morgan 1936-60 (3 Wheelers)	£1.65
Car Badges of the World	£2.10
Volkswagen Nine Lives Later	£6.55
Volkswagen Golf (Rabbit) Scirocco Workshop Manual	£4.90
Volvo	£6.40
The Use of Old Cars	£7.00
The Batsford Colour Book of Vintage Cars	£2.80
Beetles — Second Coming of the Bug	£2.55
Illustrated History of the Beetles	£4.20
Beetles 1949-1959	£2.35
Beetles 1959-1954	£2.35
Beetles 1954-1959	£1.60
Beetles 1960-1965	£2.35
Beetles 1965-1950	£1.60
Coachwork on Rolls Royce 1906-1939	£12.20
The Rolls Royce Motor Car (new edition)	£10.65
Rolls Royce America	£10.15
Rolls Royce — The History of the Car	£5.05
Rolls Royce 40/50 h.p. Ghosts, Phantoms and Spectres	£8.55
Rolls Royce Alpine Compendium 1923/71	£3.90
Rolls Royce by Setright	£2.40
A Brief Guide to Rolls Royce and Bentley Cars 1925-65	£1.95
Those Elegant Rolls Royce	£7.55
Rolls Royce — The Enigma Continues	£7.55
Rolls Royce — The Living Legend	£6.00
The Magic of a Name	£4.10
Rolls Royce 1930-1935	£1.60
Rolls Royce 1935-1940	£1.60
Rolls Royce 1940-1950	£2.35
Studebaker Cars 1923-1939	£1.75
The Grand Prix Lotells	£3.40
History of Brooklands Motor Course 1906-1940	£3.80
Aerodynamics of Sports and Competition Automobiles	£16.20
Gas Flow in the Internal Combustion Engine	£5.95
Basic Automotive Tools & how to use them	£1.85
Basic Automotive Tune-up & Test Equipment	£1.85
The Buick Book of the Motor Car	£5.65
Bosch Electrical Systems	£1.50
Chassis Tuning by Smiths	£1.70
Competition Setup — At Home Adjustment Analysis	£7.50
Vehicle Handling and Control — Selected Technical Papers	£7.80
Road Vehicle Aerodynamics	£6.45
Advanced Race Car Suspension Development	£3.65
Racing Car Design & Development — Len Terry & Alan Baker	£6.00
Racing & Sports Car Chassis Design	£4.40
British Leyland Minis — Maintenance Tuning and Modification	£3.35
Castrol Racing Drivers Manual	£2.65
How to select and install Turbochargers	£3.75
Scientific Design of Exhaust & Intake Systems	£4.05
Design & Tuning of Competition Engines	£9.55
How to Hot Rod Volkswagen Engines	£3.75
Basic Bodywork and Painting No. 4	£1.85
The Art of Custom Painting	£3.90
The Sports Car — Its Design & Performance	£3.50
The Sports Car Engine — Its Tuning & Modification	£3.45
Valve Timing for Maximum Output	70p
Race Prep Reference — U.S. Standards	£7.75
Racing Engine Preparation Comprehensive — by Holman & Moody manuals	£4.60
Racing Engine Preparation	£1.60
Classic Single Seaters	£5.45
Sixteen Cylinder Motorcars — An Illustrated History	£12.20
Pipes Winners Handbook 1975	£2.30

WORKSHOP MANUALS

AIRCRAFT ARMS & ARMOUR BOOKS CATALOGUE 60p

BOOKS: Prices include postage packing to Anywhere in the World

THE ASTON MARTIN CENTRE



DISTRIBUTORS OF ASTON MARTIN LAGONDA

for the Counties of Shropshire, Staffordshire, Warwickshire, Worcestershire, Birmingham and the West Midlands

*** SALES AND SERVICE**

ASTON MARTIN CENTRE OFFER

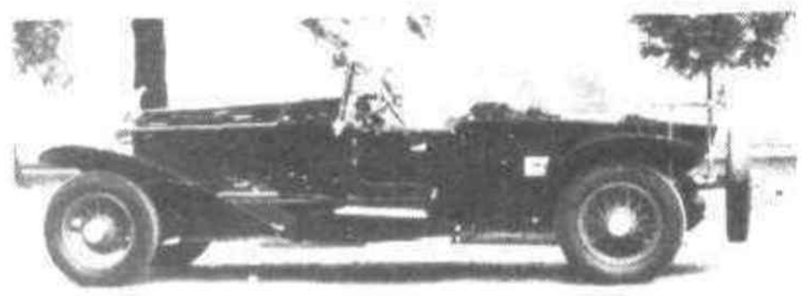
1973 Aston Martin V8 Automatic, Cosmic Fire, Ascot Grey. One owner **£5,500**

1969 Aston Martin DB6. Oyster Shell with red interior. Superb car. **£2,400**

1973 Aston Martin V8 Automatic, Cornish Gold, Radio stereo. **£5,250**

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

F.L.M. (PANELCRAFT) LTD. COACHBUILDERS



1928 ROLLS-ROYCE PHANTOM I BOAT-TAIL TOURER

AN EXAMPLE OF NEW COACHWORK BY —

F.L.M. (PANELCRAFT) LTD.
32-35 THE ARCHES,
BROUGHTON STREET
LONDON, S.W.8
01-622 2080

WHEELS

WIRE & EASI-CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
West London Repair Co Ltd
5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316
Est. over 40 years.

NEW PARTS FOR OLD FORDS

NEWFORD PARTS CENTRE
HIGHER WHEELTON, CHORLEY, LANCASHIRE
Telephone: 0254 - 830343
Most parts in stock for Models 1950 - 1968
BOTH CAR AND COMMERCIAL

New and used spares and parts for Maserati automobiles 1950-1970.
Overseas enquiries welcome. Good examples occasionally offered for sale.
Richard Crump, Grooms Barn, Bulls Cross Ride, Waltham Cross, Hertfordshire.

ROLLS-ROYCE & BENTLEY
WILLIAM M. TAYLOR

THE MAN WITH THE MANIA

Now also offers Exchange Engines for Mk. VI, 'R'-Type, Silver Wraith and Dawn. Bench rebuilt, rig tested. Car collection and fitting or engine sent to your local garage.

KNOWEBANK, YETTS OF MUCKHART, by DOLLAR, PERTHSHIRE, FK14 7JT, SCOTLAND
Telephone: Muckhart 331
At the junction of the A823 & A91

SHIPPING CARS

IS OUR SPECIALITY
WE ALSO HANDLE PERSONAL & HOUSEHOLD EFFECTS
FOR ROLLS-ROYCE SERVICE AT MINI PRICES
CONTACT
ROBERT FISHER
(Packing & Shipping) **LTD.**
33 LEXINGTON STREET, LONDON W1R 4DD
Telephone 01-734 6901 Telex 24660
Cables Fishertran/London

VEHICLE - SHIPMENT

A BOAST PROVEN TO MANY CAR TRADERS IN THE UK & ABROAD
RING OR WRITE FOR FREE QUOTATION
THE SPECIALISTS IN WORLD WIDE VEHICLE SHIPMENT - STORAGE - STEAM CLEANING
MARINE INSURANCE COVER
PERSONAL EFFECTS - CUSTOMS CLEARANCE
D. WILLATS (FORWARDING) LTD.
123 Charterhouse Street, London, EC1.
Tel: 01 251 2763/6



SWANSCOMBE AUTO-EXPORTS

Established independent company with full facilities
for the worldwide shipment of motor cars.
Specialists in handling Rolls Royces and Bentleys.

SWANSCOMBE GARAGE, SWANSCOMBE ROAD, HOLLAND PARK, LONDON W11 3BR
Tel: 01-603 9476/9715. Cables: Swanexpo W11. Telex: 917654 Swanexpo



CYCLE WINGS
(DOMED & BEADED)

4", 5" & 6" wide. Alloy.
Fronts **£3** pair. Rears **£3.50** pair.
7" wide Fronts **£3.50** pr. Rears **£4** pr.
Carriage and packing 50p pairs, £1.50 sets.

D. W. FERGUSON
BATH ROAD GARAGE, NAILSWORTH, GLOS.

Est. 1928
MOST SIZES IN STOCK
Veteran — Vintage
TYRES
E. H. HAMILTON & SON (M.S.), 22-24 VICARAGE STREET, YEOVIL, SOM.
Tel.: 3927. After 6 p.m. 5945.

M.G. 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

TRAIN & RACE
with Jim Russell
Write for full details and free colour brochure.
RACING DRIVERS SCHOOL
Snetterton Circuit, Norwich, NR16 2JX, Norfolk.
Tel Quidenham 451



DYNAMIC BALANCING
A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.

We have the latest Schenck electro-dynamic crankshaft balancing equipment, backed by Avery static balancing machines for con-rods and pistons.

Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone.

812331 Wroughton (Wilts.)
BASSET DOWN LTD.
SWINDON SN4 9QP

MORE HOOD FOR YOUR MONEY!
DIRECT FROM *DON* THE MANUFACTURERS

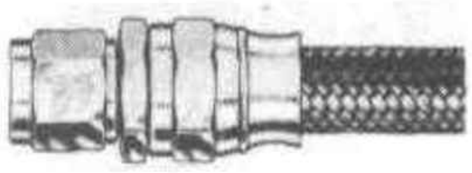
STRONG WELDED SEAMS
STRONG CLEAR PVC WINDOWS
MADE IN BEST QUALITY PVC
ALL EDGES DOUBLE BACKED
ONLY £2 EXTRA FOR ROOF WINDOW



SEND NOW FOR CATALOGUE, PRICE LIST AND SAMPLE CARD FOR HOODS OR TONNEAU COVERS TO:
DON TRIMMING CO. LTD., 2A HAMPTON ROAD, ERDINGTON, BIRMINGHAM B23 7JJ TEL. 021-373 1313

BENNETT MOTORS
27 Crossway, London N.16

We invite you to call us for our latest stock list of
Rolls-Royce Cloud 1, 2 & 3s
Bentley S1, S2 & S3s
Renovations carried out in our own workshops. Overseas buyers welcomed and shipping arrangements a speciality.
Top prices paid for any models, any condition.
Tel. (Day) **01-249 0383,**
or E'ngs **Ware 5759, Nazeing 2301**



Aeroquip
For Race – Rally – Restoration

GOODRIDGE AEROQUIP

The Goodridge Aeroquip range of aircraft quality high pressure stainless steel hose with steel and alloy fittings (BSP/JIC/UNF/metric, etc) for brake, clutch, fuel, oil and water lines. Supplied to leading competition cars worldwide including F1 and other international works race and rally teams – hose, fittings and assembled kits are available for all formula, saloons, sports racing, clubmans, sports GT, vintage, historic, etc – just provide us with the line length or fitting details.
READY TO FIT BRAKE LINE KITS: 4-LINE KIT £23.95; 3-LINE KIT £16.95 (inc. VAT & P&P)
Also giving protection against suspension and chassis rubbing, spongy pedal, flying stones, etc. Aeroquip is a must for the serious competitor or enthusiast.

GOODRIDGE (U.K.) LTD.
Collins Road, Totnes, Devon TQ9 5PJ. Tel. (0803) 862007

INSURANCE

- LOWEST RATES AVAILABLE
- SECURITY PLUS FIRST CLASS SERVICE
- BONUS UP TO 65%
- PREMIUMS PAYABLE 3, 6, 12 MONTHLY
- SPECIAL SCHEMES FOR SPORTS CARS
- BREATHALYSED & CONVICTED & YOUNG DRIVERS AT LOWEST RATES
- SAVE £££'s & CONTACT US NOW

IMMEDIATE QUOTATION TELEPHONE
01 - 889 3434
NO OBLIGATION

Or complete coupon below and post to:
SPORTS CAR INSURANCE
201 GREEN LANES, LONDON, N.13

Name ..... Address .....
Occupation ..... Age ..... Business/Pleasure Use
Full/Prov. Licence for ..... years. Comp./Third Party/T.P.F. & T. cover
Owner only / and wife / Any driver / Named driver, age
Make of car ..... Model .....
C.C. ..... Value ..... Year ..... Car Garaged/Left in open
Present insurers ..... No claim bonus ..... years
Age of youngest driver ..... Quote for Annual / Quarterly policy
Details of all accidents and convictions should be enclosed including those of additional drivers.



Think Automotive
1a GREENFORD AVE.
SOUTHALL, MIDDX.
TEL.: 01-574 4652
Trade and export customers welcomed

U.S. CAR specialists
Heavy duty parts for Camaro, Firebird, Stingray, Mustang. We also prepare these cars for road and racing and we stock or can quickly supply new or used examples.

MOCAL
Oil cooling components
OIL COOLER KITS inc. oil coolers, thermostats, adapters, sandwich plates, temperature gauge adapters.
DRY SUMP KITS inc. tanks, pans, pumps, hoses, connections, remote filters etc.

SHIPPING YOUR CAR?

Waste no time.
Contact the Proven Specialists with nearly 50 years' Experience in Automobile Transportation.

We Offer:

SPECIALISED, PROMPT AND PERSONAL ATTENTION.

We Arrange:
World Wide shipments from U.K. and Continental Ports.
Marine Insurance Cover.
Steamcleaning & Preparation.
Covered Storage.
International Collection & Delivery Service.
General Freight Forwarding.

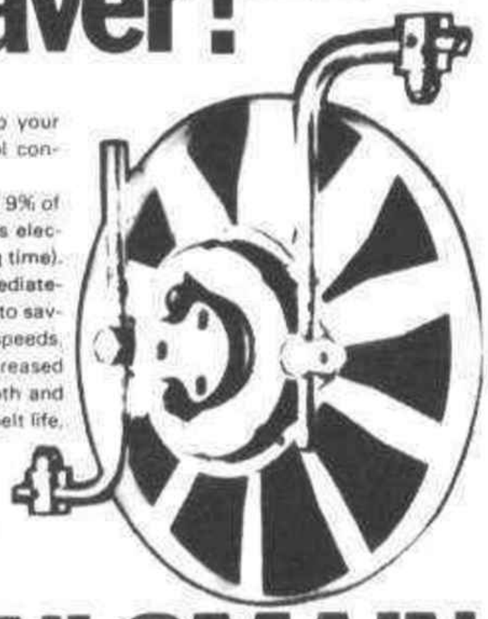
SPECIALISING IN BOTH TRADE & PRIVATELY OWNED VEHICLES

MAT *Transauto*

*For **FREE** Brochure & Quotations telephone or write:-*

Personal Export Section
146/8 Clerkenwell Road, London E.C.1
(01) 837 0153
(01) 278 1492

KENLOWE
—the real petrol saver!



The Kenlowe Thermomatic Engine Cooling Fan will keep your engine perfectly cool *and* give you a *real* saving in petrol consumption.

The standard fan is engine powered and consumes up to 9% of the total bhp developed by the engine. But the Kenlowe is electrically driven (and only operates for about 3% of motoring time). So, by replacing the standard fan with a Kenlowe you immediately save up to 9% bhp. And this saved power is translated into saved petrol because less throttle is used for normal cruising speeds. Generally, the saving is up to 9% per gallon or an increased mileage of up to 5 mpg. The Kenlowe is automatic, smooth and quiet in operation. It increases heater output, doubles fan belt life, needs no maintenance, is guaranteed for 12 months, and is easy to fit. Priced from £20.95 plus carriage and VAT at 8%. 'Phone or write Kenlowe for information on the correct fan for your car. Immediate delivery of all models direct from Kenlowe.



NEW KENLOMAIN is a quick engine starter

and fast battery charger (12 amps), constantly rated mains transformer 240 to 12v DC, and accurate battery tester. Features include volt and amp meters, low/high charge and engine start switch, all metal chassis and case. Price £27.95, including VAT and Postage. Obtainable direct from Kenlowe.

KENLOWE ACCESSORIES & CO. LTD.
BURCHETTS GREEN, MAIDENHEAD BERKS.
Tel: LITTLEWICK GREEN 3303 (STD 062-882 3303).

1946-54 RILEYS

Spares EASILY and INSTANTLY obtainable from

E. T. LUNDEGAARD LIMITED
33 KING EDWARD AVE., GLOUCESTER
(0452 - 23440)

FREE TECHNICAL ADVICE

SALOONS AND DROPHEADS FOR SALE AND WANTED

Rover Triumph

Personal Export Sales

Enquiries Speedily & Efficiently Handled

RYTON MOTORS LTD.
Rover Triumph Retail Dealer
London Rd. (A45), Ryton-on-Dunsmore, Coventry CV8 3EW
Tel: 0203 301852



See how an Acoustikit can silence your car!

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

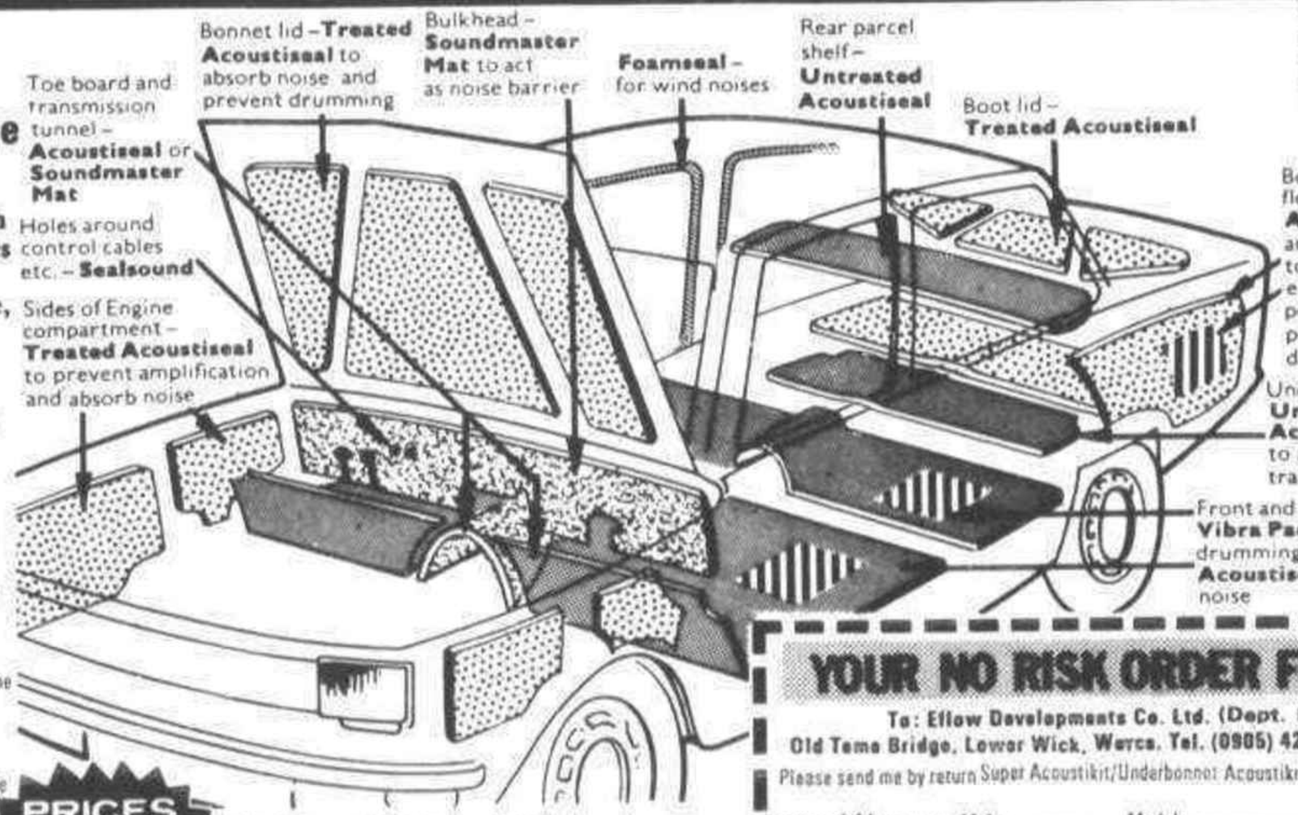
Stamp out noise pollution in your car! Drive better, safer and boost it's resale value! Its easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road etc. Now even more effective, using a completely new combination of materials.

WHY ARE ACOUSTIKITS THE BEST BOY?
A typical Super Acoustikit consists of no less than five different materials, selected as the most suitable for insulating a particular part of your car. Furthermore, Acoustikits offer you the most comprehensive insulation system of all.

Two types to choose from Acoustikits are supplied in two types
1 SUPER ACOUSTIKITS. These insulate the entire car, give you the ultimate in sound insulation.
2 UNDERBONNET ACOUSTIKITS. To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range.)

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

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



Note: This illustration shows a typical Super Acoustikit layout. Kits vary according to the requirements of the make and model of the vehicle.

LOOK HERE FOR YOUR CAR

If your car is not listed, write or telephone, as there is not sufficient space to show our entire range. **Prices:** Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage of 75p for underbonnet Acoustikits and £1.40 for Super Acoustikits (mainland charges; others subject to quotation).

PRICES START AT ONLY £11.70 INCL VAT

Alfa Romeo		
Alfasud	£4·55	£14·60
Alfetta	£5·00	£18·30
Audi		
100LS & GL	£5·55	£20·75
80 Saloon/Est.	£5·55	£20·75
BLMH		
Mini Sal. Club	£4·55	£14·60
Mini Est. Club	£4·55	£17·70
Mini Van	£4·55	£18·10
1100-1300 (state model & year)	£5·00	£18·30
Sprite II Midget	£8·00	£17·70
Maxi 1500-1750	£4·75	£19·60
Allegro Sal./Est.	£4·75	£20·35
Marina Saloon, Coupe, Estate	£8·25	£22·55
Marina Van	£8·25	£25·15
MGB & GT	£8·00	£19·50
18/22 Princess	£5·20	£20·85
Chrysler Rootes		
Avenger Sal. Est.	£8·00	£20·85
Imp Chamois	—	£18·30
Mini Hunter '87 on	£5·20	£20·85
Citroen		
Ami 8	£5·20	£19·55
Dyane 6	£5·20	£19·60
Daf Volvo		
33	£4·80	£19·60
44 55 66	£4·90	£19·60
Escort Van	£5·70	£23·35
Granada Consul	£8·90	£19·40
Honda		
Civic	£4·55	£18·10
Peugeot		
504 Saloon	£8·00	£20·35
Renault		
4, 5, 6	£5·20	£18·30
12	£5·20	£19·15
16	£4·55	£19·15
15 & 17	£4·55	£19·10
Rover		
Range Rover	£7·30	£22·55
Saab		
95-96 V4	£8·00	£19·15
99	£5·55	£18·60
Simca		
1501	£5·55	£18·30
1000	£5·00	£17·70
1100	£4·55	£14·80
Toyota		
1000	£4·30	£19·55
Triumph		
Toledo, 1300, 1500 & Dolomite	£5·20	£19·60
Spitfire Mk I-IV	£8·15	£18·90
GT6 Mk I-III (state model)	£8·15	£18·90
2000 Mk I-Mk II	£5·70	£20·85
Vauxhall		
Viva HA Van	£5·70	£22·45
Viva HB Est.	£5·20	£19·15
Viva HC Est.	£5·70	£20·20
Victor FE Est	£5·70	£19·15
Chevette	£5·00	£18·30
VW		
Beetle '67 on	—	£18·90
1200-1300	—	£18·90
1302-1303	£5·55	£20·70
K 70	£5·55	£20·85
Passat Saloon	£4·30	£18·30
Golf		
Volvo		
140 Sal. Est	£8·00	£21·00
240 Sal. Est.	£8·00	£21·00

By-Return Service. Adequate stocks kept of all popular models. Most kits normally despatched by return.
ALL PRICES QUOTED INCLUDE VAT. Barclaycard & Access facilities available, please quote account number.

YOUR NO RISK ORDER FORM

To: Eflow Developments Co. Ltd. (Dept. M.S.63)
Old Tema Bridge, Lower Wick, Worcs. Tel. (0905) 421280/423388

Please send me by return Super Acoustikit/Underbonnet Acoustikit. Details of basic materials* for my car. Make _____ Model _____ Year _____
I enclose cheque/PO* (payable to Eflow Developments Co. Ltd and crossed) for £ _____ (cost of kit plus part carriage charge)
Please charge my Access*/Barclaycard* account. My account no. is:
*Delete as appropriate

Name _____
Address _____

CAPITALS PLEASE

ACOUSTIKITS REG NO. 967672
THE SILENT REVOLUTION IN MOTORING



?

WATCH THIS SPACE

IN MAY ISSUE
of MOTOR SPORT

AN ENTIRELY NEW PRODUCT
FOR MG ENTHUSIASTS

MG T TYPE SPARES

Door threshold plates	£2.30 each
Door latches	£5.00 each
Door latch striker plates	£1.40 each
Door latch striker wedges	£1.00 each
Door hinges. TD/F brass	£2.20 each
Door handles P/TA/TC	£2.40 each
Door handles TD/F/Y	£1.80 each
Rear light plinth – late TD and TF	£2.45 each
Hood windscreen wing nut	£0.90 each
Dash grab handles	£2.00 each
Racing screens – laminated	£7.65 each
Union Jack enamel badges	£1.50 each

50th ANNIVERSARY SINGLE EDITION

1 PINT TANKARDS

Still £6.95

A few left. Goblets and ½ pint over-subscribed

UK Customers add VAT and 9% mailing.

Overseas customers add 16% only mailing for Europe and 20% for outside Europe.

S.A.E. for list

KIMBLE ENGINEERING LTD

33 HIGHFIELD ROAD,
BIRMINGHAM, 2B 0EV
ENGLAND

Tel: 021-777 2011

THE ITALIAN CONNECTION
AND
E. B. SPARES

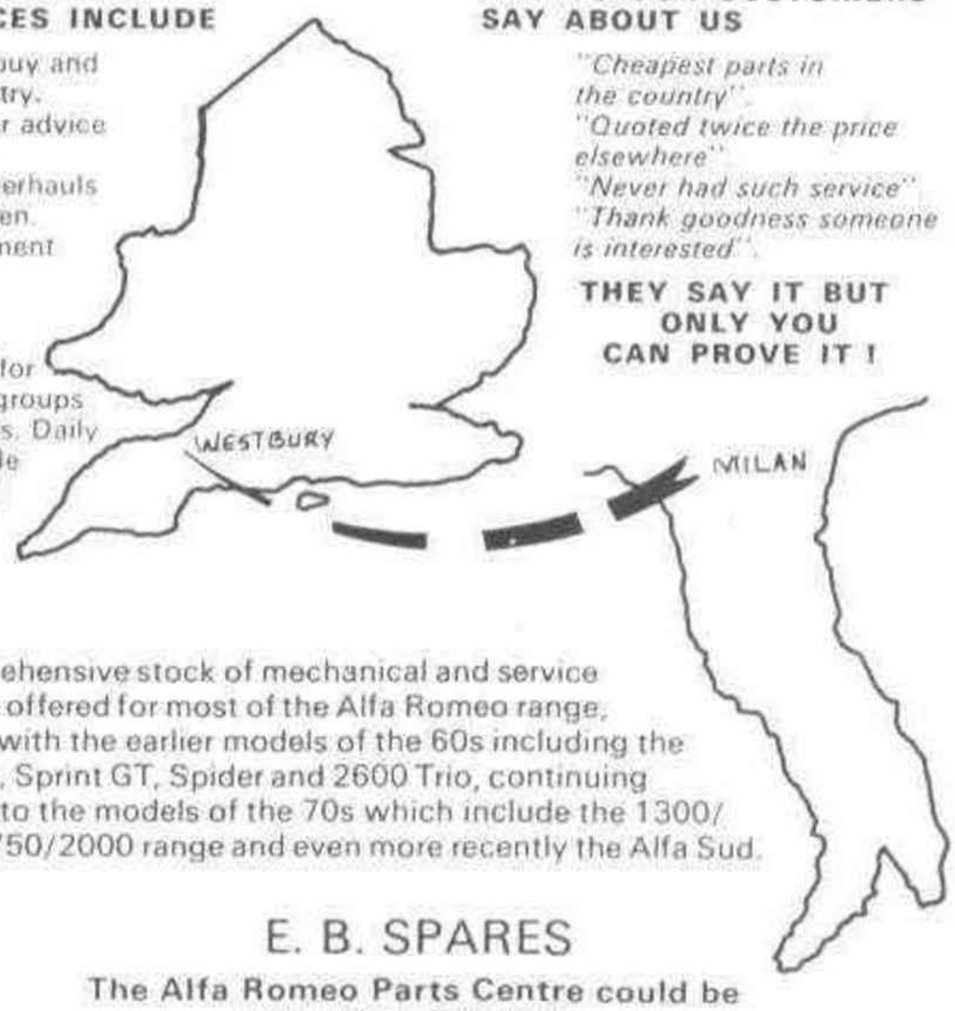
SPECIAL ALFA SERVICES INCLUDE

Unique buy and sell registry.
Customer advice service.
Major overhauls undertaken.
Replacement hoods.
Bulk buying facilities for trade or groups of owners. Daily worldwide despatch of parts.

THINGS OUR CUSTOMERS SAY ABOUT US

"Cheapest parts in the country"
"Quoted twice the price elsewhere"
"Never had such service"
"Thank goodness someone is interested"

THEY SAY IT BUT ONLY YOU CAN PROVE IT !



A comprehensive stock of mechanical and service parts are offered for most of the Alfa Romeo range, starting with the earlier models of the 60s including the Giulia TI, Sprint GT, Spider and 2600 Trio, continuing through to the models of the 70s which include the 1300/1600/1750/2000 range and even more recently the Alfa Sud.

E. B. SPARES

The Alfa Romeo Parts Centre could be your link with Italy.

Ring, write or call,

2 WASHINGTON ROAD,
WEST WILTS TRADING ESTATE, WESTBURY, WILTS.
Tel.: Westbury 823856. Code 037. 3.

NO RUBBING DOWN · NO PRIMER · NO PREPARATION !

HOW Brush-On HAMMERITE

STOPS RUST ! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

8 SUPERB METALLIC COLOURS

SAME DAY DESPATCH



R.A.C. RALLY USED ON 3 WORKS CARS



TRIALS BIKES SMART DIRT-REPELLENT FINISH



Prevents RUST on C'VAN Chassis TOWBAR & WHEELS

CHIP-RESISTING FINISH for LARGE VEHICLES



HM GOV'T TEST REPORT: 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive
BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS:** Silver-Grey, Bronze, Lt. Green, Mid. & Dk. Green, Lt. & Dk. Blue, Black. **1 litre,** covers 80 sq. ft., **£3.21,** 65p carr. **½ gall. £5.34,** 65p carr. **1 gall. £7.71** 65p carr. *(cheaper by the gallon)*

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

FAR TOUGHER than Mfr's original! 8 COLOURS (above) Outside test panels still glossy after 6 yrs! USER'S REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says. "A SUPER UNUSUAL FINISH ON LARGEST CAR—IN 60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ gall. Hammerite & ½ gall. Special Fire-proof thinners — incl. full inst'ns. ONLY **£6.93,** 65p carr. State col. SAME DAY despatch.

PROTECTS ANY SURFACE · MACHINERY · ENGINES HEATERS (STANDS 300°F)

HAMMERITE—"HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"FINISH TOUGH & GLOSSY"** *Autocar.* HAMMERITE (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300°F.) engines, all machinery, timber, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. all uses (does car wheels or complete m'cycle). State colour. Same day despatch. **Send 86p + 24p p/pk.** (Quantity reductions)

TRIAL OFFER

POST COUPON NOW!

Quan.	Descrip'n	Colour	Price

Rush my order as shown.
Encl. CHQ./M.O./P.O./Cash £.....

Name .....
PRINT CAPS
Address .....

..... Code.....

FINNIGANS LTD. (MS), Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411
Regd. Office No. 354 180 (London)

SPRING AUCTION SALE
of
VINTAGE & CLASSIC CARS & MOTOR CYCLES

TUESDAY, 30th MARCH, 1976 at 3 p.m.

Entries to date include:

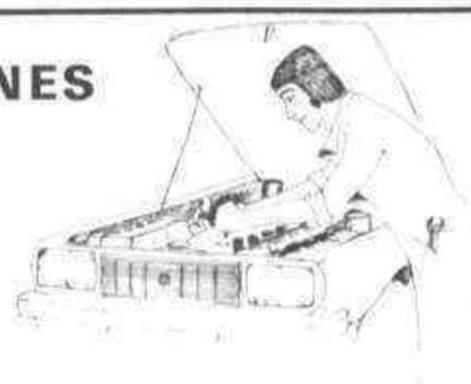
1914 Studebaker, one previous owner, last on road 1929
1926 Bull-nosed Cowley tourer
1931 Aston Martin International
1942 Jeep
Ex WD Ford V8 Light Infantry Truck WOT II, very original
Ford Popular, Reg. No. 2542 F
1938 Rover 12
1949 Ford V8 Pilot
1950 M.G. Y series saloon
Two 1954 Alvis Grey Ladies
1945 Morris 8 Series E saloon
1960 Mercedes 190 SL
1962 Lotus Elite Series II
1954 Daimler saloon
1955 Rolls Bentley
1965 Mercedes convertible
1955 Daimler Empress 3½-litre, Hooper aluminium coachwork
1950 Armstrong Siddeley
1946 Lea Francis
1960 Mk IX JAGUAR

Further entries accepted up to time of sale. Entry forms available from the Auctioneers.

Catalogues 15p available from 1st March.
On view sale day from 9 a.m.

MAXEY & SON
1-3 SOUTH BRINK, WISBECH, CAMBRIDGESHIRE
Telephone (0945) 3123/4

SPECIALISED ENGINES



The Ford Engine Specialists * All fully guaranteed for all parts and labour in writing * All engines completely reconditioned * All tuned engines we prefer you to see built * Full spec. sheet with tuned engines.

FULL ENGINES
105/1200 **£49.**
1340/1500 **£54.**
1500GT **£58.** 1300/1500 PXF **£55.** GT's PXF **£58.**
1100/1300 XF **£59.** 1300GT **£64.**
1600 **£63.** 1600GT **£67.**
1600/2000 OHC **£88.**

WE ALSO DO BIG ENGINES FOR LITTLE ONES
i.e. 1500 for 1200 £76.
1300 for 1100 £75.
1600 for 1300 £100.

TUNED ENGINES
Stage I 1500GT **£98.**
Stage II 1500GT **£130.**
Stage I 1300/1600GT **£111.50.**
Stage II 1300/1600GT **£142.00.**
* 5 HOUR FITTING SERVICE FROM £12 *

'VEE' FULL ENGINES

V4 1700/2000	**£100.00.**
2000E	**£108.00.**
V6. 2½/3000	**£111.00.**
3000E	**£118.00.**

TUNED 'V's

V4 Stage I	**£157.00.**
V4 Stage II	**£186.00.**

* 5 HOUR FITTING SERVICE FOR SMALL ENGINES FROM £12. 'V's FROM £20

V6 3100cc SPECIALLY OVERBORED WITH BALANCED PISTONS + RODS ETC., GAS FLOWED HEADS FROM £189.00. V6 STAGE II AS ABOVE BUT WITH BIG VALVE HEADS AND INCLUDING CHOICE OF CAMS £237.00
ALL PRICES SUBJECT TO V.A.T.
S.A.E. for details

SPECIALISED ENGINES
Manorway Industrial Estate, Bridge Road, Grays, Essex. Grays Thurrock 78606, Stanford-le-Hope 3472, after 6 p.m.

HAMPSHIRE ENGINES
Harding Lane (off Sandy Lane), Fairoak, Hants. Fairoak 2743 after 6 p.m. Eastleigh 4928

TEST OUR CAPRI II GHIA WITH OUR RS 3.1 ENGINE AT OUR GRAYS FACTORY NOW

SUPERBLY DETAILED METAL MODEL CAR KITS 1/24 SCALE



Unretouched photograph.

VAUXHALL 30/98 E, £12.96 inc. VAT, post free U.K.
This superb model has a wealth of detail including engine, transmission, suspension, etc. You can even see that the valves are set in correct firing order! One of the range of 25 models.

Send 10p stamps for fully illustrated catalogue and price list.
Export a pleasure. Prompt service. Only available from the Manufacturers:
WILLS FINECAST **Lower Road, Forest Row, Sussex, RH18 5HE**

MORGAN AGENTS
ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205
SALES SERVICE SPARES by Morgan enthusiasts
Used Morgans purchased and supplied

GASKETS
All types of engine joints and gaskets made specially to your patterns. Many ready made types also available.
C.O.D. Postal Service Only.
LIPSCOMBE AND HESSEY
MARINE ENGINEERS
Victoria Road, Eton Wick, Windsor.
Telephone 64413

Malcolm C. Elder Tel: Steeple Aston (0869) 40606
1, Grange Park Road, Steeple Aston, Oxfordshire.





1930 Vauxhall 20/60 Six — Super — Excellent. For rest'n. No body **£650**
1935 Talbot 75 (Roesch) sports saloon. Lovely Darracq coachwork **£1,650**
1937 Morris 10 Series II saloon. A nice tidy example..... **£450**
1951 A.C. 2-litre saloon. Beautiful throughout, very practical. **£1,200**
1952 A.C. 2-litre saloon. Fair **£495**
1953 Allard Red Ram Prototype 3-seat roadster. Super order, unique. Believed 23,000 miles only. (*Photo*) **£4,250**
1955 Jaguar XK140 d.h.c. A nice car, wire wheels, o/drive.. **£1,450**
1961 Alvis TD21 saloon. Fair **£700**
1970 Rover 3500 V8 auto. (2000 shape). Lovely **£750**
KND 1 Reg. No. on **Ariel**.. **£450**

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

T-W-F ENGINEERING
SPECIALISTS IN ALL ASPECTS OF **MECHANICAL RESTORATION** OF VINTAGE & RARE MOTOR CARS
UNIT U, KINGSDITCH TRADING ESTATE, CHELTENHAM, GLOS.
Tel.: Cheltenham 36663

AUSTIN-HEALEY
COMPREHENSIVE RANGE OF NEW PARTS AVAILABLE FOR 100, 100/6, 3000 MODELS.
Send large SAE for Parts List.
ALSO SECONDHAND PARTS FROM DISMANTLED CARS.
SOUTHERN CARBURETTERS
49, THE BROADWAY, WIMBLEDON, SW19.
Phone: 01-540 8128

Barry Simpson Engineering Ltd.
RESTORATIONS AND REPAIRS TO VINTAGE, CLASSIC AND HISTORIC RACING CARS BY QUALIFIED ENGINEERS AND SKILLED CRAFTSMEN.

• • • • •

At present our craftsmen are restoring the following customers' cars:

1927 BENTLEY 6½
1956 ARMSTRONG SIDDELEY
1949 AC 2-LITRE COUPE
1955 JAGUAR XK 150
1934 M.G. PA
1956 M.G.-A
1957 ASTON MARTIN DBR2
1929 BUGATTI TYPE 40
1952 COOPER BRISTOL
1928 ROLLS-ROYCE 20
1952 ASTON MARTIN DB2

• • • • •

Overseas enquiries welcomed
HIGH STANDARD ASH FRAMES BUILT TO ANY DESIGN.
COMPLETE REPLICA BODIES MADE TO INDIVIDUAL REQUIREMENTS.

CIDER WORKS, ABBOTSKERSWELL, NEWTON ABBOT DEVON, TQ12 5NP
TELEPHONE: NEWTON ABBOT 3815

'Is your MOTOR INSURANCE DUE FOR RENEWAL?'

If so, you could face an increase of 50% . . . even in these inflationary times you would not expect an increase of this amount, but with some companies increasing rates four times in twelve months many individual premiums **have increased by 50%** whereas other companies **have not increased premiums at all!** Why such variation? Well, each company will give its own reasons. However, one fact that must be absolutely clear is that **you need an expert** to select the policy best suited to your individual needs. **We, as independent insurance brokers, can offer this expertise,** we are not merely agents for one or two companies but are able to place your business with any one of a wide range of companies or Lloyd's underwriters at the most favourable terms available, not only at inception but at each renewal. Remember our expertise is our success, as only by continuing to offer attractive terms do we retain your business. We show below actual examples of policies we have effected during the past few weeks. . . . **We invite you to make an inquiry; it will cost you nothing but could save you a great deal of money!**

EXAMPLE	PREMIUM	EXAMPLE	PREMIUM	EXAMPLE	PREMIUM	EXAMPLE	PREMIUM
Age 30. Central London area. Max no claims bonus. Fiat 128	£36.00	Age 30. Lancia Beta. Surrey area. Comprehensive. Max no claims bonus	£50.00	Age 25. Triumph Stag. Worcs area. Comprehensive. Max no claims bonus	£69.10	Age 25. Alfa 1.6 GTV. Surrey area. Comprehensive. Max no claims bonus	£66.00
Age 30. Alfasud Ti. Kent area. Comprehensive. Max no claims bonus	£40.00	Age 24. Porsche 911. Staffs area. Comprehensive. Max no claims bonus	£106.00	Age 25. Dolomite Sprint. Essex area. Comprehensive. Max no claims bonus	£49.48	Age 61. 1600 Cortina. Devon area. Comprehensive. Max no claims bonus	£21.00
Age 25. V12. E-type Jaguar. Suffolk area. Max no claims bonus. Comprehensive cover	£104.00	Age 23. MGB. London Met area. Comprehensive. Max no claims bonus	£80.00	Age 36. Toyota Carina. Birmingham area. Comprehensive. Max no claims bonus	£42.00	Age 36. Capri 3000 GT. Hants area. Comprehensive. Max no claims bonus	£55.00
Age 23. Ford Capri GT. London Met area. Comprehensive. Max no claims bonus	£64.00	Age 36. Datsun 120Y. Kent area. Comprehensive. Max no claims bonus	£31.00	Age 25. BMW 1602. Max no claims bonus. Berkshire	£46.00	Age 29. Cortina 2000 GT. Newcastle area. Max no claims bonus. Comprehensive	£41.00

TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

PREMIUMS

PAYABLE BY

MONTHLY INSTALMENTS

Full details will be sent with all quotations.

To: MRB INSURANCE BROKERS LTD
Please forward an indication of premium entirely without obligation. My details are as follows:

Name . . . . . *Age* . . . .

Address . . . . . .

. . . . . *Occupation* . . . . . .

Tel No . . . . . *Contd.*

IMMEDIATE QUOTATIONS GIVEN BY TELEPHONE

01-597 2427

first fold along this line

Additional remarks

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

MRB INSURANCE BROKERS LTD
313 HIGH ROAD, CHADWELL HEATH,
ROMFORD, ESSEX RM6 2BR

first fold along this line

third fold along this line

SCHEME DISCOUNTS AVAILABLE FOR

COMPANY CAR EXPERIENCE UP TO 50%

CIVIL SERVANTS, TEACHERS ETC. 20%

TWO OR MORE CARS INSURED UP TO 40%

second fold along this line

DRIVERS WITH UNFORTUNATE ACCIDENT AND CONVICTION RECORDS (INCLUDING BREATHALYSER VICTIMS) WILL BE GIVEN SYMPATHETIC ATTENTION

Contd.
Make and Model of Car . . . . . .

*Garaged yes/no** *cc.* . . . . . *Year.* . . . *Value* . . . . . .

*I require COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE AND THEFT**
*RAC Member yes/no**

I am entitled to . . . . . *years' No Claims Bonus with*

. . . . . *Ins Co Ltd*

**Delete where inapplicable.*

Enclose details of all accidents/convictions/any business use.
Additional drivers and any additional useful information

MOTOR SPORT – MARCH 76

second fold along this line

	C	T	P	U
A				
Q				

OFFICE USE ONLY

CHRISTIE'S

In association with
Lord Montagu of Beaulieu

Now invite entries for their

Annual Sale of Veteran, Vintage & Classic Cars

together with motorcycles & commercial vehicles.

At Beaulieu, Hampshire, England.

Home of the National Motor Museum.

Entries are now invited for the sale to be held on Thursday 8th July 1976 at the National Motor Museum, Beaulieu, Hampshire. Prospective vendors should write as soon as possible for an entry form which gives special commission terms and other sale details.

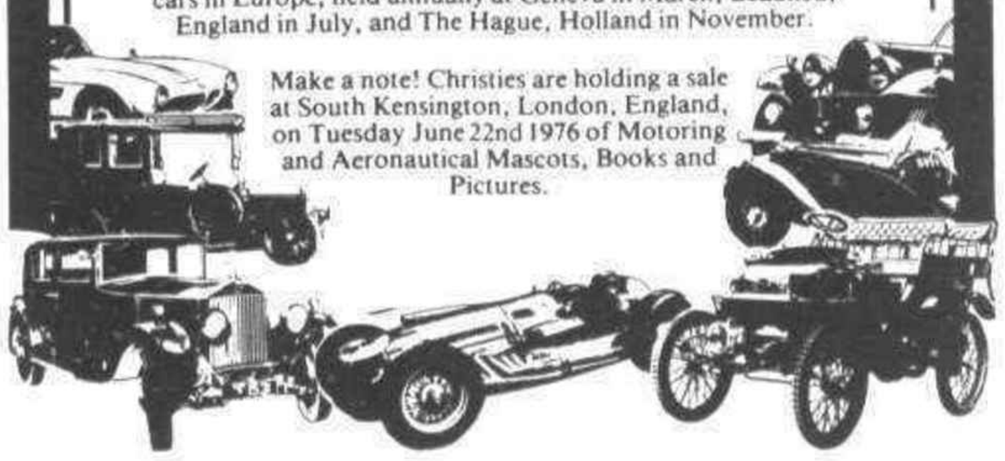
Only a limited number of each make of vehicle will be accepted including motorcycles and commercial vehicles if of a high quality. Every entry must be accompanied by a photograph showing the vehicle's present condition.

Closing Date For Entries 13th May 1976

All correspondence should be addressed to:
CHRISTIE'S AUTOMOBILE DEPARTMENT,
8 King Street, St. James's, London, SW1 6QT
Telephone: 01 839 9060. Telex: 916429
Telegrams: Christiart, London SW1

Christies have now established the leading sales of collectors cars in Europe, held annually at Geneva in March, Beaulieu, England in July, and The Hague, Holland in November.

Make a note! Christies are holding a sale at South Kensington, London, England, on Tuesday June 22nd 1976 of Motoring and Aeronautical Mascots, Books and Pictures.



G. R. HALES

Specialists in Prestige Cars

25 Pages Walk, London, SE1 4SB

Tel.: 01-231 0067 (Day) Telex: 28905 01-310 4172 (Evening)





Rolls-Royce Silver Cloud III, 1964. Black/sand. 2 owners.
Rolls-Royce Silver Cloud II, 1961. Maroon.
Bentley S3, 1964. Black, 91,500 miles only.
Bentley SI, 1956. Dawn blue.
MG-B GT, 1974. Damask red, wire wheels, 14,500 miles.
Austin 1300 GT. Black tulip, one owner, 25,500 miles.

All D-B Towing Brackets Stabilisers & Accessories
are backed by 45 years' experience of trailers and towing equipment.
SIMPLE BUT SOLID FITTINGS TO SUIT MOST MAKES OF CARS
Full fitting instructions supplied.
Send for details, Dept. 57
B. DIXON BATE LTD.
Chester, CH3 5NA.
Tel.: 24034.

BRANDON MOTORS LTD.
FERRARI DISTRIBUTORS FOR WARWICKSHIRE
Dino 308 V-8 2+2
demonstrations by appointment
Full Servicing Facilities for all Ferraris.
BRANDON, Nr. COVENTRY
Wolston 2285/6

SPRING IS COMING

Time to check the Car for some serious Motoring
Time to get the best out of Insurance by consulting:
Hyde-East & Company Associated Insurance Brokers
Institute Building, Ward Street, GUILDFORD, Surrey
Telephone: Guildford 64545
THIRTY YEARS OF GOOD SERVICE

JAGUAR XK120 ROADSTERS

WE SPECIALISE IN XK JAGUARS. We have available: bonnet badges, sidelights plus housings, rear sidelights plus housings, aeroscreen cowling. Splined wheel hubs rebuilt. New brake master cylinders, wheel cylinders. Exhaust systems. Manifolds re-vitreous enamelled. Rack and pinion steering rebuilt. All bodywork and retrimming undertaken. **Breaking XK120 roadster.**
(*Overseas enquiries welcome.*)



CLASSIC AUTOS **10 High Street, King's Langley, Herts. King's Langley 62994** (office), **01-445 9535** (home)

•CHROME PLATING•
SPECIALIST RESTORING AND REPLATING SERVICE.
ONE-OFF or MASS PRODUCTION

•BEAD BLASTING•
Baker Polishing & Plating Works,
Unit 11, Paramount Ind. Est.,
Sandown Road, Watford, Herts.

•WATFORD 29309•

BEARING REMETALLING AND LINE BORING.
We offer a high quality reconditioning service including the manufacture of any missing or damaged parts. For personal and enthusiastic service please contact Roy Egginton at:
MACHINE-ABILITY LTD.,
Heanor Rd., Loscoe, Derbys.
Tel.: Langley Mill (07737) 3380.
Evenings: Nottingham (0602) 257560.

SMALL COLLECTION OF SUPERB MOTOR CARS FOR SALE

1954 Rolls-Royce Silver Dawn. Genuine 35,000 miles. Superb. **£7,750**
1953 Bentley 'R' Park Ward coupé. £1,600 recently spent. Three owners. **£3,800**
1939 Austin 12 'Ascot'. Very original and in excellent condition. **£800**
1953 Hillman convertible. Full history, two owners. No rust. Beautiful. **£750**
1953 Jowett Javelin. New interior and paint. Rare car. **£1,000**
1954 Ford Zephyr. Excellent original condition. **£550**
1954 Rover '75'. Repainted. Full history, 46,000 miles. **£550**
1963 Rover '95', 17,000 miles only. Superb. Two owners. **£1,750**

REPLY TO Box No. 4985 FOR FURTHER DETAILS



SINGER 9 LE MANS
FRAZER NASH BODY

Under 200 miles since complete rebuild.

£500 or nearest offer.

Tel: BATTLE (04246) 3727
Whitelands Cottage,
North Trade Road,
Battle, Sussex.

MORGAN DISTRIBUTORS & **CLASSIC CAR SPECIALISTS**

Burlen Services

GREENCROFT GARAGE, **SALISBURY: Tel Salisbury 5100**

Complete Exhaust Systems

Austin Healey 110/4	£15.24
Austin Healey 100/6 F. Pipes and silencer	£13.34
Austin Healey 100/6, 3000 Mk 1& 2	£19.25
Austin Healey 3000 Mk 3	£40.40
Jaguar XK140 & 150	£33.94
M.G. T.A./T.B./T.C. Box and Tail	£6.51
M.G. T.D. Box and Tail	£6.51
M.G. T.F.	£12.39
Y Type 1¼ Litre	£9.61
M.G.A. 1500/1600	£11.15
MGB/MGB GT	£18.84
M.G.C. GT	£34.83
T.R.2 & 3	£11.05
T.R.4	£13.96
Riley 1½ Litre (excluding F/Pipe)	£15.02

Other popular systems available

BIG HEALEY STEEL BODY PANELS

Front wings	£34.50
Boot lids	£23.00
Boot Floors	£13.00
Inner sills (full set)	£18.00
Outer sills (pair)	£20.00
Inner rear wing panels	£11.00 each

Other spares in stock
S.U. CARBURETTERS AND PUMP
MAIN AGENTS
NEW TYRES

185 x 16 Pirelli Cinturato	£24.50
600 x 16 Pneumant 6 ply rating	£11.50
185 x 15 Goodyear G800	£12.50
175 x 15 Pirelli Cinturato	£12.25
175 x 14 Pirelli Cinturato	£12.25

ALL PRICES SUBJECT TO CARRIAGE & VAT
MORGAN SPARES LIST SEND LARGE SAE.



ORIGINAL 7" HEADLAMPS

Brass @ £10.04 each

Chrome @ £10.58 each
Post paid U.K.

The unequalled choice of vintage and veteran motor accessories gets bigger and better. Stock items available BY RETURN. SEND 55p for our 112-page fully illustrated catalogue (overseas $3.00 air post paid).

THE COMPLETE AUTOMOBILIST LTD.,
39 Main Street, Baston,
Nr. Peterborough
Tel: Greatford 312

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.

Mechanical Rebuilds

ASHTON KEYNES
VINTAGE RESTORATION
ASHTON KEYNES
SWINDON, WILTS.
Tel.: Ashton Keynes 288

---

up to 9% extra mpg with KENLOWE



The Kenlowe Fan gives you extra mpg plus quieter and smoother running. Fitted by B.C. & H. Motors in under 2 hours. No appointment necessary – just drive to the address below. Priced from £20.95 plus VAT. Fitting charge extra according to make of car.

Expert fitting at B.C & H Motors Ltd.
20 Queensgate Place Mews, London SW7. Tel: 01-589 6800

STAINLESS STEEL EXHAUSTS

Agent for most proprietary makes — all at MRP.

Also for the enthusiast
DO IT YOURSELF KITS

For around £25 you receive
(i) Stainless steel silencers.
(ii) Stainless steel pipe (bendable over knee).
(iii) All clamps/brackets/nuts and bolts, etc.

No special equipment required. Just a basic tool kit and a Saturday morning. **Everything** provided.

48-HOUR DELIVERY AVAILABLE

Ring, visit or write (sae):
EXHAUST CENTRE
(STAINLESS STEEL)
Mill Road,
Lincoln (STD 0522) 32722

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 35

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, VIVA, HERALD	£19	£28
CORTINA, AVENGER, MARINA, VW	£22	£34
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£34	£55
SPITFIRE, COOPER, MIDGET	£36	£55
ALFA ROMEO, BMW, MERCEDES, MGB	£57	£88
LOTUS, TVR, TR6, E-TYPE, SCIMITAR	£77	£119

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to.....years No Claim Bonus with.....Ins. Co
Details of any convictions or accidents :.....
*DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
91 CROWN ROAD, TWICKENHAM, MIDDLESEX
TEL: 01-891 1266/7/8
OFFICE OPEN DAILY 10 am - 5 pm
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

TOP QUALITY TAILORED TOTAL CAR CARPETING

FROM £7.50 COMPLETE

EXCEPTIONAL VALUE PRICE LIST

For the whole floor, not just the front. Fully tailored in plain or heavy foam back. Perfect fit guar. even around gear box and tunnel. Black, blue, green, red, charcoal, beige and brown. Front carpets only, deduct 25%. Prices listed are for plain carpet. Add £1 for foam back.



£7.50 (A)
Mini, Sprite, Daf (all), E Type, Spitfire, GT6, Imp, Golf, VW411/2

£8.25 (B)
1100/1300, Allegro, 1800, 18/22, Audi (all)

(B Cont'd)
Datsun (all), Fiat (all), Escort, Popular, Lada, Mercedes (all), MGB, Opel (all), Renault (all), Simca (all)

£9.00 (C)
Maxi, A60, Minx, Hunter, Avenger, Capri, Cortina, Peugeot (all) Rover 2000 Herald, Triumph 1300/1500 Dolomite, Toledo, Stag, Chevette, Viva, Victor, Magnum

SENSATIONAL SEAT COVERS

THICK PILE SIMULATED FLEECE
Finest quality, superthick. Won't slip or crease. Warm in winter, cool in summer. 2 front seats or bench £7.75 complete. Front and rear £15 complete.

NYLON STRETCH
Top quality in red/black, blue/black, green/black, black or ocelot. Fully washable. Full set (colours) £6.25. Front £4.25 all cars. Full set (ocelot) £7.50, front £5.50 all cars.

RACY G.T.
Just slip to make rally style seats. Simulated leather. Black only. Mini, 1100, 1300, Daf 33/44, Toledo, Fiat 127/128 £5.25 for one, £9.50 for 2. All other cars £5.75 for one, £10.50 for 2.

PRICES QUOTED INC. POSTAGE & V.A.T.

PEACEFUL TRAVEL KITS

For boot, car interior and bonnet. Scientifically designed and tested individually tailored for cars, as per carpet listings, in heavy duty insulation felt, foam underlay, Bostic pads, adhesive and full fitting instructions.
Price list (A) £10.50, list (B) £11.25, list (C) £12.00.

Please rush me the following. (Fill in or delete where appropriate. Tailored Carpets (full set/front only). (plain/foam back) colour..... Carpet studs £1.08p for 13 . Double sided tape, 5yds 54p Simulated Fleece seat covers (full set/front). Nylon Stretch covers, colour..... (full set/front) G.T. Covers..... (number required) Peaceful Travel Kit (Tick if required).
Your car make..... model..... year..... Gear shift type.....
..... seats front..... rear..... I enclose cheque/PO for £..... or, please send by C.O.D..... (54p extra)
Name .....
Address .....

Post to: AUTOCARPETS LTD. (Dept MS3), Brighouse, Yorks HD6 1BT.



AC SHELBY 289 COBRA. My personal car. In really fine order. All the usual Shelby extras. **ASTON MARTIN DB5 DROPHEAD.** In truly superb condition. Two owners. Unused for last 4 years. **ASTON MARTIN DB5.** A very tidy car at a sensible price. **ASTON MARTIN DB6.** Late model. A nice clean car. Mechanically and bodily in very sound order. Power steering. Manual box. **JAGUAR XK150 S DHC,** 3.4 litre. Laid up for past 7 years. Restoration is at an advanced stage and the car will shortly be going for complete retrimming. Documented history being kept. **JAGUAR E-TYPE ROADSTER.** Early '66 4.2 litre. Works hard-top. Beautiful, undamaged condition. Low mileage for year. **AUSTIN HEALEY 3000 Mk 3.** Completely rebuilt (engine not yet run-in). **ALFA ROMEO 1725 Berlina.** Very good mechanically. Paintwork needs some attention. **Taken in p.x. — must clear, so bargain price. HUMBER SUPER SNIPE V8** 4.7 litre Chrysler-engined factory built prototype. The only one released to the public.

Selling an Aston Martin, Jaguar E-Type Roadster, Jaguar XK drop-head or coupe, Ferrari or other thoroughbred sporting car? Get in touch. We pay top prices. If it's damaged, we're still interested. Our associate **S-F Motor Company** specialises in rebuilding and refurbishing.

Telephone Alderley Edge 2424 or Sandbach 2777 for details. View by appointment.
NICK SHRIGLEY-FEIGL LTD
Trafford Rd, Alderley Edge, Cheshire

WANTED
Rolls-Royce Silver Shadow, 2-door. Must be FSS.

Nick Shrigley-Feigl

TVR IN YORKSHIRE

SALES – SERVICE – SPARES
DEMONSTRATIONS — ANYTIME ANYWHERE
RICHARD BREERTON
WELL HEAD SERVICE STATION
SKIRCOAT ROAD, HALIFAX — 57876

PLEASE NOTE:
Mike Carter's next V.T.E.C. AUCTION
WILL BE HELD ON
4th JUNE, 1976
For details telephone:
01-834 9225

Telephone:
WESTBURY 823603
TF Workshops Ltd.—
Specialists in the restoration and repair of
VINTAGE, P.V.T. & HISTORIC CARS
Particularly
BMW & BRISTOL
A full range of services is available including very high quality
PAINTING & PANEL BEATING
127 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.

EST. 1921

FOR THE MOTORING ENTHUSIAST

SPECIAL—EASTER—MONDAY—SALE

BY AUCTION AT 11.00 A.M.

VINTAGE, COLLECTORS, CARS,
ELIZABETHAN, POST-VINTAGE
THORO'BREDS AND MOTORCYCLES

together with

MOTORBILIA AND SUNDRY ANTIQUE ITEMS

For entry forms and details of sale please write or 'phone :

Mr. J. Atkinson,
Central Motor Auctions,
John O'Gaunts,
Pontefract Road,
Rothwell,
Nr. Leeds.

TELEPHONE : LEEDS 822441

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

SCIMITAR
S.E. ENGLAND'S LARGEST
RELIANT
SPECIALISTS
Any P.X. welcomed from a "Rolls to a Roller Skate"
MOTO of CATFORD
8/10 RUSHEY GREEN SE6 01-690 4222/2813

CAR - SHIPMENT

with the
DANIEL HUSTINGS GROUP
specialists in World Wide Car Shipment – vehicle storage – steam cleaning – marine insurence cover
INTERNATIONAL Car Collection & Delivery
Contact :
DANIEL HUSTINGS LTD.
63 North Acton Road, London NW10 6PJ
Tel: 01-961 1000 & 01-961 1335
Telex 23563. Cables : Gydesho London



ANTIQUE AUTOMOBILES LIMITED

35-39 MAIN ST., BASTON, PETERBOROUGH

No Job is too Big or too Small

Even the complete restoration of this circa 1830 "Overhead Pramshaft" baby carriage

Telephone : Greatford (07786) 288/488

Specialised Disc Brake Pads

ALL PRICES ARE FOR FULL AXLE SET OF FOUR (4) PADS. GOODS SOLD 100% SATISFACTION OR REFUND

		Front	Rear
ALFA ROMEO	1962 onwards Giulia 1600's	£5.50	£7.00
	1964 ,, Giulia 1600's T2 Coupé	£3.50	£3.50
	1967 ,, 1300 & 1600 Spyder, etc.	£3.00	£2.75
	1968 ,, 1750 Berlina & Spyder	£4.00	£2.75
	1964 2600 Berlina Sprint & Spyder	£4.50	£4.00
	1971 2000/2600 Berlina Spyder & Montreal	£4.50	£4.00
ASTON MARTIN	1959-62 DB4 & Vantage	£4.00	£4.00
	1963-65 DB5 & Vantage	£5.00	£4.00
	1965 onwards DB6 & Volante	£5.00	£4.00
AUSTIN HEALEY & M.G.	1959-62 100 Six	£3.75	£3.75
	1959 onwards 3000 Mk. 1, 2 & 3	£3.75	N/A
	1964 onwards 3000	£4.00	N/A
	1959-61 3000 BN6-BN7	£3.75	N/A
	1958 onwards M.G.-A	£3.50	£3.50
	1962 ,, Midget	£3.50	N/A
	1962 ,, M.G.-B & GT	£4.00	N/A
	1967 ,, M.G.-C & GT	£4.00	N/A
BMW	1968 onwards 2002 & TI	£4.50	N/A
	1968 ,, 1800	£4.50	N/A
	1969 ,, 2500 & 2800, CS & CA	£4.50	£3.50
BRISTOL	1957 onwards 406/407 & 408	£4.00	£4.00
	1965 ,, 409/410	£4.50	£4.00
CITROEN	1955/1966 DS19	£6.00	N/A
	1965/69 DS21	£8.50	N/A
	1959 onwards ID19's	£5.50	N/A
	1968-69 ID19 Super & ID19A & B	£8.50	N/A
	1971 onwards GS all Models	£4.00	£3.50
DAIMLER	1959 onwards Dart & SP250	£4.00	£3.50
	1966/69 Sovereign/420	£4.50	£4.00
	1969 onwards XJ6 & Sovereign	£4.50	£4.00
FACEL VEGA	1960 onwards Farcetta & Facellia	£4.00	£4.00
FERRARI	1967-68 Dino 206GT, 330GTS & GTC	£4.50	£4.00
	1969 onwards 275 GTB4 Berlinetta	£4.50	£4.00
	1969 ,, 365 GTB4 Daytona	£4.50	£3.75
	1957-62 Ferrarina	£4.00	£4.00
JAGUAR	1959 onwards Mk. IIs, all Models	£4.00	£4.00
	1963-68 'S' Type 3.4 & 3.8	£5.50	£5.50
	1961-65 3.8 'E' Type	£4.00	£4.00
	1968 onwards XJ6 & 'E' Type	£4.50	£4.00
	1957 ,, XK150 & 150S	£4.00	£4.00
	1962-65 Mk. X 3.8	£4.00	£4.00

		Front	Rear
JENSEN	1958 onwards 541R & S	£4.00	£4.00
	1963-66 CV8, 5.9 & 6.2-litre	£4.00	£4.00
	Up till 1968 Interceptors & FF's	£4.00	£4.00
	After 1968 Interceptors & FF's	£4.50	£4.00
LOTUS	1962-64 Elans 1499 & 1558	£3.50	N/A
	1964-67 Elans	£3.75	N/A
	1967 onwards Elan 2+2	£4.00	N/A
	1967 ,, Europa	£3.75	N/A
	1963 ,, Super 7's	£3.75	N/A
MERCEDES-BENZ	1956 onwards 190 all Models	£4.00	N/A
	1965 ,, 200 & 200D	£4.00	£3.75
	1961-68 220's all Models	£4.00	N/A
	1968 onwards 220 & 230 all Models	£4.00	£3.75
	1963 ,, 230 all Models	£4.50	N/A
	1965-69 250 S, SE, SL, C & CE	£4.00	£3.75
	1968 onwards 280 S, SL, SE	£4.00	£3.75
	1965 ,, 3000 SE, SEL	£4.00	£3.75
	1971 ,, 350 SL & SLC	£4.00	£3.75
	1972 ,, 250 & 280 all Models	£5.00	N/A
MORGAN	1958-67 Plus 4, 4/4, Plus 4 Plus, 4/4 Series V	£3.75	N/A
	1968 onwards Plus 8	£4.00	N/A
PORSCHE	1903-67 901, 911, 912	£3.75	£3.75
	1967 onwards 911 T, E, S & T Sports	£4.50	£3.75
	1969 ,, VW914	£3.75	N/A
RELIANT	1964-66 Scimitar	£4.00	N/A
	1967 onwards Scimitar 2.5 & 3.0 GTE	£4.75	£4.00
RENAULT	1970 onwards R15 TL & TS	£4.00	N/A
	1970 ,, R17	£4.00	£4.50
ROVER	1963-66 2000 & TC	£3.75	£3.75
	1966 onwards 2000 & TC	£4.00	N/A
	1968 ,, 3500 V8	£4.50	N/A
SAAB	1968 onwards 99's	£3.75	£3.75
TRIUMPH	1962 onwards TR3A, 4, 4A, 5, PI, 6 & GT6	£4.00	N/A
	1962 ,, Spitfire 1, 2, 3 & 4	£3.75	N/A
VOLVO	1961-69 121 & S, all Models	£4.50	N/A
	1960 onwards 122 & S all Models	£5.50	N/A
	1966 ,, 140 Series all Models	£5.50	£3.75
	1968 ,, 160 Series all Models	£4.50	£3.75
	1960 ,, P.1800 all Models	£5.00	N/A

Also available for A.C., ALVIS, AUDI/NSU, LANCIA, PEUGEOT & SUNBEAM

TRADE ENQUIRIES WELCOME. ALSO COMPREHENSIVE RANGE FOR BRITISH & FOREIGN CARS. PRICES ON REQUEST.

CHEQUE OR POSTAL ORDER (Postage 50p with all orders) TO :—

B.G. COMPONENTS (U.K.), 532, HUDDERSFIELD ROAD, STALYBRIDGE, CHESHIRE, ENGLAND

WORLD WIDE CAR SHIPPING

transcar

Specializing in both Trade & Privately Owned Vehicles
Shipments arranged anywhere in the U.K. or Europe
Compete Storage & Preshipment Preparation Facilities
European Wide "Transporter" Network
Comprehensive Marine Insurance
Lowest rates of Freight and Marine Insurance

Details and Brochure on Application to:

transcar

177 Regent Street, London W1R 7FB
Tel: 01-734 3191
Telex: 22716

Paris	**Tel: 704 42 84**
Frankfurt	**Tel: 6107 2051**
Geneva	**Tel: 96 96 44**
New York	**Tel: 695 7061**
Rome	**Tel: 415 956**

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962

Hours: 9.30 to 6.00; Sat. 9.30 to 1.30.

A quotation can be obtained by telephoning the above number or posting this coupon.

Name..... Address.....

.....

Occupation..... Age..... Business / Pleasure Use

Full / Prov. Licence for..... years. Comp. / Third Party / T.P.F. & T. cover.

Owner only / and wife / any driver / named driver, age.....

Make of car..... Model.....

C.C..... Value..... Year..... Car Garaged / Left in open.

Present insurers..... No claim bonus.....years.

Age of youngest driver..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS 25

SOFT Tops

LTC

AT DIRECT FROM FACTORY PRICES



L.T.C. have supplied car hoods and tonneaus to the trade for over 25 years. Our experience is your guarantee of a perfect fit.

ALL PRICES INCLUDE V.A.T.

	Hoods	Tonneaus
Sprites/Midgets from	£18.20	£12.95
Lotus S1 to S4 from	£21.35	£14.25
M.G.A.	£20.30	£13.95
M.G.B.	£25.75	£14.25
Spitfires 1 to 4 from	£22.65	£13.95
Herald/Vitesse	£22.75	£14.25
TR's 2 to 5 from	£22.65	£13.95
TR 6	£30.20	£14.25
Morris Minor/1000	£25.90	£13.95
Alpines from	£22.65	£13.95
Jaguar E & V12 from	£29.70	£14.60

Cash with order plus 90p. p&p. or send for FREE colour catalogue of hoods and tonneaus.

All top quality Black P.V.C. Hoods have electrically welded windows and seams. Complete with fasteners and instructions. Plus 1 year's guarantee and 7 days money back warranty.

The London Trimming Co. Ltd.

Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks SL6 ONG.
Tel: BURNHAM (Bucks) 2742
24 hr. answering service

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

EMERGENCY STOP! SAFELY

With the **Safety Braker**



GUARANTEED FOR THREE YEARS

14 DAY MONEY BACK GUARANTEE

* Stops any vehicle quicker, straighter under any road or weather conditions!

★ WITH NO SWERVE PULL OR INSTABILITY CAUSED BY PREMATURE SINGLE WHEEL LOCK-UP!
★ WITH IMPROVED BRAKE PEDAL RESPONSE!
★ STOPPING DISTANCE UP TO 36% SHORTER!
★ DEVIATION UP TO 100% IMPROVEMENT!
★ INSTALLATION TAKES FIFTEEN MINUTES!

£19·54 INCLUDING P&P

Hollywood WOLF WHISTLE



... a hoot for the girls!
... a stopper for the thief!

The suction operated TOOTER gets you all the attention – operated from the dash – easily fitted by simple manifold connection. Fits all cars – no wiring or electric motors.

Fit now and have fun **£4.95** +35p PP

All prices include V.A.T.

INCREASED POSTAGE
All queries (U.K.) should be accompanied by a Stamped Addressed Envelope.

CONTACTLESS Capacitive Discharge Ignition Kit by Mobelec

also INDUCTIVE I Series

A complete range designed for Saloon Cars • Sports Cars • Club Racing & Rallying • Professional Competition • Commercial Vehicles • Marine Engines • Self Drive Hire Cars

Featuring: Higher Engine Performance • Lower Petrol Consumption • Better All Weather Starting • Smoother Idling • Reduced Maintenance • Improved Exhaust Gas Emission • Longer Spark Plug Life • Higher Electrical Efficiency • Maximum Reliability

With Mobelec's New E Series Contactless C.D. Electronic Ignition, there is no contact breaker – only a solid state triggerhead which very simply fits in place of the contact breaker in your existing distributor.



MODEL E20 POS/NEG EARTH **£36.72**
Designed for G.T. types and higher performance 4·6 and 8 cylinder cars.

MODEL I30 NEG EARTH **£25.92**
This low cost system is designed for use on standard 4·6 cylinder motor cars.

Mobelec's E20 and I30 fit Lucas distributors; other makes require adaptor plate £1·10.

Optional Extras

Speed Limiter Version (Suffix SL)	£10·80
Manumized Version (Suffix M)	£10·80
Ruggedized Version (Suffix R) for Racing etc.	£3·30
High Tension Coil	£4·32
Tachometer Adaptor Units	£2·16

▶ STATE MAKE OF DISTRIBUTOR

AUTO SYN

THE EASY-TO-USE SYNCHRON TESTER FOR ALL MULTIPLE CARBURETTORS



Twin Kits are MATCHED two single units will not give identical readings

Push fit leaves hands free for linkage adjustment. Immediate indication without instrument adjustment. Large intake ensures accurate synchronizing from idling to full throttle without flooding.

Basic Twin Kit comprising two each of: instruments, standard plates and self supporting adaptor for carbs with ram pipes with ring set up to 2½" **£16·05** + 56p P&P

Single Kit (one of each of above) **£8·70**

AH-OOO-GAH!



VINTAGE TYPE HORN

NOT A VIBRATOR... but A GENUINE MOTOR DRIVEN HORN giving that WONDERFUL OLD FASHIONED SOUND

12 VOLT D.C. **£9.85** + 64p P&P

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see – those are almost certainly not the official manufacturers manuals. In most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £4·00 to £4·50 per hour – it does not take much common sense to see the sense of buying them.

Ask us if we can supply your manual. (enclose sae)

NOTE ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

Thurs. 1st April

Auction Sale of VETERAN, VINTAGE AND OTHER THOROUGHBRED CARS, MOTORCYCLES, ACCESSORIES AND AGRICULTURAL MACHINERY OF INTEREST

to be held at

the Agricultural Hall, Maidstone Market, Maidstone, Kent

Entries close for inclusion in catalogue Monday, 15th March, 1976

Catalogues 30p and entry forms from

HOBBS PARKER
Auctioneers
9 Tufton Street, Ashford, Kent (22222)
and at Maidstone

BUGATTI TYPE 50 1932



4.9-litre twin o.h.c. supercharged coupe.
Body by Paul Nef, Paris. Chassis No. 50139.
First class mechanical and coachwork condition.
Only realistic offers, please to:

IAN PRESTON, DEEP MILL LANE, GREAT MISSENDEN, BUCKS.



ASTON MARTIN DB5 VANTAGE

Finished in Dubbonnet Rosso with black hide trim. Fitted with manual transmission and numerous extras, this is a genuine *concours* example having been extensively rebuilt with no expense spared (all bills available). Almost certainly the finest example available today of this rare model so therefore not cheap.

Telephone for full details:
(0203) 77431

ALVIS SPEED 25 SHORT CHASSIS



Possibly the World's fastest and most attractive pre-war Racing Alvis, developed over the last three years and successfully campaigned in V.S.C.C. and other events. Over £7,000 on original restoration and a further £3,000 on racing development. All work to the highest standard. The car is in almost concours condition and ready for the coming season's racing. Or would make a very fast, desirable road car. 0-60 6·5 secs; 125+ m.p.h. Silverstone 1·15, Brands 1·4, Snetterton 1·27, Curborough 42. Many wins and F.T.D. awards. Hoards of spares new and used.

£6,000

PAUL HAYWOOD HALFPENNY
Phone: Office Nottm 271443
Home Lowdham 2651

AUTOFARM
PORSCHE CENTRE for all 911/912's

SPARES, REPAIRS CONVERSIONS, ACCESSORIES

Any body or mechanical work undertaken.

Glass-fibre spoilers, wings, bonnets, flares, etc. 911 exhaust heat exchangers. All service items, clutches, brakes, s/a., lights, etc.
Engines, gearboxes, wheels, all mech., elect. and body parts from dismantled cars. All guaranteed.

Porsches bought and sold, damaged, immac. or converted.

65 HIGH STREET, IVER, BUCKS, SL0 9PH
Tel.: IVER (0753) 65 2170

FLEXBURY PARK MEWS

offer from stock:

1928 ROLLS-ROYCE 20 h.p. saloon by Southern Motors.
1949 BENTLEY Mk. VI two-door by James Young.
1964 BENTLEY S3 sports saloon, astral blue.
1953 BENTLEY 'R'-Type sports saloon, black over shell grey.
1958 BENTLEY S2 sports saloon, sand over sable.
1930 M.G. M-Type two-seater boat-tailed. Restored.
1936 M.G. TA two-seater sports. Excellent.
1954 FORD V8 Woody station wagon.
1948 ALVIS T14 with *one-off drophead coupe body by Duncan.*
1948 ALLARD V8 with one-off three-seater coupe body.
1939 ASTON MARTIN 2-litre short chassis two-door drophead coupe undergoing full restoration.



1934 WOLSELEY Hornet Special four-seater sports tourer. Very good running order. Car has been completely reupholstered in red Connolly leather and fitted with new hood and side-screens.



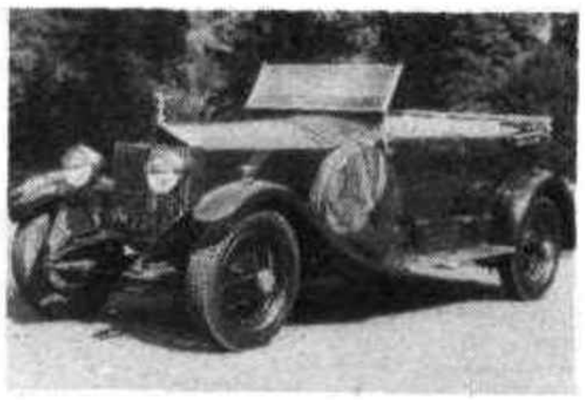
1939 M.G. TB two-seater sports. Complete and in good running order. Car is unrestored.

Office: Lake House, Flexbury Park, Bude, Cornwall, EX23 8RS. Telephone: Bude 3182
A fine selection of Rolls-Royce, Bentleys, M.G.s, and classic and thoroughbred cars are always in stock.
CARS OF THIS TYPE ARE CONSTANTLY REQUIRED FOR CASH, DISTANCE NO OBJECT.

CROSSBOW HOUSE



1925 Rolls-Royce P1 by Windovers. Ex property of H.R.H. the Mahrj of Sungli
Price £7,750



1927 Rolls-Royce P1 with replica touring body by Wilkinsons. Fully reconditioned mechanics.

Price £12,500



1958 Bentley S1 finished in Shell grey over steel blue. Extras include power steering, white wall tyres, seat belts and Kenlowe fans, overall condition incredible.

£1,975

CROSSBOW HOUSE ANTIQUES

Stoneymeadow Road, High Blantyre,
Near Glasgow, Scotland.

Tel: Blantyre 823106 or 822378

SPARES

Rolls-Royce Radiator. Complete	**£100**	Original Rolls Mascot	**£65**
Bull Nose Morris Radiator. Complete	**£50**	Another	**£65**

HAROLD BURGESS & PARTNERS LIMITED

Rolls-Royce



Bentley

SERVICE, REPAIR AND RESTORATION SPECIALISTS

As suggested in our last advert, we have received many enquiries both large and small regarding servicing and restorations on Rolls-Royce and Bentley cars, many of which have already been attended to. To the remainder, please bear with us – complicated restorations take time but are well-worth the result.
Spring is almost upon us so why not telephone our Chairman, Mr. W. H. Burgess, or call for a personal estimate on your car, from a single annoying scratch to a full overhaul? – all post-war cars are welcome (complete with owners of course!) Our collection and delivery service, if required, is second to none and our work only of the highest standard.

YOUR SATISFACTION IS OURS

Address – (5 minutes drive from Exit 17 of the M6 Motorway) Zan Drive, Crewe Road, Wheelock, Sandbach, Cheshire.
Tel. SANDBACH 2669 (Ansafone after normal office hours) and 3471

01-882 4541

ALL POLICIES PLACED WITH LLOYDS OF LONDON

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

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

CT MOTOR POLICIES

256 GREEN LANES,
PALMERS GREEN, LONDON, N13

HAREFIELD CARRIAGE CO.

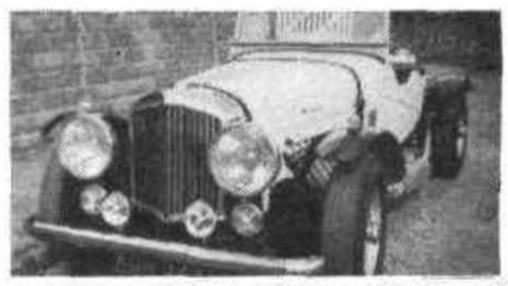
offers from stock :



1960 BENTLEY S2 sports saloon in indigo blue with champagne leather upholstery. An excellent car both mechanically and bodily.



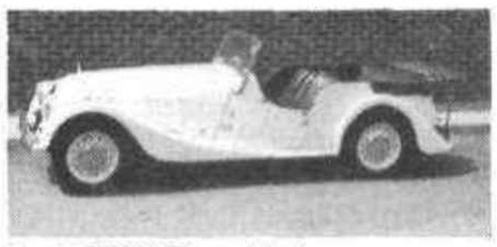
1938 M.G. TA two-seater sports in white with black wings and black interior. Car is complete and in sound running condition; however, is unrestored.



1951 BENTLEY Mk. VI Special by Halse Engineering. Colour is red and white with red interior (car is similar to photo). Built in the classical style of the 1930s. Excellent condition throughout.



1956 ROLLS-ROYCE Silver Cloud I sports saloon in Tudor grey with rich red leather upholstery. A very good example of an early Silver Cloud.



1961 MORGAN +4 four-seater sports. Excellent condition throughout.



1960 ROLLS-ROYCE Silver Cloud II. Shell grey over blue with red leather upholstery. A fine example.

1958 Rolls-Royce Silver Cloud I.
1951 Rolls-Royce Silver Wraith limousine by H. J. Mulliner.
1956 Bentley S1 sports saloon by James Young.

1965 Bentley S3 sports saloon.
1951 Bentley Mk. VI saloon.
1960 Morgan +4 two-seater sports.
1938 Morgan three-wheeler two-seater sports.
1934 Talbot London saloon

1932 M.G. D-Type four-seater tourer.
1936 M.G. SA drophead coupe by Charlesworth.

For prices and further information on these cars please contact **Edwin E. Edwards:**

SHOWROOMS and OFFICE
The Harefield Carriage Co.
BREAKSPEAR ROAD, HAREFIELD, MIDDLESEX
Tel: Harefield 4146 (Days), Harefield 2501 (Evenings)

We are open all week including Saturdays. Sundays by appointment.

Rolls-Royce, Bentleys, M.G.s and classic cars are always required.
We are situated only 20 minutes drive from London Airport.

RUTHERFORD BERRY
the Morgan Specialists

Good news for owners and prospective owners of Morgans. As enthusiasts of the *marque* for many years we are now offering facilities for Morgan lovers which we believe to be unrivalled. We specialise solely in Morgan cars and can undertake any type of work from servicing to a complete restoration. Our stocks include both new and secondhand spares, and we manufacture high quality glass-fibre wings for all models.

At present undergoing restoration we have **1947 Series I, 1952 +4** flat-rad., **1957 4/4 Series II, 1961 +4 d.h. coupe.** These could be finished to customer's specification.



Should anyone be interested.

Cars for sale: 1969 4/4 4-str., 1970 4/4 2-str., 1955 +4 2-str., 1970 +8.

We still require more Morgans. If you have one for sale why not give us a ring.

In the Manchester area, 'phone: 061-928 5557
In the North-East Midlands, 'phone: Derby 810862
Office: 38 HIGH STREET, CASTLE DONINGTON, LEICS.
Visits by appointment only.

1964 ASTON MARTIN DB5

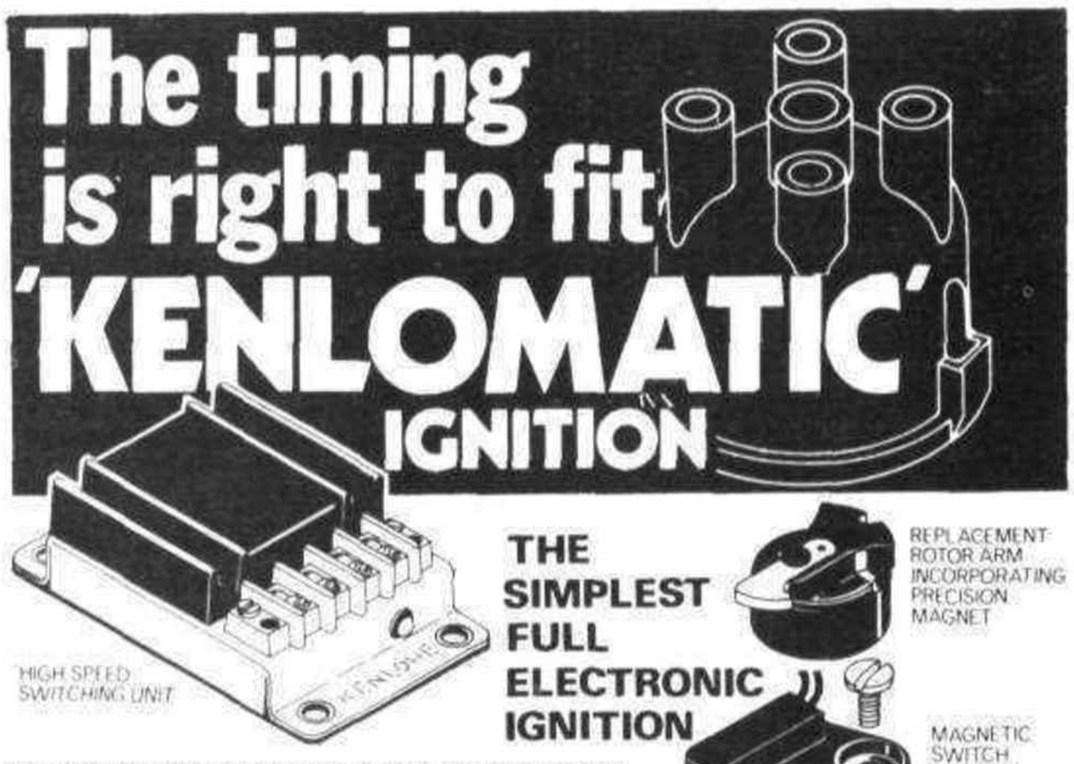


In excellent mechanical condition. Recent work includes new clutch, steering rack, battery, valves, rings, mains and big-ends. Reconditioned back axle and brakes, wheels shot blasted and stoved.

The car is not immaculate, but is reasonably finished in white with good original red leather interior. Mileage thought to be 86,000. Equipment includes 5-speed box, tinted windows and tinted glass. *Genuine reason for sale.* **Offered at £1,750 o.n.o**

Tel.: W. N. Peto: **Office: Chester 671144**
Home: Broxton 365

The timing is right to fit 'KENLOMATIC' IGNITION



The 'KENLOMATIC' ensures constant optimum engine timing, resulting in a worthwhile improvement in economy/performance, by replacing the conventional contact breaker points. In addition to improved combustion 'KENLOMATIC' eliminates the lost economy or performance which occurs due to the continual wear that takes place with ordinary points between services. As a direct result servicing costs are considerably reduced. Unique trigger unit eliminates scatter and misfiring, faster coil discharge prevents plug fouling and prolongs life of the plugs, battery, and extends rev range, bringing about overall a smoother and more free revving engine. Snap action of the trigger ensures high energy at very low revs for easier starting and idling. No adaptors or rewiring required if your car is fitted with an electronic tachometer. No radio interference. No maintenance.

'KENLOMATIC' is the simplest form of electronic ignition, eliminating all problems of conventional electronic systems. A high precision multiple ring magnet operates a specially developed magnetic switch triggering a solid state switching unit, which will, at very high speed, drive any standard or ballast resistor coil. This unique design does not need a pre-amplifier and incorporates a built-in static timing light to ensure easy installation. No critical clearance or dwell adjustments are needed.

PRICE: £21.97 including VAT and post. Available direct from Kenlowe.

Suitable for negative and positive earth cars fitted with the following distributors: (state year, make/model of car, and if negative or positive earth when enquiring or ordering): Lucas 4-cyl from stock. Lucas 6-cyl – mid-February. Autolite (Ford) 4-cyl – late February. Ford 6-cyl, Lucas and Autolite 8-cyl – March. Bosch 4/6-cyl – April. Delco, Ducellier, Marelli, and models to suit Japanese cars will be available at the end of 1976.

KENLOWE ACCESSORIES & CO. LTD., BURCHETTS GREEN, MAIDENHEAD, BERKS Tel: Littlewick Green 3303 (STD: 062-882 3303)
A member of the Kenlowe Group

FOR SALE—continued

MERCEDES 190 SL 1956 RHD. White with black hard and soft tops, body and mechanics excellent, new tyres, radio, etc. £1,150. Hans Haldemann, Sonnhalde, CH 3176 Neuenegg, Switzerland. (29048

LANCIA APRILIA 1939 RHD 1500 c.c. Drophead Coupe, 4-5 seats, mechanics excellent, body needs little attention, £750. Hans Haldemann, Sonnhalde CH 3176 Neuenegg, Switzerland. (29408

MG TD 1953. Exchange good example (MG Car Club member) for MG TC, pre-War MG, Morgan +4, WHY? No vehicles with delusions of grandeur please. Box No. 4986. (72369

MG-C CAREFULLY maintained low mileage 3 owner Roadster, 1968. Undersealed from new, very tidy black interior. Mineral blue cellulose, £425. Tel: 021-458 6397. (72368

1935 FORD BF engine and chassis fitted with horsedrawn ambulance body. Used by York Racecourse as an ambulance up to eleven years ago. Low mileage. Bought new by York Race Committee and used exclusively by them. First-class running order. Suitable for film sets, pageants, etc. Offers. Apply: York Race Committee, The Racecourse, York. Tel: 0904 22260. (72367

FIAT 124 SPORT 1972 1600 c.c. Coupe. 5-speed, ex titled owner, Ziebart rustproofed, very well maintained, £1,250 o.n.o. Telephone 0424 429842. (72366

TRIUMPH TR4A Roadster, Sept. 1967. White, black interior, overdrive, wires, radio, fine condition. Fast, economical, reliable. £485. Selsey (Sussex) 4337. (72363

VINTAGE ROLLS 20 Touring Car, in immaculate condition, 1923 chassis with Barker body, Auster screen, taxed, MoT. Best sensible offer. Ring 0584 3233. (72393

V-TWIN BSA 3-wheeler 2-seater, 1931 Special Sports. Mechanically sound, body needs attention, £450. Wells 73358. (72394

BENTLEY 1958 S1 Standard Saloon 6-cylinder, power steering, automatic. One owner. Grey over blue, grey upholstery. Complete overhaul by R-R distributors. Receipts. Price £1,950. Phone 0905 820548. (72392

REGISTRATION 1 XME on Minitraveller 1969. New MoT. £750 (car worth about £500). Box 4990. (72487

DAIMLER 1955 2½-litre Century Drophead coupe, body by Hooper, £650. Riley 1½-litre Saloon 1952. £275. Both cars good condition. Tel: Bristol 49890 after 6 p.m. or write Bull, 14 Leopold Road, St. Andrews Park, Bristol 6. (72489

LANCIA FLAVIA Zagato Sport, RHD. Blue. Bodily and mechanically excellent. £650 o.n.o. Egham 2579. (72496

MORRIS COOPER "S" 1275 c.c. 1969. MoT, taxed, £645. Phone: Burnham 63806. (29141

FOR SALE—continued

LOTUS ELAN +2 S130 July 1972. Pale green, radio, cassette, 35,800 miles. Two owners, superb condition, never crashed or scratched. Must be one of the best (any age) available. Present lady owner wishes to buy smaller car, £1,950. Dorking 2565. (72491

TR3A. £1,600 SPENT 1975 on professional restoration. Almost brand new condition throughout. All reasonable offers considered. Bolney 665, Sussex. (72493

MK. 1 SPRITE 1959. Very bad condition. Not drivable. Could restore or break. Offers? Borland 01-402 6189. (72585

DUTTON B SPORTS. Built 1975 from mostly new parts inc. 1100 Ford C/F engine, full weather equipment, interior fully trimmed, alloy wheels, etc. etc. £950. Details: Poulton-Le-Fylde (Lancs.) 883788. (72587

TVR VIXEN, 1970. Excellent condition. Complete engine/gearbox overhaul. All new shockers, 12 months MoT, £725. Telephone 0706 60082 (Manchester). (72588

1965 PORSCHE 356C. Fitted Super 90 engine, rebuilt by Porsche agent (expensively). Not used for last three winters. Blaupunkt radio, chrome wheels, large quantity of spares, £800 o.n.o. P/ex. Marcos, Ginetta, TVR, W.H.Y? Scarborough 66513 after 6.30 p.m. (72589

1937 (JAN.) AUSTIN 7 Ruby Saloon, full engine overhaul. Low mileage, local car from new, MoT, £485. T. J. Holloway, West View, Charlton, Banbury, Oxon. (Tel: Kings Sutton 297). (72590

MG TD 1953. Well known concours car (LYS 5579), many admirers and replicas, unique original colour. Immaculate body with a good history. First-class mechanical condition, photograph available. £2,500. 4, Beasonsfield Road, Melton Mowbray, Leicestershire. Telephone 0664 4454. (72591

PHANTOM ONE. Complete running chassis No. 10NC 1927. D rake steering, good running order. Cleaned and painted, wheels stoved, excellent tyres. Together with collection of materials including full set flared wings for coachbuilding. For full details phone Creaton 358 (Northants). Price £3,000. (72595

ROLLS-ROYCE 20/25 Park Ward Limousine. Some history. Being restored in Sheffield. Phone evenings 0742 685312 or Cobham (Surrey) 4066. (72487

ALFA GIULIA 1965. Tax and MoT, body above average. New sills, rear calipers, clutch, steering arm, replacement gearbox. Goes well but engine needs attention, £325. Offers, Wood, Birmingham 021-643 4851 (office), 021-444 1253 (home). (72636

AUSTIN SHEERLINE rolling chassis, will break; engine (good), suits Jensen Interceptor or 541, Kegworth 2778. (72638

FOR SALE—continued

VINTAGE TRANSPORTER. 1939 Fordson V8 van type fire vehicle. Exceptionally clean and mechanical condition corresponding to indicated 7,000 miles. £245 o.n.o. Also interesting, fire pump on trailer, £75. Cheltenham 36517 or 36978. (72592

LAGONDA RAPIDE Sports Saloon, with Superleggera body in Aegean blue with terra-cotta trim by Connolly. Fitted electric windows, aerial Motorola radio and 8-track stereo, tow bracket. Reg. July 1963. This superb motor car with exclusive Reg. No. 23 PG, £1,975. Phone: Mr. Crook, Carnforth 2208. (72632

AUSTIN HEALEY 3000 Mk. III 1966. No expense spared in maintaining this exceptional example of the big Healey. Every extra. Offers invited (£1,550). Phone: Broad Haven (Pembs.) 591. (72643

LOTUS SEVEN 1600 GT, 1971 K. Yellow. 38,000 miles. Good condition. £1,000 o.n.o. Phone Coventry 75216. (72633

HEALEY 3000 MK. III 1965. Present owner since 1969. Second car. BRG. W/W, O/D, perfect body. Recent all metal rebuild. Supertrol rust protection. Mechanically faultless. New adjustable rear s/absorbers. New hood. £1,450. Any inspection. Crewe 663027. (72634

80 in. LAND ROVER ripe for enthusiast. Very nice condition, MoT July. £250. Lower Brynmawr, Kerry, Wales. (72635

AUSTIN HEALEY 100 M 1956. BRG/white. Recent professional engine rebuild. Invoices available. £690. 01-638 9985 daytime. (72640

1936 BENTLEY 4¼-LITRE Thrupp and Maberly Sports Saloon. Mechanically sound, body requires restoration. £750. Also most of spare rear axle for 4¼ Bentley. Woods, 180 Chorley Road, Westhoughton, Bolton, Lancs. (72642

JAGUAR 3.8 Saloon. Dark green tinted windows. All round flared arches, 10 in. wheels, louvred bonnet, Santa Pod sprint record holder. Offers invited, £650. For further details phone Holwest 289. (72643

MG-D 1932 Open 2+2 Sports Tourer. One of the very last of 250 built and now only 25 in existence. New bodywork, running order. Stored many years. Superb potential. For this rare beauty £1,100. Phone: Hanslope 489 (Bucks.). (72664

ROLLS-ROYCE Cloud 1 1957. Power steering. Documented history. Painted white, £2,750. Exchanges considered. 01-450 5567. (72666

STANLEY STEAMER 1914, in fine restorable condition. Four-seater tourer. £11,000. Serious enquiries only. 0533 402 374. (72670

ALFA ROMEO 1969, 1.3 GTJ. Alfa red, approx. 12,000 miles, rebuilt engine. £600 o.n.o. Long MoT, good condition overall. Tel: Bath 858370. (72671

FOR SALE—continued

WOLSELEY 4/44 1955/56. Black coachwork with red leather upholstery. Very original condition, unmarked boot. Complete with tool kit, pump, etc. Original log book/handbook. MoT for one year. Offers around £250. Bournemouth 762680. (72668

SUNBEAM TIGER 1965. Red with black interior. Recently fully professionally restored at a cost of £2,000 including new wings, panels, etc. £1,275. Tel: 01-660 1520 (Purley, Surrey) evenings/weekends only. (72674

ASTON MARTIN 1970 DBS6 F1. Manual. Oyster shell, taxed. History available. Engine reconditioned by Aston Martin 800 miles ago—beautiful condition. £2,600. Toddington 3900. (72675

MG-B GT COUPE, Reg. L. One owner 60 years plus. Kept in case petrol rationing. Teal blue. Autumn leaf cloth head rests. Overdrive, tudor Webasto roof. Laminated glass, heated rear window. W/S wiper. Fog/spots lights. Side flashers. Belts, clock. Downton head, manifold, twin carbs, new exhaust system. Racing and drivers side-mirrors. Aerial. Mileage 19,840. Tel: 0243 572256. (72676

FORD POPULAR 1937 model Y. One-registered owner from new. Original log-book, handbook, warranty tools, etc. Coachwork and interior virtually unmarked. Best offer over £750. Tel: Nottingham 217561. (72677

MARCOS 3-LITRE 1970. Tangerine, v.g.c. MoT, E/W, s/roof, £1,300 o.n.o. Exchange for Scimitar or Stag, W.H.Y? Worthing 30746. (72678

RENAULT 17 GORDINI, 1,605 c.c., 4-cyl. petrol injection engine, producing 108 b.h.p., 5-speed gearbox, front wheel drive, electric window lifts, tinted glass, power-assisted ventilated disc brakes, XAS tyres. 120 m.p.h. exhilarating performance with excellent stability. First reg. July '75. Yellow with black vinyl roof. Dinitrol rust-proofed, with 6 years warranty against corrosion. 6,000 miles only. Unmarked condition throughout, any trial. Current cost approx. £3,400. Will accept £2,950 o.n.o. competitive terms. Part exchange arranged if required. Ring for demonstration, Handley, "Lansdowne", Saltfleetby, Louth, Lincs. Tel: 050-783 701. (71a92

SINGER LE MANS 9 h.p. Speed Model 2-seater sports. Undergoing restoration, body completed and sprayed white. 6 nearly new tyres, wheels, etc. Stove enamelled. Recent new hood, spare engine, gearbox, etc. £675. Cheltenham 36517 or 36978. (72592

MG-B GT Anniversary Jubilee Model. (No. 17 of 500). Fitted sunroof, under 3,000 miles. £2,750. Would consider earlier roadster at P/E. Derby 810862. (72758

NOSTALGIA

SPRING FEVER . . . . . .

A particularly vicious dose of 'flu (emanating from New Guinea, I believe, so perhaps it's a form of fowl pest) is at present confining half of Hertford to bed, myself included; hence the lack of 'news' and fresh photographs. Perhaps it's a good time to remind you, therefore, that I am strictly a *one-man operation, without any assistance save that of* my long-suffering wife, who takes messages if I am out; the cars are located in lock-up garages a couple of miles away, hence the need for you to make appointments, and for me to tell you of **impending holidays (end Feb./beginning of March)** and of **'days out' (March 20th).** The first and one of the best events of the season is the **JAGUAR DRIVERS' CLUB MEETING at SILVERSTONE, SAT. MARCH 20th.** The **'NOSTALGIA HISTORIC RACING TEAM'** will hopefully be fielding a **JAGUAR XK120, Reg. No. XK 1,** and possibly, at long last, the **ABARTH 1000 GT BIALBERO, Reg. No. 4 ROD.**

P.S.—VINTAGE AUTOS' AD., P. 186, FEB. issue, BOTTOM THIRD OF AD. APPLIES EQUALLY TO AND HEARTILY ENDORSED BY MYSELF TOO !

HERE OR PROBABLY COMING

1917 LE ZEBRE 2-str. TOURER and DICKEY — HR 4960: A pretty Edwardian tourer, with lots of brass fittings; three owners, totally original and unrestored; in splendid condition and running well — **94/98 pts. £2,500 o.n.o.**

1925 TALBOT-SIMMINS SPORTS — NE 2695 : A highly successful hill-climber in its day, now used in VSCC events and for touring holidays, etc.; recent authentication by the Simmins family, following a complete restoration to the very highest standards; cruising speed 55-60 m.p.h. with ease — **100 pts. £2,750 o.n.o.**



1935 ASTON MARTIN 1½-litre Mk. II, L/C 4-str. SPORTS-TOURER — CXC 887 : Winner of the Ray Eve Trophy at the premier AMOC *Concours* at *Fort Belvedere, Oct. 1975, and thus probably the* best example of this superb PVT in the UK — **100 pts.** (*Photo.*)



1952 FRAZER NASH MILLE MIGLIA — LUF 956 : A famous sports-racer, driven with some success by Mike Hawthorn, and in the Alpine Trials, etc.; 32,000 m., known history and totally original, including the (newly rebuilt) 140 b.h.p FNS engine; obviously a smashing road car too ! — **97/99 pts.** (*Photo.*)

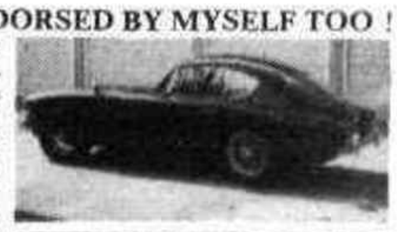


1953 ASTON MARTIN DB3/8 SPORTS-RACING — NUV 925 : Another famous car, raced by Reg Parnell, class winner of the Dutch Sports Car Grand Prix, with many other successes; the only totally original example left of the 10 built; placed in the AMOC *Concours* at Fort Belvedere last October; likewise a lovely usable road car — **98 pts.** (*Photo.*)

COBRA POSTERS
These superb colour photographic portraits of a Competition/Street '427' are available *exclusively through me. Price* £3.00 *incl.* P. & P. in UK, 50p extra for Europe. (*Photo.*)



1958/61 AC ACE-FORD 2.6 — 1358 BP : Developed by Rudd's from a Coupe des Alpes Ace-Bristol; two owners and 33,000 m. only and totally *original; 170 b.h.p. Stage V* engine (Webers, etc.). ACOC *Concours* winner (photo shows engine), fully documented history; the very best of the 19 left in the UK — **100 pts.** (*Photo.*)



1963 FERRARI 400 SUPERAMERICA, left-hand drive — VUR 2J : Built for the Aga Khan, this is possibly the quickest and most beautiful front-engined GT Ferrari to emanate from Pininfarina; 35,000 m. only, totally original, unique in the UK; 170 m.p.h.! — **98/99 pts.**



1965 EX-MARANELLO FERRARI 275 GTB — 2-CAM/6-CARB. — 19 LML : The Concessionaire demonstrator, just 29,000 m. from new; highly desirable 300 b.h.p. version; documented history with Maranello/Graypaul (David Clarke), etc. — **98/99 pts.**

1965 EX-CHEQUERED FLAG RACING AC COBRA Mk. II — GPG 5C : The most famous racing Cobra in the UK, with many international successes by Bondurant, Salvadori, Pike, etc.; Gurney-Weslake 5-litre 430+ b.h.p. engine; road registered but absolutely race-ready (Classic Car Championship entrant) — **93/100 pts.**

POSSIBLY COMING :

1958 AC ACE-BRISTOL, famous car — 97/100 pts.

1962 AC ACECA-FORD 2.6 GT : One of only six built, ex-Earl of Lichfield, full Ruddspeed engine, plus O/D., original — **93/95 pts. £1,900.** (*Photo.*)

NEXT 'GOAT' MEETING : SUN. MARCH 7th — NOON.
HOLIDAY : HOPEFULLY END FEB./BEGINNING OF MARCH.

ROD LEACH : Tel: HERTFORD 58891
9 a.m. - 10 p.m., 7 days per week. (STD DIAL 0992-58891)
Write: 27, LONDON ROAD, HERTFORD HEATH, HERTS., SG13 7RL.

VISITS BY APPOINTMENT ONLY

01-235 4613
(OFFICE)

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

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

01-445 1869
(EVENINGS)



BENTLEY, 1968 T series 4-door sports saloon. This one company-owned vehicle finished in dawn blue with grey hide trim and carpet is in exceptionally good order throughout. Moderate recorded mileage representing exciting motoring at virtually less than XJ6 expenditure.



BENTLEY, 1964, S3 standard 4-door sports saloon, this 2-owner specimen, elegantly finished in sage over smoke green is one of the nicest examples we have been able to offer for a long time. Superb and original velvet green hide trim and carpet, mechanically excellent. Recent new gearbox fitted, electric windows, etc., etc.

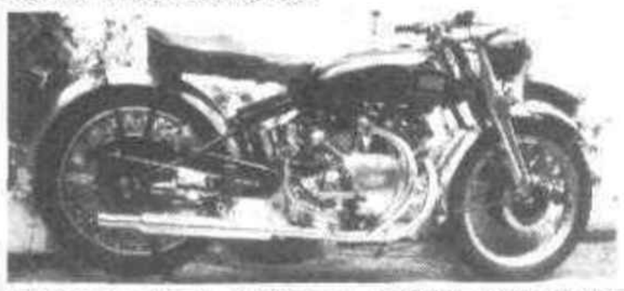


ROLLS-ROYCE, 1972/3. '73 specification, compliant suspension, electronic dash, speed hold etc. Nice example with Sundym glass and refrigeration. Finished in Seychelles blue with navy hide trim, high recorded mileage but a really nice car at a realistic figure.



ROLLS-ROYCE, 1964, Silver Cloud III, 2 owners with moderate recorded mileage, nicely finished in black over garnet with deep tan hide trim and carpet, good history, new tyres and gearbox just fitted, first class all round condition.

ROLLS-ROYCE, 1935, Phantom III 2-door sports coupe, with Dickey seat. One of two built, exciting vehicle with notorious history. Superbly *refurbished* to exceptionally high standard. Finished in aqua marine blue with black wings, contrasting black hide trim, new hood etc.



VINCENT, 1951, 1,000 c.c. Rapide. Restored to very high standard, recent *concours* winner. Absolutely original in every respect.

ROLLS-ROYCE, 1961, Silver Cloud II Standard 4-door sports saloon. Nicely finished in shell over Tudor grey with contrasting plum hide trim, 2 owners, recorded mileage under 60,000. Good history, just fitted new tyres and exhaust system.

HUMBER, 1926, 14/40 Classic 4-door saloon, in extremely good and original order. Finished in beige with black wings. Excellent tan button hide trim.



BENTLEY, 1955, Continental 'R'-Type fastback by H. J. Mulliner. This rare and exotic D series sports coupe has manual gearshift and big bore engine. Superbly finished in ebony with newly trimmed tan hide interior piped in black, new headlining and all woodwork repolished, new Wilton carpeting with deep pile rugs, mechanically unbelievable in every aspect, new tyres, radio and electric aerial, heated backlight. Surely the finest example currently on offer anywhere.

FOR SALE—continued

JAGUAR 3.8 MK. 2. Modified engine, gearbox and oil cooler, £60 o.n.o. Ring Woking 66572 office hours. This is a works number so please ask for Peter. (72905

GILBERN 1800 GT. Overdrive, new sunroof, MoT, professional respray in September 1975. Excellent condition, £650 o.n.o. Tel: Mr. Edge Bristol 290566 Extn. 182, business hours. (72907

MG TD 1953, RED. (MUF 78). Reg. No. MoT etc. First offer over £1,000. Phone: 041-954 5750. (72908

E-TYPE ROADSTER 1962, in Regency red with black interior and beige hood. Rare condition for age. 14,000 miles since complete overhaul, many recent parts. A unique opportunity at only £550. Nottingham 872909 evenings. (72909

LOTUS 7, SERIES 4. Twin-cam. Electric blue, 1973. Alloy wheels, heater, roll bar, tonneau, Smiths warning console and many other extras, £980. Sheffield 360912. (72910

ROVER 95 1963. One owner. Black/brick leather, speedo 12000 (31,000). HMV radio. Beautiful condition, £750 o.n.o. Tel: Cwm (049538) 226. (73012

1932 AUSTIN TEN and 1932 (approx.) Eccles Elert 12 ft. caravan, £1,200 o.n.o. pair, may split. Tel: Cwm (049538) 226. (73012

LOTUS TOURER 54 S/E Drophead, engine just rebuilt and still running in. Other jobs also done. MoT Sept. '76. £950. Genuine reason for sale. Phone Shipley (Yorks) (0274) 52798. (73013

MG-C ROADSTER Automatic, June 1969. Red, 56,000 miles, good condition, £500 o.n.o. Tel: Bristol 20193 evenings. (73014

LAMBORGHINI ESPADA 1972. 36,000 miles. Superbly maintained, £5,900. Telephone: Winchester 63425 (office hours). (73015

JAGUAR XJ6 4.2 automatic, 1970. Willow green with tan interior. Fitted with p.a.s. and HRW. Motorola radio. Genuine 42,000 miles from new. Really must be seen. HP arranged, exchange considered. £1,595. Bournemouth 293541. (73016

ROLLS-ROYCE BENTLEYS

Why pay London prices?

Fed up with looking at rubbish?

For a good selection 'phone someone who cares.

0752 - 872505

Shipping arranged.

CARS SEEN LONDON

MYSTERY

MORGAN BUYER

01-440 2462

DAYTIME

05902 3545

EVENINGS / WEEKENDS



356A PORSCHE 1955

REGISTRATION No. UYY 34 — EX-D.S.J.

SEE 'MOTOR SPORT' AUGUST 1975.

Offers to: GERRY STONHILL
The George
Dorchester-on-Thames, Oxfordshire
Oxford 340404

FOR SALE—continued

UNIQUE DROPHEAD FIAT 1968 Vignale Gamine 2-seater. Fiat 500 mechanics with immaculate turquoise blue coachwork and black interior. Only 100 of these cars were made in the World. This may be the only one in Britain. Spectacular eye-catching (Noddy car) shape. +60 m.p.g. Very little used and must be a fast appreciating investment at £1,000. Telephone Wakefield 79602. (73023

BMW 2002, 1973. Re-registered "P". Only 5,000 miles genuine. White. Was damaged. New wings/bonnet professionally fitted. Taxed. Considerable saving on new price. £1,975. Southport 40047 (78254 evenings). (73027

AUSTIN HEALEY 3000 Mk. III 1967. W/W, O/D. Bought a few months ago with the idea of rebuilding to concours. Change of plans forces sale. Some work completed. New steel front wings and many other new parts. This car is complete in every respect. Engine already rebuilt, but buyer would have to arrange collection as the car is in a stripped down condition. Offers around £650. For more details ring: Mottram (Cheshire) 62138. (73028

MG-C 1968 ROADSTER. BRG, black trim, many extras, GT hardtop. Excellent condition, £725. Leamington Spa 34330. (73029

TRIUMPH GT6 1974. Superb car. 8,600 miles, overdrive, Ziebart, radio, Sundym, headrests, HRW, Mimosa, £1,575. Cowes 4886. (73031

LAGONDA 3-LITRE 1932 Selector Special. Survivor of 26 built with semi-automatic unique Maybach Doppelschnellgang 8-speed transmission. Fitted with telecontrols and Gurney-Nutting pillarless sports saloon body with sliding roof. Engine plated to concours standard. In nice condition. £2,750—sensible offers considered. Dracup, Pandy Dyserth, Clwyd. Dyserth 570240. (73033

ROLLS-ROYCE Phantom III Sedanca. H. J. Mulliner. All aluminium. Gold/black. Suitcases. Fine order. £5,200. Maidenhead 26084. (73032

SPITFIRES

WALKER & DEEKES
SPORTS CARS

SPITFIRES

SPITFIRE 1975. 1500. Mimosa, 4,000 miles **£1,645**
SPITFIRE 1974. 1500. Red, o/drive, 11,000 miles **£1,495**
SPITFIRE 1974. Mimosa, h/top **£1,365**
SPITFIRE 1974. Magenta, radio **£1,345**
SPITFIRE 1973. Sapphire, h/top, overdrive **£1,175**
SPITFIRE 1973. White, h/top, 18,000 miles **£1,175**
SPITFIRE 1973. Magenta **£1,095**
SPITFIRE 1972. Valencia h/top **£895**
SPITFIRE 1972. Sapphire blue **£845**
STAG 1973. Mimosa, auto, h/s tops **£2,395**
STAG 1972. Choice of three h/s tops, o/d., automatic ..... **£1,795-£1,895**
STAG 1971. Saffron, o/drive **£1,425**
MG-B GT 1973. Teal blue, o/drive, 25,000 miles **£1,545**
GT6 1972L. White, o/drive, radio **£1,125**
SCIMITAR GTE 1971. Yellow, automatic **£1,495**

SPITFIRES

Sandridgebury Lane,
Sandridge, Nr. St. Albans,
Herts. Tel: St. Albans
61000/58709

SPITFIRES

LENHAM



1957 XK150 fixed-head coupe, automatic. Sherwood green with tan interior. 58,000 miles recorded and entirely believable, still very tight and rattle free; two owners from new. **£1,995**



1959 Aston Martin DB4. Really excellent metallic blue cellulose with grey leather interior. This is an early DB4, Chassis No. 23, with front opening bonnet and large air scoop. Much above average **£1,295**



1964 Austin Healey 3000 Mk. 3. Really beautiful car in immaculate black cellulose with red interior. Fitted with wire wheels, overdrive and high rear axle ratio giving approximately 27 mph per 1,000 revs! **£1,794**

1962 Austin Healey 3000 Mk. IIA convertible. Colorado red with red interior. New fawn hood, radio and stereo, overdrive and wire wheels of course **£1,500**



1971 (K) Lotus Europa (Renault engine). Lime green/black trim. One owner, **18,000 miles** and in 1975 condition. Extras include Mag. wheels and tinted glass..... **£1,495**

1957 MG-A roadster. Pale green with black leather. In our opinion the best value for money of all, in really superb condition with only 48,000 miles recorded; an absolute delight to drive **£1,095**

1960 MG-A fixed-head coupe. Good chassis and mechanics, new tyres. The coachwork is sound but certainly there is some work to do. Well worth... **£365**

1968 Reliant Scimitar 3-litre coupe. White/black interior. One owner. New Granada engine recently fitted. Extras include radio and overdrive **£745**

1968 Reliant Scimitar 3-litre coupe. Mountain blue/black interior. Superb one-owner car, 27,000 miles only. Expensive but worth it! **£895**

1969 Jensen Interceptor. Metallic gold/black. All the usual Jensen extras including radio/stereo and Sundym glass **£1,995**

Don't forget! The **LENHAM** range of hardtops covers Sprite/Midget, Spitfires I-IV, Austin Healey 3000 I-III, MG-B, TR4A-6, Lotus Elan, Jensen Healey, E-Types, etc. The **Stag** hardtop is now in production, price **£195** + VAT, please send for details.

LENHAM MOTOR COMPANY

West Street, Harrietsham, Kent.

Tel.: 06274 570

FOR SALE—continued

MG TD. Concours—engine running in. £2,800 or offers. Hildyard, 10 Carters Crescent, Faringdon, Oxon. Tel 20882. (72775

1933 AUSTIN 7 NIPPY Sports 2-seater Type 65. Good mechanics, resprayed, retrimmed. MoT. Bath 63319. (72778

LOTUS ELITE SUPER 95 1962. Cirrus white, nice condition, 45,000 miles, long MoT. £1,200. Telephone: Burnsall (Yorks) 647. (72760

OPEL 1900 GT 1969 but "N" registered 115 *m.p.h. and 34 m.p.g. Rare* reliable car. Blaupunkt. Superb looking (white) and v.g.c. £850 o.n.o. 07038 45620 Southampton. (72763

1930 MORRIS MINOR Saloon, in original condition throughout. Opening roof, OHC engine. Just been completely restored. Maroon and black. New battery, good tyres, everything working. £995 o.v.n.o. Doug Baird, 31 Birchill Avenue, Onchan, Isle of Man. (72765

R-TYPE BENTLEY Nov. 1952 Sports Saloon. Grey and black. 140,000 miles, MoT 12 months. Large bore and boot. £2,000. 061-764 4662. (72766

MG MIDGET. Arkley fibreglass body parts, *new engine, gearbox* brakes, upholstery, tyres, wheels, hood, good condition. Offers "Kilmorie Lodge", 3 Marlborough Road, Buxton, Derbys. (72767

BENTLEY MK. 6 D/H Coupe. Unusual, attractive aluminium coachwork. Not restored, but recent engine overhaul. Hind. head 5508 (evenings). (72869

PATTISON GROUNDSMAN'S tractor sound running order, easy restoration. Ford "8" units. Sell outright or exchange V-twin Morgan parts or trials bike. Telephone Seend 253 (Wiltshire) evenings. (72870

1964 ASTON MARTIN DB5 Superleggera, aluminium coachwork, finished in Glacier white with black hide interior. Electric windows. Sundym, air conditioning, wire wheels, automatic transmission. Bills over £1,200. An exceptional example. Offers around £1,550. Tel: Scunthorpe 720706. (72874

MG-B ROADSTER 1972. L Reg. Blue/tan. Overdrive, 33,000 miles. Just fitted: new clutch, 3 tyres, batteries. Bills. New arrival forces sale, £1,075. Phone Brighton 37645. (72875

ASTON MARTIN DB2/4 Mk. 1 1954. Burgundy with beige trim. Recent engine rebuild. Immaculate example. £1,350 o.n.o. Brownhills 4116 (Staffs.). (72768

XK150 FHC 1960 in superb condition. Body rebuilt in last 18 months. £2,400. Vacher 023589 465 (Oxon). (72770

ALVIS TE21 1964 Drophead. Electric hood, 5-speed. Silver, red interior, CWW, new MoT and taxed. Excellent original condition. £1,275. Lee-on-Solent 550770, Bishops Waltham 2542. (72771

1967 (NOV.) ASTON MARTIN DB6 Saloon. Automatic. Dubonnet red. RHD. Fine body, needs slight mechanical attention. £1,450. Might exchange for Morgan. Dr. J. L. M. Fruytier, Leidsegracht 24 Amsterdam, Holland. (72772

E-TYPE GENUINE Series 1½ Convertible. White, black top/interior. Registered Sept. 1967. *Wire wheels, radio, low mileage.* MoT till December. Beautiful condition. Any offers over £1,200. 01-777 8217, work hours, Chessington. (72865

ROLLS-ROYCE Silver Cloud II V8 1961. One owner. 70,000 miles. Mostly laid up while owner overseas. Tinted glass, Radford boot, Refrigeration. Flagstaff. New Phillips stereo. Porcelain white. £5,000. Edwards Guaso, Fairbourne, Gwynedd, Wales. ((72868

1½ RILEY RME 1954. For viewing or offers: Mr. A. Donald, Commleston Cottages, near Mountrose, Angus DD10 0AG. (72878

RED MG-A 1600 Roadster. Registration 100 NPH. *Good mechanics. Good* all metal body. Many extras. Wing mirrors, spot lights, boot rack, etc. Good hood, good tyres, many spares. Good buy at £600. Bracknell (Berkshire) 20851. (72880

LANCIA FLAMINIA Zagato. MPD 22 D. Bank Manager forces sale of the ex-Zagato Bros. ex Harry Manning car. 37,000 miles only. Italian red body in first-class condition, chrome excellent. Late 3C 2.5 engine just run-in after complete rebuild. Starter, dynamo and brake all overhauled. Near-new Michelins, taxed and long MoT. £1,000 for this economical and reliable classic. 01-940 2106 (London). NB: When did your type of car last win its class in the *Mille Miglia?* (72883

SINGER 9 SPORTS 4-seater 1934. Partly dismantled, good body, mainly complete mechanically. £350 o.n.o. Wells 73358. (72912

RARE MERCEDES 300 SEL 6.3-litre. 1970. The quickest, most refined and finest handling sports saloon in the world. Impeccable, with full maintenance history. Many factory options. 17-20 m.p.g. Truly a modern classic. Private sale. £2,500 o.n.o. Littlewick Green 2916 (Berks). (72915

73M DOLOMITE Sprint Magenta. 29,000 miles. Recent bills over £200 including stainless steel exhaust, alternator, distributor and full service. Full sunroof, radio and other extras. Immaculate throughout. Phone 0253 21575 office hours. £1,650 o.n.o. (72916

1934 MORRIS MINOR 4-door saloon. Excellent original coachwork and interior, easy rebuild. £275 o.n.o. Nottm. 242971. (72913

DIVA VALKYRIE mid-engine sports racing coupe. Dry sump FIII, twin Webers, Hewland, Minilites, Dunlop racing, fully rose-jointed, J registered, rare collectors piece. Walsingham 387, Norfolk. (72904

FOR SALE—continued

JENSEN HEALEY 1974. Buttercup/black interior, 14,000 miles. Hard/soft tops, radio, alloy wheels, undersealed. £1,980. Moving house, cash required. Farnham (Surrey) 23763 evenings/weekends. (72962

ROLLS-ROYCE 20. 1929. Sedanca De Ville by Thrupp & Maberly. Chassis No. GBM 42. Very good original condition. New tyres, one owner for 30 yrs. Good running order. Offers invited over £4,750. Tel: Farnborough, Kent (66) 54071 *evenings or Sunday.* (72974

ROLLS-ROYCE Phantom 1 chassis 90 OR. The last P1 made by Rolls-Royce with scuttle, instrument panel, floor and front seats. Ready for coachwork, driveable. £2,650. 01-670 3294. (72976

GILBERN 1800 GT. Reg. June 1967. White with black interior. Taxed end March, MoT end August. Three owners, overdrive, recent new dynamo, starter, fuel pump, 4 ZXs battery. Could do with respray. £700 or reasonable offer. Phone Newcastle (0632) 875173 after 4 p.m. (72970

1970 LOTUS ELAN DHC. Black, 3,000 miles since engine rebuild. Bills available. £1,050 *o.n.o. Tel: Cwmbran* 3270/3019. (72968

BRISTOL 408 Mk. 2 fully maintained with history from new. Selling regretfully. Guildford 65449. (72958

1948 RENAULT 760. Original engine, solid bodywork, needs little attention. £175. Mark Vawser, 40 Regent Avenue, March, Cambs. (72960

MORGAN 4/4 4-seater, 800 miles, red wire wheels, luggage carrier, long-range lamps. Offers over £3,900. Phone: 061-485 6051. (72959

TR3A 1959, RED. Wires, s/h tops. Well above average. £600 o.n.o. Burley-in-Wharfedale, Yorks (STD 094 35) 3633. (72963

RELIANT SCIMITAR GT 3-litre V6 1969. Overdrive, HRW, stainless steel exhaust, 70,000 miles. Professionally resprayed in Sebring Red. £650. Tel: Eaglescliffe 780685. 8, Birchfield Drive, Eaglescliffe, Stockton-on-Tees. (72965

1929 MORRIS COWLEY Saloon. A complete and original example for restoration. Not run since 1939. Rusty but sound. Offers over £500. Ewhurst 862 (Surrey). (72964

SCIMITAR GTE "P" registration (September 1975). Cignet grey, tan trim. Overdrive. 5,000 miles. £3,500 o.n.o. Telephone Wideopen 3470 after 7 p.m. (72967

TWO 1900 ALFA Romeos, 1953 and 1955 TI. One complete, one incomplete. Offers to Dr. Bothwell, 114 Shipston Road, Stratford-on-Avon. Tel: S-o-A 4363. (29332

LANCIA FLAVIA 2000 LHD Coupe 1969 Motor Show model. Maroon, black interior, radio, p.a.s., HRW, 41,000 miles. Excellent, £675. Tel: Camberley 64005. (72911

JAGUAR 1½-LITRE 1946. Sunroof, radio, heater. Undergoing restoration. Mechanically reasonably sound. Offers around £800 considered. Tel: Bedford 61455 evenings. (72885

MG-A: Registration number MG 1700. Partly dismantled and started to restore. Suitable for *enthusiast. Parts and panels* inclusive. Offers around £275. Folkestone 0303 862494 evenings. (72888

ALFA ROMEO 2000 GTV 1972 L. Registration 33,000 miles. Bodywork and mechanicals excellent, £1,300. Jones, Bath 63277. (72887

ALFA ROMEO 2000 Spyder Veloce Convertible. White, black trim, stereo radio, electric aerial, wooden steering wheel, well cared for, low mileage. Reg. 1972. MoT, taxed. £1,550. Brighton 559316. (72889

XK140 FIXED HEAD. Needs total rebuild. Virtually complete and original. Worth while abandoned project. £325. 021-745 3576. (72890

MG TF 1500 1955. Immaculate and 100% original. £2,650. Prefer cash, may take Morgan, Lotus, Jaguar interesting sports cars in part exchange. Dunstable 606974. (72892

LANCIA FULVIA 1600 c.c. HFS Coupe. One of the rare aluminium bodied road copies of the competition cars. Immaculately maintained, 5-speed Cromadora wheels, seat covers, sun roof, high ratio axle, anti-theft, electric fan, Fusina steering wheel, oil cooler, smaller bore Dellortos for increased torque, original Lge bore carbs. available, adjustable shockers, radio and cassette. Many of these are extras to original high cost specification. *Colour:* Jamaica blue. £1,100. Airey, New Cheriton, Alresford, Hants. Bramdean 234. (72899

ASTON MARTIN. Very rare DB4 Convertible. This car is mechanically sound as is the body but does need tidying—bills for well over £100 recently—so sensible offers please and certainly not time wasters. Tel. Beckington 531 for appointment to view. (72901

'68 MG-C ROADSTER. Tartan red, overdrive, wire wheels + spare set. Recent new clutch. Downton Touring Conversion (30+ m.p.g. touring), engine rebuilt during winter months. An excellent example with host of extras. £750. Curry Rivel 262 evenings: Ilchester (Somerset) 551 Ext. 318 day. Ask for Peter Carlisle. (72900

TWO FERRARI ENGINED Fiat Dinos for sale or exchange. One Drophead Spider, new hood £1,450. One Fixed Head coupe £1,250. Both blue, two-litre V6 engines, five speeds, discs all round. Wanted: M, J, or P Type MG (4-seater prepared) or Lotus Elite. Bayliss, 135 Peperharow Road, Godalming, Surrey. Telephone 28652 evenings. (72903

BENTLEY "R"-TYPE 1954. Blue/grey. £750. Wootton Bassett 3785 (STD 079370). (72881



Hand picked performance cars

New Lotus/Scimitar cars for immediate delivery

SCIMITAR G.T.E., new model demonstrator available.

LOTUS Elite 503, in red with oatmeal interior ..... **LIST**

PREVIOUSLY OWNED CARS

1975 SCIMITAR G.T.E., manual, everest white with tan interior, fog and spot lights, 11,000 miles, radio/stereo **£3,295**

1973 SCIMITAR G.T.E., manual, Mexico red with black interior and leather trim, electric windows, radio, one owner **£2,495**

1972 SCIMITAR G.T.E., (L reg.), overdrive, Nevada yellow with tan interior, fitted sunroof, one owner **£2,295**

1974 SCIMITAR G.T.E., automatic, Capricorn blue with black int., alloy wheels, tinted glass, electric windows . **£3,195**

1974 SCIMITAR G.T.E., overdrive, April yellow with black interior, sunroof, electric windows, tinted glass **£3,095**

1972 LOTUS +2S 130, lagoon blue, radio, tinted glass, hrw, sunroof, alloy wheels, 19,000 miles **£2,195**

1973 LOTUS +2S 130/5, in regency red with oatmeal interior, fitted with tinted glass, radio, alloy wheels, air horns . **£2,595**

1974 LOTUS +2S 130/5, black with oatmeal interior, tinted glass, hrw, radio, air horns ... **£3,150**

1974 MORGAN Plus 8, red, leather interior, alloy panels, low mileage.

1974 MORGAN Plus 8, in royal ivory, with red leather interior, luggage rack, reclining seats, tinted glass, h/rests, radio, rust proofed plus many other special features.

1974 GINETTA G21, yellow with black interior, 12,000 miles **£1,995**

1973 TRIUMPH STAG, overdrive, (M reg.), white with blue trim, radio/stereo, electric aerial, tinted glass, h/rests, fog lamps **£2,695**

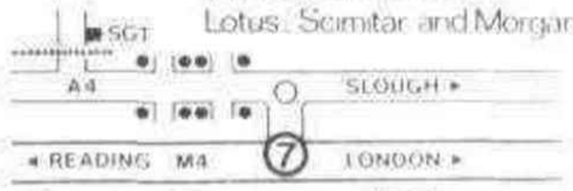
1974 FIAT 124, Sport Coupé, red with black cloth interior, one owner **£1,895**

CASH AVAILABLE FOR WELL CARED FOR LOTUS/SCIMITAR/MORGAN

For Specialist Sales Service and Body Repairs

SGT *we sell freedom*

Official Agents for Lotus, Scimitar and Morgan



01-723 2731

Vintage Autos Ltd.

01-723 2731

Managing Director : J. BOND, A.M.Inst.B.E.

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.

1924 ROLLS-ROYCE Silver Ghost, 5-passenger, 6-light, full landaulette by Clark of Wolverhampton. Restored to original a few years ago, but only limited use since. It is completely original and has many special fittings, including its unique Edwardian bow-fronted wind-down glass division, etc., etc. The full landaulette leather top goes up and down easily with one hand. When in the down position the passengers have the benefit of a fully open car; when closed, the luxury of a limousine. Complete with all its original extras, including detachable rear trunk with fitted suitcases, etc. This must be the cheapest completely original Ghost on offer today.

The NEW hand-built Lawrence BENTLEY Super Sprints. The fastest Bentleys of their type, with 0-50 in 4.8 sec. **A new model is now available for immediate delivery.**

The NEW hand-built Mk. II BENTLEY Super Sport Speedsters. The most exotic Bentleys of their type. **A new model is expected in stock in about a month.**

(Both of the above Bentleys are based on rebuilt and modified Bentley Mk. VI/R-Type chassis and mechanics, etc., and fitted new hand-built 2-seater sports coachwork, etc.)

1932 MORGAN 1,000 c.c. M×2 Super Sports 3-wheeler. This superb Mog has had little use since being completely rebuilt as new by Morgan Specialists (mechanics and coachwork, etc., etc.), and must be one of the finest examples of its type (winner of many *Concours* last year). Complete details available of its extensive rebuild, original mascot, tools, stoneguards, taxed, etc.

This month I am pleased to offer two very rare 1,000 c.c. motorcycles, both are now rare sought-after collector's items and have just been **completely rebuilt** by Specialists **"as new"**. (M.o.T. and taxed till December.)

1954 VINCENT 1,000 c.c. Black Shadowised Rapide, 700 miles only since complete rebuild. Considered the finest hand-built post-war Super Bike, that cannot be equalled today. (All fittings highly polished and chromed, etc.)

1937 BROUGH SUPERIOR 1,000 c.c. SS100, 30 miles only since complete rebuild. Known pre-war as the Rolls-Royce of motorcycles and holder of the World's fastest bike title. (All fittings highly polished, including special copper tank, etc.)

Also a restored low-mileage 1938 Brough Superior 3½-litre drophead coupe automobile.

1926 HISTORIC RACING GRAND PRIX SALMSON (offset 1½-seater with pointed tail, in racing trim). This is the well-known ex-Vic Dutton racing Salmson and the only short chassis model of its type built. During the '20s and '30s it raced extensively, gaining many wins. It has done road-test mileage only since stripped to the bare chassis and completely rebuilt in mechanics and coachwork, etc. (by a Salmson Specialist). Its highly polished 1,100 c.c. twin-cam engine has to be run-in. (This car was sold some time ago, but owing to unforeseen circumstances, the client was unable to complete the sale.) Complete history from new, etc.

THE FOLLOWING CARS ARE BEING FULLY RESTORED AND, WITH LUCK, SHOULD BE COMPLETED IN ABOUT TWO MONTHS :

1933 LAGONDA 4½-litre M45 drophead coupe by Lancefield.
1938 LAGO TALBOT 4-litre drophead coupé by Figoni & Flaschi.
1938 DELAHAYE 135MS sports 2/4-seater by Carlton.
1929 ROLLS P.II owner-driver saloon by V. Broome.
1927 ROLLS P.I open sports replica tourer.
1965 BENTLEY S.III sports saloon.

TO SAVE UNNECESSARY EXPENSIVE 'PHONE CALLS AND LETTERS, KINDLY NOTE THE FOLLOWING :

I do not sell spares or tyres of any kind.
I do not sell cars that require extensive restoration.
I do not buy cars that require extensive restoration.
As 99% of the cars I sell are fully restored in mechanics and coachwork etc. with documented histories, and the prices I require for these cars are considered very reasonable (my overheads are the lowest in England), all of my prices are "firm" and are not inflated to allow for lower offers.
I regret that I can no longer send photos to "Photo Collectors", but only to clients **genuinely** interested in purchasing a car.
I do not hire out my cars for weddings.

I WILL BE PLEASED TO TAKE IN PART EXCHANGE WITH ANY OF MY CARS (CASH EITHER WAY OR STRAIGHT CASH PURCHASE IF REQUIRED) A LOW HOURS USE. **BIRCHWOOD 33 SPORTSMAN T.S.D.Y.** WITH FLYING BRIDGE AND DUAL CONTROLS, OR ANY OTHER SIMILAR CRAFT.

ALWAYS OTHER CARS IN STOCK OR BEING RESTORED THAT ARE NOT ADVERTISED.

I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPES I SELL, BUT NO "OLD BANGERS" PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening : Monday - Friday, 9 a.m. - 5.30 p.m. Saturdays and other times by appointment only.

Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

BRIDGE GARAGE LTD

Waterside,
London Colney, Herts.
Tel: BOWMANS GREEN 23315

1956 Bentley S.I. Two-tone green, 106,000 miles, two owners. Tested till 1977..... **£1,450**

1928 Peugeot 5 c.v., 7-h.p. tourer, very pretty, yellow and black, new hood screens, trim, re-nickelled, five new tyres. Winner of two *concours*..... **£1,150**

1935, registered 1946, M.G.-based 2-seater, a credit to the designers, Messrs. D. & M. Dear of Bristol, former competitor at Brighton Speed Trials. Full weather equipment, tested and beautiful **£1,000**

1930 Austin 7 with replica Ulster body **£650**

1935 Austin 16/6. Upright and square-backed. Superb finish, original trim **£825**

1958 Jaguar XK150. White, red trim. New hood. Superb car, laid up 10 years. Spare engine and box..... **£2,500**

1949 Riley roadster, fitted A.55 engine, no hood..... **£475**

1968 M.G.-C. Green. Wires, overdrive; good car..... **£495**

Hovercraft, 14 ft. long, 2-seater. Good..... **£225**

WE CAN'T READ OR WRITE SO PLEASE 'PHONE



Road/Race Elite. Built 1970 for racing. Elan front/rear suspension 140 b.h.p. twin cam. Mag. wheels diff., oil cooler. Fully trimmed, road registered.



Saxon Formula Junior. Reputed one season's racing only. In superb condition. Complete with trailer. **£795**



1967 Ferrari 330 GTC. Red with black interior. Excellent condition.



1962 Tornado Talisman GT. Ford Cosworth with twin Webers. One owner from new. Only 37,000 miles. A unique car. In as new condition.

★ ★ ★

ALSO AVAILABLE :

1968 Maserati Mistrale 4000. R.H.D. Silver with red interior. **£1,900.**

1971 'E' Roadster. Blue with black interior. Chrome wire wheels. 26,000 miles.

1968 Porsche 911L Targa. Excellent condition. **£1,550.**

Cars of the above type always bought and for sale.

John Spero at Morris Stapleton Motors
London, S.W.7

01-589 6894 **01-589 5259**

Welding & Brazing Torch

with instructions and selection of latest type nozzles.
Price £9.95 plus 75p P&P.
Complete welding and brazing sets.
General purpose sets comprising high pressure regulators, cylinder content gauges, working pressure gauges, welding torch, nozzles, hoses and fittings, goggles, cylinder keys, etc. For oxy-acetylene and oxy-propane welding/brazing. Ready for use.
Price £35 per set + £2 carr.
CWO or COD (callers welcome)
Cutters available £10.95 extra, also large general packs of rods £2.95.



MARNEY & JACKSON LTD.
Whittle Street Works (Dept. MS), Tottington Road, BURY, Lancs.
Tel. 7658



LEYLAND FIRE ENGINE

This vehicle is complete and in full working order, with original paintwork of maroon body with red wings and wheels.

The first sensible offer around £1,750 secures.

For further details please ring: **CASTOR 668** (nr. Peterborough).

1976 SPANISH GRAND PRIX

Fully inclusive trip

with entrance tickets, meals and nite club tour

DEPARTING LONDON 30th APRIL

Returning 3rd May

Contact :

FALCON HOLIDAYS
293 Lytham Road, Blackpool,
Lancashire, FY4 1DP.
Phone: 0253-43350 or 41645

TERRY & BARRY BONE

M.G. TC, 1947. Completely rebuilt.. **£2,200**
M.G. TC, 1949. Reliable runner.... **£1,100**
M.G. J2, 1934. Needs rebuilding.. **£700**
M.G. TA, 1938. Very sound car.... **£1,000**
M.G. PA, 1933. Dreadful..... **£575**

92/94 HIGH STREET,
(STEYNING 812962).
(Code 0903)
SUSSEX. Phone for appointment please



SPORTSCAR GARAGES

DAIMLERS

'An interesting and thoroughly practical car . . . the equal in silence and driving charm to many of the older and smaller Rolls-Royces of like age, for which appreciably higher prices are being asked.'
W.B., 'Shopping for a Daimler', 'Motor Sport', July 1969. (The Daimler referred to was a Barker Special Sports Coupe supplied for test by Sportscar Garages.)

Choice: Two Barker Special Sports, one almost a completely rebuilt car, the other recent hood, paint, chrome, carpets, etc.



Hooper Empress 3½ (1955). All Aluminium, Razor-Edge. 66,000 recorded, chromed, cellulosed.

Mulliner 15 h.p. Sports Saloon (1937). **Power Hood Century** 4-seat convertible, 53,000 recorded (1955). Black and chrome **Consort** (one owner) last of coachbuilt DB 18 series (1951).

Wanted: Any "small" pre-Jaguar Daimler.

UNION WALK, SHOREDITCH, LONDON E2 8HP

(Union Walk: Off Waterson Street from the Kingsland Road by Shoreditch High Street. Tube: Old Street.)
Tel: 01-729 1221

1936 Austin Ruby saloon

One owner from new, 37,000 miles. In original condition, with tool kit

£1,000

1950 1½-litre Riley

RM series, in beautiful condition, engine overhauled.
Colour black.
£500

SEDLESCOMBE SERVICE STATION
Tell.: SEDLESCOMBE 351
(Sussex)

TOJEIRO JAGUAR

Aluminium Alloy Body

Front and rear sections, unused since made by Williams & Pritchard. Body similar to D-Type with rear fin.

Three De Dion axle tubes, rear hubs, steering wheel and mirrors for same car.

Offers to:
Dr. Bothwell, 114 Shipston Road, Stratford-on-Avon.
Tel.: S.o.A. 4363

ROLLS CONVERSION Kits

S.T.L. Ltd., 14 Osten Mews, London SW7
PHONE: 01-373 2296

Our kits are hand made to the highest finish using original specifications down to the minutest detail, thus being the only one that can claim Rolls own standards.

Mk VI 2 'R' type SI and SII, SIII. All in best grade stainless steel.

Also available: all types of accurately detailed replica mascots in chromium or silver finish.

FOR SALE—continued

"E" TYPE FHC 2+2 automatic, late '70. 41,000 miles, usual extras, £1,485. P/exchange early "E". 01-743 5769/01-435 7614. (73019

MG-C GT 1970. Clean condition, excellent tyres, wire wheels, overdrive. Motorola. £575 o.n.o. 021-355 3949. (73006

AUSTIN SEVEN 1937 for restoration. Interior trim excellent. Complete with quantity of spares, must sell, moving house. £150. Thanet 56622. (73007

DAIMLER V8-250 late 1967 auto. Sunroof, radio, HRW. Recent brakes and engine overhaul bills available. MoT taxed for 1 year. Good condition, £500. 01-644 2687 after 7 p.m. (73008

TE 21 ALVIS. Classic in fine condition, 67,000 miles. White/powder blue interior, CWW, radio, 5-speed box, £1,175 o.n.o. Phone: Newbury, Berks. 42631 after 6 p.m. (73009

LOTUS ELAN 2 + 2, 1968. Rebuilt engine, new tyres, taxed and long MoT. Finished in burnt sand with black trim. Excellent condition, £930. 2 Lime Grove, Bugbrooke, Northants. Northampton 831244. (73010

ISO RIVOLTA, 1967. White. Red interior Chevrolet V8 327 engine wtih manual 4-speed gearbox. V.g.c. £1,150 o.n.o. Ring Darlington 720331. (73158

1973 MARCOS MANTIS. Very rare 4-seater, v.g.c. Last one made. Genuine 13,000 miles. Licensed to July. £2,500 o.n.o. Consider exchange 1973-4 Scimitar/Stag. North Petherton 662289 (Somerset). (73159

MORGAN 4/4 2-seater 1967. Restored to concours. Extras include: wire wheels, rear bumper, bonnet strap, half and full tonneaus, +8 type lights. 2 owners, low mileage, re-cellulosed in royal ivory. Truly immaculate car. P/ex. 4-seater Morgan (cash adjustment) or sell £1,925 o.n.o. Phone: Leeds 686451. (73161

DAIMLER SP250, 1963. Red. C specification. Hard/soft tops. Stainless steel exhaust. Three owners from new. Ten year history, plus workshop manual. £875. Phone: 01-359 8783. (73162

PORSCHE 356C, late 1964. Very good condition, complete engine overhaul, full MoT. £785 o.n.o. Payne, 594 Birmingham Road, Bromsgrove, Worcs. Tel: 021-453 5732 evenings. (73163

JAGUAR 420 1968. Auto. P.a.s. Tow ball, sun roof, good condition, £425. Phone: South Benfleet 3627. (73164

JAGUAR MK. IX. Manual and overdrive. Good body, mechanics and interior. Long MoT. Offers around £550. Binbrook 528. (73167

1922 500 c.c. SUNBEAM motorcycle, restored, ready to ride. Best offer secures. Box No. 5002. (73166

SPACE NEEDED: 1938 (approx.) Alfa 2.) Coupe by Touring Twin Supercharged. Alfa red paint needs retouching and work on front suspension. Also 1928 (approx.) Bullnose Morris 4-seater tourer. Repainted re-upholstered, rebuilt engine, £1,800 the two. Both can be inspected July/September in France. Box. No. 5001. (73168

1950 AC 2-LITRE Saloon. AC engine. Excellent condition. Any reasonable offer considered. Tel: Saughall 815. (73169

DEL. LINES. Custom built 1974 Triumph Stag Estate. As tested by "Motor". 16,000 miles. Tartan red, black vinyl sunshine roof. Overdrive, p.a.s., Minilites, electric windows, radio/stereo, HRW, Sundym, etc., etc. Must be seen! £3,000. Skyrme, 114 Spring Hill, Worle, Weston-Super-Mare. Tel: 24793. (72891

LAGONDA 1930 low chassis Speed model tourer. Dismantled and restoration started. Some new parts. £2,500 or offers. Tonbridge 66835. (29395

ROLLS 20 HP 1928 Landaulette with coachwork by Barker. Excellent original condition. £6,950. Box No. 5000. (72977

FERRARI OWNER of 364 GT4 2+2, Nero black, red leather; immaculate, under 13,000 miles to date; wishes sell reasonable figure, or part exchange with 365 GTC or GTS. 12 in. Zeiss headlamp glass also ROD. Tel: 61-63317. Box No. 4995. (73020

1966 SUNBEAM TIGER V8. Blue. 52,000 miles, stereo. Body and mechanics in very good condition. £695 o.n.o. Winchester 67476 (day), East Meon 231 (home). (73127

FOR SALE—continued

1925 SUNBEAM 14/40 4-door saloon with fabric roof. Morocco leather interior. In excellent original condition. Beaded edged tyres. Twin spare wheels. £2,750 o.n.o. Newton Abbot 3815 (daytime), Brixham 3001 (evening). (73133

BENTLEY S1 Continental Fast Back. H. J. Mulliner, 1957. Automatic. Power steering. Mileage 113,000 from new. Recent extensive service. Magnificent performance. Concours, £5,950. Reading (0734) 472309 or 53732. (73137

LOTUS ELAN SPRINT 1973 FHC. 26,000 miles. Gold leaf colours. Radio. MoT Feb. '77. £1,700 o.n.o. Bramley 3942. (73138

AUSTIN HEALEY 100/6 1959 2+2. 43,000 miles (recorded). Silver blue, dark blue interior. Leather seats. Wire wheels Overdrive. Original hard-top in silver blue soft top. Tonneau cover and bar. Adjustable steering wheel (Motolita). Beautiful condition throughout. Makers oil pressure. Original engine, new tyres, (including spare), new dark blue carpets. A very original car. Any inspection. Tranparency available. Superb investment. £2,500. Tel: 0926 56313. (73139

REGRETTABLY SELLING collector's item Fairthorpe TX GT6, 1968. New wheels, tyres and clutch. Trial anytime. £525 o.n.o. Boston 66288. (73140

ANNIVERSARY MG-B GT "P" registered, less than 1,500 miles. Fully Ziebarted. Radio, roof aerial, £2,850. Tel: 0204 53850 or 0204 852693 (Bolton). (73141

MASERATI GHIBLI 1969. Immaculate after much money has been spent on it. Automatic, p.a.s. Air conditioning. No reasonable offer refused. P/E considered. Finance could be arranged. Private sale. Ring R. P. Baker, 021-526 4845 daytime. (73142

1959 JAGUAR Mark IX. low mileage, good original condition. Ideal for collector. £625 o.n.o. Tel: 0704 67287. (73143

SUNBEAM TALBOT Mk. 3 1956. Genuine 21,000 miles. Excellent condition. MoT. Also complete car for spares. Offers: Colwyn Bay 44566 day, Llanddulas 489 night. (73144

JAGUAR 1½-LITRE 1947. Excellent condition. Tax, MoT. £800 o.n.o. Lanchester 14, 1953. Excellent condition. MoT. £380 o.n.o. Jowett Javelin 1952—offers. Telephone Paignton, Devon 0803 54918. (73145

FORD PREFECT 1953. Black, in very good condition. 3 owners. 59,000 miles only. £500. Also 1960 Popular. Blue. £250. Boughton, 38 Queen's Road, Farnborough, Hants. Telephone 41445. (73146

MG-A MK. 2 1960. Recon. engine, new hood, tonneau, brakes, suspension, bodily excellent, metal and original. MoT. Genuine reason. A fabulous investment at £525 o.v.n.o. 021-429 3495. (73147

TRIUMPH STAG 1972. Yellow. 29,000 miles. Hard/soft tops, automatic. Radio, electric aerial. Taxed/MoT. £1,995. HP/exchange possible. Winkfield Row 3844. (73148

TRIUMPH GT6 1971 Mk. III. Low mileage, second car. Radio, rear seat, HRW. Damson, black trim. £945. Welwyn Garden 26406. (73151

1963 HEALEY 3000 BJ7. Reconditioned engine, new servo/front springs. Electric fan. MoT June 1976. Sound car. £550. Culford 300 (new Bury St. Edmunds). (73153

ALFA 1300 GT. Red. 1971. 58,000 miles, one meticulous owner. £850 o.n.o. Twyford 340868 (evenings). (73152

HEALEY 3000, 1960. Complete rolling chassis, six wire wheels, engine, gearbox, overdrive, discs, seats, dashboard, hood. Fitted with partially completed replica SS 100 body comprising radiator shell, louvred bonnet, flared scuttle, in aluminium on a welded steel frame. £200. Arthur Good—evenings—037-43-3844 (Essex). (73154

MORGAN 1968, TR4A engine, 4 seater, yellow. This car has been extremely well maintained and is in superb condition. 33,200 miles. £1,900. Available mid March. Phone Auchterarder 2151 business hours. (Perthshire). (73156

1935 VAUXHALL 12-6. Reg. No. BEL. Details: 14 Coniston Ave., Carleton, Poulton-Le-Fylde. Tel: 883161. (73157

JEM MARSH Marcos

JEM MARSH, FOUNDER OF MARCOS, offers a Selection of personally vetted cars which have been through our Restoration Workshops.

1971 (K) Volvo 3-litre. Yellow, sun-roof, radio, alloy wheels, electric windows.
1970 Volvo 3-litre. Orange, sun-roof, radio, alloy wheels, elec. windows.
1971 2-litre. Yellow, sun-roof, alloy wheels.
1970 3-litre Ford. Blue, sun-roof, alloy wheels.
1969 1600. Bahama yellow, sun-roof, alloy wheels.
1968 1600. White, sun-roof, 5½J wheels.

COMPREHENSIVE RANGE OF SPARES AND TECHNICAL SERVICE
WESTBURY 864097
Hours of Opening: 9 a.m. - 5 p.m. Monday to Friday.
Saturday and Sunday *by Appointment Only.*

JEM MARSH, BOREHAM RD., WARMINSTER, WILTS
PHONE: WARMINSTER (STD 09852) 4777

GREENWELL & GRIMWOOD

BROOM HOUSE, ASHCOMBE, DAWLISH, DEVON. Tel.: MAMHEAD 253 or 03954 2576 (after 6 p.m.)

JAGUAR XK140, 1956, *f.h.c. Unrestored.* Excellent. **£1,800**
JAGUAR 3½-litre, 1948. Undergoing restoration. Finished in maroon and black. **£1,350**
JAGUAR 1½-litre, 1948. Undergoing restoration. Mechanically very good. **£850**
ESSEX Terraplane, 1934, six-cylinder open sports by R.E.A.L. Needs bodywork restoration. **£750**
FACEL VEGA HK500, 1958. Manual transmission. Excellent example. **£1,250**
ALF ROMEO 2600 Sprint, 1967. Particularly good example. None of the usual rot problems. **£850**
1936 MCLAUGHLIN St. 8 Series 90. Twin sidemounts, repainted, rechromed, retrimmed. MoT, in everyday use. **£1,350**
SUNBEAM Alpine, 1951. Good condition, repainted red. **£750**
SUNBEAM 90 D/H coupe. Undergoing restoration. **£475**
SILVER GHOST RADIATOR. Nickel and in very good condition. **Offers**
RILEY RME 1½. Very good mechanically, repainted black and dark green, new headlining and carpets. MoT. **£600**
AUSTIN HEALEY 3000 Mk. III. Excellent throughout. **£1,250**
JENSEN 541. Another excellent car. Wolfrace wheels extra. **£700**
LAGONDA 1951 D/H coupe. Good all round. Excellent mechanics. **£1,250**
BSA Scout, 1936. Rebuilt and good condition throughout. **£700**
TR2. Choice of two, one red, one green, both mechanically very good and rebuilt bodies with new paintwork, new hood and sidescreens. **£600** each
JAGUAR XK140. Very sound and drives well, paintwork dull, requires some work to interior. **£800**
VOLVO P1800 S. Excellent condition, red, taxed, low mileage. **£650**
TR4. Very good throughout, new clutch, front suspension rebuilt, taxed, MoT. **£500**
TRIUMPH roadster 1800. Being rebuilt from chassis upwards, painted to choice. **£1,350**

SPARES

Written enquiries only for spares please. We have a considerable number of secondhand spares for the following cars: **Alfa Romeo 2600 series, Mercedes-Benz 190SL, Bentley Mk. 6, Jaguar 1½-litre, 2½-litre, 3½-litre, Bristol 401 and 403, DKW Junior.**

We also have a large selection of pistons for popular cars of the 30's and 40's, also some rarer makes of tractor pistons.

WANTED

JAGUAR Models SSI to Mk. V, XK120, XK140, XK150.

ANY OPEN CARS PRE-1955 OR INTERESTING OR CLASSIC MAKES.

Callers by appointment please.

FOR SALE—continued

1961 MK. 2 3.4 JAGUAR. Reg WUJ 12. Manual/Laycock O/D. Finished in royal blue with blue leather upholstery. Excellent condition throughout. £350 o.n.o. Weaverham 2352 (Cheshire) after 6 p.m. (73025

1912 ITALA 14/20 Landaulette. In fine original condition. Cord trimmed saloon interior with additional occasional seats. Buttoned leather trimmed front section. Leather rear hood in excellent condition. Brass oil lamps, etc. £8,900 o.n.o. Newton Abbot 3815 (daytime), Brixham 3001 (evening). (73133

LANCIA FULVIA 1.3S Rallye, 1968. Excellent condition. Very economical and fast. £550. Colchester 322436 or Chalfont St. Giles 2820. (73129

RENAULT 17 TS (Gordini) 1973. Sunroof, electric windows, all extras, excellent condition. £1,450 o.n.o. Nichols 01-508 9847. (73130

LOTUS CORTINA Mk. 1 1966. Sunroof, aluminium doors and bonnet, close ratio box. Good condition. Offers. Havant 4254. (73131

1952 WOLSELEY 6/80. One previous owner. Recent bill for £260. MoT. taxed. Will accept £150 for quick sale. Please write: 40, Little Tixall Lane, Great Haywood, Stafford. (73132

LANCIA 1600 HF Lusso Coupe, "L" registered, 35,000 miles, Sunroof. All extras. Excellent condition. Taxed, tested, £1,325. Cranbrook (05804) 2369 after 6 p.m. (73171

DAIMLER DB 18, 1951. Mulliner Consort 2½-litre. Unique car. Only two owners and 43,000 miles from new. Original tool kit, handbook etc. Original throughout. Offers around £1,750. 01-858 0649 evenings; 01-850 6784 daytime. (73172

1936 RILEY LYNX foursome tourer v.g.c., partially dismantled but complete with rebuilt and balanced special series engine. Free delivery. Sell or exchange for Triumph roadster 1800 or 2000 in v.g.c. Box No. 5005. (79264

AUSTIN HEALEY 3000 Mk. III 1960. Export model. Two owners, wire wheels, overdrive, hard top. In first class condition throughout. £845. Exchange or p/exchange W.H.Y? 051-334 4679 (Wirral, Cheshire). (72776

BENTLEY SI 1956. Two tone green complete with handbook and tools. Privately owned and maintained, 88,000 miles. Perfect in every way. Offers around £1,650. Braunton 813876. (73193

TVR 3000 ML 1974. Superb colour: Jaguar blue, matching upholstery, Wilton carpets. Head rests, radio, electric aerial, rear wiper, sunroof. £2,395. Cardiff 842138. (73297

MG-B ROADSTER 1972. Spotless blue, o/drive, Rostyle wheels, good tyres, tonneau, etc. £1,050. Ascot 23018. (73299

ROVER 10 1946. Excellent condition inside and out. Black. 50,000 miles recorded. £495. Thanet 56565. (73177

JAGUAR XJ6. Manual gearbox with overdrive. "K" registered 1971. 4.2-litre in superb condition. Please telephone after March 7th. Esher (Surrey) 64032. (73178

JENSEN 541 De-Luxe 1957. 4 seat fibreglass saloon. Webasto sunroof. Taxed. Year's MoT. Very good original condition. 4-litre Austin Princess engine, Jaguar axle, gearbox (overdrive 116 m.p.h.), servo, disc brakes, wire wheels. £625 o.n.o. Box No. 5003. (73179

TRIUMPH SPITFIRE Mk. 3 1968. Taxed and MoT. Red/black trim. Very clean. Any trial welcome. £350 o.n.o. Stamford 4312. (73351

ESCORT MEXICO, 1974. Modena green. For fitted Custom Pack, excellent condition. £1,200. 051-546 7854. (73182

MG PB. OHC. Restored car in excellent original condition. £1,625. Stourbridge (03843) 73174. (73183

MG PA COMPLETE, original, quite sound. £950. Also MG PA with Triumph Herald engine. In running order. £650. Stourbridge (03843) 73174. (73184

MG TD 1952. Sound, seats re-upholstered spares, including 2 engines. Offers (Grindleford) 0433 30653 evenings. (73185

MG TA EARLY 1936. New upholstery. Original bodywork in primer. Excellent engine. £1,080 o.n.o. Nottingham 606987. (73187

1951 SUNBEAM TALBOT 90 Mk. II. 27,000 miles. Genuine mileage. Beautiful condition. Best offers. Hucknall 6739 evenings. (73188

LOTUS CORTINA 1968 (G). Chrome Rostyles, wireless anchor blue. Good condition, £525 o.n.o. Details: Leominster, Herefordshire 3409 after 6 p.m. (73189

IMMENSELY IMPRESSIVE Galaxy Convertible. Right hand drive. White/black. No rust. Low mileage. Ideal summer car. Offers around £500. Exchange WHY? Sedlescombe 247 (Sussex). (73191

BENTLEY MARK IV. Black saloon, 4¼-litre, 1949. Long MoT, recent overhaul. Good condition, £1,100 o.n.o. Telephone Crieff 2391. (73192

1954 AUSTIN HEALEY 100M Sports 2-seater. Immaculate. Louvred bonnet. Le Mans model. Rebuilt engine, re-sprayed, re-trimmed, £1,650. Wells 73358 or write: Mondyesmead, Milton Lane, Wells. (73194

ROLLS P1 TOURER 1928, Replica Barker coachwork by Wilkinsons. Superb condition. £9,950. Box No. 5004. (73195

FROGEYED SPRITE 1959 Mk. 1. All steel original body. Excellent condition. Hard/soft tops, must sell. £525 o.n.o. Telephone Rugby 2254. (73170

LANCHESTER 14 1953. Genuine 45,000. Drives well. Black. 4 owners. MoT June. £295. Thanet 56565. (73177

1973 E-TYPE V12 Roadster. Black, beige interior. Radio/stereo cassette. Electric aerial, chrome pressed wheels, hard top, headrests, fur carpets. 23,000 miles. Taxed. Immaculate. £2,900. Tel: 01-609 1361 after 6 p.m. (29437

1961 AC GREYHOUND 2+2 coupe. Bristol engine, suspension, brakes rebuilt with £750 parts last 12,000 miles. Fastest demonstrated example known and probably best Greyhound available. £2,300 or offers over £2,500 if registration No. 1KAX included. Only about 80 of these aluminium bodied economical sports saloons built. Very reliable. Spares no problem. Selling to raise cash towards two other AC rebuilds! Marlow (Bucks) 4494. (73296

VAUXHALL FIRENZA 1975 Droop Snoot 5-speed ZF model. Minilites with Avon Safety, double Cibies, dual circuit servo, Triplex screen, Wireless, HRW. 132 b.h.p. 120 m.p.h. 6,000 miles. £2,250. Tel: Medway 61025 (evenings). (73298

ALVIS: PRIVATE BUYER wishes to purchase for cash 1939/40 4.3 saloon on short chassis or Speed 25. Must be in good original condition or would exchange for 1937 Charlesworth Speed 25 saloon in excellent mechanical condition. Box No. 5008. (73300

AC GREYHOUND Sports Saloon. Prime example of this rare car. Fastidiously maintained. Low mileage Bristol 100BZ engine, overdrive, chrome w/w. £2,250. 01-997 8325. (73304

MORGAN 4/4 1969. 1600 4-seater. Yellow, 19,000 miles, wire wheels, extras. Superb condition throughout. £2,250. 01-997 6497. (73305

75 TVR 3000 M. Yellow, 500 miles only, as new. Vinyl and sunshine roof, HRW. £2,900. HP available. Tel: Hadlow 073279 547. (73306

TWO FIAT TUBOLINDES (Mickey Mouse) 1936, one partly restored. £200 o.n.o. Tel: Hadlow 073279 547. (73306

ASTON MARTIN 1959 Mk. III. Overdrive. Resprayed red with black interior, new headlining. Recent engine rebuild. £1,850. Brenchley 2370 (Kent). (73307

AMILCAR 1925CS. Original staggered two-seat body. Car dismantled. Chassis frame, engine, gearbox rebuilt. New wheels, tyres. Car last taxed 1935. £1,650. 061-427 1909. (73308

LOTUS ELAN S4 1970 SE DHC. White, tonneau, roll-bar, radio, well-maintained. £925. 19 Beacon View, Marple, Cheshire. Phone: 061-427 1833. (73309

E-TYPE JAGUAR Mk. I 4.2 c.c. FHC. White, recent rebuild. This car is immaculate—in fact one of the few left really worth looking at. Private registered, of course. Offers invited around £1,550. Contact Mr. P. Batty, 48 Hampton Grove, Bury near Manchester, 061-764 6429. (73310

1927 AUSTIN 7 Chummy with spare engine and gearbox. One owner since 1928. Laid up 1962. £350. Gowring Poplars Farmhouse Southampton, Botley 2034. (73311

CLAN CRUSADER "L" Reg. Yellow. Sunroof, alloy wheels, stereo cassette. One owner. £880. Sheffield 360912. (73312

VOLVO 121 1967. Medium blue, immaculate. £500. Details, service records: Carl Nyland, 72 Manor House Rd., Jesmond, Newcastle, NE2 2LX. (73313

JAGUAR XK150 FH. Excellent condition. Completely restored. Radio. One of the best available. Steeton (Yorks) (0535) 53408. (73314

FERRARI 275 GT-B longnosed aluminium-bodied, 6 carbs, plastic windows, spare engine, spare gearbox, plus two sets of wide rims with new racing tyres. Anders Janson, Heimschule, 2943 Esens, West Germany. (73315

1937 DELAGE D6/70 Sports Saloon by Marchand. Rebuilt engine. Body immaculate in maroon. New headlining, carpets, chrome. £2,000. 1953 AC Buckland. Body rebuilt and resprayed white. Nearly new hood, carpets, tyres, etc., £1,300. Both cars require detail finishing to complete. Tel: Tera Hill 237. (73319

1959 JAGUAR XK150S FHC. Webasto roof, 58,000 miles, new factory 3.4 engine/clutch fitted by Henlys 12,000 miles ago. 16 in. CWW as new. Numerous other recent new parts. One owner last 10 years. Pale grey/red interior. Radio, taxed. Beautiful condition. £2,850. Henshall, Astonleigh, Alton Road, Odiham, Hants. Tel: Odiham 2592. (73321

JENSEN III 1972. Company car maintained regardless of expense. All extras. Chocolate brown, beige leather. £3,250 or offers. P/E considered. HP possible. Ring: Baker 021-526 4845 daytime. (73323

STAG CHASSIS NO. 1. Good condition. Overdrive, new soft top and frame. Hard top. Highest offer over £1,500. 9 Church Croft, Edlesborough, Near Dunstable, Bedfordshire. Tel No. Eaton Bray 220 763. (73324

CRAYFORD CORSAIR 2-litre GT Convertible, Red with black interior. Specialist rebuilt automatic gearbox, rebuilt gas-flowed engine, 7 in. wheels, radials, air horns, lights, etc. Exceptional condition. Taxed, year's MoT. Phone: Mr. Griffith, office hours, Dorking (0306) 81932. (73325

JAGUAR XJ6 4.2-litre 1971. Well kept car. Dark brown with beige interior. 60,000 careful miles. £1,850. Chelmsford (0245) 420224. (73327

REMARKABLE GLEAMING black 1954 upright Ford Popular. 13,000 miles from new (quite genuine). Known history. The absolutely original condition is compatible with this mileage, no rust or dents, year's MoT. £450 or interesting exchange. Phone 01-493 0706 office hours. (73338

BALMORAL AUTOMOBILE COMPANY



ROLLS-ROYCE S.C.III, royal blue, with matching blue interior. Superb condition throughout, all tools.



ROLLS-ROYCE, 1955, S.C.I (*similar to illus.*), green over sage, low mileage, excellent cond. Must be seen. Handbook and tools.

WANTED, ANY ROLLS-ROYCE OR BENTLEY IN ANY CONDITION
Up to 1968. Especially required pre-War cars, Mk. VIs, 'R'-Types, S1, S2, S3, early 'T'-Types and Shadows; any coach-built cars. Any condition, non-running, damaged, poor condition. Can collect, distance no object. Prompt personal service, cash settlement.

Telephone :
MALCOLM BENNETT
01-658 1005 01-658 0554

We also have a selection of several Bentley Mk. VIs, SIs and SIIs and Rolls-Royce Silver Clouds, etc. Always part exchange for a good water racing ski.



Correspondence to
BALMORAL AUTOMOBILE COMPANY,
P.O. BOX 49, BECKENHAM, KENT.

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDX.
Tel: 01-560 7011

01-560 7011 01-560 7011

All quoted mileages are warranted.
All cars are advertised with year and price clearly shown.
This has been our policy since 1946.

We are 1½ miles West from Chiswick roundabout, on the A.4 Great West Road.
Opening hours: Mon. to Sat. 9 a.m. to 7 p.m.
Sun. 10 a.m. to 12 noon by appointment. (Works: 8 a.m. to 6 p.m.)



1968 ASTON MARTIN DB6, silver birch, automatic, PAS, electric windows, tinted glass, chrome wire wheels, radio, electric aerial (*Illus.*) £1,995

1961 AC Greyhound (Bristol engine), green, Webasto sun-roof, wire wheels, very rare £1,495

1972 AUSTIN 1275 GT, glacier white, one owner. Mileage 29,000 ..... £865

1964 AUSTIN HEALEY 3000 Mk. III convertible, BRG, *concours*, chrome wire wheels, overdrive, radio £2,995

1961 BENTLEY Series II 6,230 c.c., maroon over grey, electric windows, radio, PAS £1,650

1966 BRISTOL 409, Chrysler 5,211 c.c. engine, silver grey, push-button automatic, radio. Delightful example £1,495

1973 CHRYSLER Valiant V8 automatic regal estate, silver/black, Motorola, reclining seats, electric rear window £1,595

1963 DAIMLER SP250, 'C' spec., dark blue, hard and soft tops, two owners since new, last one for 7 years £1,100

1955 DAIMLER Conquest drophead coupe, grey, two owners since new (one lady since 1958), radio £495

1972 FIAT 127, white/black, (Dr.'s car), radio, recorded mileage 25,092 ..... £765

1972 FORD Mustang convertible, red/white trim, 351ci V8 ram air engine, automatic, sports interior, *all power*, radio and 8-track £1,995

1971 'J' JAVELIN SST 2-door coupe, (4 seats), air conditioned, tinted glass, radio, floor automatic, two owners only, one since 1972, recorded mileage 39,532 ..... £1,495

1971 JAGUAR 2+2 V12 coupe, blue, automatic, radio/stereo, PAS, engine just rebuilt £1,945

1971 JAGUAR 'E'-type 4.2 f.h.c., midnight blue, chrome disc wheels, radio £1,895

1965 JAGUAR 'E'-type 4.2 f.h.c., red/beige, radio, wire wheels £895

1971 LOTUS Elan Sprint f.h.c., gold leaf colours, sold by us to the last owner £1,295

1923 LAGONDA, 11.9 h.p. KK Model. Attractive 2-seater with dickey seat, green and brown £3,500

1966 LANCIA Flaminia 3c 2.4-litre V6, imported 1972. Very pretty 2-door Superleggera touring coach-work, 2/4 seats, silver grey/red £1295

1974 MG-B GT, harvest gold, one owner, mileage 15,211, overdrive, h.r.w., servo, tinted glass, reflex belts, door mirrors £2,045

1974 MG-B GT, glacier white/brown cloth, one owner, mileage 18,814, tinted glass, door mirrors, overdrive, h.r.w., reflex belts £1,945

1974 MG-B, citron, one owner, mileage 10,743, over-drive, radio, alarm, headrests, tonneau, Cadulac u/seal, electric aerial £1,595

1974 'N' MG Midget, white, one lady owner, mileage 22,887, leather wheel, headrests, mirrors, cassette player £1,225

1974 'M' Midget, bracken/tan, one owner, anti-thief, tonneau, petrol lock, delightful condition £1,145

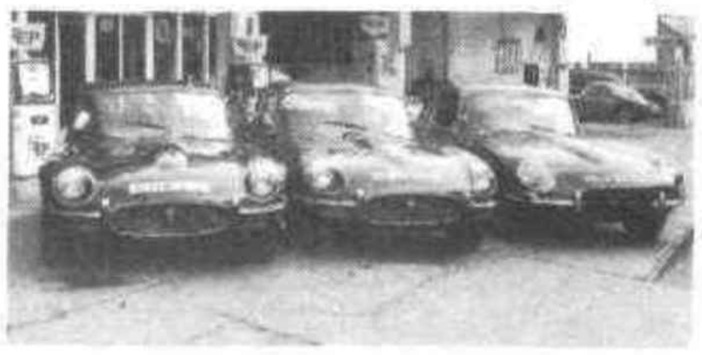


1966 JAGUAR 3.4 'S'-type automatic, light grey, one owner, PAS, radio, h.r.w. (*Illus.*) £745

1966 (Dec.) JAGUAR 3.4-litre Mk. II, light grey, red leather, automatic power steering, two owners since new, one until Nov. '75. Recorded mileage 55,503 (*Illus.*) £675



1970 JAGUAR 'E'-type roadster, tobacco leaf, chrome wire wheels, SP sports, radio (*Illus.*) .. £1,945



1971 'J' JAGUAR V12 2+2 coupe, regency red, tan trim, manual, Motorola, headrests, recorded mileage 46,173, delightful condition (*Illus.*) £2,195

1966 JAGUAR 2+2 coupe, dark blue/red, two owners only, reputed mileage 47,543, wire wheels, radio, new clutch Sept. '75. If there's a better one we would like to buy it (*Illus.*) £1,395

Our Buying Department would like to hear from anyone selling a Sports Car. Top cash prices paid for GOOD cars. Drop in at Performance Cars for immediate decision (and a cup of coffee), or 'phone 01-560 7011. Scottish sellers please note: our buyer visits Scotland frequently. No formalities, delivery taken in Scotland



1971 TRIUMPH Stag, white/red, automatic, power steering, electric windows (*Illus.*) £1,545

1973 'M' MG-B V8 GT, damask red, overdrive, tinted glass, headrests, door mirrors, anti-thief, undersealed £1,945

1972 MG-B, blaze, one owner, overdrive, mirrors, Cints., tonneau £1,045

1972 MG-B, bronze yellow, one owner, mileage 30,224, chrome Rostyles, hazard warning, overdrive, tonneau, undersealed, air horns, Cibie lights .. £1,025

1969 MG 'C' GT, sandy beige/black, overdrive, wire wheels, radio, last owner 3 years £695

1960 MG-A 1600 roadster, white, details on request £595

1957 MG-A roadster, black, 44,628 miles £1,195

MG TD, 2 seats, green. Recently restored £2,500

1969 OPUS sports, fibre glass, interesting car, full weather equipment £345

1972 PEUGEOT 304 Cabriolet, with hardtop, metallic beige £1,165

1912 ROLLS-ROYCE Silver Ghost tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. £36,250

1970 'J' RELIANT Scimitar GTE automatic, Mexican red, radio, Webasto sun-roof, wide alloy wheels, rear wiper £1,295

1968 'G' RELIANT Scimitar 3-litre, white/black, sun-roof, overdrive, radio £795

1971 RENAULT 6 TL 4-door saloon, white/black. Delightful example £725

1951 RILEY 2½-litre saloon, maroon. Suitable restoring £245

1966 SUNBEAM Tiger (V8), blue, hard/soft tops, radio, tinted glass, Kenlowe, radio, complete 'file' history £1,195

1974 TRIUMPH Spitfire, French blue, one owner, mileage 25,107 ..... £1,325

1974 TRIUMPH Spitfire, green, one owner (Dentist), Motorola, luggage rack, tonneau, spare unused £1,295

1973 TRIUMPH GT6, emerald green, overdrive. Sundym, h.r.w., headrests, mileage 12,384 .... £1,545

1973 TRIUMPH GT6 Mk. III, red/brown nylon, 23,178 miles, overdrive, radio, tinted glass, h.r.w. £1,445

1973 TRIUMPH GT6, Pimento red, one owner, h.r.w. £1,195

1972 (Dec.) TRIUMPH GT6, white, extra rear seats, radio/cassette, SP sports, h.r.w. £1,125

1972 TRIUMPH Spitfire Mk. IV, pimento, mileage 36,550, two owners (both friends) £865

1970 TRIUMPH Spitfire Mk. III, red, well above average £645

1967 TRIUMPH Spitfire Mk. III, royal blue, heater, seat belts, nice example £495

1965 TRIUMPH TR4A, yellow, overdrive, hardtop, wire wheels, radio £565

1965 TRIUMPH Spitfire, golden sand, radio, hard-top, tonneau £245

Morris STAPLETON Morgan DISTRIBUTORS



This man's Morgan was in the woods,
It got stolen by a bunch of Hoods!
Security should not be knocked,
This man's Morgan was not locked!

Motto: Fit locking door locks to your Morgan, available here!

We proudly offer this month the famous ex-Gordon Spice **Morgan SLR,** *circa* 1964. This graceful aluminium-bodied **Morgan** was one of three built and is ready to race, or can be made into a road car. We also have from the same stable a 1961 **Morgan +4** Super Sports, recently rebuilt with a new chassis to *Concours* condition. 1975 **Morgan +8,** yellow with black leather, luggage rack, 6,000 miles, stereo/cassette, one owner. Moss gearbox enthusiasts can fight over our 1970 (Nov.) **Morgan +8,** light blue/black, bucket seats, low mileage and only two owners. 1974 **Morgan 4/4** 4-seater, signal red, wire wheels, one owner, luggage rack, beautiful car. 1971 **Morgan 4/4** 4-seater, chocolate brown and cream interior, one owner, one luggage rack, wire wheels, low mileage, suit mrrd. cpl. with kds. 1971 **Morgan 4/4** 2-seater, Rolls regal red/standard interior, one owner, excellent condition. 1975 **Morgan 4/4** 2-seater, three months old, 1,500 miles, yellow and blue/black bucket seats, wire wheels, luggage rack. Our 1966 **Morgan +4** coupe is now nearly complete and is finished in azure blue with red leather; serious enquiries welcomed. We always pay the best prices for any Morgan or other interesting or unusual sports car. We also offer a much revised workshop service and a comprehensive stores, including accessories and, of course, our famous 'T' shirts.





Prodsport Championship rounds.

Look forward to seeing any **Morgan** owners as well as fellow competitors on the BRSCC

REECE MEWS, LONDON SW7 (SOUTH KENSINGTON) 01-589 6894

FOR SALE—continued

AUSTIN HEALEY 100/4. Restored to original condition with Connolly leather trim. Avon radials and fitted with a Radiomobile p/b radio. Finished in metallic blue with black hood. Over £1,250 spent. Truly a fine car. Offers to: Mr. Perry, 3, Parc-y Rhos, Pencoed, Mid-Glam. Tel: Pencoed 860914. (73329

ASTON MARTIN International 1930. Excellent condition, original worm axle, £6,000. Green Acre, Scratchface Lane, Bradfield, Berks. Tel: Hermitage 201261. (73331

MG-A 1600 Mark One Roadster. Tartan red with matching interior and tan hood. Fully reconditioned engine, gearbox and new clutch just fitted. Also new starter, dynamo, battery, tyres, exhaust and full service. Outstanding example, £875. Tel: Long Stratton (Norfolk) 30309 daytime. (73332

AUSTIN HEALEY 3000 Mk II 1961 (triple carb) 2+2. 900 miles since complete rebuild and superb throughout. No rust. New parts include engine, g/box, steering, springs, carbs, radiator, w/screen, body dampers, panels, interior, resprayed metallic blue. Owner going abroad. £1,350. Tel: Plymouth 63680. (73333

1940 LAGONDA LG6 saloon. VSCC eligible, good mechanics and bodywork. A nice original car. £2,500 o.n.o. Telephone Sheffield (0742) 362075. (73334

SCIMITAR GTE 1973. Manual/overdrive, non standard colour. Stereo/radio, sports wheels, leather interior, electric windows, tinted glass, laminated screen, tow bar and electrics, mud flaps, front and rear, electronic ignition, stainless exhausts, low miles beautiful car for £2,250. Telephone Barnsley 87164. (73335

SS2 SPORTS SALOON. Rare model all complete. Spare cyl. head, 6 wheels (good tyres). Needs restoring. Sensible offers. Tel: Beamish 700500. (73336

TRIUMPH SPITFIRE 1975. Mimosa/black interior. Low mileage. Taxed for year. £1,450. Compare with new price. Tel: Market Deeping 343828. (73337

ALFA 2000 BERLINA. Red, no rust cloth seats. Built-in head rests, radio. Michelin ZAS "K" Reg. Service history. £1,200. Tel: day Northampton 32145; evening Guilsborough 359. (73340

JAGUAR V12 E-TYPE 2+2. "K" registration. Manual, low mileage, white/black interior, tinted glass. HRW specialist maintained. Beautiful car. £2,150. Phone: Palmer St. Albans 62960; business: Luton 26010. (73341

MG-C GT. First registered May 1969. Snowberry white, black interior, overdrive, wire wheels, Radiomobile push-button radio. Taxed May. MoT September 1976. £690. Consider exchange particularly any Ford convertible. Telephone: Aughton Green (0695) 423358. (73343

FOR SALE—continued

280SL MERCEDES Sports 1970. "J" Reg. LHD. Manual power steering. Hard and soft tops. Metallic silver, Sundym screen, tinted windows radio. Cosmic alloy wheels. New clutch and silencer. MoT. Above average condition. £2,950 o.n.o. Tel: day 061-665 3875; evenings 061-330 4173. (73339

JAGUAR XK150S. Superb mint condition. Warwick grey with blue interior, chrome wire wheels. Original tool kit, special registration No. £2,250. Mr. Lucas Bournemouth 40378. (73345

ROVER 80 1961. Very good condition. MoT and taxed. Overdrive. £250 o.n.o. Paul, Webb-Stear, Staines 53220. (73346

XK150 DHC 3.4. Huge expense on restoration. Recon. engine to be run in, new hood, lining, trim, bonnet, doors, partly rechromed. Resprayed stove signal red. Small items of trim required, hence £1,500 as reluctant sale due to Middle East transfer. Allen, 9 The Poplars, Gosforth, N'land 0632 852863. (73349

ALFA ROMEO SPYDER 2000. M Reg. 19,000 genuine miles. Must be the finest example available of this quite rare car. Owned by Alfa enthusiast and obviously in perfect order throughout. £1,995 o.n.o. Tel: Blackburn 56511 daytime. (73350

FOR SALE



1932 Ford Model 'A'. One *careful owner. New Engine* same date fitted in 1968. New Crown Wheel & Pinion same date fitted in 1975. Continuous use but low mileage. Remarkable condition. Offers over **£1,250** to **Shaldon Devon 3355 evenings**

FOR SALE—continued

TR6 1972. OVERDRIVE, alloy wheels, radio, tonneau, 37,000 miles, immaculate throughout, tax and MoT. Forced sale, £1,075. 01-346 3495 evenings. (73347

LAGONDA 3-LT. DHC 1956, for restoration. Four made with power operated hood. Complete and original. Alloy body, built-in jacks, numerous spares. A very rare open grand tourer. Around £650. McCabe, Cumnor (Oxon) 2194 office, 2196 home. (73353

AUSTIN HEALEY 3000 Mk. 3 1965. Overdrive, offers: Jones, Connor Downs, Hayle Cornwall (0725 75 2089). (73355

BMW 2002 1968. Carefully maintained from new by one owner, £550 o.n.o. Tel: 061-834 0068 (daytime). (73356

1935 40/50 ROLLS-ROYCE Phantom II unique all aluminium Windover bodied sports saloon. Mechanically very sound. Requires refit, respray. Offers invited for this all original, extremely rare model. Box No. 5009. (73357

ASTON MARTIN Convertible. Dark green automatic, radio, stereo, electric windows, aerial, hood, v.g.c. £2,800 o.n.o. Deganway 82470. (73358

FIAT DINO Coupe "K" registration. Bronze yellow with black trim. Genuine 10,000 miles. Rebuilt Ferrari engine, new gearbox, clutch, and tyres. Extras include alloy wheels, radio, tax and year's MoT, spare gearbox and workshop manual. Absolutely beautiful condition throughout. £1,395. P/X considered. Telephone Hertford 57473. (73360

ALFA ROMEO 2000 Spyder Veloce 1972. Superb in dark blue with red upholstery. One owner, 42,000 miles, radio, tax and year's MoT. Very desirable convertible in superb condition throughout, £1,625. P/X considered. Telephone Hertford 57473. (73360

3-WHEELER RALEIGH VAN, 1935, 750 c.c. V-twin. Largely complete, but dismantled. £225. Write: 59 Sydney Buildings, Bath. (73362

1938 AUSTIN 10. 51,000 miles only. Outstanding condition. Long MoT. Drive away. £850 o.n.o. Wigan 213460. (73363

LANCIA FLAMINIA Zagato Sport 3C. Good order, 61,000 kms., £600. Also Flaminia Touring 3C FHC, fifth from final chassis built, 40,000 kms., very good condition, £800. Please ring Thorpe-Le-Soken 676 (Essex). (73364

1923 HUMBER 8/18 two-seater tourer, rebuilt to a high standard with some spares. £2,350. For further details phone Cirencester 61256 after 7 p.m. or weekends. (73365

MARCOS 3LV6 JULY 1970. New engine, overdrive, mag. wheels, sunroof, elec. windows, alarm, elec. fan, stereo radio and cassette, tangerine, superb condition, tax, MoT. £1,350 o.n.o. North Benfleet 470 (Essex). (73366

Morgan

Competition 4/4.
Fibreglass and aluminium body.
Dry sump B.D.A. engine.
Full details Box 5011.

THE GOLDEN ERA OF MOTOR RACING

A unique collection of 10 x 35mm colour slides of Roy Nockold originals of motor racing history, including —

1. Lautenschlager	Mercedes	1914 French GP
2. Murphy	Duesenberg	1921 French GP
3. Seagrave	Sunbeam	1923 French GP
4. Benoise	Delage	1927 British GP
5. Chiron	Bugatti	1931 Monaco GP
6. Nuvolari	Alfa Romeo	1932 French GP
7. Seaman	Mercedes	1938 German GP
8. Hawthorn	Ferrari	1953 French GP
9. Fangio	Maserati	1957 German GP
10. Moss	Vanwall	1958 Moroccan GP

Price — £3.00 per set, including postage and packing.

Cash with order only to —

Golden Era of Motor Racing, 'Windways', 20 Links Road, Flackwell Heath, Bucks.

ROLLS & BENTLEY

ALSO VINTAGE ETC.

SPECIALISTS IN THE REPAIR & OVERHAUL OF STARTERS, DYNAMOS & ALTERNATORS, ETC.

JODANS AUTO ELECTRICS
559 HIGH ROAD,
LEYTONSTONE, E.11
01-539 3930

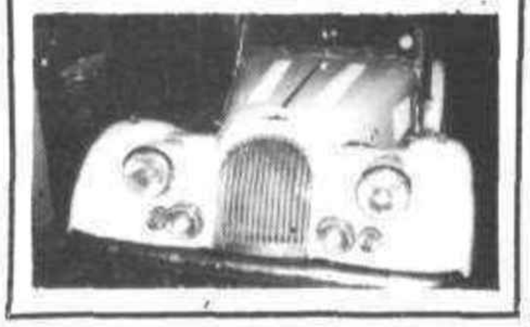


— HIRE A SPORTS CAR —

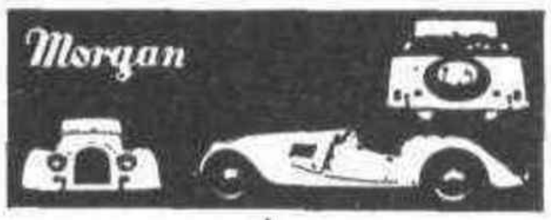
Morgan 4/4 and +8s, MGBs, MGB GT V8s, Jensen-Healeys, Triumph Stags, V12 E-types, Mercedes 350SL.

SPORTSHIRE LTD.

Reece Mews, London, S.W.7 01-589 6894 01-589 8309



John Britten

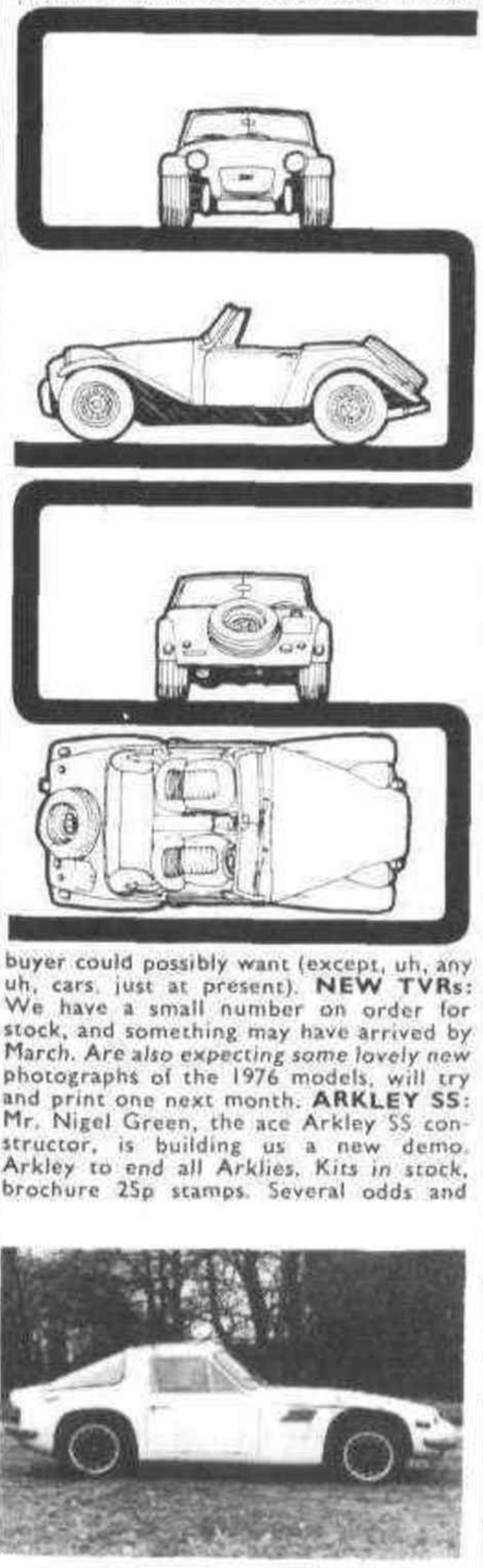




If you are thinking of buying a Jeep, pick up the phone and give us a bleep.

TVR

Now that winter's almost over; off with hood and on with cover (tonneau). As I have injured my %yping finger, please find herewith a Xerox copy of p.1 of our stock list in lieu of usual carefully interpreted and annotated secondhand car descriptions. Page 2 contains just a few more Morgans from 1937 to 1975. **NEW MORGANS:** We have order forms, paint samples, colour brochures, price lists, demonstration models; in fact everything the Morgan buyer could possibly want (except, uh, any uh, cars, just at present). **NEW TVRs:** We have a small number on order for stock, and something may have arrived by March. Are also expecting some lovely new photographs of the 1976 models, will try and print one next month. **ARKLEY SS:** Mr. Nigel Green, the ace Arkley SS constructor, is building us a new demo. Arkley to end all Arklies. Kits in stock, brochure 25p stamps. Several odds and ends for sale incl. Don Parker 4-wheel trailer £150, Jensen Healey spares 50% discount; 1972L Mini pick-up, teal blue, striped, one owner, 4½J Rostyles, radio, Mini 1000 grille; 1972/3 Austin 2200, indigo, radio, slightly stuffed at front end; 1975 Lancia Fulvia S3 coupé, one lady, radio, olive with tan trim; inflatable dinghy with outboard motor, yes it's the same one I advertise every spring but this year we plan to have the puncture mended and the engine started; 1970 Viva, silver grey. Wanted late Escort van, uncomputerised driving licence, t/bred sports cars, Ford-engined Morgan 3-wheeler, vintage camera, Triumph TR2 or TR3, Austin Healey BN1 or BN2, tatty Rolls-Royce 20 in running order, graphic designer to do us a nice sticker, towbar for Peugeot 504 estate, and any odd Morgans you may have lying around. **The John Britten All-British Racing Team** will be in action towards the end of the month at Snetterton, and in fact will be competing in all rounds of the Divn 3 (South) Prodsports Championship. Open to 7pm weekdays, 6pm Saturdays, closed Sundays and Bank Holidays. Our garage is 1 mile from the A1, turn off at Thatched Barn roadhouse, or High Barnet (Northern Line) by tube, thence 107/306 bus to Arkley Post Office, which is opposite us.







John Britten | John Britten Garages Ltd. | Barnet Road, Arkley, Barnet, Herts. ENGLAND | 01-449 1144

MOST CARS HAVE LOTS OF OTHER SMALL EXTRAS NOT WORTH LISTING, VIZ. REAR BUMPER, TONNEAU, AIR CLEANERS, WING MIRRORS, DIRTY ENGINES!

+8

1970 J(August) indigo blue, gold pin striped, minilite wheels aluminium chin, radio, 2 owners, fully documented history
1972 brown, stone leather trim, grid, radio, bonnet strap, aero screens, 1 owner, roll over bar
1974 red, 18000 miles, 1 owner, grid, radio
1973m. red. hardly any miles.

+4

1953 coupe, blue, vanguard engine, good running order, long M.O.T. twin spares
1960 +4 Coupé coming here

4/4 4 seaters

1970 yellow w/w
1970 flame red, w/w, clock, tonneau, rear bumper, belt, wing mirrors
1972 primrose yellow, w/w, leather trim, 1 owner, 30,000

4/4 2 seater

1968 kingfisher blue, w/w, grid, strap, louvres, wood dash (owner now 4 seater mounted)
1970 indigo blue, 1 owner, TOF reg. new hood and sidescreens
1970 J royal ivory (broken white?) bucket seats
1971 lime green, w/w, tinted front screen, underseal, ex Swiss gnome
1971 orange, 2 owners,43000 miles, roll over bar, radio, cassette, bucket seats, fastidious owner
1971 K cream/coffee, radio, stereo, 39000 miles, 1 owner
1971 primrose/brown, w/w, new G800 S.S. black/blue leather trim, german spec but RHD, super!
1972 golden yellow, w/w, buckets seats, louvred,
Rebuilt 1972, series II with 1600 engine, indigo blue, louvres
1973 signal red, resprayed, w/w, 28000 miles, 1 owner
1973 M(Nov) royal ivory, 1 owner, w/w, bucket seats
1974 yellow/brown, stone leather trim, reclining and folding seats, burglar alarm, +8 spots
1975 indigo blue, leather bucket seats, 10,000 miles, outside handles
1975 P Glacier white, w/w, air cleaner, luggage carrier, reclining leather and folding seats, +8 spots, stainless exhaust, rear bumper, 1400 miles, rev. lights, locking petrol cap, bonnet strap, total protection rustproofing, tonneau
1975 Indigo, alloy body, manual heating
TVR Tuscan V6 1970 aquatic jade, O/D (Ex TVR 4) radio
M.G. Midget, 1973 (Oct) M Glacier white, roll bar, stereo, seat covers, 21,000 miles, door mirrors
Clan Crusader, 1973, french blue, 1 owner, 25000 miles
Jeep 1975 5,000 miles, CJ5 hard top,
" 1974 15,000 soft top CJ6
M.G.B. GT V8 1973 blue, 13000 miles, 2 owners o/D sun roof
M.G. Midget 1975, red, 1500 engine, 6000 miles, 1 owner, monster bumper radio

M.G. Midget, 1972 L(Sept) blaze, 39000 miles, 2 owners, navy trim

JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

dcm



THE TR CENTRE

ISPORTS CARS! LTD

21 Lexham Mews
London W8

Phone RICHARD KWOLEK
or JULIAN WIGDOR
01-937 1410

T.R.s

NEW TR6, *magenta, overdrive,* including one year Road Tax **£2,795**
TR6, '75 (N). Pimento, overdrive, radio, 8,000 miles **£2,295**
TR6, '75 (N). White, 8,000 miles, radio, overdrive **£2,295**
TR6, '74 (M). White, overdrive, radio, 11,000 miles **£1,895**
TR6, '74. Mimosa, overdrive, radio, 14,000 miles **£1,825**
TR6, '74. French blue, overdrive, radio, 16,000 miles **£1,795**
TR6, '74. White, overdrive, 21,000 miles **£1,745**
TR6, '73. Pimento, overdrive, radio, 19,000 miles **£1,475**
TR6, '73. Sapphire blue, 33,000 miles **£1,395**
TR6, '72. *White, overdrive, radio,* 20,000 miles **£1,295**
TR6, '72. Red, overdrive, 44,000 miles **£1,195**
TR6, '71. Red, overdrive, 39,000 miles **£1,125**
TR6, '69. Damson, overdrive, 50,000 miles **£895**

Hard tops available for the above.

'E'-Type JAGUAR Automatic, 1972, 13,000 miles, one lady owner **£2,895**
SPITFIRE, 1974, overdrive. Emerald green, 6,000 miles only **£1,475**

B.M.W.s

BMW 2002 Tii. Metallic brown, steel sun-roof, tinted glass, velour trim, Blaupunkt radio/stereo; 21,000 miles **£2,745**
BMW 2002 Tii, 1974 ('73 model). Colorado, radio, 27,000 miles **£2,295**

TR WORKSHOPS

COMPLETE
SERVICING FACILITIES FOR
ALL TR, 2.5 PI SALOON
FUEL INJECTION AND
COACHWORK REPAIRS.
Phone : 01-937 1285

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

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

MGA'S, T, TYPES, OR ANYTHING INTERESTING WANTED STAINES 55388

S. H. RICHARDSON & SONS LTD, MOOR LANE, STAINES, MIDDX

FOR SALE—continued

DELAGE 1937 Saloon D8-120. Believed body of Chapron. Clutch missing. Restoration needed. Offers to David Clark, 021-353 1045 evenings only. (73409

MG-B 1973, White, radio, tonneau, Kenlowe fan, regularly serviced, £1,230. Kingsland (Herefordshire) 379, (0432 2102). (73410

LANCIA 2000 FARINA Coupe. Beautifully preserved example, unused for long period, recorded mileage only 22,000, Bianco Saratoga with red interior. P.a.s. etc. Registered 1972. £1,595. Tel: 02514 6789 (Hampshire). (73411

XK120 ROADSTER 1951. A very nice example with wire wheels. White with black trim. Consider exchange for interesting sports/ tourer plus cash. Sheffield 581723. (73342

FOR SALE: ROVER 75, 1957 (the sought-after model). Extremely tidy, offers. 1973M Midget, registered HNV 1. Willing separate. Numerous extras, first-class vehicle. Wanted: Grand Prix similar, one/two-seater, C1924/60. Preferably complete. "Pinfield Lodge", Barntgreen, Birmingham 445/2551. (73413

TVR 3000M 1974. Well maintained. Sunroof, Wolfrace wheels, electric aerial, HRW, tinted windows, £1,900. 051-263 7722 after 6.30 p.m. (73414

AUSTIN 8 HP 1947. One lady owner. Really excellent original rust-free condition. Recent reconditioned engine. MoT, taxed, £450. Tel: 01-720 7204 London. (73415

MG-B "F" REG. MoT end April. Mechanically o.k. but some body rust. Ideal for spring renovation. Telephone 01-226 4828. (73420

ASTON MARTIN DB2, fitted with the aluminium finned brake drums. 2.6-litre engine, compression 8.2. Fitted with 1¾ in. carbs. Split windscreen model No. LML 50 70. Engine had a major overhaul including crankshaft, and was laid up in the late 1960s. Has been in garage since. Needs enthusiast to restore to full glory the body and interior. Offers. Can be seen in the Sidcup area. Box No. 5013. (73422

JAGUAR "E" TYPE FHC 2+2 automatic 1966 (but personal number plate). Carmen red coachwork, 50,000 miles genuine. Tinted windows, chrome w/wheels. One of the best in UK. £1,185. 01-435 7614. (73423

TR6 1975 "P". H/S tops, Ziebart treated, overdrive, "Supercover", 6,500 miles, £2,200 o.n.o. Phone: Northampton 880559. (73426

ONE MUST GO: Both 1975. Lancia Beta Coupe, 6,500 miles, sunroof, £2,495. Volkswagen Scirocco 8,000 miles, alloy wheels, radio, £2,500. 0273 27222 evenings. (73427

TVR TUSCAN "J" REG. Burgundy and gold. Taxed, MoT Dec. 76. Radio, cassette stereo, usual extras, beautiful condition, bargain at £1,095 o.v.n.o. Bolton 35544. (73428

PORSCHE 911S Targa 1969. Bright orange with Sundym glass, mag. wheels. LHD with P registration. Many bills available. £1,850. Dorking 6100 (Surrey). (73430

VITESSE CONVERTIBLE. Superb late example June 1971. Rustless, low mileage. Invest £865 and enjoy your motoring. Also 1972 Stiletto. Horwich 67023. (73416

BULLNOSE OXFORD. Very rare model, 80% rebuilt. Will exchange for vintage Austin any model. Other makes considered. Distance no object. All replies answered. Box 5012. (73417

ALFA ROMEO 1973 2000 GTV. Finished in white with black trim. Fitted sunroof, tinted glass, radio, new tyres and exhaust. £1,775. Small car considered in part exchange. Tel: Shaldon (Devon) 3408. (73418

1936 AUSTIN TEN Saloon, sound but needs attention to interior, £175 o.n.o. Telephone Medway 42217. (73419

JAGUAR MK. V 1950 (March), 2½-litre. Recorded mileage 21,966. 75% restoration carried out. In running order. £1,000 o.n.o. Phone 0343 7038 (Elgin, Scotland) evenings after 6 p.m. (73421

1959 190SL MERCEDES-BENZ D/H Magnificent condition. 1932 Citroen 14 h.p. Beautiful car. MacAdam, Bromfield Manor, Ludlow. Telephone: Bromfield Salop 279. (73435

MG-B GT, 1972 L Reg. Immaculate white bodywork, with unmarked dark blue cloth trim, fitted overdrive, radio, HRW, wire wheels, servo brakes, full service history, new tyres recently fitted. Genuine 35,000 miles. Private sale, £1,495. Tel: daytime Portsmouth 32889, evening Cosham 75348. (73369

CITROEN MASERATI SM 1972, 5-speed, power steering, air conditioned, electric windows, leather interior, 30,000 miles only £2,650. Dorking 6100 (Surrey). (73430

1967 SUNBEAM ALPINE V, Red convertible with black interior. In superb condition, MoT and tax. Just undergone total engine rebuild. A fast, economical and appreciating classic at £450 o.n.o. Radio and 8-track stereo. Tring 4629. (73431

TRIUMPH GT6 Mark 3. Taxed, tested, good radial tyres, Motorola, air horns, overdrive. Two owners from new, £775. Buckland (Oxon) oc evenings or weekends. (73432

1968 JENSEN INTERCEPTOR "K" Reg. in silver metallic with leather upholstery. 52,000 miles only, auto, electric windows, HRW, p/b radio, MoT Nov. '76. £1,395. Tel: Blackpool 33639. (73433

1975 ALFA ROMEO GT Junior Beech (latest model). One owner, 17,000, service record. Rust-proofed. Philips radio cassette, auto aerial, new car bought hence £2,350 o.n.o. for quick sale. 01-800 2087. (73434

BENTLEY 51 1958. High compression, p.a.s. Sand and sable with untreated tan interior. *In genuine Bentley condition*, £2,500. Tel: 0695 422203. (73372

DAIMLER SP250. Over £500 spent on replacements and reconditioning. Some spares including complete rear axle. Taxed, MoT to November 1976. £950 or P/X vintage or other interesting vehicle. Worcester 424208. (73373

MGB SPORTS, GT'S, MIDGETS WANTED - STAINES 55388

S. H. RICHARDSON & SONS LTD, MOOR LANE, STAINES, MIDDX

FOR SALE—continued

BEETLE ENTHUSIASTS: Probably the only black 1303S in Britain. Genuine 18,000 miles. In superb condition, 1974. 0—60 in 10 sec by way of twin twin-choke Webers and Bosch centrifugal distributor. Extras include: tinted glass, metal sunroof, high back seats, 8 in. wide alloys, p/b radio, stereo cassette, fully body sealed, four Hella spotlights, alarm, air horns, fire extinguisher, HRW, and many more. If you want an unbelievable Beetle in *100% condition then see this* at £1,850. Gosberton (Lincs.) 726. (73359

ROVER 3.5 COUPE 1973. One of the last made, one careful owner only. Low mileage, almost exclusive elegant colour. £1,750. Available after March 7th. Esher (Surrey) 64032. (73374

1947 STANDARD 12, Excellent condition bodily and mechanically. MoT Nov. '76. £500. Tel: 485 8609. (73371

FERRARI 275 GTB 1965. 45,000 miles. Red, black interior, new exhaust, chrome, in super condition. £4,500. Tel 0695 422203. (73372

55 HEALEY 100/4—even has bumpers. Rebuild started but space and time required. £200. Tel: 061-445 7982. (73375

MG SALOON Model YB 1954. In daily use. MoT. £285. 01-462 4083 (evenings). (73446

TR6 WHITE ROADSTER. Exceptional condition, fastidious owner. £895 o.n.o. Tel: Nottingham 264363 after 6 p.m. (73377

1974 (N) ALFA ROMEO 2000 GT Veloce. Red, 14,000 miles. Five speed box, limited slip differential. Run-in and driven with extreme care. Immaculate. £2,200 o.n.o. Norwich 51190. (73378

M-TYPE MG 1931, rolling chassis (no engine/gearbox) in good condition. Good basis for rebuild, £175 or exchange for P-type engine and gearbox or parts. Phone Mansfield 511808. (73382

E-TYPE "G" REG. Series 1½ light blue, black interior, extras, two owners. Very good condition. £1,150. 01-455 7132. (73370

BMW 2002 "K" registered. Perfect condition, HRW, taxed, tested. £1,050 o.n.o. Bourton, Glos. (0451) 20419. (73379

1921 MORRIS OXFORD (Hotchkiss) engine complete with radiator, gearbox and fuel tank, in half the chassis. Engine number 15318. In good running order. *Offers. Box No. 5014.* (73383

PEUGEOT 304S saloon, "P" registration, 6,000 miles only. Arctic white, brown upholstery, one owner, standard extras include twin carbs, sunroof, head rests, halogen headlights and HRW. Also radio and undersealed, absolutely as new. Genuine reason for sale, £1,850 o.n.o. Tel: Birmingham 705 2909 or Coventry 466491. (73384

AUSTIN HEALEY 3000 Mk. 2A. O/drive, wires, four new wings, sills, boot lid, carpets, tyres. Genuinely immaculate in Colorado red, £1,800. Wolston 2846 after 6 p.m. anytime weekends. (73385

TRIUMPH DOVE in daily use. Only 80 built. Austin Healey BN1 requires renovation, two sound investments which will appreciate in value. Offers to Sheffield 749263. (73387

1958 CLASSIC ASTON Martin DB2/4 two-seater drophead in Regency red. One of only two cars built by "Carroz Touring" of Italy. Beautiful design and in concours condition. £4,750. Also 1934 SSI four-seater tourer, cream with red interior, good original order. £2,875. Tel: evenings Padiham 72101; daytime Rossendale 3770. (73390

DAIMLER V8/250, Auto, p.a.s., 15,000 miles only, one lady owner. Whole car virtually as new, original tyres. Metallic light blue. Consider P/ex. £1,500. (Surrey) 01-398 6606. (73401

LAMBORGHINI ESPADA 1972 L. Silver with black trim. 18,000 miles only. Superb condition, £5,495. Tel: 0742 362636. (73386

GILBERN 1800 GT 1963 (MG-B). No facilities or time to renew some frame tubes, will sell loyal friend for £200 to someone who has. Mechanically, bodywork good. New parts: chromed wires, Pirellis, clutch assembly, cylinder, Aeroquip brake hoses, master cylinder, coil springs, rear shockers. Rose jointed rear radius arms, spare rebushed set. Good engine bearings run-in, Ian Walker head, Dowty Aerofan, oil rad. Send for speci. Taxed 11 months. Will deliver. Space needed for new Gilbern. Ellis (London) 01-449 0339 evenings. (73391

1936 RILEY Kestrel Special. Aluminium body, steel wings, rare model for renovation. £375 o.n.o. 051-722 6204. (73393

E-TYPE JAGUAR V12 Roadster. 49,000 miles. Red/beige leather. Many extras. Radio, electric aerial, chrome wires, headrests, hard-top, full service history and company maintained from new. Recent new tyres and (Feb. 1976) new clutch and gearbox. Business climate forces sale. £2,500. Camberley 65848 daytime. (73394

JAGUAR E-TYPE Roadster, 1970 model, Series II. White coachwork, l/mileage, above average, £1,475. 01-586 1265 (evening). (73395

MORGAN 3-WHEELER Matchless water-cooled. Red, rebuilt mechanically and bodily. Reg 1932. Collector's car. £2,650. Phone evenings 0734 341390. (73396

LANCIA FULVIA 1300S Zagato 1970. Red fast-back, black trim. Electric window. 58,000 miles. HF engine, oil cooler. 115 m.p.h. Over 40 m.p.g. MoT. Taxed July '76. Radiomobile and 8-track stereo. Regretful sale. Need 4-seater. £795. Brigham 373 (Cumbria). (73400

ALVIS CROSS & ELLIS Saloon 1934, engine rebuilt last 2 years. Black with original brown interior. Drives very well, £1,250. Phone evenings 0734 341390. (73396

RARE 1960 VAUXHALL Velox. PA Model. Blue, immaculate condition, many extras. Offers around £500. Folkestone 54631. (73397

ASTON MARTIN DBS 6. Vantage. Manual. Excellent condition. Usual extras. £2,150. Cheaper exchange considered. Chesterfield 850559. (73399

MORGAN SUPER SPORTS 1928, JAP SV. Renovated but woodwork needs attention, £1,050. White. Chedglow Manor. Nr. Malmesbury. (73406

AUSTIN HEALEY 100/6. 1959 model. Excellent condition. W/wheels, overdrive. Servo-assisted disc brakes on all wheels as per works rally specification (Homologation model). Recent work includes gearbox, brakes, and front suspension overhaul. Meticulously cared for and maintained. Offers around £650 to Swansea 51711 (day). (73436

1933 AUSTIN "Woody" Estate, 14 h.p. Newly varnished, resprayed, new roof, excellent mechanics, new seats, lots of carrying space. A really usable, distinctive car. £1,250. Wells 73358. (73437

LOTUS ELAN S3 1968 Drophead. Red. New clutch and water pump, MoT August 1976. Taxed. £650. Phone: Chester 49292 early evenings and weekends. (73438

MG-B 1968. 34,000 miles. Excellent condition, S/S exhaust, recent clutch and hood. Good tyres, undersealed. MoT Feb. 1977. £650. Byfleet (Surrey) 48516 after 6.30. (73439

1936 ALVIS Silver Crest, 6 cylinder saloon, 3 carbs, rare model. Finished in primer. Sound but needs tidying. £350. Phone: Reading 693777. (73440

ENGLAND'S LARGEST SELECTION OF SPORTS CAR SPARES STAINES 55388

S. H. RICHARDSON & SONS LTD, MOOR LANE, STAINES, MIDDX

JAGUAR XK150 F.H.C.

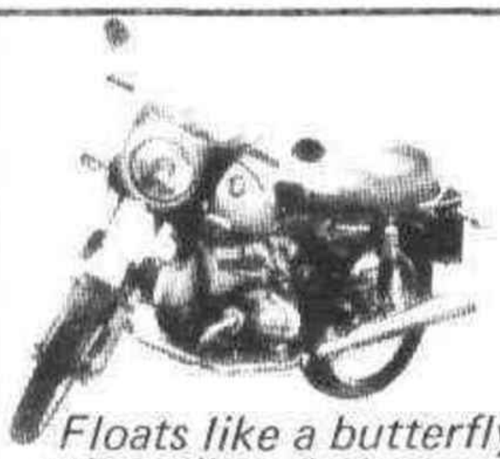
Two private owners from new, genuine mileage is 32,000. Finished in Old English white with red hide trim. An unusually fine example of a classic Jaguar. **Price £3,000**

DONCASTER MOTORS
345 Nottingham Road, Mansfield.
Tel.: Mansfield 25272

1975 ALFASUD

One owner, 7,000 miles only. Red coachwork, offset by dove grey interior trim. Outstanding performance and handling. Heated rear window. Genuine bargain, **£1,595.**

01-878 2462 (office)



Floats like a butterfly, stings like a bee —

from SGT.

Kawasaki and BMW Motorcycles

SGT *we sell freedom*

Station Garage Station Road Taplow Bucks SL6 0NT Telephone Burnham (06286) 5353

WANTED

'C'-Type JAGUAR
'D'-Type JAGUAR
XK120 JAGUAR
LAMBORGHINI Muira
AC ACE
FERRARI 275 GTB
FERRARI 275 GTS
ASTON MARTIN DB3S
ALLARD J2X
ALVIS
BENTLEY 3-litre
or similar cars

Telephone:
061
485 7304

FOR SALE—continued

SCIMITAR GTE 1974, Manual, radio, chrome wheels, 16,600 miles only. Gentle use by one middle-aged owner. Runs and looks like new, £2,395. Phone: Gerrards Cross 85776. (73403

JENSEN INTERCEPTOR. Regal red, black interior, excellent condition, 35,000 miles only, MoT December 1976. Taxed. *Equipped with radio, 8-track stereo,* p.a.s., HRW. Recent fitted new brakes, shock absorbers, power steering rack. Good tyres, spare unused. Reluctantly must sell due to addition to family. £1,450 o.n.o. Includes many spares. Would exchange for 3000 GXL Capri or Granada. Tel: Northampton 0604 831349 anytime. (73404

FERRARI DINO 246 GT, 1972 (L). Red/black. Excellent condition, 36,000, £3,550. Tel: Hawthorn (0225) 819784 (Wiltshire). (73441

DAIMLER SP 250 1960. Gearbox *overhauled. Rewired. New SP Sports, Konis,* exhaust. Offers. Alston 315 evenings. (73443

MG PA: Surplus to rebuild: Rare 4-seater body shell and wings. Metal work excellnt. Woodwork requires renewal. Davis, 01-886 0156. (73444

XK140 FHC 1955. Mechanically restored. Sound bodywork needs little work and respray to complete restoration. Bills for £700+. Accumulating commitments force sale. Offers. Melton Mowbray 5180. (73445

ASTON MARTIN Prototype, 1953, DB2/4. *Fixed-head coupe. Special Mulliner* poor bodywork; mechanically good. Ex. D. Brown, P. Collins, unique car. Mine last 3 years. Needs some restoration. Offers? £1,295. Henry Staal, 25 Shenley Road, Heston, Middlesex. Evenings, weekends, write! (73442

MG-A DE LUXE 1600, Mk. 1 FHC. MoT, £350. Henry Staal, 25 Shenley Road, Heston, Middlesex (evenings). (73442

LOTUS ELAN 2+2S 130 1971-72 wanted. Mr. Craven York 769959 evenings. (73380

1974 MG-B ROADSTER. Damask red. *Overdrive,* radio, *chrome* Rostyles, head restraints, servo, low mileage, as new, £1,550 o.n.o. Abergavenny (Gwent) 2506 after 6 p.m. (73381

LOTUS ELITE, 1967, 1,558 c.c. SE twin-cam radio, Konis, alloy wheels, much money spent, £1,695. Orpington 26972. (73408

ALFASUD 1974, 12,000 miles. First-class car, £1,250. Apply: Julian George, 11 Pine Grove, Witham, Essex. (73367

GINETTA G15 1972. Immaculate condition, serviced by makers. Used as second car. Outstanding economy, superb handling. MoT, taxed until October. £890. Tel: Maldon (Essex) 56341. (73465

E-TYPE FHC Series II 70 Model. White coachwork, black trim, solid pressed chrome wheels, l/mileage, excellent condition. £1,485. 01-455 7132. (73468

MERCEDES 280 SL 1968 (G). Hard/soft tops. Auto. Stereo/radio. Met. beige/black int. Excellent condition. £2,350 for quick sale. Tel: Maldon (0621) 56108 (or 815060 evenings). (73463

TR6 "K" REGISTRATION. Sapphire blue. Hard top, soft top. Radiomobile. Overdrive. SPs, new exhaust, clutch, battery, injection system, *full tax. MoT. Genuine 27,000* miles. All excellent, £950 o.n.o. Would p/ex. against Mk. III Healey 3000. Warwick 41244. (73461

AUDI COUPE 100S 1973 (M). Metallic bronze with light beige upholstery. Excellent condition. HP can be arranged. £1,700. Fowlmere (Herts) 342. (73464

LOTUS ELAN S4 SE Drophead, 1969. Yellow/black, excellent and pampered example, bills to prove. Shattering all-round performance. 35—40 m.p.g. MoT, taxed until August. £860. Phone: Maldon (Essex) 56341. (73465

TR6 K REG. 57,000 miles, two owners. Damson/tan. Radiomobile, tow-bar new tyres. Carefully maintained, taxed July. As one of the last of the 150 b.h.p. TRs this must be extremely good value at £905. To view ring 01-992 3411 Ext. 445 days or 01-994 6763 evenings. (73459

MG-B ROADSTER "H" Regd. O/D, reclining seats, first-class condition, £615. Redditch 68516. (73466

LANCIA 2000 saloon 1973, 28,000 miles. 1 owner, vinyl roof over rich metallic silver *coachwork with deep red cloth, Five-speed* gearbox, power steering, HRW. Beautiful condition. Excellent value, £1,245. Cobham (Surrey) 2530. (73462

DAIMLER SP250, 69,000 miles, tax, MoT. Too much work and new parts to list here. Some work to do. Haggle around £900. Details Bristol 626801. (73467

1949 MG YA, MoT 1 yr, £350. 1936 Austin Ruby, good condition, £275. Ashover 295 (Derbyshire) evenings. (73473

ASTON MARTIN DB6 1967. Red trim, usual extras including sunroof and cassette player. Excellent condition throughout. £1,895 o.n.o. or p/ex. 1970 DBS6 Vantage manual. Phone Bishop's Waltham (04893) 3189. (73471

DELLOW 1950. Runs well. Not used often. New tyres, battery, wiring. £450. 021-353 3705. (73472

DISTINCTIVE 1966 MG-B. K/O Minilites, MG-C bonnet, Weber, many extras. Used daily but deserves more loving care than I can spare. £385 o.n.o. Llantwit Major 3705. (73472

DINO SPYDER (Fiat) 1967. LHD, 2-litre engine. 5-speed gearbox, *unmarked* Caribbean blue. Nearly new hood, recently retrimmed Cromadora mag. wheels, only 49,000 miles. Maintained in the Ferrari tradition. A rare example. £1,595. P/ex. considered. 01-675 0082 days, 01-352 5258 evenings. (73482

ROLLS-ROYCE 1924, 20 h.p. chassis. Interesting features make it ideal restoration subject. £1,650 o.n.o. Phone: 028581 453 (Kempsford), Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. (73483

CLAN CRUSADER July 1974. Blue, sunroof, alloy wheels. Taxed to July '76. 19,000 miles. Offers. Tel: High Wycombe 23423 *evenings/weekends* (Bucks.). (73475

DAIMLER SP250B 1962. Hard/soft tops, tonneau. Mechanically and bodily good. £750. Hugh, 9 Ledrah Road, St. Austell 2179. (73489

1929 AUSTIN 7 Sports Special. Taxed, MoT, £400 o.n.o. 129, Arundel Road, Cheylesmore, Coventry. (73478

ALFETTA 1.8 SALOON 1975. Maroon, 7,000 miles. One owner. Taxed, tinted glass, etc. Finance/exchanges possible. £2,695. Wankfield Row: 3844 (Ascot). (73476

TRIUMPH TR5. *One of the few.* Valencia blue. Surrey hard and soft tops. Carburetter converted. Overdrive, just tuned. Corbeau seats, radio, cassette, etc. Mechanics and body kept in beautiful condition. £575. Phone: Burgh Heath 59620. (73485

MASERATI 4CLT. Also 1929 Alfa Romeo 1500 twin-cam sports. Part exchange considered. 061-330 1027; Mottram 62298. (73477

HEALEY 3000 11A 1963. Superb condition, only 1,000 miles since complete engine rebuild, new brakes, tyres, exhaust, hood and tonneau. *Retrimmed inside* and out. Radio, overdrive wire wheels. £1,300. Tel: Caterham 45895 evening. (73479

ALFA ROMEO 2000 Saloon, late 1972. Beige/tan. Carefully maintained, immaculate, taxed Jan. '77. £1,290 o.v.n.o. or exchange 1974 Alfasud or 1972/3/4 Fulvia Coupe, cash adjustment. Tel. West Butterwick 274 (Scunthorpe area). (73490

RILEY 1½ RME 1954 in excellent and original condition. Finished in gleaming dark green with beige leather interior. Indicated 64,000 mls, probably genuine. *Extensive mechanical overhaul, re-chroming* just completed. New exhaust system. MoT to January 1977. Elegant, practical motoring and an indisputable investment for just £675. AA/RAC Inspection welcomed. Tel: 01-451 0775 evenings/weekends. (73419

LOTUS EUROPA S2 1971 J, JPS, radio, alloys, QI lights, many new parts. £1,150 o.n.o. Almondsbury 614209. (73494

LOTUS SPRINT DHC, Late 72. One owner, 24,000 miles, tinted glass, Autovox cassette radio. Never damaged. £1,375 Peacehaven 4970. (73493

CITROEN MASERATI SM. "M" registered 1973. One owner, 21,000 miles, air conditioning, electric tinted windows, power steering, 5-speed gearbox, Javelin radio/8-track stereo, electric aerial, electronic fuel injection. £3,495. Tel: 01-693 7379. (73484

London Road Motors

88 South Street, Stanground, Peterborough 67014 or 67177

Superior Cars of Quality

1975 'P' JAGUAR XJ6 4.2 coupe, in green sand with vinyl roof. Very low mileage. **£5,845**

1975 DAIMLER Sovereign LWB fitted Van Plas vinyl roof cover, in green sand. Very low mileage. **£5,650**

1975 'P' ALFA ROMEO 1.8 Alfetta. Sundym glass, cloth interior. Only 6,000 miles. **£2,850**

'P' Reg. CHEVROLET Corvette Stingray Shark Model, metallic blue, 350 cu. in. power unit. **£2,650**

1972 'L' RANGE ROVER, in gold, fitted tow bar. Ready for towing that boat or racing car. **£2,750**

1967 MERCEDES-BENZ 250 SL Automatic. PAS, hard and soft tops. Blue. **£2,250**

1972 Series BMW 2000 touring, in Inka orange, cloth trim, BMW Mag. wheels. **£1,595**

OUR STOCKS ARE ALWAYS CHANGING, SO FOR UP-TO-THE-MINUTE VEHICLES THAT HAVE BEEN PURCHASED, PLEASE 'PHONE THE ABOVE NUMBERS.

ELECTRONIC IGNITION

BUY DIRECT (only £16) *including VAT*

- Save over £7.50
- Cut petrol costs by from 10% to 35%
- Cut exhaust gas emission

*Powerful acceleration — engine oil lasts longer — plug and contact breaker points last longer — even tick-over because mis-firing is eliminated — easy cold-weather starting — all these advantages and more you get with the UTI ignition system. Fits any make of car with battery ignition system in 30 minutes or less.**

**Money back guarantee if not completely satisfied*



Model No. UTI-8000S Silicon Transistorised Type

Cut out and send this coupon to
A.E.L. Electronics Ltd.,
15 Richmond Grove, Surbiton, Surrey KT6 6AH. Tel. 01-399 0966

Please send me..... UTI ignition systems at £16 each (including VAT plus 50p for P & P). I attach my cheque for..... (or Barclay/Access card no.)
Name

Address

PERFORMANCE CARS LTD—THE SPORTS CAR PEOPLE

ESTABLISHED 1946

URGENTLY REQUIRE WELL MAINTAINED SPORTS CARS

Nearly new — Pre/Post-War — Vintage/Veteran

PLEASE CONTACT US BEFORE SELLING Great West Road, Brentford, Middx. **TEL: 01-560 7011** SEE OUR FULL PAGE ADVERTISEMENT on page 311

FOR SALE—continued

BRISTOL 400, 1950. Very good condition. Engine/gearbox rebuilt, year's MoT. Crack in water jacket needs attention. £850. 878 2236 after 5.30. (73492

BMW 3.0 CSI Coupe, "M" registered, left-hand drive, stereo radio/8-track, electric aerial, fuel injection, alloy wheels, power steering, headrests, electric rear windows, superb in maroon with black trim. £3,495. Tel: 01-693 7379. (73484

ASTON MARTIN DB4 GT. Superb low mileage example. Silver birch, black upholstery, 12-plug head, Triple Webers, Twin Scintillas, Servo-disc brakes, 5-speed gearbox, Borrani alloy wheels, New tyres/exhaust system. Never raced. £3,500, no offers. Morris, Christow 52248. (73481

ALFA ROMEO 33-3TT V8 sports racing 1972. Autodelta works team car. Completely rebuilt by works to as new condition including new engine, numerous spares. Substantial offers invited. Morris, Christow 52248. (73481

MG-B ROADSTER 1972. White, black trim, 1 owner, 27,700 miles. Total protection rust-proofing, overdrive, tonneau cover. £1,050 o.n.o. Haslemere (0428) 2056. (73480

VINTAGE RACING Austin 7, based on early works racers. Attractive pointed tailed fabric body. Tuned engine, C/R gearbox, etc. Very fast, many racing successes including winning VSCC Voiturette trophy and Brooklands Society trophy 1974. Also 1934 A7 Special, needs rebuilding. Also kit of parts as basis for A7 Ulster Replica. Some A7 sports spares. Vintage JAP engines, suit Morgan, etc. Vintage Bentley spares. Paul Cooper, 5 Woodpecker Close, Havant, Hants. Tel: Havant 4994. (73499

1958 SI BENTLEY. Unbelievable condition. 2 owners. 94,000 miles. Service history. All tools. Very original. First to see will buy. £2,450. Skelmersdale 21873 (Lancs.). (73533

MG J3 750 c.c. S/C Midget. Full history + documentation. Dismantled, many new parts (eg. crankshaft, supercharger, wheels/tyres). Original except C/J4 parts. Exchange concours L/K type or concours 12/PB+cash. (London). Box 5021. (73527

INDRA INTERMACHINCA. Beautiful Italian 2+2 Sports. Built in 1973 for the Geneva Motor Show and styled by Bertone. One of only 15 ever built as fitted with Corvette Stingray engine, power steering, Automac, electric windows, air conditioning, radio stereo. Cost new £13,500. Bargain £4,700. P/X possible. Tel: Whitley Bay 33224. (73500

SUNBEAM ALPINE 1960. 41,000 miles only, spoke wheels, ZX tyres, hardtop, hood, tonneau, radio, mechanics excellent. MoT till September. Taxed. £250 o.n.o. Tel Shipton-under-Wychwood 830215. (73501

RILEY 1935 12/4 Falcon. MoT, in regular use. £400 o.n.o. Also 1939 Riley 12 h.p. saloon. Extremely rare car. MoT. Believed low mileage. £400 o.n.o. Redhill 63237 Surrey. (73502

JAGUAR MK. 1 2.4 1956 export model. Excellent original, white cellulose, red trim. Chassis members, wheel arches and underbody like new. All original equipment. £785 o.n.o. Redhill 63237 (Surrey). (73497

1948 2½-LITRE JAGUAR. Near concours condition. Full professional restoration. Test toured in Alps, September 1975, before final respray and burnishing. £1,500. Tel: 02214 3838. (73498

XK120 DHC. Many new parts, excellent wings, rechromed parts. Much work done. £900. Birmingham 021-443 1463. (73504

1971 "K" REG. Lancia Fulvia Coupe 1.3 S2. Navy, oatmeal trim. Radio. 54,000 miles. Elegant, economical enthusiasts car to really fall in love with. £980. Mrs. Jennie Whiting, Finches Cottage, Baydon, Marlborough. Aldbourne 456. (73505

LANCIA FULVIA Zagato. Reg. No. PYE 7F. British Racing Green. Cromadore Mag. alloy wheels, low mileage, very clean economical sports car. £685. 01-898 4839. (73495

LANCIA FULVIA 1.6 HF Rallye Coupe 1970. Standard features include 5-speed gearbox, 6J alloy wheels, flared arches, alloy panels, etc. Bodily and mechanically excellent. £875. Hunter, Armitage, Kilmacolm, Renfrewshire. Tel: No. 2444. (73520

LOTUS ELAN SPRINT '73 "M". White, spotless condition. Radio, stereo, £1,695. HP possible. Tel: 061-432 7147. (73496

BRISTOL 405, 1955. Very good condition mechanically and bodily. £950 o.n.o. Also set of 5 Wolfrace wheels and tyres (7.00 x 15) to suit, £100 extra. Would p/exchange good 408/9. Ring Coventry 414472. (73506

GINETTA G15 "J" Reg. 28,000 miles recorded. Recent new engine supplied by Ginetta. Sunroof, roll-over bar, spoiler, etc. Superb appearance, performance and economy. £795 or P/X newer Midget or Spitfire. Leicester (0533) 708610. (73528

AUSTIN HEALEY 3000 Mk. III. Excellent condition for year. Overdrive, wire wheels, radio. £875. 01-958 5531. (72086

ROCHDALE OLYMPIC Phase II, 1971. Fast, economical and practical car. 1600 GT X/flow engine. Superb example—believed last one built. Two owners only. £750. Ring: Coventry 414472. (73506

1972 (L) GINETTA G15. Yellow, sunroof, Cosmics. Only 19,000 miles, £995. Careful lady owner. Phone: 212-5786, eves. 720-7484. (73507

LHD ASTON MARTIN DB4, 5 or 6. Randall, 90 Queen Margaret Drive, Glasgow G20. Phone: 041-946 8788. (73508

LAGONDA 1938 4½-litre LG6 Drophead Coupe. A beautiful car in good condition. £6,000. R. A. Morgan, 66 Kensington Church St., London W8. 01-229 3971. (73521

1947 LAFLY FIRE ENGINE. Good working order. Fitted Delahaye S103 motors, choice of several located in mid-France. Horrocks, Woodbine Cottage, High Bentham, Yorks. (73519

LAGONDA TOURER 4½-litre 1934 M45. This magnificent car has been carefully stored by me for 12 years. Its history is known—one owner from new until his death in 1964. Complete with maker's documentation, original tools, etc. Must be one of the most original and least used M45s in existence. Best offer over £4,000 secures. Very genuine reason forces sale. View by appointment please. Mrs. James, Old Rectory, Pulham Market, Diss, Norfolk. Phone p.m. 309. (73511

TR3 1957. RED with black interior. Professionally rebuilt regardless of cost. New chassis, new steel panels, springs, axle, servo disc brakes, etc., etc. Rebuilt engine and gearbox. Rechromed, re-upholstered. Fitted new wire wheels, hard-top, soft-top, tonneau, overdrive. Near original and absolutely immaculate ex concours winner. £1,000. Consider part exchange. Nottingham 273087 or 279687. (73512

ASTON MARTIN 1953 DB2, very good condition throughout. Clean interior, sunshine roof. Daily use until recently, mechanics good. £1,150 for quick sale. Great Missenden 2585. (73515

JAGUAR E-TYPE FHC. "D" Reg. Motor, clutch, exhaust, brakes, steering overhauled in recent months. Five good covers. £1,450. Nottingham 262355. (73516

FERRARI DINO 246 GT, 1973. Yellow, 22,000 miles. Radio/cassette stereo recorder/player. Electric windows, superb, £4,750. Tel: 01-693 7379. (73523

LAMBORGHINI ESPADA, left hand drive, 1971 with "P" registration. Blue, electric windows, stereo, etc., £4,500. Tel: 01-693 7379. (73523

MG-B GT V8, 1971 "K". This unmarked example was converted when new by Costello Engineering; since when it has only covered 34,000 miles in the hands of one fastidious owner. Extras fitted include: overdrive, sunshine roof, headrests, radio, HRW. MoT and taxed. £1,395. Tel. 01-675 0082 or 01-351 0592 evenings. (73525

MG-B GT, 1975. Citron yellow. 7,000 miles, usual refinements, obviously beautiful condition, perhaps exchange? Sensible price £2,265. Tel: (0742) 660135. (73531

TRIUMPH ROADSTER 2000, 1948. Partly stripped, all major parts, good restorable condition. £175. 061-736 7268. (73548

ALVIS TD 21 1963 saloon. TF 5-speed manual box, wire wheels. Superb condition all round. Genuine offer accepted. Tel: 021-358 2762. (73549

PORSCHE NOVEMBER 1967, 63,000 miles, absolutely immaculate throughout, electric roof, radio, etc. Most history known, workshop receipts. House purchase forces sale. £995 o.n.o. Telephone: Aylesbury 21773. (73550

MG TD 1951. Completely rebuilt from chassis. Both mechanically and bodily immaculate. £3,000. Woking 73272. (73553

MORGAN PLUS 8. Brand new—available approx. April. Prompt reply can ensure buyers spec. Box No. 5024. (73556

1934 24 HP SUNBEAM Pillarless Sports Saloon, one of the last great giants from Sunbeam. Needs restoring, all complete. Has been stored many years. Offers. Also an old Standard Fordson Tractor, £155 and a E93A Prefect, £55. H. G. Robinson, Wentworth 4142 (Surrey). (73557

FORD ESCORT twin-cam, 1970, £575. Entirely original, excellent condition, never rallied. Tel: Rudgwick (Sussex) 2911 eves. (73558

LANCIA BETA COUPE, May 1975. Metallic blue, gold velour upholstery. Superb condition. £2,450. Weobley 321 (Hereford). (73551

1934 TALBOT 105 Special, completely professionally rebuilt mechanically and bodily. Very fast and attractive with two-seater bodywork. £2,450 o.n.o. Phone 01-727 5801 or write: 4a Ladbroke Gardens, London W11 after March 7th. (29521

"S" TYPE FHC 1971 Series. L/mileage, all extras, £1,575. 01-435 7614 (day); 01-586 1265 (evening). (73019

LOTUS ELAN S4 DHC, Nov. 70. Below average mileage, well maintained by Lotus agent. Immaculate. £995 o.n.o. Tel: Ecclshall 850391. (72331

FOR SALE—continued

CITROEN LT15 1952, small boot. Superb black coachwork, sunshine roof, taxed, MoT. £450 o.n.o. Some spares and workshop manual included. Tel: Ayr 62160 early evenings or weekends. (73554

WANTED

WANTED by previous Aston owner: Aston Martin DBS six-cylinder 1969 to 1973. Manual transmission. Fullest details of history, present condition and price required. Cash waiting. No junk. Write Box 4993. (72495

WANTED: WARTIME leather flying helmet al'la Mr. Boddy. Preferably with earphone sockets for vintage car motoring. Box. No. 4988. (72387

INTERESTING ROLLS or Bentley wanted by RRES member. Reasonable. Box 4992. (72487

ROLLS-ROYCE or Bentley Harold Radford Countryman adaptation wanted to fit Silver Cloud Series. All parts wanted by private buyer. Please ring 01-523 2710. (72370

WANTED: LHD FERRARI, Rolls, Bentley. Trade LHD 72 Porsche Targa "S" A/C. AMI-FM stereo tape 1975 Mag. wheels. Enthusiasts car, never abused. Give or take difference. Box 4989. (F60965

3.8 "E" TYPE ROADSTER. Only rust-free examples entertained. Box No. 4991. (72593

WANTED: FOR MG TC 5 x 9 in. wire wheels. Will buy or exchange for 5 x 15 in. wire wheels with tyres, cash adjustment either way. Distance no object. Phone: Brownhills 5550 Staffordshire. (72494

DIESEL LAND ROVER wanted. Good price cash paid. Box No. 4936. (27568

XK JAGUAR or MG TA, TC, TD or Morgan wanted, or something old and interesting wanted. Condition unimportant. 01-658 0554. (70073

ROLLS-ROYCE or Bentley pre-war car wanted, or later car, any condition. Would collect. 01-650 9795 (evenings). (70073

WANTED—continued

HIGH PRICE paid for your car. Daytona to a Midget. Also 2CVs, etc. We collect. County Garage, Coventry Road, Warwick (0926) 44001/41156. (70116

LAND ROVER 708 12-seater wanted. Good price. Cash paid. Box No. 4937. (27568

ALVIS 12/50 Duck's Back wanted by VSCC member. Box No. 4940. (70234

WANTED: Any of the following: Lola Climax, Tojeiro, Lotus XI, or any sports/racer of the 50s, any condition, incomplete etc. Also would like restorable XK120 Roadster. Also good Maserati Mistrale. Immediate payment. S. J. Langton, 01-764 1252 (London). (72597

WANTED PRIVATELY: Pre-war Alvis, Lagonda, or similar sporting motor. Also Bentley Mark VI/R. 01-828 7449. (72985

OLDISH DROPHEAD car required. W.H.Y; Cash. Please write Box No. 4934. (27451

GENTLEMAN REQUIRES LHD Rolls-Royce, Bentley or Mercedes. Cash waiting. Please write Box No. 4933. (27451

BENTLEY OR ROLLS-ROYCE required urgently. Up to 1965. Any model condition totally unimportant. Can collect. Tel: 01-658 1005. (66922

ANY SPORTS CAR wanted, modern or anything old and interesting. Any condition. Can collect. Cash. 01-658 1005. (71178

MOTOR SPORT magazine wanted. Volume 22, 1946 and April 1948 issue. Good condition only. Cushway, 27 Willow Crescent, Warminster, Wilts. BA12 9LH. (71178

WANTED: PRINCESS 3-litre or A135 Saloon. Must be good. Chesterfield 31564, 14 Penmore Street, Hasland, Chesterfield. (71209

DENTAL SURGEON, enthusiast would like to acquire and care for Rolls-Royce. Please phone Lincoln 31598 evenings. (71567

WANTED: GILBERN, Scimitar GT or similar 4-seat fibreglass car. Darlington 720479. (72032

SPORTS CAR INSURANCE

- LOWEST RATES
- INSTALMENTS
- 12, 6, 3-MONTH POLICIES
- BONUS UP TO 65%
- ALL COMPANIES, BIA OR LLOYD'S
- BREATHALYSED, CONVICTED AND YOUNG AT REALISTIC RATES

TELEPHONE 01-361 0024

OR WRITE

HERALD INSURANCE SERVICE
339 BOWES ROAD, LONDON, N.11

Name ..... Address .....

Occupation ..... Age ..... Business/Pleasure Use

Full/Prov. Licence for ..... years. Comp./Third Party/T.P.F. & T. cover.

Owner only / and wife / Any driver / Named driver, age .....

Make of Car ..... Model .....

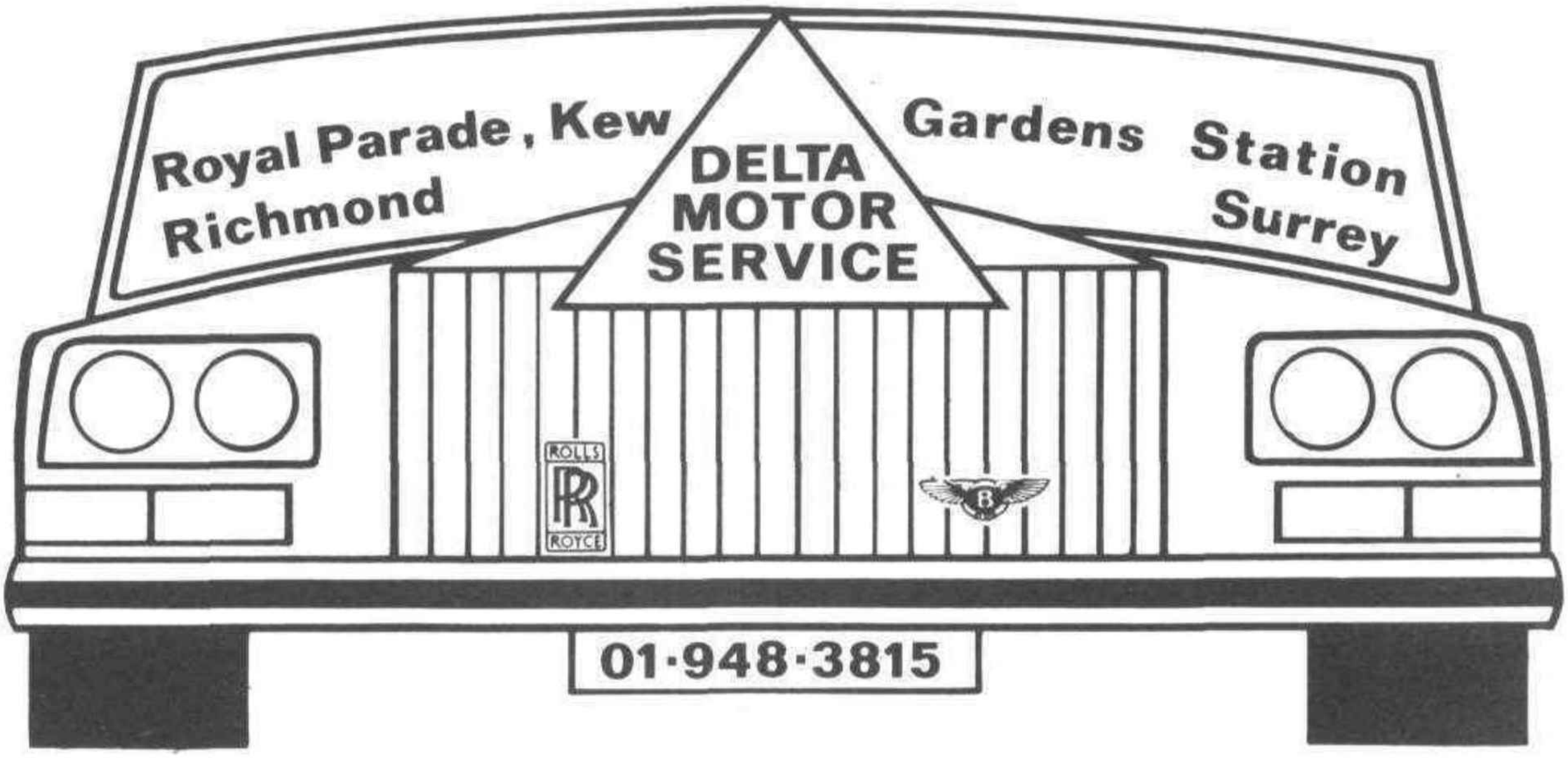
C.C. ..... Value ..... Year ..... Car Garaged/Left in open

Present insurers ..... No claim bonus ..... years

Age of youngest driver ..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers.

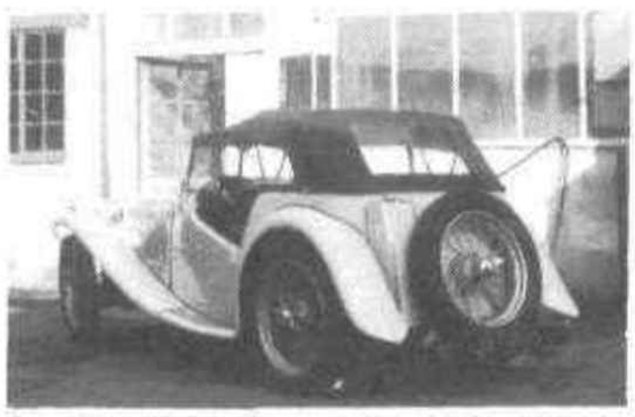
We specialise in servicing Rolls Royce and Bentley motor cars but offer our personal service for your car



R-Type, Silver Cloud I, II, III Shadow. Engine, Gearbox & Suspension overhauls and Servicing

Moto-Build Ltd.

MG THE MGA 'T' TYPE CENTRE





THE COMPLETE MG SPECIALISTS

A SAMPLE OF SPARES WE CARRY

M.G.-A SERIES:
Front Wings Steel • Rear Wings Steel • Door Sills • Door Pillar Assy. • Petrol Tanks and Straps Chassis and Inner Sills • Front Duct Panel (**Above in glass-fibre as well as steel**) Brake Shoes and Cylinders • Cables, rev.-speedo. • Engines and Heads • Exhaust Systems • **All Suspensions Spares • Springs, Brake Drums — Callipers and Discs** • Valves and Guides • Push-rods • Crank and Camshafts • Looms and Light Assys. • Rubber Body Parts, etc.

'T' TYPE SERIES:
Complete Body Assy. • Complete Doors • Wheel Arches • Running-boards • Grille Slats • Side-screen compartments • **Petrol Tanks and Straps** • **T.C. Rear Wings** • **Scuttle Tops** • Ash wood Assy. 'T' Models • Suspension Parts • Axle Parts and Springs • Hubs, Drums, Cables • Brake Shoes and Cylinders • Engine Spares • Cylinder Heads • Valves and Guides • Cam and Crankshafts • Rubber Body Sections, etc.

Servicing & Repairs all MG & Sports Cars

WANTED : M.G.-A, M.G.-B, M.G.-C, 'T' and 'Y' TYPE ZA/B CARS
HIGH PRICES PAID, ANY CONDITION, WILL COLLECT ANYWHERE

01-570 5342 — PHONES — 01-572 5437
128 HIGH STREET HOUNSLOW MIDDX ENGLAND

Patrick Wigley-Smith

Restoration of Classic Motor Cars
Specialists in Sunbeam Tigers



Cambridge Road Enfield Middx.
Tel. 01-366 5080 24 Hr. Ansafone.



Tigers bought, sold and exchanged. All repairs undertaken. Need tigers or advice? Give us a ring. Also limited supply of steering racks. Exchange engine service.

CLASSIC 1963 CORVETTE STINGRAY 327 C.I. 340 BHP
Completely rebuilt both bodily and mechanically with restyled front end. Finished in Black with hardtop.
£2,200.00

1967 SHELBY COBRA 350 G.T. RIGHT HAND DRIVE
Finished in Shelby colours, Blue and White with 4 Pearce alloy wheels.
£1,350.00

1965 SUNBEAM TIGER 260 C.I.
Completely standard. Red with Black hardtop.
£750.00

1965 SUNBEAM TIGER
Black with tan hood, alloy wheels and oil cooler. Fitted with 4.7 litre engine and 4 barrel carbs. New clutch.
£950.00

Available elsewhere — but offered exclusively by us.

EX WORKS SUNBEAM TIGER ERW 229C
Recce car for 1965 Monte Carlo/R.A.C. rallies. Full works spec. with full history. LSD, full roll cage, two oil coolers, Kenlowe fans, new water pump, extra large sump and 26 gallon fuel tank. Engine rebuilt by Ian Richardson Racing 8000 miles ago. Offered complete and ready to race with free crash helmet and partial sponsorship for next season by Sunbeam Tiger Owners Club. HSCC registered. Plus full road equipment and many spares. Mods. too numerous to list.
£1,450.00

1968 TR5 P.I.
Low mileage example. White with Black hood. Full years M.O.T.
£495.00

TORQUE SENSE!

Use an M.H.H.
'TORQUEMETER' Wrench
for **ALL** your tightening jobs



DIRECT DIAL READING WITH MEMORY NEEDLE!
Robust construction incorporating ratchet with double ended ½" square drive for both left and right hand operation.

Accuracy: ± 3% throughout range.
Model B.120 ..... 5 - 120 lbf. ft or
Model B.160 ..... 20 - 160 lbf. ft

PRICE: £29.95 incl. P & P and VAT, or send for comprehensive product range leaflet.

(APPROVED SUPPLIERS TO AIRCRAFT & MOTOR INDUSTRIES)

M.H.H. ENGINEERING CO LTD Bramley Guildford Surrey GU5 0AJ

THIS IS NUMBER ONE! — IN GLORIOUS COLOUR



Yes — Roger Clark's Cossack Escort 'Monarch Of The Glen' is No. 1 in the Spencer Trauts collection of 6 Rally-Art Studies.
An **original** full colour action study 12½" x 10". Beautifully reproduced on stout card and ready for framing.

SPECIAL BONUS

The first 100 copies will be personally signed and dated by the artist — just for you!

A genuine bargain at £1.50 each
Despatch by return — post and packing free.

To: Moto-Art Studios, P.O. Box 57, Birmingham B3 2EP
Please forward — by return ..... copies of 'Monarch Of The Glen'
Cheque/Postal Order/Money Order for £ ..... enclosed.
Name: .....
Address: .....

P.S. Purchasers will receive advance notice of the next Spencer Trauts original — it's a collection not to be missed.

David Mulvaney Ltd.



JAGUAR LIGHTWEIGHT 'E' TYPE.
This car was specially built by Jaguar for Briggs Cunningham to race at Le Mans in 1963, and as such is one of the most rare Jaguars ever made. Fully lightweight with Alli monocoque, 5-speed ZF box and fuel injection. The car we offer was the GT class winner in last year's Classic Car Championship. Although a successful racing car it is equally at home as a high speed road car.



Ferrari 500 SF 'Superfast'. This is one of only six remaining right-hand-drive examples of the last 'bespoke' Ferrari. Over a three year period only 36 such vehicles were made in all, and when new cost almost twice as much as a new Rolls-Royce Silver Shadow. Obviously they were only made to the order of very rich people. This is one of the last cars to be made and is fitted with the 5-speed gearbox, beautifully finished in metallic silver blue and upholstered in beige leather.



MASERATI TIPO 61 'BIRDCAGE'
We are pleased to offer what is probably the most consistently reliable and successful historic sports racing car in the country today. A winner of the British Empire Trophy and an outright winner of the JCB Championship. This well known car has been maintained to the highest possible standard and had an engine rebuild last year, and is therefore ready for another season of historic racing. In addition a car of this calibre represents an excellent investment in these times of high inflation.

1927 ROLLS-ROYCE PHANTOM I CHASSIS
Very complete including original headlamps, mudguards and front seats. Iron head engine. Ideal basis for vintage tourer **£2,750.**

1937 FORD V8 ROADSTER. Refinished to a high standard in cream. New hood and upholstery. A rare example of the Model 78. **£2,350.**

1933 PACKARD STRAIGHT 8. The chassis has had a full restoration which cost more than our asking price, and is complete and ready for new coachwork **£1,495.**

1939 BUICK CENTURY. A splendid example of the rare Club coupé finished in silver grey with beige cloth upholstery. In excellent order throughout **£1,650.**

1952 ASTON MARTIN DB2 £1,995.

We also have available a stack of Rolls-Royce Silver Ghost bits and pieces including a complete engine. Please phone for further details.

dealers in fine cars

BURSCOUGH STREET GARAGE,
BURSCOUGH STREET,
ORMSKIRK, LANCASHIRE
TELEPHONE: ORMSKIRK (0695) 74963
Part exchanges, financing and all offers considered.

WANTED—continued

CASH OFFERED for first-rate Citroen SM, Ferrari Dino 246, Jensen Interceptor, Range Rover, Mercedes 250/280SL, Triumph Stag, Aston Martin, AC Cobra, Bristol 411, Rolls Cloud or Shadow, left or right-hand drive. Full details with photo if possible to Wilson, Box No. 4982. (71552
STINGRAYS, Stingrays, Stingrays wanted: 1968—1975. We collect anywhere. Phone Spurr Motors of Sheffield (0742) 57922 or 482320 evenings. (70121
BRISTOL CONVERTIBLE 405, etc. Also Mini Estate having Harold Radford, Wood Pickett interior. Alternatively Cooper 1275S Estate. Kelvedon 70279. (72074
MORGAN PLUS EIGHT, low mileage, mint example wanted for cash—private buyer. Telephone 051-486 8738 evenings. (73402
WANTED URGENTLY: Ferrari Dino 246 engine, short engine or cylinder heads. Contact: M. Shtieh, "Sunnyside", Gentian Hill, Galway, Ireland. (73407
NOVA FORD Formula 3 racing car engine urgently wanted. Offers to Box 5017. (72884
AUSTIN HEALEY 3000 Mk. III left door window urgently wanted. Please apply to Box 5019. (72884
AC ACEA-BRISTOL required by enthusiast, restored example preferred but anything considered. Atkins, Aycliffe 4100 (night); Spennymoor 816109 (day). (73424
MG TA, TB, TC, TD or TF, any condition. Write Box No. 5016. (61065F
BRISTOL 406 wanted urgently. Cash available, anything considered. Phone: (Birmingham) 021-444 3286. (73510
WANTED: MG TA TC, TD, TF or any pre-1939 MG two/four seater. Would consider good condition early Morgan, Riley, Triumph or other interesting pre-1939 vehicle. Good cash price paid for suitable example, but any condition considered. Please phone 01-521 0520. (28838
WANTED: RUDGE-Whitworth wheels, 21 in. x 23 in., wire or wood spoked. A. F. Robinson, "North Stables", Fulmer Lane, Gerrards Cross, Bucks. Telephone 01-261 3125, 6.30—7.30 p.m. (72235
WANTED: MG YB, sound original preferred. Riddle, N. Cowton, Northallerton, Yorks. Phone North Cowton 525. (72123
SPEED 20, Lagonda 2-litre Talbot 105, or similar sports car wanted. 01-828 7449. (72123
LOTUS SEVEN Series III wanted. Prefer excellent condition, but what have you? Write: Lotus, 4 Avenue Crescent, Acton W3 8EW London. (60916F
PORSCHE 356 sales literature, drivers handbooks, workshop manuals, factory tools, etc. Standen, 3 Buckingham Mews, London SW3. 01-828 9501. (72131
TOY CARS, pre-war tinplate or die-cast wanted. Good prices paid. Carlson, 9 Nichols Green, Montepelier Road, London W5 2QW. Tel: 01-997 9539. (72637
MGs TA, TC, TD or TF models any condition wanted for renovation. Incomplete vehicles considered. Tel: Ripponden (Yorks) 3416 or write with condition and price to G. Mair, "Ryburn", Old Stones, Ripponden, W. Yorks. (72665
MASERATI SEBRING or Mexico wanted. Must be first-class. Send photo and details to Enthusiast, 16 Parry Street, Maremount, Western Australia. (72667
WANTED: AUSTIN Healey 100/4 parts manual. Carter: 16 Howe Grove, Chorley, Lancs. PR7 2QB. (72669
WANTED: Various spares for late Phantom: Brewster drum headlights/sidelights, petrol tank in any condition, speedo/cable, mascot, electrical chassis outlets, front/rear springs, or complete chassis if cheap. Southend 41092 evening. 43735 day. (72866
ANY INTERESTING old car in running order. Pay cash—distance no object. Write with picture to PO Box 198 Eindhoven 4500 Netherlands. (61053
MG-B GT OVERDRIVE, sunroof, around £1,200 cash. Triumph Spitfire hardtop, overdrive, around £1,000 cash. Low mileages essential. Private buyer. 85 Gordon Road, Lt. Paxton, Huntingdon. (72893
WANTED: CHAIN DRIVE Frazer Nash requiring restoration, any model considered. TT Replica preferred. Hubble, 19 Gerald Road, Worthing, Sussex. (72897

WANTED—continued

AC ACE restored or unrestored wanted. Please apply to Box 5018. (72884
CONVERTIBLE FORD Capri or Cortina, preferably Crayford conversion wanted. Would prefer one in good condition for its year. Please write to Spillett, 206 Spring Road, Bitterne, Southampton. Cash for right car. (72898
HARD-TOP for V12 E-type, preferably red in colour. Good price paid. 0782 263264 daytme. (73026
PRE-1946 ROLLS, Bentley or Rolls-Bentley wanted. Open-top model only. Prefer good mechanical condition, but bodywork/interior condition not so important. Please send full details and photograph to PO Box 121 Leicester, or phone Leicester 704897. (72906
MG T-TYPE, any condition, spares also. Brier, Huddersfield 27348. (29294
WANTED by private cash buyer: SS Jaguar Drophead, MG SA Tourer, any Rolls-Royce 1930-1960 in absolutely any condition. Telephone Weymouth 4082 (evenings). (72872
1.5-LITRE MEADOWS Lea-Francis crank and crankcase or complete engine, about 1928. Brigantire, The Quay, Shaldon, S. Devon. (73190
LOTUS EUROPA Special wanted by private enthusiast, must be good condition. Bath 833390, evenings. (73150
ZB MAGNETTE wanted. Immaculate and rust-free, low mileage preferred. Warwick 42166. (73136
PORSCHE WANTED, 1969/70 911T or E manual. Phone 02017 2558 (Ferndown Dorset). (73160
TRIUMPH TR for spares or restoration, any model considered. Nottingham 273087 or 201322. (73134
MORGAN 4/4 wanted. Must be delivery mileage 4-seater. Cash waiting. Welshpool 2545 or 2107. (73128
WANTED: E-TYPE 4.2 2+2 Series 2, £1,000 cash for rust and filler free car. Repeat: rust and filler free. Please don't waste my time—I've already seen the best rusty, fibreglass and putty ones. Prefer 50 miles North London. Box No. 4999. (73024
ROLLS SILVER CLOUD I, II, or III. Left hand drive. Private purchase. Court, 5 Rue Ambroise Thomas 75009, Paris, France. Phone (1) 7706212, evening. (29322
ALVIS 3-LITRE automatic convertible TE 21, TF 21 preferred. Mechanically sound and rust-free. Please phone 024-358 367. (73011
IMMACULATE low mileage manual 4.2 E-type Roadster. Cash waiting or you might like my L registered 2500 BMW automatic (38,000 miles) in part exchange. Fullest details plus price required to Box 4996. (72896
AUSTIN 7 TOURER 1928-1931. No special bodywork. Must be in good condition. Substantial offer for right car. 0484 86 2205. (73180
E-TYPE 3.8 ROADSTER wanted. Must be in good body condition with history for keen enthusiast. Cash waiting. No rubbish please. Phone 01-723 1277 Mr. Freeman. (73301
VINTAGE TOURER preferably continental Delage or other prime make, cash offer or exchange one of my cars. 17 Bracebridge Road, Sutton Coldfield, West Midlands. Phone: 021-308 1078. (73317
WANTED FOR MORGAN 1930 Super Sports: Radiator, rear hub with girder radius arms and springs, steering column complete. Body drawings for rebuild. Flat 1, 24 Newport Rd., Cowes, IoW. (73318
WANTED: LOTUS Elan, Europa or +2. Condition immaterial. Immediate cash available. Outstanding finances paid. Tel: phone Hertford 57473. (73352
MG TD or possibly TC/TF. Good condition preferred. Money waiting and distance no problem for right car. Full details please: G. King, 8 White Wisp Gardens, Dollar, Clackmannanshire. (73354
TR4 WANTED, must be v/g condition with surrey top, wire wheels, overdrive. Phone Pilton 427, or write Steve Parry, 1 Culverwell Cottage, Pilton, Shepton Mallet, Somerset. (72972
LOTUS EUROPA Special wanted by private buyer. Roman purple preferred, but not essential. Weobley 321 (Hereford). (73551

WANTED—continued

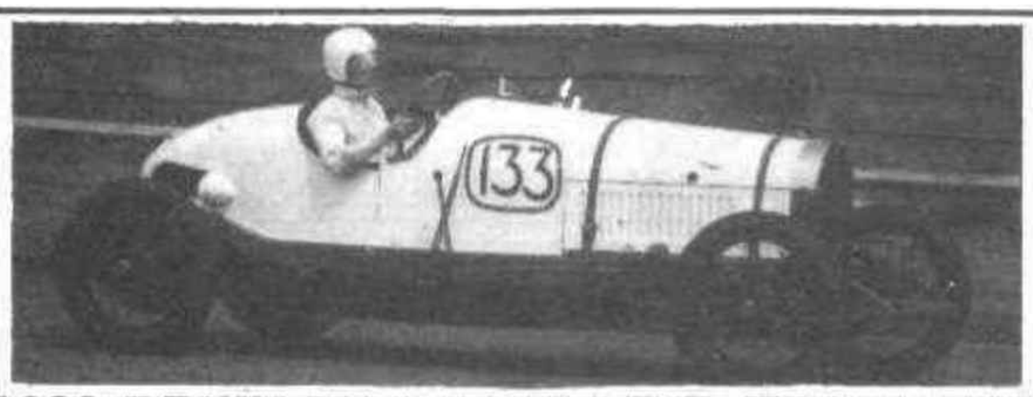
CASH OFFERED for first-class 1966-67 Jensen Interceptor, 1966-67 Mercedes 230 or 250SL Roadster, DB4 Aston Martin, XK140 DHC or roadster. Full details, with photo if possible, to Mr. Freeman, 134 George Street, London W1M 6DM or Tel: 01-723 1277. (73301
MAGNETO FOR A BUGATTI 8 cylinder horizontal type and one early aluminium road wheel, 20 in. dia. Small brake drum. Generous reward for information leading to a successful purchase. J. Stevenson, 111 Doury Road, Ballymena (0266) 2625. (73559
SUNBEAM ALPINE Series V Tourer with overdrive and hard top, must be immaculate, cash. Tel: Southampton 68582, 7 p.m. to 8 p.m. (73555
TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Guison Road, Coventry 27516. (73552
ROVER 4 ESTATE open sports with disappearing hood. Post war or 1935/6 model. Tel: 01-61 63317. Box. No. 5020. (73524
ANY MODEL '72 onward Morgan desperately required by enthusiast recently returned to this country. All replies answered. No dealers please. Box No. 5023. (73530
MG TF WANTED, damaged, dismantled, or dilapidated. Phone New Milton 611177 or write Pollock, St. Vincent Cottage, Lower Ashley, New Milton, Hants. (73513
BENTLEY OR ROLLS all models up to 1966 condition not important. Tel: 0661 22807. (73509
BOND EQUIPE 1300 GT 45, seeking the best one available. Dorrell, 1 Elmdon Road, Birmingham 27. 021-706 7862. (73488
MOTORING MAGAZINES wanted urgently: Road & Track various 1940s, 1950s, then March 1973, Jan., Apl., Aug., Oct., Nov., Dec. 1974 plus Road Test Annuals 1958, 1961 to 1969. Car and Driver: complete set or years wanted. Sporting Motorist: Sept., Oct. 1964 plus all 1965, 1966, 1967. Autocourse: any early magazines plus annual books to date. Buyer will pay best prices or swop Motor Sport, Autosport, Road and Track, 1950s onwards. Poulter, 1 Church Terrace, Richmond, Surrey. 01-948 1532 (day), 01-940 5963 (evenings). (73486

MISCELLANEOUS

ALVIS 12/50 Replica radiators in stock. Original type radiator components also available plus many spares. MR Restoration Unit, Curriers, Close, Canley, Coventry. 0203 468282. (73532
MOTOR SPORT 1966-73, Porsche/Frankenberg, Fangio/Jenkinson, framed Brooklands print, £20. Tel: Horley 3135. (73517

MISCELLANEOUS—continued

NEW BSF BOLTS and sets (most H-Tensile and plated) with nuts, 3/16th in. to 3/8th in. dia. ½ in.—2½ in. long. 200 assorted. £6.50 p.pd. UNF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (73018
VOSPER FAST LAUNCH, 1947, 19 ft. Mahogany hull, Ford V8 engine, 2 in. copper exhausts, 25 knots, £450, or exchange Mini same value. Newton Ferrers 872717 (Plymouth) evenings. (73522
VETERAN 1½ CWT. Anvil and stand by Alldays and Onions for sale. Offers. Box No. 5022 (Surrey). (73514
PRE-1914 INTRICATE brass electric horn. French, working and good condition, £25. Evenings Nottingham 871518. (73503
PRIVATE SALE: Rolls-Royce 20/25 mascot and cap. Various 20/25 spares, Rolls Ghost 12 in brass bell headlamps. Pair SS100 headlamps with stone guards. SS100 Ace discs and 550 x 18 tyres. Various early SS and Jaguar grilles and P100 headlamps. Also breaking three SS Jaguar 3½ and 2½-litre saloons 1946-48. Complete for spares. Absolutely everything available including all trim, mechanics, wheels, chassis, etc. All at reasonable cost. Tel: Weymouth 4082 evenings (Code 03057). (72872
FOR SALE: Spares 1934 Singer Nine coupe chassis, rear axle, bonnet, wings. Also Austin 7 1933 part chassis and rear axle, two Morris 8 spoke wheels. Offers. Phone Stamford 2800. (73487
4 KNOCK-ON MINILITES for MG-B, fitted 165 and 185 tyres, £120 plus 4 wire wheels and tyres or haggle. Instruction book for R-R 20 h.p. overstamped GLN6. Offers, Llantwit Major 2100. (73474
MG-B CLUB, monthly magazine and spares newsletter. New and secondhand spares bought/sold available off the shelf. SAE 107 Walkwood Rd., Redditch, Worcs. (73466
FLEET CARNIVAL (a registered charity) Concours d'Elegance and Motor Jumble. Sunday 20th June 1976, 21st Birthday year. Entries are invited from old friends and new for the Concours (& Jumble stalls). Classes for motorcycles and vehicles from veteran to pre-war, private and commercial, steam, petrol or diesel. A lovely day for the family with massive flower show in our 200 ft. marquee. Details (SAE please): Organiser, 3 Bramshot Drive, Fleet, Hants. Fleet 7307. (73460
AUTOSPORT: Complete bound set, 1950 to 1976 (61 volumes) for sale. Motor Sport: 1955 to 1976 complete, unbound. Plus hundreds of individual copies of both magazines for sale separately. Classic Car: Complete set (October 1973 to March 1976) for sale. Poulter, 1 Church Terrace, Richmond, Surrey. 01-948 1532 (day), 01-940 5963 (evenings). (73486



1922 BENTLEY 3-LITRE T.T. TEAM CAR (Replica)

Concours condition and ready to race. Fully restored to original condition. A unique vintage racing car.

Further details from and offers to:
Wadsworth, 67, Wide Lane, Swaythling, Southampton
Tel.: 558184 (evenings)



FOR SALE

Chance of a Life-time

Rolls-Royce Phantom 6 Landaulette

Low mileage; fitted with extensive luxuries for Royal use: reputedly built for H.M. The Queen's visit to Australia.

Best offers over **£30,000** to:

DARMEAD LIMITED

142, Holland Park Ave., London, W11 4UE
Tel.: 01-727 0047/48

MISCELLANEOUS—continued

FOR SALE: Motor Sport, bound volume eight. Also loose copies from 1930. Wanted: March 1928, May, June 1929, March 1931. Your price paid or swop offered. Box 4952. (71075

MG-A SPECIALIST in spares, restorations, cars, new and secondhand parts available. Simon Robinson, Burns Farm, Dacre, Harrogate. Tel: (042 372) 519. (73529

FOR SALE: Mint bound volumes of "Autocourse": 1951/52/53. Offers. Wanted: "Motor Sport" May & Nov. 1933. Jamaica Cottage, Jamaica Place, Gosport. (73526

AUSTIN HEALEY 3000 luggage rack wanted. "Oakfield", Skipton Road, Silsden, Keighley, Yorks. (72759

EXCEPTIONAL EXAMPLES of Jensen CV8 cars for sale and wanted by member of Jensen Owners Club. For price and particulars Tel: Northampton 843120. (73429

CARS TRANSPORTED by Land Rover and trailer. Competitive service. Hythe 843101 (Hants.) evenings. (73376

F100s: Two excellent L/H units. First to view will buy. £40 each. Staveley 3122 (evenings). (73388

CAR MASCOTS. Scheider seaplane and many others. Also headlamps, clocks, speedos, long trumpet horns, spotlamps, etc. All letters answered. SAE Box No. 5015. (73389

MOTORING BOOKS for sale 1908-1936, Montagu, Birkin, Eyston, Lyndon, etc. 4½ Bentley catalogue. RAC/MAC 1932 badge. SAE for list: Peace, Ivy Bank, Turnditch, Derby. (73392

MOTOR RACING programmes. 9 different British circuits at £3.00, USA $8. 5 at £1.80 USA $5. Price includes post and package. Rod Chapman, Black Moor, Shipdham, Thetford, Norfolk. (73398

AMERICAN ROAD and Track, 120 issues, plus 1946 Indianapolis programme. £7 16 Speen Lane, Newbury. (73405

MOTORING BOOKS, about 150, £160. Bound "Motor Sport" 1945-1975 £160. Complete "V & V" bound, £106. Extensive Aston collection books, mags, badges, handbooks, catalogues, £160. "MG-A" catalogues, £16. 17 "Motor Sport" copies, 1937-1944 £16. Large lot "Safety Fast", £25. Bound complete "Classic Car", £76. Complete "Vintage" bound, £12. Almost complete, bound, run, AMOC mags, offers (£66?). Prefer one lot sale. Offers: 25 Shenley Road, Heston, Middlesex. (73442

SUNDRY "FELTHAM" post-war items. DB3s, sump, £29. Complete engine £129 (3-litre). Gearbox, £39. DB2/4 air cleaners, £12 each. Staal, 25 Shenley Road, Heston, Middlesex. (73442

ORIGINAL LOTUS ELITE gearboxes, six unused "MG" type available. £50 each plus carriage. Box 5011. (73302

MOTOR SPORT 1966-1975, good condition, 114 copies, some years complete. Large collection of "Motorcycle Sport" and "Cars and Car Conversions". Offers to Harris, Crayford (Kent) 54387. (73303

INTERIOR TRIMMING: Specialist upholstery service for Rolls-Royce and Bentley, etc. Complete interior restorations. Woodwork repolished, plating, seats fabricated. Colin Hustwayte. Tel: Crowthorne (Berks) 5262. (73316

HUNDREDS MOTOR Sports and Autosports from 1950. Send for wants. Bound volumes pre-1946 Motor Sport required. Johnson, Thatch, Wistanswick, Market Drayton, Salop. (73319

AUSTIN TEN Drivers Club AGM Dinner Dance, Leicester. Details: 01-552 5280. (73320

VINTAGE CAR CLOCK, 8-day, large pocket watch type, bottom winder, white dial Roman figures, fit 2 7/16 in. hole, 2/32 in. panel. Perfect. Offers: 9 Roundoak Gardens, Nynehead, Wellington, Somerset TA21 0BX. (73322

BRASS CARBIDE headlamp, 6 in. glass, made by P & H for Morris Oxford, in working order. Phone Cranleigh 5140. (73328

BOOKS: Also Motor Sport 1958-74, £1.95 year. Autosport, Autocar, Hot Rod, Motor Racing, Motor 1950-1969, £1.95 dozen. SAE requirements, list by return. UK only. Goldsmith, Longdown Cottage, Merstone, Newport, Isle of Wight (Arreton 462). (73348

WILL THE OWNER of Renault MS 5099 with the brass edgings along the wings please get in touch with Major Douglas Drysdale, 17 Orchil Crescent, Auchterarder (T 2782). (72488

DIESEL ENGINED motor cruiser. 26 foot, 4/5 berth. £4,500. Will exchange for interesting car similar value. Granville 806 Beverley Road, Hull. Telephone 852186. (72598

VETERAN, VINTAGE and throughbred cars transported with utmost care and efficiency nationwide, full insurance cover, scrupulous attention. Stillwell. Tel: Weobley 528 (Herefordshire). (72594

FOR SALE: Crankshaft, vintage 3-litre Bentley crankshaft. Damaged atNo 2 big-end journal. Repairable. Further information from D. Martin, 031-229 2488. (29423

MAGAZINES: Autosport 1952-75, £25. Autosport 1957-65, £9. Motor Racing 1957-65, £5. Lotus Owner 1957-61, £6. Motor Sport bound volumes 11 and 14, £25 each. Also bound and loose 1950-75. Basingstoke (0256) 780963 (evenings). (73149

MG-C PARTS: 2 workshop manuals (1 brand new). BMC parts list (3 vols.). 2 starter motors and 1 alternator. Offers around £60. Will separate. Box No. 5006. (73174

BIRCHWOOD JUNIOR 22 ft. de luxe cabin cruiser powered by Volvo 130/270. Brand new boat not yet put on water. Will accept £4,995. Today's price in excess of £6,600. Telephone Beccles, Suffolk 712538 (STD 0502). (73176

MISCELLANEOUS—continued

VETERAN/VINTAGE enthusiasts! Did you know that many countries have issued sets of postage stamps featuring VEV cars? Send 2 x 6½p stamps for lists and samples: G. S. King, 154 Telfer Road, Coventry. (72876

AUTOSPORT 1966-'69. Sell or dispose early MG radiator and bonnet. Very rusty. Kavanagh, Churchdown 855351. (72867

TVR TUSCAN, "J" Reg. Breaking rear body section, o.k. from bulkhead. Gearbox rear axles, 5 beautiful wheels, 5½J 165 x 15. 3 Church Path Road, Pill. Tel: Pill 3196. (72773

ALLOY WHEELS (five) from Scimitar GTE for sale. Good condition, £50 o.n.o. D. Armes. Tel: Gloucester 66946. (72769

THE SHUTTLEWORTH collection of famous historic aeroplanes and road vehicles awaits your early Spring visit. Open daily 10—5 at Old Warden Aerodrome, off the A1 near Biggleswade, Beds. Entry 50p, child 25p. Free parking. Send SAE for dates of events and how to reach by public transport. (72764

PISTONS for pre-1950 cars, lorries and motorcycles. Write: Hepworth, Red Gables, Ben Rhydding Drive, Ilkley, Yorks. SAE please. (72762

HUMBER ENTHUSIASTS are you aware that there is now an active and prolific PVHC Club catering for Humbers from 1930. Further details include SAE. M. S. Chamberlain 88 Wensley Road, Woodthorpe, Nottingham. (72761

MG TD/TF GEARBOX bellhousing. Good condition. £45. Crabtree 01-373 3675. (72777

FOR SALE: MG TC and TD radiator shells. TB + TC aircleaner and alloy pipes. 30 m.p.h. warning light. Offers write to Box No. 5007. (61065

ANSA SPORTS EXHAUSTS for Mini, 1100, MG-B, Spridget, TR6, 240Z, Escort, VW, all ex stock. System for Jag. E, Porsche, Ferrari, Lamborghini, De Tomaso, Maserati and Alfa to order. Send SAE for full details: Lassman Autoparts, 12 West Hampstead Mews, London, NW6 3BB; 01-328 2949. (73196

MOTOR SPORT 1953-1975, less four copies. Motor Racing: 1955-1959, less three copies. Autocourse Sporting Motorist: 1956-1962 70 copies. Sandiway (Cheshire) 883282 evenings. (73022

MOTOR SPORT: 1963: Dec. only. 1964: complete except July. 1965-1971: complete. 1972: complete except Oct. 1973-1974: complete. Buyer collects from Central London or pays postage. Offers please to Box No. 4997. (72895

NO ROOM in new home for Bristol 401 spares: Radiator, fuel tank, rear axle, torsion bars, crankshaft, steering, exhaust pipes, silencer, odd items. Walker, 9 Richmond Crescent, Chester. Tel: 41529. (72894

E-TYPE PARTS: New N/S front wing £26. 4 new chrome wire wheels, £70. New servo £14. New calipers £6 front, £10 rear. Pair Series 2 rear lights, new £12. Used 3.8 cylinder head, £25. Gearbox, £25. Bonnet support frame, £8. Tel: Earldoms 373. (73030

BMW SPARES: Everything available, all models 1964/1976. Secondhand, representing sensible savings on new parts. Money refund guarantee. Also reconditioned 2002 engine/gearbox. Southport (STD 0704) 40047; (78254 evenings). (73027

DISPOSAL: LA CIGALE 8-day dashboard clock £15. CRH 240 registration on moped. Thompson South Townside, North Frodingham, Driffield YO25 8LE. (72914

MOTOR SPORT 1950-1975, some earlier copies. Telephone Ellesmere 2755 evenings. (72979

MG-A: SEATS, black, unused. Swallow-Doretti, chrome wing mouldings, petrol tank. Ramsay, 2 Easter Cornton Road, Stirling. (72981

MOTOR SPORT June 1944—Dec. 1966, 1953, 1954 and 1960—1966 bound. Offers for lot or will split. Perrott, 90, Reedley Road, Bristol BS9 3TA. Phone (0272) 684511. (72966

FORMULA JUNIOR chassis complete with body work, suspension etc. believed Asp or Ausper. Offers to clear 01-328 2949. (73196

MOTORING ENCYCLOPEDIA—complete 35 illustrated issues, Amalgamated Press, 1936/37—unbound but good condition throughout. Offers: Reddin, 11 Muzzle Patch, Tibberton, Gloucester, GL2 8EE. Phone: Tibberton 479. (72961

4 APPLIANCE WIRE mag. wheels for Stag and others, 2 months old, with new tyres, £110 o.n.o. Triumph 2000 Mk. 2 grille, £10. Southport 0704 66184. (72971

450/19 TYRE, good condition (8 mm. tread) on artillery wheel, £12. Ringwood 6285. (72969

475/500-18: Three spoked/splined knock-on wheels, complete with tyres. 2 fair, 1 good, £20. Ringwood 6285. (72969

PHOTOGRAPHS OF AC, Aston Martin, Austin-Healey, Cooper, Ferrari, Jaguar, Lola, Lotus, Maserati, Mercedes-Benz, MG, Triumph, etc., surplus to requirements of motoring journalist. Price from 15p each. Send 10p stamp for up to five marque lists or 20p for complete lists. Kettlewell, Mill House, Eastville, Boston, Lincolnshire. (73135

PAIR 1¼ in. BRONZE 54 carbs, pair MG TF carbs, reconditioned. New TF underdash shields, glove boxes, reground crankshaft, inlet manifolds, TD headlamps. Wanted: 9/41 diff., windscreen assembly. Huddersfield 27348. (29294

BACK NUMBERS Motor Sport, one copy each month, January to August 1965 inclusive. Offers to Box No. 4987. (29019

CAR TRANSPORT SERVICES, Malvern 3272 (Worcs.) evenings. (70698

MISCELLANEOUS—continued

FOR SALE: Lotus Europa workshop manual, as new, £5. Mr. T. McMahon, 9 Millington Road, Bushbury, Wolverhampton. (73155

MK. 10 PARTS: New, unused, wings and door shells, £14 each. Also everything from complete 1968 model (undamaged). Tel: Earldoms 373. (72879

911S WHEELS: Porsche lightweight set 4. Good condition, £120. Tel: Earldoms 373. (72879

PAIR LUCAS Kings Own oil lamps. Good working condition, £55. Hodghton, "Lonbain" Top Street, Pilton, Shepton Mallet, Somerset. (72877

VINTAGE EAGLE mascot—wingspan 6¾ in. Offers. Set new brake linings + rivets for 1936 Wolseley Hornet, £5 + postage. Vintage Lucas wiper motor type MT7-1, working, £5 + postage. 10 Newenden Road, Greenhill, Wigan. (72673

AUSTIN SEVEN close-ratio Ulster-type 3-speed gearbox conversions, supplied from stock, Kegworth 2778. (72638

MODEL CARS: Not professionally built. Pocher Fiat 1907; Hubley Duesenberg SJ town car; Hubley 1932 Chevrolet coupe. Offers. C. A. Smith, 4 The Retreat, Whiteshill, Stroud, Glos., GL6 6BS. (72663

SPARES PROBLEM? Send SAE to Vintage Spares Service, 32/34 St. Paul's Road, Cheltenham, GL50 4ER (Cheltenham 36517) for pre-1960 vehicles. (72952

AUSTIN 12/4. Enthusiasts. Do you know that Old Motor Magazine recently published an "in depth" article with chassis numbers and modifications? An excellent article by Bob Wyatt that should not be missed by anyone however remotely interested in the marque. £1.25 from: Old Motor Magazine 17 Air Street, London W1. (71705

MOTORING LIBRARY for sale. Over 300 bound volumes Motor and Autocar since 1895, Motor Sport since 1924, Speed 1936-39, Veteran and Vintage since 1956, Australian Motor Sport since 1946 Automobile Quarterly, Autocourse, VSCC, BDC and AMOC magazines in bound runs, plus hundreds of books, etc. Some very rare, racing and vintage orientated, collected over 25 years. Some aeronautical. Send £1 for air mail list: M. Robinson, 174 Philip Street, Sydney, Australia 2000. (70772

DRIVING HIGH performance cars fast, in complete safety is a skill. A racing driver with many years' experience of safe road driving offers personal tuition to owners of these cars. Demonstration drives will be given in a Porsche Carrera, including further instruction up to competition standards if requested. A unique combination of roadcraft and race track techniques. Write Box 4965. (71397

ARMSTRONG SIDDELEY Owners' Club. An active members club for both owners and enthusiasts. Registers for all models 1919-1940. Worldwide spares services for post-war cars. Spares officer: 90, Alumhurst Road, Westbourne, Bournemouth Hampshire. Membership Secretary: 130 Churchfields Road, Beckenham, Kent. (71551

5th GREAT NORTHERN Autojumble. Borough Hall, The Headland, Hartlepool, Saturday 13th March 1976, 10 a.m.—4 p.m. Stalls £2.50 each and all enquiries to Stan and Susie Chaffer, 2, Percy Street, Hartlepool, Co. Durham. Phone: 0429 66720. (28691

CAR RECOVERY and delivery by trailer; local, national, continental. A personal and competitive service. Esher 62785 anytime. (70702

RESTORATION and overhaul of vintage cars, specialists with engine work. Vintage Racing Cars, Derby Road Garage, Northampton 0604 32154. (70242

SPRING TRANSPORT BAZAAR, Saturday 27th March, Winter Garden, Eastbourne. 80 stalls selling vintage car parts, Models, books, etc. Eastbourne Historic Vehicle Club, 2 Faygate Road, Eastbourne Sussex for bookings. (70974

LOTUS ELITE Specialists. Complete mechanical and bodywork overhauls and full re-trimming. All spares. Fibreglass Services, Chichester 86265. (70886

THE MG OWNERS' CLUB for all MG requirements. Quarterly magazine enjoying MG and monthly bulletins. Literally 1,000s of new and secondhand spares available through the spares secretaries. Trade and discount prices on all new post-1956 spares. SAE please The Secretary, MG Owners' Club, 108, Pomfret Avenue, Luton, Bedfordshire. (71076

CARS TRANSPORTED by Range Rovers and trailers anywhere anytime. UK and Continent. Veteran, vintage and race meetings attended by appointment. 01-864 6389 (Harrow), 01-904 0430 (Wembley). (71091

LOTUS ELITE bumpers in metal, rear discs windscreens, exhausts. Fibreglass Services, Chichester 86265. (70886

AMERICAN EXHAUST problems? We have the American machinery, materials and the ability to overcome your difficulties, and we can also make and fit exhausts for any car. Rodley Motors, Pudsey 70950. (71871

OLD "AUTOCAR", "Motor Sport", "Autosport", some going back to 1943, enough to fill a small van. Haworth, Bamford Lodge, Heywood, Lancs. Tel: 60960. (72388

REMAINS OF VINTAGE touring body including scuttle, for sale—do special/temporary use. Also odd bits and sidelamps. Watford 22634 evenings. (72076

AUSTIN A30/35: Owners' Club invites membership. Subscription £3 p.a. Secretary: Firethorn, 4 School Lane, Pirbright, Surrey. (72365

MISCELLANEOUS—continued

MOTOR SPORT 1956—1975, first 11 volumes bound and complete, rest loose but good condition. Offers. Telephone 0424 429842. (72366

"MOTOR SPORT" 1950 to 1975 inclusive. Unbound but complete. Deliver east Sussex, otherwise buyer collects. £25. Eastbourne 54865. (72060

"CLASSIC CAR", "Motor Sport", "Car", "Old Motor", other motoring items. SAE list. 3 Belmont Park Ave., Maidenhead, Berks. (71863

BREAKING 1967 Aston Martin DB6. Engine and gearbox rebuilt, £800 o.n.o. All body panels 01-229 8927. (72052

BMW 2500/3000. Five wheels, trims and hub caps, £55 the lot. Tel: 070-14 54541/56094. (72057

VINTAGE HEADLAMPS, 1 pr. 12 in. dia dipping reflector, need glass, chrome. 1 pair 8 in. dia dipping reflector. "U"-shaped lens, black plus 1 odd one similar. 1 only Lucas "Bioflex" 8 in. dia dipping reflector, chrome, frosted lens. 1 only 7 in. dia spotlamp, black, plain lens. 1 only 5 in. dia spotlamp, black, plain lens. Plus box of brackets, buyer takes all. Offers to: 01-671 0706. (72065

"MOTOR SPORT" 1960—1976 complete. Buyer collects. Offers. Tel: Wembury (Nr. Plymouth) 862659. (72039

VINTAGE MANUALS 1915/1923 Ford T model, Stromberg, Emphasis Ford, 1921 Matchless H/2, 1924 Triumph motorcycle spares booklet, 1920s Douglas 350 c.c. Evenings: Nottingham 871518. (72126

VINTAGE WOODWORKS. Any wooden parts made to your pattern, polished dash-panels, tool carriers, etc. and complete ash body frames made. All enquiries welcome. Phone: Byfleet (Surrey) 48176 any evening. (72129

PROFESSIONAL CAR transportation any distance, fully insured, discounted rates on return loads. McLean Motors Ltd. Tel: Stoke-on-Trent 513458 (STD 0782). (72330

CHANGE OF PLANS causes sale of following MG P-type parts: Chassis (£40), axles (£8), bonnet (£15), wings (£10), brakes (£20), hubs (£8), perfect differential (£40), radiator shell (£10), cone (£20), plus big box of big and small items. TA fuel tank, and many MG-C spares. 1968 MG tip-top condition, o/d, w/w, new tyres, brakes, perfect driver. Offers. Box No. 4984. (72088

EXCHANGES

JENSEN INTERCEPTOR III J Series 1973. Absolutely immaculate. Oakland green with oatmeal trim and vinyl roof, air conditioning, Sundym and stereo. 31,000 miles, £3,995. Will part exchange boat, car or W.H.Y? Finance. Telephone Beccles, Suffolk 712538 (STD 0502). (73176

EXCHANGE CENTRIC 260 supercharger for MG 6 cyl. OHC engine. "K" type spares, Booth, Kestrels, Berwick St. John, Shaftesbury, Dorset. (72672

MY 1954 MG TF Midget for your Morgan +8. Box No. 4998 c/o Motor Sport. (72973

XK120 ROADSTER, Exchange any interesting vehicle (preferably sports) plus cash. Sheffield 581723. (73342

SCIMITAR GTE wanted. Exchange for good 1972 1750 Maxi, Waxoyl treated, plus up to £300. 39 Devonshire St., Skipton, North Yorks. (73361

EXCHANGE TWIN screw fast offshore 4/6 berth Lloyds registered cruiser, value £4,850 for performance or veteran car(s). Standen, Cottage, Habton House, Little Habton, Malton, Yorks. (73344

SITUATIONS VACANT

COACH-TRIMMER full or part-time. Tel: Boldon 5801; Tyne & Wear. (73509

PAINTER ALL ROUND person. Tel: Boldon 5801 Tyne & Wear. (73509

WANTED for modern, well-equipped garage/car dealership in Germany specialising in Porsche and now also in Jaguar: Fully qualified and experienced Jaguar mechanic. Must be top-rate capable of directing staff. English spoken. Full family allowance where applicable. Travel and lodging provided. An excellent job in excellent conditions with excellent salary for the right person to start in March, or sooner. Write, with full details: Auto-Service Altmann & Hansen, Gmbh & Co., KG, 56 Wuppertal Elberfeld, Unterer Dorrenberg 7, Germany. (72152

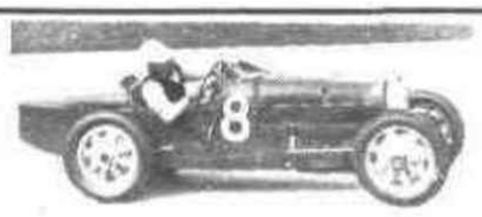
SITUATIONS WANTED

OPPORTUNITY SOUGHT for expansion: One man business, many years experience vintage and classic rebuilds presently running small well equipped workshop with work in hand, wishes to move due to restrictions on premises. Suggestions invited for possible partnership/freelance work or position in reputable company in any area. Examples of recent work available for inspection including personal skills in coach building, panel beating and spraying. Please write or telephone: Mr. P. Chapman, 35 Harboro Rd., Sale, Cheshire, 061-973 6770. (73330

RACING DRIVER aged 24, member of Jim Russell Racing Drivers School, will race all single seaters. Anyone looking for a driver write to D. C. Tarasconi, 3 Lindsway, Villas St, Ishmaels, Haverfordwest, Dyfed. (73363

ENGINEER 29 seeks job with car restoration firm Midlands Staffordshire area. Experienced centre lathe turner able to weld, mill, also had pattern making experience. Used to constructing set-ups, jigs and creating machinery under own initiative. Box 4994. (73021

CHARLES MORTIMER



EUROPE'S LARGEST AND BEST SELECTION OF Secondhand and New Books, Magazines, Marque Items and Motoring Miscellanea, 1895 to 1976

URGENTLY REQUIRED—Motoring Libraries, large or small. Particularly if including car or motorcycle Handbooks, Sales Literature, Marque and other items Pre- and Post-War, Autocar, Motor, Motor Sport, Automobile Year, Classic Car, etc., and similar.
BUYING. Every County now visited monthly.
LATEST LISTS now out.
Secondhand book list (twice yearly), 50p U.K., £1 overseas.
Marque, magazine, miscellanea list (twice yearly), 50p in U.K., £1 overseas.
LIST OF NEW BOOKS (twice yearly), 25p U.K., 50p overseas.

Corner House, Bulls Green, Ewhurst, Surrey
EWHURST 897 (Day), 687 (Evenings)

THE WAY TO PROTECT YOUR LICENCE IS WITH OUR RADARSPOTTER!! (Maximum fine now £100)

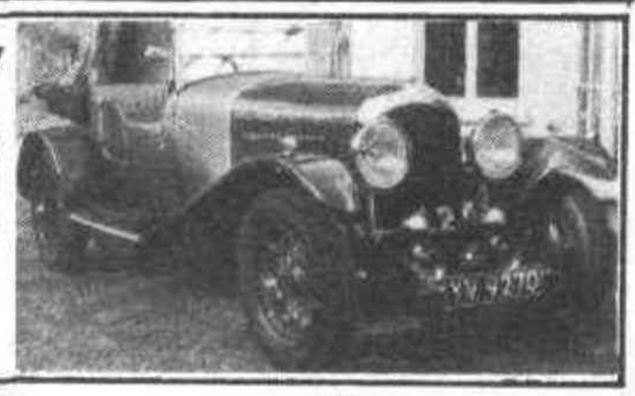


DON'T COLLECT AN ENDORSEMENT.
BE SAFE NOT SORRY. Details send Large S.A.E.
FOR PROTECTION BY RETURN **SEND £21.00** including Surface Mail (O/seas Air Mail £2 extra.)
Only our radarspotters are individually tested and guaranteed for specified sensitivity by a qualified "Boffin" and backed by a double guarantee.

Remit to: **AUDAX INTERNATIONAL MARKETING, (Box 10), 45 GREEN LANE, PURLEY, SURREY. Tel: 01-660 2896**

1928 4½ litre Bentley
Vanden Plas 4-seater tourer. All original concours. Very rare short chassis model (only 9 built) possibly finest available.

01-508 3976



LIDDELL AND HORNER

QUALITY MOTOR CARS

1953 BENTLEY "R"-type Manual, dark blue with light blue interior. The best we've ever had and near to new condition **£2,950**
1952 BENTLEY Mk. VI Big Bore. Much recent work and in excellent condition **£1,850**
1960 BENTLEY S2, black with red interior. Very good example **£2,000**
1936 BENTLEY 4¼-litre Park Ward saloon, nice bodily, needs some mechanical work **£2,150**
ROLLS-ROYCE Phantom II. Engine and gearbox complete unit with accessories, early type, excellent condition **£1,100**
BENTLEY 3½-litre engine and gearbox **£550**
BENTLEY Mk. VI, less body **£140**
BENTLEY S2, less body **£450**

MOTORCYCLES

For restoration:

1927 SUNBEAM Model 8, flat tank, o.h.v. Really excellent and original **£550**
1921 BSA 4¼ h.p. Model K2 £185
1926 MATCHLESS Model M, 600 c.c., o.h.v. **£175**
1958 AJS Model 16MS, 350 c.c. s/a **£110**

Westover Farm,
Goodworth Clatford,
Andover, Hampshire
Telephone: ANDOVER 3643



Silver Shadow installation

AIR CONDITIONING

Specialist in Rolls-Royce and Bentley

Prices on request for all makes of vehicles.

Monorep Limited, Poplar Avenue, Norwood Green, Southall, Middx.
01-574 0722/4 Telex: 932638

20/25 limousine, unrestored, excellent mechanics, **£1,950.** Also **Mark 6 Bentley,** good mechanics, needs restoring, **£595.**

DAVID NUDD
Attenborough, Notts.
Tel.: 0602 250614

XK 150 BRAKE DISCS
£11.50 each plus V.A.T.
Made to original pattern and specification.

J. Abbott Engineering
WEEDON, Nr. NORTHAMPTON
0327 40584 (evenings)

SPORTING OFFERS

WE ARE WILLING TO BUY – SO DON'T BE SHY!

Don't give us the cold shoulder, our offers are nothing to shiver at! We wish to purchase late, clean, low mileage sports cars. **MIDGETS, MGB** sports and roadsters, **TRIUMPH** Spitfires and TR6, **TVR, MORGAN, CLAN, LOTUS, GINETTA,** etc. If you are getting married or have little ones on the way (or both!) we have a small selection of family saloons and estate cars. This month's selection includes another **1972 V12 'E'** type in primrose yellow, choice of 4 **MGB** roadsters, three **MIDGETS** and five **BGT**'s, of varying vintage. We are also known to pay extremely excessive prices for mint examples of the marques **PORSCHE, JENSEN, FERRARI** and **B.M.W.** (although the extent of our largesse is dependent upon the prevailing influence of Nat West!. *N.B.* Our workshops service and repair all makes of sports car at very reasonable rates. Competition work undertaken, blue-printing, Lotus twin cam engine rebuilds, etc. Please contact Mr. Parsons for full details of our workshop facilities.

MOST VEHICLES SOLD WITH 12 MONTHS PARTS AND LABOUR WARRANTY.

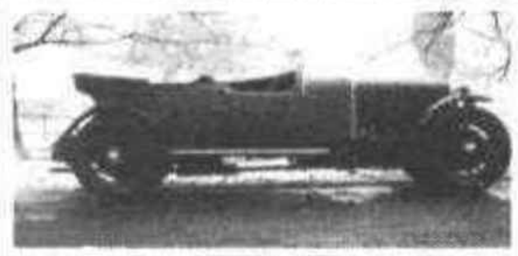
30 MINS OUT OF LONDON ON M4 EXIT 10 (A329M)



LONDON ROAD, WOKINGHAM, BERKS
TEL: WOKINGHAM 788139

BOURNE THOMAS

JAYE & WARRINGTON





1924 Model-T Ford Commercial **£1,600**
1930 Delage DMS 6 VDP 4-seater tourer (*illus.*) **£3,950**
1934 Riley 9 Lynx 4-seater sports **£850**
1936 Aston Martin 1½-litre Mk. II salonette **£2,650**
1939 Singer 9 roadster **£495**
1939 Hotchkiss 3½-litre drophead coupe (*illus.*) **£1,750**
1949 Triumph Roadster '2000' **£650**
1952 Alvis TA21 4-seater Tickford drophead **£725**
1934 MG PA 4-seater sports **£825**

similar machinery always purchased or part-exchanged. telephone for appointment.
barnwell bakery, bedford rd, aspley guise, bletchley, bucks. woburn sands (0908) 582651.

LONDON—SAHARA—MUNICH
WORLD CUP RALLY

A BOOT FULL OF RIGHT ARMS
BY EVAN GREEN

The story of today's most hazardous motoring marathon, involving a double crossing of the Sahara, told by one of the competitors.
316 pages with 65 photographs £4.95

CASSELL

Home study can take you to the top



in the vast Auto Industry

Big opportunities are going begging for lack of qualified men. Whatever your interest in Auto Engineering, we can give you the vital know-how at home, in your spare time. Send for really helpful 76 page book – FREE

Accredited by C.A.C.C. – Member of A.B.C.C.

Post for free book

tick subject of interest

A.M.I.M.I. Gen. Auto Eng. ☐
Service Station Management ☐
M.A.A.I.M.I. Diploma ☐
Diesel Eng. ☐
CITY & GUILDS Maintenance & repair ☐

NAME .....
ADDRESS .....
POST CODE .....

Aldermaston College, Dept **FMS/14** Reading RG7 4PF. Also at our London Advisory Office, 4 Fore Street Avenue, Moorgate, London EC2Y 5EJ. Tel:- 01-628 2721

HOME OF BRITISH INSTITUTE OF ENGINEERING TECHNOLOGY

Alexandra Motors
of Portsmouth Ltd.



Hampshire's leading Sports Car Centre.

1973 LOTUS ELAN 2S 130/5 blue with silver roof, oatmeal trim, recorded mileage of only 25,000, fitted Sundym glass, alloy wheels, a most excellent example **£2,295**

1973 TRIUMPH TR6 red with black trim, reputed 16,000 miles, a beautiful thoroughbred throughout **£1,395**

1973 TRIUMPH TR6 mimosa with black trim, fitted o/d Dunlop SP's, mileage reading 30,000, another of this model in magnificent condition **£1,395**

1972 M.G.B. GT previously sold by us, finished in bronze yellow, two owners, mileage of 27,000 guaranteed, fitted o/d **£1,395**

1973 M.G.B. roadster glacier white with hard/soft tops, o/d, true mileage of only 21,000, the engine was tuned and modified to B.L.M.C. Stage III, many extras including alloy-nova wheels **£1,375**

1972 'L' M.G.B. Roadster glacier white, guaranteed 19,000 miles from new, previous owner having bought the car with only 3,000 miles showing, o/d and since history **£1,195**

1973 TRIUMPH GT6 mallard black trim, extremely well maintained, fitted h.r.w. Zx's and Radiomobile in beautiful condition **£1,295**

1974 TRIUMPH SPITFIRES from a choice of six, these are one owner cars all with low mileage, some of which have a 'P' registration colours, French blue, white, mimosa, sapphire blue from **£1,250**

1972 TRIUMPH STAG, finished in white, fitted o/d, hardtop, radio, Wolfrace wheels, reconditioned engine, immaculate **£1,995**

1974 OPEL MANTA 1.6 a small family saloon with sporty lines, has only covered 9,000 miles from new **£1,595**

HIRE PURCHASE PART EXCHANGE · AND COMPETITIVE RATES ·

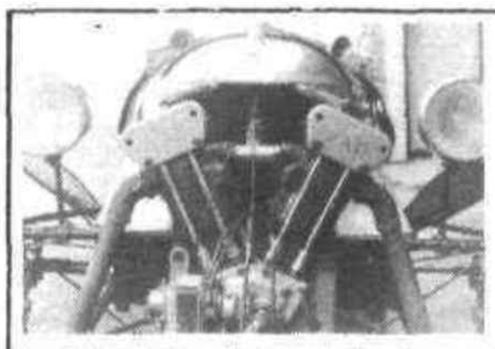
SPORTS CAR BUYERS OF THE SOUTH COAST

Always in need of late low mileage sports cars a representative will always call

Alexandra Motors

140, Gladys Avenue, North End, Portsmouth

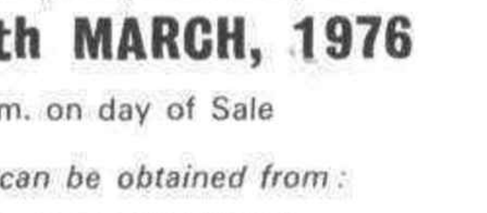
Portsmouth 67132



A ROVER 110 heads the stock list this month. Not the type of car we usually deal in but this particular ROVER is an exception. It has had one owner from new and has done only 34,000 miles since 1963. Returning to the more usual cars, Peter has a MORGAN 4/4, 4-seater, 1974, royal invory, wire wheels, brown leather interior, 14,000 miles. MORGAN 4/4 4-seater 1973, yellow, wire wheels, blue leather interior, reclining seats, 26,000 miles. MORGAN 4/4, 4-seater, light orange, rear bumper, one owner, 28,000 miles. MORGAN 4/4, 4-seater, 1971, royal ivory, Rostyle wheels, 43,000 miles. MORGAN 4/4, 1973, light orange, luggage rack. MORGAN 4/4, 1968, deep Brunswick green, nicki carb, 43,000 miles. Possibly coming soon, MORGAN PLUS 8, 1970, pale blue, and MORGAN 4/4, 1971, indigo blue, wire wheels and bucket seats. The other non-MORGAN, my Jaguar XJ6, 4.2, auto, 1969, silver with sun roof.

MIKE DUNCAN LTD
92 WINDMILL HILL
HALESOWEN
BIRMINGHAM
TEL CRADLEY HEATH 67675

Midlands Morgan Agent



CHASE AUCTION HALLS
WISBECH, CAMBRIDGESHIRE
AN OUTSTANDING
PRIVATE "MOTORING" LIBRARY

OVER 400 LOTS

including "The Motor Sport", 1924-1945; "The Motor", 1904 onwards; "The Light Car and Cyclecar", 1912-1956 complete; "The Motor Cycle", 1903-1939; "Omnia", 1906-1934; Issue No. 1 of "The Autocar", Etc., also unusual Model Electric "M.G.T.C.", and many rare Vintage Motor Accessories

which will be sold at 2 p.m. punctually on

WEDNESDAY, 10th MARCH, 1976

On view from 9 a.m. on day of Sale

Catalogues, price 40p, can be obtained from:

GROUNDS & COMPANY

FINE ART AUCTIONEERS

2, Nene Quay, Wisbech, Cambridgeshire

(*Telephone:* Wisbech 5041)

VEHICLE SHIPPING

Through our capable staff we offer possibly the best vehicle shipping service to USA and other destinations all over the world.

All shipments covered by full Marine Insurance

Free storage available if required.

Please contact **Colin Bradshaw** at our Southampton office for quotation or advice on the best method of shipping your car.

CROXSON FORWARDING LTD.

31-32 Queen's Terrace, Southampton.

Telephone: 0703 26828/32387
Telex: 477270

With offices at London, Dover, New York, Rotterdam.

MG

Midget-Magna-Magnette
1929 - 1936

More than 500 NEW parts
available or in production.

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 and Vintage Motors (Shrewsbury) Ltd., Upper Battlefield
SHREWSBURY, SY4 3DB
Tel.: Hadnall 458 (09397)

ATTENTION MOTORISTS

Are you penalised because of your age, convictions or ownership of a Sports / Performance car? As Motor Brokers and Specialists in this field we suggest you pass these problems to us.

- **LOWEST RATES FOR SPORTS AND PERFORMANCE CARS**
- **FIRST RATE TERMS FOR YOUNG AND/OR CONVICTED DRIVERS**
- **SPECIAL RATES FOR MATURE DRIVERS**
- **1 YEAR BONUS ALLOWED AFTER 6 MONTHS. MAXIMUM 65% BONUS**
- **3 AND 6-MONTH POLICIES AVAILABLE**
- **PREMIUMS PAYABLE BY MONTHLY INSTALMENTS**
- **ALL B.I.A. OR LLOYDS COMPANIES**
- **INSTANT COVER**

TO OBTAIN AN INSTANT QUOTATION 'PHONE US AND SAVE YOURSELF £££'s

'Phone:
01-359 0742
01-359 1428

ANVIL INSURANCE BROKERS LTD.
113 HIGHBURY PARK, LONDON, N.5.

Open 10 am - 6 pm MON - FRI
10 am - 1.30 pm SAT

A.B. GELDER YORKSHIRE AUTOMOBILES LTD.

CLAN CONCESSIONAIRES – FULL RANGE OF SPARES, BODIES AND SECTIONS

TVR

TVR 1600M, £3,480.75
TVR 3000M, £3,990
TVR 3000M o/d, £4,450
TVR TURBO, £6,902
The above are new basic prices

Expected shortly, new **TVR 1600M,** metallic green, tan vinyl roof, oatmeal trim, tints and heated rear window **LIST**
1972 TVR 2500M, yellow, overdrive, sunroof and alloys **£1,465**
TVR 1600M, yellow, black trim, alloy wheels **£1,325**
1971 TVR VIXEN S3, carnival red, alloy wheels, radio, two owners from new, supplied by us, recorded 44,000 miles **£1,195**
1974 NOVA, orange, rec. 7,000 miles, 7" Wolferace wheels, GT 40 style bodywork, absolutely fabulous looking car **£1,995**
1974 GILBERN INVADER MK III, silver, vinyl roof, automatic box, brown trim, draylon seats, electric aerial and windows, radio, one owner, recorded 19,000 miles **£2,295**
1973 GILBERN INVADER MK II, metallic blue, white trim, electric aerial and windows, recorded 32,000 miles **£1,545**
1973 RELIANT SCIMITAR GTE, automatic, white with black trim, alloy wheels, heated rear window, radio, recorded 24,000 miles **£2,495**
1971 RELIANT SCIMITAR GTE, automatic, Wessex green, tan trim, heated rear window, radio **£1,695**
1972 LOTUS ELAN 2 PLUS 2 130S, Bahama yellow/silver cab, black trim, heated rear window **£1,795**
1969 LOTUS ELAN 2 PLUS 2, royal blue with black trim, heated rear window, this car has had a lot spent on it this last six months including an engine rebuild **£1,125**
1971 LOTUS EUROPA S2 finished in Gold Leaf livery with black trim and alloy wheels **£1,325**
1973 CASTROL CLAN CRUSADER, green, this is one of six made, being road cars for Prod. Sports Series, in fact it was purchased new by us and was not raced. One owner, alloy wheels, tinted windows, blue printed engine **£1,395**
1970 GINETTA G15, yellow with black trim and sunroof **£895**
1971 MGB GT, blue with black trim, head rests, Rostyle wheels, overdrive and radio **£1,095**
1971 MGB GT, blaze, overdrive, wire wheels, sunroof **£1,095**
1973 MG MIDGET, teale blue, tan trim, wire wheels **£1,075**
1973 MG MIDGET, white with black trim **£1,055**
1973 TRIUMPH GT6, mimosa with black trim and head rests, very nice car **£1,340**
1973 TRIUMPH SPITFIRE MK IV, pimento red with black trim, one owner **£1,140**
1971 TRIUMPH 13/60 CONVERTIBLE, valencia blue with black trim **£530**
1973 JENSEN HEALEY, white with black trim **£1,395**
1973 FIAT 124 COUPE SPORT, white with black trim, 1800 cc, alloy wheels **£1,595**
1966 AUSTIN HEALEY SPRITE, British Racing Green **£275**
Coming in shortly, 1969 Austin Healey Sprite, white with black interior and radio, this car is in virtual Concours condition and is a credit to the previous owner, recorded 35,000 miles **£650**
1966 SUNBEAM TIGER, brown over fawn Mercedes colours, Harrington conversion, believed to be one of five built for Rootes as prototypes for Le Mans, this one is finished in the original colours with tan trim, and has the original **4.6 litre V8 engine,** having had three owners from new **£795**
1974 DEC, MINI 1000, purple, 8,000 miles **£1,095**
1969 VIVA, white, **£295**

Sports cars urgently wanted.

Stock constantly changing, please ring if you do not see what you require.

220-230 SHARROWVALE ROAD, SHEFFIELD
Phone (0742) 668114 · 686400
Open 9.00 am – 7.00 pm Mon-Fri
9.00 am – 6.00 pm Sat

INTERESTING VEHICLES WANTED FOR CASH OR PART-EXCHANGE


1935 MX2 Morgan V-Twin, £1,650


1955 MG TF 1500, restored, £3,250


1953 MG TD, excellent... £1,750


1948 MG TC, one registered owner and 31,600 miles only from new. **Offers considered.**

OTHER CARS IN STOCK

1949 MG TC	£1,750
1954 MG TF, wires	£2,750
1952 MG TD	£2,250
1939 MG TAs ..... 3 From	£850
1962 MG-A, wires	£550
1960 MG-A f.h.c.	£375
1962 Lotus Elite	£1,050
1961 AC Greyhound	£950
1974 MG-B GT (M)	£1,900
1975 MG-B GT (P)	£2,550

To view by appointment.

VERY EXTENSIVE RANGE OF MG TA - TB - TC - TD - TF SPARES

Including Wheels, Exhausts, Axle-shafts, Instruments, Hoods, Tonneaus, Cables, Dashboards, Springs, Trim-kits, Rubber Mouldings, Bearings, Engine Parts, Shock-absorbers, Luggage Racks, Steering Wheels, Headlights, Radiator Shells, Rocker Covers, Wiring Looms, Windscreens, etc., etc., etc.

S.A.E. (U.K.) or $2.00 (Overseas) for Illustrated Catalogue.



Worldwide Mail Order Service

OCTAGON

OCTAGON SPORTS CARS LTD. Tel.: 01-521 0520
19-21, Grosvenor Park Road, London, E.17, England

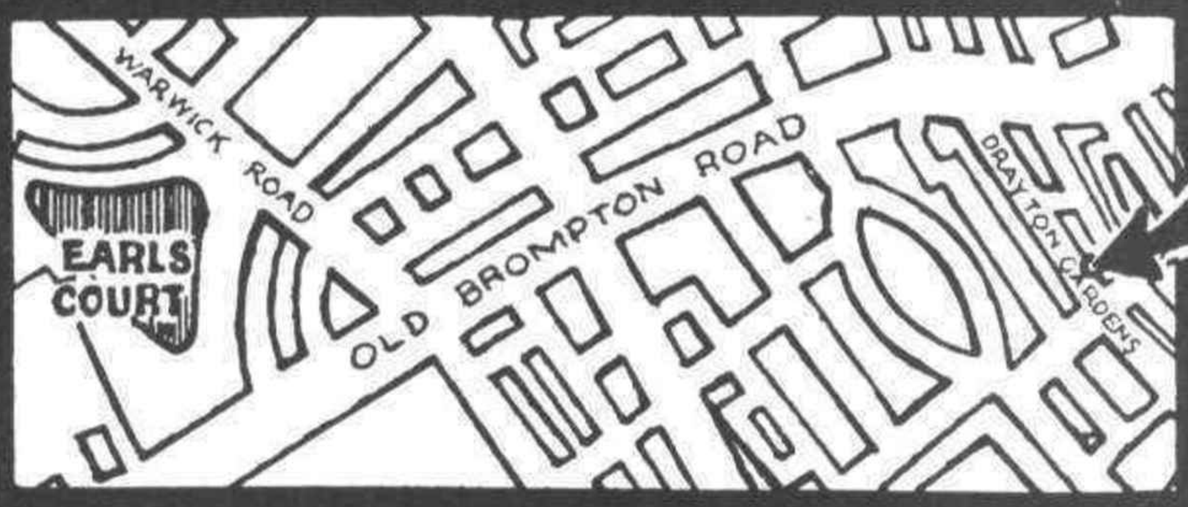
dcm
THE TR CENTRE

WANTED TR6

DCM, The TR Centre

Pay the highest prices for good used TR6's

21 LEXHAM MEWS LONDON W.8 TEL. 01-937 1410



LEN STREET OF CHELSEA THE LONDON LOTUS CENTRE

LEN STREET LTD., 67-69 DRAYTON GARDENS, CHELSEA (OFF FULHAM ROAD)
TEL: 01-370 4114

1973 Lotus Elan +2S 130/5, maroon/silver, oatmeal trim, tinted glass, low mileage, mag wheels **£2,375.**

1973 Lotus Europa Special, 5-speed, lagoon blue/oatmeal, radio, mag wheels **£1,995**

1974 Lotus Elite 502, white/oatmeal, tinted glass, air conditioning, stereo radio/cassette, 5-speed, all latest modifications, low mileage **£4,950**

1974 Datsun 260Z Sports, metallic blue/black, 7" Woolferace mags, Goodrich radials, Janspeed engine conversion, triple Webers etc, one owner, low mileage **£3,250**

1973 2.7 Porsche 911 Targa Sportmatic, Carrera specification, flared wheel arches, front & rear spoilers etc, radio/stereo, tinted glass, Recaro seats **£5.450**

1973 Ferrari Dino 246GT, silver, tan interior, one owner from new, a very clean example of this popular mark. **£4,950**

Reg BMW 5L can be sold separately

1974 Audi 100S Coupé, manual, in white, with red interior, radio, one owner, 22,000 miles **£2,650**

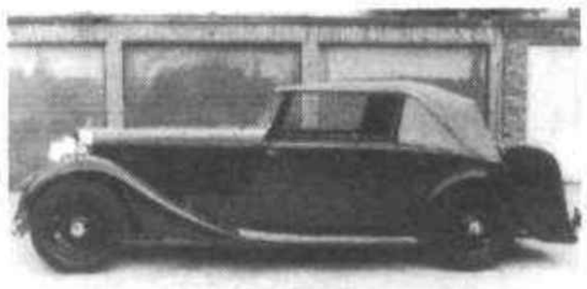
NEW CARS IN STOCK
Elite 501, Metallic silver
Elite 502, black
Elite 503, red
Elite 504, white
Opel Manta Rally, metallic blue



Worldwide Parts Service on all Lotus cars

HEXAGON

Offer



1936 (11.6.36) Hooper coupe cabriolet body No. 8411 on **4¼-litre BENTLEY** Chassis No. B99GP. Original order and some history available. (Engine W4BL.) Finished in dark blue with grey trim. Bills for £5,000. **£8,950**



1970 (J) DB6 Mk. II Volante, 30,000 miles. Automatic with power steering. Full history, one owner, original invoice, tools, etc. **£6,395**

40 LATE LOW-MILEAGE USED CARS IN STOCK



1953 JAGUAR Mk. VII, 41,000 miles, one owner. **£795**

EXPECTED SHORTLY:

1963 ALFA ROMEO Giulia SS 1600, in silver with biscuit leather trim. Complete car in 1974 condition! **£1,795**

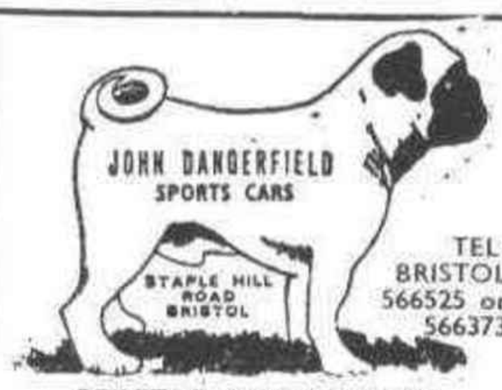


1963 ALFA ROMEO Guilia SS 1600, in silver with biscuit leather. Superb. **£1,395**

Hexagon are agents for Alfa Romeo, Aston Martin, Reliant Scimitar. We have 25,000 sq. ft. of workshop and paintshop facility for the type of cars we sell, plus our new Motorcycle Division with Kawasaki, Laverda and Moto Guzzi franchises — 60 bikes in stock.

OPEN SEVEN DAYS A WEEK

HEXAGON OF HIGHGATE LTD., 26 North Hill, Highgate N6. 01-348 5151



TEL: BRISTOL 566525 or 566373

SCIMITAR AND MORGAN DISTRIBUTORS

NEW MORGAN Plus 8. Host of extras **£5,000**

NEW MORGAN 4-seater. Host of extras **£4,000**

NEW MIDGET. Red, Ziebart, Envirogard. ..... **List**

1975 (Sept.) SPITFIRE 1500 Jarva. Custom pack, 2,700 miles..... **£1,850**

1975 (Oct.) MORGAN 4-seater. Nut brown, stone leather upholstery, side-screens and hood. Reclining seats, exterior locking door handles, air cleaner, underseal, rear bumper. Luggage rack etc. 2,400 miles..... **£4,000**

1974 SPITFIRE. White. One owner, 16,000 miles..... **£1,475**

1974 MIDGET. Teal blue/autumn leaf. Headrests, Ziebart. Works hard top. Supplied and maintained by us... **£1,475**

1974 M.G.-B roadster. White, overdrive, tonneau, headrests, one owner, 25,800 miles..... **£1,750**

1974 M.G.-B GT. Bracken/autumn leaf. Overdrive, radio, sunroof, tinted glass, chrome Rostyle wheels, 10,000 miles. One owner..... **£2,400**

1973 SPITFIRE. White, one owner, new tyres, etc. 34,000 miles..... **£1,250**

1972 M.G.-B GT. Bronze yellow, overdrive, two owners, Servo, heated rear window, inertia belts, 29,478 miles **£1,600**

1972 MORGAN 4-seater. Red. All usual extras, 9,300 miles..... **£3,300**

1972 M.G.B. Aqua, overdrive, 25,000 miles **£1,375**

1972 M.G.-B. White, overdrive, hard-top, servo, etc. 34,000 miles..... **£1,450**

1971 Mk. IV SPITFIRE. White, one owner, 25,400 miles..... **£1,000**

1970 GTE. Overdrive, Mediterranean green, recent extensive overhaul by us, including reconditioned engine **£1,800**

1969 SPRITE. Hard and soft tops, radio. Extensive mechanical overhaul by us. One owner. Choice of BRG or white **£800**

1969 M.G.-B GT. Overdrive, wires, heated rear window, radio, BRG. New Cinturatos, air horns..... **£1,300**

1967 AUSTIN HEALEY 3000 Mk. 3. Ice blue, overdrive, radio, hard and soft tops, tonneau. Spot and fog lights. Excellent history..... **£4,000**

1967 M.G.B. GT. BRG, red leather. Extensive body and mechanical overhaul just completed by us..... **£1,000**

1967 M.G.-B GT. Graphite grey. Overdrive **£800**

1965 MIDGET. BRG. Extensive mechanical and body rebuild by us..... **£650**

1964 HEALEY 3000 Mark 3. Colorado red/black trim. Overdrive, wire wheels **£3,250**

1962 MORGAN Plus 4 2-seater. B.R.G. Five new SP tyres. Radio. New gearbox and clutch. New hood and tonneau. Reconditioned engine, etc. **£2,500**

1954 M.G. TF. Tartan red, restored **£3,500**

1935 ALBION LB 41 2-ton dropside truck. Restored..... **£1,250**

Hours 9 to 6, Monday to Saturday.
Direct Parts line: 567721.

OMNIBOB HARD-TOP STOCKIST

GILBERN Invader



INVADER MARK III

1972. Metallic gold with black trim, o/d., std. extras, an immaculate car. **1972.** Black tulip with oatmeal trim, o/d., std. extras, 22,000 miles.



INVADER ESTATE

Only 68 of these prestige hand-built estates were ever produced by Gilbern Cars Ltd.

1971. Met. green with red trim, o/d. s/r., radio; excellent condition.



INVADER MARK II

The Gilbern Invader Mk. I, Mk. II and Mk. III are powered by the Ford V6 engine which returns an incredible 27 m.p.g. when fitted to the Gilbern.
1971. Black tulip with black trim, o/d., two owners; radio, tint. Immaculate.
1971. Beige with black trim, automatic, radio; low mileage.
1971. Met. silver with black trim, o/d.; one owner, 24,000 miles.



1968. MORGAN +8, resprayed in original dark blue to a very high standard, with black trim. A low-mileage and truly immaculate car, details on request.

All our Gilberns are thoroughly prepared, many having been rebuilt, and carry a three months' guarantee. Good, low-mileage Gilberns always wanted for cash. Hire-purchase or part-exchange arranged.

Sales:
ACE MOTOR COMPANY
18-23 Radley Mews, Stratford Rd., London W.8. Tel: 937 5691

GILBERN SERVICE CENTRE: 52 Churchfield Rd., Acton, W.3. Tel: 992 8900. Complete servicing facilities, fibreglass coachwork, repairs and all parts.

GILBERNS WANTED URGENTLY

CLASSIC MODELS



GROTTY is the only word to describe the picture of the **Alfa P3** model above but because time was against us and we couldn't get a better one we just had to use it to tell you about the new Italian craftsman who made it. He is a fanatic for detail and precision and usually makes railway models for millionaires. He likes the golden age of Grand Prix racing and decided last year that no-one made models of the cars he wanted to own – that is to say no-one made models that pleased him. So, our friend set out to create a new standard in die-cast models. That he succeeded we can assure you for we have seen the first production **Alfa P3s** and they are beautiful.

For example, the steering rack works, engine and ancillaries are perfectly detailed, bonnet is hinged and opens, dash has all its instruments, petrol and oil tanks are behind the seat, cockpit has all its features including pedals, wheels are hand made with wire spokes to a new patented method, scale is 1-20th of full size, ideal for the bookcase or desk.

This **Alfa by Mr. Casadio is a limited edition, each numbered. It is fully built and painted and costs £49.99 post free in the UK, overseas ask for a quote.** Future releases will include Mercedes 1954 Le Mans, Auto Union V12 1935. These models will also be available in kit form but not for some time and supplies of the fully built ones are limited. Just realised! – the detail in these models is very like the superb Pocher big scale kits, even the suspension and brake lines are there – fantastic, we're buying one for ourselves.



THAT'S our **Lotus 7** kit metal built up that is *(unretouched and all that!)*. You can also build it with hood up or as a competition version using the roll cage that comes with each kit. You could make a road roller out of it if you're feeling that way but like it is above many owners have been happy that it's good enough to be a replica of *their* car. In kit form (1-43rd scale) it costs £4.50 and is one of our "**Classic Car**" range of simple but very detailed metal kits that earned us the title "World's best metal kit makers" recently. We've also a **Porsche 3-litre Carrera RSR, Jaguar S, Bugatti T55, MG TC, Aston P215 Le Mans, Aston Zagato, Lotus Elite** and many others in the range. All £4.50 each and with good instructions that make them easy to build. Full list on request (large SAE please), post on single model orders 50p, for more than one add 15p per model (UK), outside the UK (you lucky people!) ask for a pro-forma invoice or give us your credit card details and we'll buy a Lambo on it – no – seriously we just charge the models and the postage – you pay the credit card company – or maybe you don't!

As we can't find any more 'orrible pictures to fill the rest of this expensive space with can you bear with us while we list a few more 1-43rd scale models that have come our way recently, if not read Motor Books advertisement and convince yourself that you need new specs!

Ready made die-casts now available: **BMW 520, BMW 316, BMW 525, VW Polo, Merc 350 SE** all £2.50 each plus post; **BMW Turbo** road car or racer, **Alpine Renault 2** litre sports proto £1.56 each plus post; **Lancia Beta** rally car £1.75; **Moskvitch** Saloon, estate and van £1.56 each; huge (1-16th scale) **Ferrari 312T** and **1976 Texaco McLaren** with working suspension and steering – really fine models £6.95 each plus 65p post; **Tyrrell Project 34** six wheel F1 car hand made in metal and superbly detailed £6.95 plus 50p; **Hitler's Mercedes** from Rio £5.40; **1938 Delage** D8-120 by Chapron £3.15; **Triumph TR7** (more a toy than a model) £1.05. New metal kits in 1-43rd scale now in stock: **Hesketh Dutch GP** winner £3.95; **MG "M"** £4.95; **1976 JPS F1** £3.85; **1975 Copersucar** £3.85; **Gulf GR8 Le Mans** 1975 £3.85; **1934 Squire** £3.95; **BMW 328** £5.95; **Jaguar Mk 5** £4.25; **BMW 327 Cabriolet** £4.35; **Alfa Romeo 2900B Le Mans 1938** £4.25; **1975 Ferrari 312T Monaco** winner £6.95 or cheap version at £3.95. Or you could go raving mad and buy a very finely detailed ready made model of the **1828 London to Bath steam Royal Mail Coach** for £2.99 or **Trevithick's** diabolically dangerous steam carriage for £2.20. Then just to break the bank how about a model made for **Massey Ferguson** of their MF66C earth scraper (just like Tom used at Donington!) for only £3.95 or we've even got a Fiat Campagnola Fire chief's car for £1.75!

Coming soon 1-12th super detailed kit of **Nicki Lauda's** Watkins Glen winning 312T price around £6.99 plus 65p post, the waiting list is growing.

Must have filled the column by now. Edgar should be back from Brasil next month here's hoping.

NB. Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK.
Tel: Radlett 7898

Buy it with your BARCLAYCARD

(open 2 to 6 Mon. to Fri. Wed. closed Sat. open all day)

OLDHAM & CROWTHER

The XK Jaguar people

JAGUAR ENTHUSIASTS
COME TO OLDHAM & CROWTHER'S

GRAND SPRING SALE

Saturday/Sunday 27th/28th

★ GENUINE BARGAINS FOR MOST MODELS

★ EXHIBITION OF RADIO CONTROLLED MODEL CAR RACING – SPEEDS UP TO 70 MPH

★ CONCOURS D'ELEGANCE FOR JAGUARS (INDEPENDENT JUDGE). TROPHIES FOR WINNERS LIMITED TO FIRST 100 ENTRIES RECEIVED BY MARCH 14TH. CONCOURS & MODEL RACING ON SUNDAY ONLY. CONCOURS JUDGING COMMENCES AT 1 P.M.

★ SEE AROUND 40 JAGUARS UNDER RESTORATION – OUR STAFF WILL BE AVAILABLE TO ANSWER YOUR QUERIES

★ THE SALE STARTS AT 10 AM EACH DAY AND IS TO ENABLE *GENUINE* ENTHUSIASTS TO ACQUIRE PARTS FOR THEIR CARS AT LESS THAN NORMAL RETAIL PRICES

The Company reserves the right to refuse admission to anyone who may be buying parts for resale.

27 & 31 IVATT WAY, WESTWOOD INDUSTRIAL ESTATE
PETERBOROUGH PE3 7PH
Tel.: Peterborough 262577 or 265021/265046
Ansafone Service for Spares when closed on 265021/265046

BROOKLANDS OF BYFLEET

HIGH ROAD, BYFLEET, SURREY. TEL: 45588 (5 Lines)

HOME OF THE PERFORMANCE CAR

1956 BENTLEY S.I Continental fastback by H. J. Mulliner, documented history, very low mlge. **£5,875**

1962 BENTLEY S.II Continental by H. J. Mulliner..... **£5,750**

1962 BENTLEY S.II saloon, far above average..... **£2,900**

1926 ROLLS-ROYCE Phantom I open boat-bodied tourer. Superb **£13,200**

1959 ASTON MARTIN DB Mk. III, *concours* condition..... **£3,250**

1962 AUSTIN HEALEY 3000 Mk. III 2+2, hard and soft-tops; many, many extras/beautiful order.. **£1,400**

1962 JENSEN 541S sports saloon, auto./a very rare model..... **£1,250**

1958 FACEL VEGA 500K, 45,000 miles only from new. Manual box **£2,500**

1969 DAIMLER 2½-litre saloon, manual, o/d.; outstanding.. **£1,000**

1964 VAUXHALL Firenza Super Sport. Special celebrity model, only 12 made. 3,000 miles only, as new **£2,475**

1969 JAGUAR 240 saloon, manual, o/d.; very low mileage..... **£795**

1970 JAGUAR 420S, 20,000 miles only, must be seen..... **£1,850**

1971 MERCEDES 300 SEL 6.3, 23,000 miles only..... **£3,400**

1968 TRIUMPH GT6 sports coupe **£595**

1960 ROVER 110 saloon, only 45,000 miles..... **£750**

1968 MG GTC, manual, wire wheels; a very genuine example..... **£795**

1965 ROLLS-ROYCE Austin Princess 4½-litre saloon, requires a bit of tidying up..... **£495**

1933 AUSTIN 7 sports 2-seater, similar to an Ulster..... **£500**

MANY OTHER INTERESTING CARS TO CHOOSE FROM

Our Insurance Brokerage
under the direction of Keith McCullum
will help you with any kind of insurance problems you may have. 'Phone him!!

THE SPORTSCAR DIVISION OF

NOEL ROSCOE LTD.

Open 6 days a week until 7.30 p.m. Byfleet 45580

Harold Webb

MOTORS LTD

HILLTOP HOUSE
RETTENDON,
CHELMSFORD, ESSEX

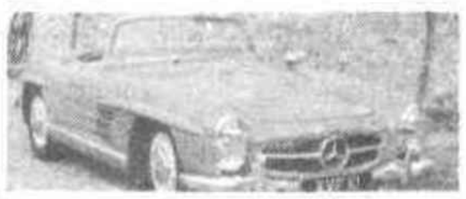
OFFER FINE CONDITION CARS



EYW 3
Frazer-Nash BMW 328 Roadster **£6,500**



KMT 5
Frazer-Nash BMW 327/80 Coupe **£2,650**



XVF 10
Mercedes 300 SL Roadster **£4,750**



7 HWE
1939 Wraith 30 hp Sports Saloon by Thrupp & Mabberly **£4,950**



KAX 871
1952 MG TD **£2,500**



OY 6096
1933 Morgan JAP 3-wheeler **£2,500**

1961 ALVIS 3-litre Saloon. Bills. Large overhaul. **£750**
1954 RILEY 1½-litre RME Saloon. Very good. **£475**
1951 ROLLS 30-hp Wraith Hearse. Complete. **£1,275**
1937 AUSTIN 7-hp Ruby Saloon. Original. Needs spray. **£375**
1949 BENTLEY. Complete Chassis with fibre-glass open sports body and parts **£800**

Phone for appointment CHELMSFORD 400287

DON KENDALL LIMITED



A 1962 Lotus Super Seven, completely rebuilt from scratch, new Cosworth engine, wheels — everything renewed or refurbished. A collector's piece.

1935 Bentley 3½-litre Doctor's coupe in burgundy and black. Restored to a high standard and thought to be unique. **£6,000.**

1952 Bentley Mk. VI saloon. Mulliner body, and in need of complete renovation. **£695.**

1963 Bentley S.3 saloon. 80,000 miles, in excellent condition. Sand and sable. New gearbox. **£2,950.**

1965 Rolls-Royce Cloud 3, 90,000-odd miles, burgundy; outstanding condition. **£4,850.**

SPORTS CARS

1973 M.G.-B GT. Teal blue and silver. Overdrive, sun-roof, etc. **£1,595.**

1974 Triumph TR6. One owner; 21,000 miles; overdrive, radio; damson. **£1,595.**

1972 Lotus Plus Two "S" 130. Colorado orange, recent service and decoke. Stereo and electric aerial. **£1,825.**

1966 Alfa Romeo GTV drophead coupe, with new hood and engine.

We offer full Hire Purchase and Part Exchange facilities.

WE URGENTLY REQUIRE ALL SPORTS CARS AND ROLLS-ROYCE AND BENTLEY.

Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645



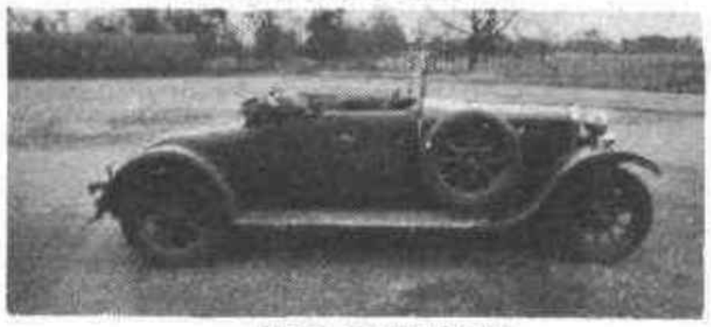
LAMBORGHINI MIURA
Little used immaculate example.



£2,950 — 1970 FERRARI 365 GT 2+2
Immaculate example, history, bills etc.



£3,950 — 1970 FERRARI 365 GTC
Full history, very low mileage, silver, blue leather.



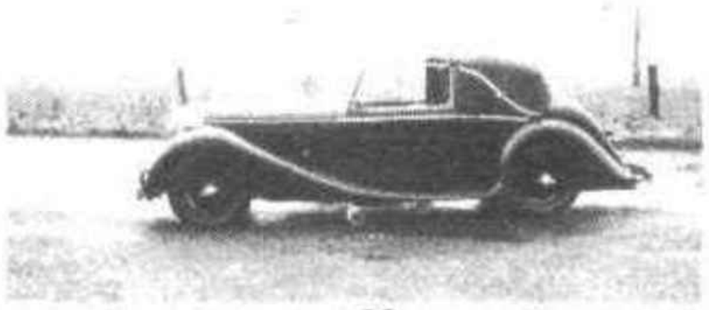
1928 SUNBEAM
Two-seater tourer with Dickey. Totally original



LOLA T70 Mk. II
Road registered. Ex Phil Scragg hill climb car and probably the best used Lola ever. Red and *concours*.



£6,850 — 1973 PORSCHE CARRERA RS
Unique in having covered 11,500 miles only from new. One owner, full AFN service history.



SS
Rebuilt several years ago to a very high standard. Believed racing history.



JAGUAR 3½-litre d.h.c.
Sound original condition.



1932 ALVIS SPEED 20
Two-door VDP touring body on SA Services chassis. Rebuilt in its entirety.

WANTED URGENTLY CLASSIC AND VINTAGE CARS

Also in stock, or expected by press date:
1935 ASTON MARTIN Mk. II. 'S' chassis. Three-quarter way through *concours* rebuild. As is, or completed.
ALLARD J2X
FORD GT40.
BENTLEY 'R'-Type Continental. Manual.
1965 FERRARI 275 GTB
LANCIA Aurelia. Probably the best available.
LANCIA Aurelia Spyder. Probably the best available.
£495 — PORSCHE Cabriolet.

BRIAN CLASSIC

It is absolutely essential to telephone for an appointment to view the above cars.
BUCKLOW HILL 830423 (Cheshire)

ROLLS-ROYCE —— BENTLEY —— VINTAGE
WE SHIP FOR THE LEADING SELLERS OF THESE PRESTIGE VEHICLES. IF YOU NEED EXPERT SHIPPING CONTACT:

THE EXPERT SHIPPERS TRANDEX INTERNATIONAL LTD

01-584 4259 Telex: 917927 (24 Hrs)



FIAT X 1/9

The availability of the fabulous X 1/9 is still very limited.



radbourne
RADBOURNE RACING LTD
The owners of the exclusive X 1/9 will be glad to know that we stock all spares and offer after sales service and can convert from left to right hand drive. We sell and service all Fiat cars and carry a complete range of spares.

Radbourne Racing Limited. Fiat appointed dealers. 1a Clarendon Road, Holland Park Avenue, London W11. 01-727 5066

HENDON WAY MOTORS

1975 CHEVROLET Corvette Stingray T/top, Manual 4-speed, high-performance engine, power brakes/steering, windows; leather interior, air-conditioning, AM/FM radio, Sundym.

1974 LOTUS Europa Special JPS, oatmeal trim, radio, 15,000 miles, Sundym glass, alloy wheels.

1974 (N) LOTUS Elan +2S 130/5, lagoon blue, oatmeal, Sundymn, radio/stereo, Lotus wheels **£2,995**

1974 LOTUS Elan +2S 130/5, John Player Special black/gold, oatmeal, Sundym, radio **£2,795**

1973 LOTUS Elan +2S 130/5, tawny gold, oatmeal, Sundym, radio, Lotus wheels **£2,495**

1973 LOTUS Elan +2S 130/5, lagoon blue, oatmeal, Sundym, radio, Lotus wheels **£2,395**

1973 LOTUS Elan Sprint d.h.c., brilliant white, one owner, radio, roll bar.

1972 LOTUS Elan Sprint d.h.c., olive, radio/stereo **£1,795**

1972 LOTUS Elan Sprint f.h.c., John Player Special black/gold, radio **£1,595**

1971 (K) LOTUS Elan S.4 S/E f.h.c., Bahama yellow, radio/stereo, 29,000 miles, h.r.w.

1973 (Dec.) MORGAN +8, one owner, 19,000 miles, bucket seats, roll bar, alloy wheels.

1975 MORGAN 4/4, delivery mileage, oatmeal leather upholstery, £200 of extras.

1973 MORGAN 4/4 4-seater, white, one owner.

1970 MORGAN 4/4, bucket seats, roll bar, radio, luggage rack, occasional rear seats.

1968 MORGAN +4, one owner, wire wheels.

1974 (N) E-Type JAGUAR V12 convertible, lavender, one owner, 16,000 miles. Automatic, radio/stereo cassette, Sundym **£3,795**

1970 E-Type JAGUAR 4.2 convertible, white, low mileage, radio/stereo, chrome wheels.

1969 E-Type JAGUAR 4.2 f.h.c., Regency red, sun-roof, low mileage, radio, h.r.w., c.w.w.

1968 (G) ASTON MARTIN DB6, royal blue, automatic, PAS, radio/stereo, Sundym, c.w.w.; impeccable.

1964 AUSTIN HEALEY 3000 Mk. III, silver, 58,000 miles, wire wheels, radio.

1954 AUSTIN HEALEY 100/4, red, wire wheels, superb appearance, spots.

1936 BENTLEY 4¼-litre pillarless coupe by Gurney Nutting, impeccable throughout.

1964 ALFA ROMEO 2600 Spider, ex Diplomat's car, Blaupunkt radio; superb appearance, h/s-tops.

393-395 Hendon Way London NW4 LP3 telephone 202-8011/2

THE EARL JERMYN

The Investment Motoring Company and Associates

PETER GEIGER

ROLLS-ROYCE

BENTLEY



1956 ROLLS-ROYCE SILVER CLOUD I saloon by James Young, one of only twenty-six produced, and finished in sky blue over indigo, with elephant beige upholstery. The rear fitted with opening quarter-windows, individual cigar-lighters and vanity mirrors built into the picnic tables. 43,000 miles only covered. **£5,950.**



1965 ROLLS-ROYCE SILVER CLOUD III standard steel saloon. Painted astral blue over shell grey and with smoke blue hide interior upholstery. The car has had only two owners from new, and has covered some 86,000 miles. Fitted Sundym windscreen and factory electric aerial with facia-mounted switch. **£6,150.**

1949 ROLLS-ROYCE SILVER WRAITH 'TEVIOT' touring limousine by Hooper, painted black, lined gold, and incorporating the Lucas P 100 external headlamps, and with metal sun-roof to the driver's compartment; upholstered brown leather to the front, and fawn West-of-England cloth piped brown hide with fitted golden-brown lambswool rug to the rear. Electrically-operated division and rear blind. At 21,371 miles and with full history, probably the lowest mileage and most completely original Silver Wraith in the world.

1952 (August) BENTLEY MARK VI Standard steel saloon. One of the very last of only 1,022 'big-bore' Mark VIs to be made, this car has covered only just over 111,000 miles from new under one elderly owner, and is in impeccable order throughout. Finished in Tudor grey over shell grey, with light grey hide upholstery, headlining and carpets. **£2,750.**

1958 BENTLEY S.I Standard steel saloon, painted black with red hide upholstery and only 85,000 miles covered. **£3,000.**

1963 BENTLEY S.3 CONTINENTAL saloon by James Young, one of only about fifteen such cars in existence, and attractively turned out in Tudor grey with eau de nil furniture hide interior upholstery and contrasting dark green carpets and over-rugs. Fitted with the more elegant earlier-type 'bucket' front seats. Extras, over and above the usual James Young refinements, include slot stereo system, Webasto sliding sun-roof, and Kenlowe electric cooling fan. 99,000 miles only covered. **£6,250.**

667-669a Fulham Road London SW6 01-736 3878

Cheshire Sports Cars Ltd.

71 MANCHESTER ROAD (A34)
CONGLETON, CHESHIRE

Telephone Congleton (STD 02602) 5352 or 71858



1971 JAGUAR V12 2+2 Automatic	22,000 miles	White	**£2,495**
1973 MG-B GT. O/d.		Burgundy	**£1,695**
1974 SPITFIRE, hard-top, 15,000 miles		Magenta	**£1,495**
1974 SPITFIRE convertible, 18,000 miles		Blue	**£1,445**
1973 SPITFIRE, 28,000 miles		Yellow	**£1,195**
1973 SPITFIRE, 20,000 miles		Magenta	**£1,295**
1968 SCIMITAR GT V6. 22,000 miles		Bronze	**£895**
1975 DUTTON, Ford V4. 3,500 miles		Blue	**£995**
1973 MG-B convertible. O/d.		Green	**£1,395**
1974 MG-B convertible. O/d.		Yellow	**£1,795**
1972 MG Midget. One owner		Green	**£895**
1973 SPITFIRE		Red	**£1,195**
1974 TRIUMPH TR6. Hard-top, one owner, overdrive		Yellow	**£1,795**
1973 MG Midget. One owner, 10,000 miles		Blue	**£1,395**
1973 GRANADA GXL 3-litre		Bronze	**£1,695**
1970 JAGUAR E-Type 4.2 2+2. Sun-roof		Red	**£1,695**
1967 LOTUS Elan S.E.		Black	**£795**
1962 MINI OGEL GT. Mag. wheels, etc.		Red	**£995**
1969 TVR Vixen 1600 Crossflow S2		Marigold	**£995**
1972 LOTUS 7 S4, 1,300 c.c.		Yellow	**£1,295**
1973 MG-B GT. 20,000 miles, overdrive		Blue	**£1,695**
1972 FERRARI Dino, LHD. 36,000 miles		Red	

OPEN MONDAYS TO SATURDAYS INCL. 10.0 am to 5.0 pm.

Tony Mitchell Ltd.

FOR SALE: 1936 BMW 321 cabriolet, **£550. 1938 BMW 326** saloon, **£275. 1924 Delage DI, Runner,** requires restoration, **£2,000. Wanted:** Pre-war BMWs, Mercedes convertibles of '50s, and Porsche of '50s, convertibles and coupes.
Appointments essential.
Manor Farm House, Rodmarton, Cirencester, Glos., GL7 6PE. Tel: Rodmarton 222

TYRES

5.50–17 New covers	**£14.50** ea.
5.50–18 India 6 Ply covers	**£17.80** ea.
8.20–15 Dunlop. T/L	**£23.00** ea.
6.00–20 New 6 Ply covers	**£26.00** ea.
6.70 x 16 Dunlop. 6 Ply T/L	**£18.50** ea.

Plus carriage plus V.A.T.
HAMPSTEAD TYRES LTD.
31-35, Fortune Green Rd., London N.W.6. Tel: 01-435 8988/4992

MULTI-VEHICLE INSURANCE

VETERAN & VINTAGE CARS WITH AGREED VALUES

MOTOR TRADE POLICIES

TAMLA INSURANCE

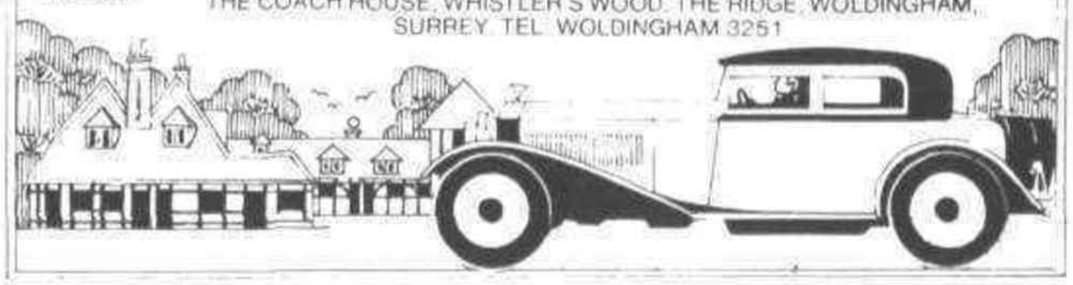
17 PARK DRIVE,
HETHERSETT, NORWICH.
NOR (0603) 811453/811001

ROLLS-ROYCE & BENTLEY OWNER DRIVER CLUB.

Invitation
Rolls-Royce and Bentley owners — and those with a real interest in these cars — are invited to apply for details of the advantages of membership. Club facilities include 17th Century coach-house, restaurant and two bars; extensive stocks of pre-war and post-war spares.

To other motor clubs
Club secretaries: ask for details of how your members can enjoy Associate Membership.

THE COACH HOUSE, WHISTLER'S WOOD, THE RIDGE, WOLDINGHAM, SURREY. TEL: WOLDINGHAM 3251



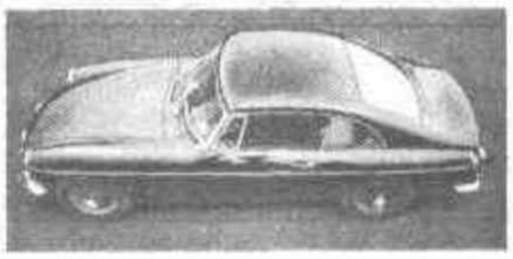
Fibresports

SPITFIRE
£109.00 + VAT Mk 4
£95.00 + VAT Mk 1 to 3

MGB
Targa Hardtop, detached window and front section **£109.00** + VAT

present SEBRING HARDTOPS





MGB
£109.00 + VAT, complete with parcel shelf



Also Fastbacks for Sprite/Midget **£98.00**, E-Type **£150** + VAT. All fully headlined, superbly finished to match your car. Complete with all fixing brackets.
Works Style Hardtops from **£58.00** + VAT for Herald/Vitesse, Alpine, MGB, Spitfire, TR4-6. Please send s.a.e. for Leaflets, etc.
Please enquire about our vast range of Sports Car and Saloon Glassfibre Panels.
FIBRESPORTS, 34/36 Bowlers Croft, Basildon, Essex. Basildon 27331 & 282723 (Hard tops)

HERTFORDSHIRE SPORTSCARS

WANTED
ALL SPORTS CARS
BEST PRICES PAID

1973 MG-B GT. Alcanite white, o/d., h.r.w., tinted glass, radio, low mileage **£1,655**
1971 MG-B GT. White, h.r.w., radio, v.g.c. for year **£1,155**
1974 MG-B. 'N' reg. Damask red, o/d., pristine condition throughout **£1,799**
1972 MG-B. Blaze, o/d., headrests, low mileage, one owner **£1,195**
1971 MG-B. Bronze yellow, o/d., radio. Beautiful throughout **£1,115**
1974 MG Midget. Teal blue, w/w, one owner. Very low mileage **£1,255**
1973 MG Midget. 'M' reg., bronze yellow, low mileage, one owner **£1,155**
1972 MG Midget. 'L' reg. aqua, radio. Beautiful condition **£855**
1973 MG Midget. White. Beautiful condition throughout **£1,025**
1973 TR6. Magenta, one owner, radio, o/d., beautiful condition throughout **£1,299**
1973 SPITFIRE. Sapphire blue. Beautiful condition throughout **£1,125**
1973 SPITFIRE. One owner. Beautiful condition **£1,099**
1969 GT6. White, h.r.w., radio. Well above average **£695**
1970 LOTUS Elan 2+2. White, black interior, sunroof, radio, h.r.w. **£1,395**
1971 V12 'E'-Type 2+2. Manual, maroon, low mileage, v.g.c. **£1,975**
1974 GT6. Blue **£1,599**
1975 MG-B roadster. Saffron **£1,999**
1971 SCIMITAR GTE **£1,675**
1973 JENSEN HEALEY. Red **£1,599**
1971 GINETTA. Yellow **£899**
1973 MINI 1275GT. Orange **£999**

BEST CARS — BEST PRICES **UP TO FIFTY SPORTS CARS TO CHOOSE FROM**

33 STATION ROAD . RICKMANSWORTH . HERTS . 73382 - 75204
H.P AND INS COVER . OPEN MON - SATS 9 - 7.30 SUN 11 - 3

QUALITY SHIPPING SAVES COSTS
QUALITY SHIPPING SAVES DAMAGE
QUALITY SHIPPING SAVES TIME
QUALITY SHIPPING SAVES PROBLEMS
QUALITY SHIPPING BY THE EXPERTS

TRANDEX INTERNATIONAL LIMITED
124 BROMPTON ROAD,
KNIGHTSBRIDGE,
LONDON, SW3.
01-584 4259
TELEX: 917927 **CABLES: FRATEOUT SW3**



ROLLS-ROYCE Silver Cloud III, 1965, standard 4-door saloon. Finished in burgundy with beige upholstery. 93,000 miles from new and regularly maintained. A very good example of its type. Also a choice of two **Bentley S2** standard saloons. Details on request.

P&A Wood

CORNICHE GARAGE
GREAT BARDFIELD, ESSEX
GREAT BARDFIELD 604



ROLLS-ROYCE Silver Shadow, 1971, 4-door saloon. Finished in sage green with grey upholstery. 48,000 miles. Fitted with electric sun-roof and usual refinements. Silver Shadows of the period represent extremely good value.

WE SPECIALISE SOLELY IN ROLLS-ROYCE AND BENTLEY CARS

LOTUS FORD VEGANTUNE LOTUS FORD

EXCHANGE ENGINES
STANDARD TUNE From £195
SPRINT SPECIAL From £230
RALLY SPECIAL From £295
SHORT ENGINE £95
Lotus Elite & Jensen Healey engines overhauled, reconditioned & tuned.
Lotus Twin Cam cylinder heads overhauled, remachined & reconditioned.

same day fitting

CRADGE BANK, SPALDING, LINCS 0775 4846

X/FLOW EXCHANGE ENGINES
STANDARD TUNE From £115
SPRINT SPECIAL From £145
RALLY SPECIAL From £175
SHORT ENGINE £85
B.D.A. engines reconditioned, modified for race or rally heads & cam carrier repairs.

GOLDSEAL SPORTS CARS

253-255 NEW CROSS ROAD, LONDON SE14 5UL



£2,395. LOTUS +2S 130/5, 1973. 'M' reg., metallic tawny with oatmeal trim, alloy wheels, tinted glass, h.r.w., radio etc.



£2,495. MG-B GT, 1975. 'P' reg. Jubilee model in green and gold, alloy wheels, tinted glass, 6,000 miles.



£1,545. LANCIA 2000 coupe, 1972. Porcelain white with black interior, 33,000 miles, Motorola radio, PAS, electric aerial etc.



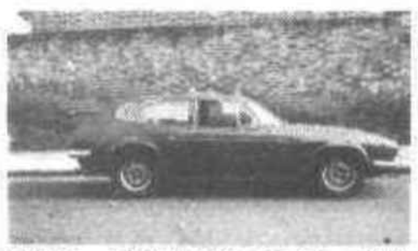
£1,145. TRIUMPH TR6, 1972. Colorado red with black trim, overdrive, front spoiler, Zeibart rustproof etc.



£1,595. LANCIA Fulvia 1.3 Rallye, 1973. Metallic brown with contrasting trim, 28,000 miles.



£1,145. LOTUS Elan S4 f.h.c., 1970. Most attractive in metallic Roman purple with gold coachline. Motorola radio, etc.



£1,295. RELIANT GTE, 1970. Manual with overdrive, fitted radio/cassette player, rear wiper, h.r.w. etc.



£945. AUSTIN 1275 GT. Blaze with navy trim, fitted Recaro driver's seat, h.r.w. etc.



£895. TRIUMPH Spitfire, 1972. Saffron with black trim, fitted SAH Stage I conversion, wide wheels, radio, etc.

USED CARS

£2465. RELIANT GTE automatic, 1973. Highland purple with black leather trim, alloy wheels, tinted glass, radio, etc.

£2,395. RELIANT GTE Manual, 1973. Shetland blue with tan trim, electric windows, tinged glass, chrome alloy wheels, radio/cassette, twin spots etc.

£1,995. OPEL Manta Berlinetta, 1974. 'N' reg., metallic blue with velour trim, vinyl roof, one owner, 11,000 miles.

£1,895. LOTUS Europa Special, 1973. Regency red with oatmeal trim, alloy wheels.

£1,595. ALFA ROMEO 2000 GTV, 1972. 'L' reg. A low-mileage car in piper yellow with black trim, radio, etc.

£1,565. DATSUN 240Z, 1972. Metallic green with tan interior, Wolfrace wheels, tinted glass, radio, etc.

£1,395. RELIANT GTE, 1970. 'J' reg. Caribbean green with black trim. Manual with overdrive, radio etc.

£1,395. LANCIA Fulvia 1.6 HF Lusso. 'K' reg., metallic silver with black trim, alloy wheels, radio, head restraints, etc. 26,000 miles recorded.

£1,375. MG-B roadster, 1973. Harvest gold with navy trim, overdrive, radio, etc.

£1,345. MG-B GT, 1972. Harvest gold with navy trim, overdrive, wire wheels, h.r.w.

£995. MG-B GT, 1970. 'J' reg. Teal blue with tan trim, overdrive, radio, etc.

£825. MG Midget, 1972. One owner, 26,000 miles, red with black trim.

£695. FIAT 850 Sports coupe, Dec. 1970. 'J' reg. Positano yellow with black trim. Most attractive and economical.

£645. MG-B GT, 1966. Savoy beige with black interior. Well above normal 1966 condition.

£625. TRIUMPH Herald 13/60 convertible, 1970. 'J' reg. Very clean in white with red trim.

£445. SUNBEAM Alpine, 1967. 'F' reg. Royal blue with black trim. Hardtop. Recent recon. engine and gearbox.

£2,795. JAGUAR XJ6, 1973. White with beige trim. Fitted radio, h.r.w. etc.

AVAILABLE SHORTLY

BMW 2500. Manual, 1972. Polaris silver with blue velour, radio/stereo etc.

LAMBORGHINI Espada, 1972. 'L' reg. Magnificent looking car in pale metallic green with every extra including refrigeration. Full service history.

WANTED QUALITY SPORTS CARS FOR CASH

Hours of business 10 am—7 pm Monday to Saturday. Sunday by appointment only.

GOLDSEAL (MOTORS) LTD. 01-639 3204 - 5 - 6

FREE LIST OF STOCK ON REQUEST

ADAMS & OLIVER LTD.

Established Specialist Service for Owners of Rolls-Royce and Bentley Cars 1925-1965



1935 Park Ward 20/25 limousine **£2,850**



1961 Austin Princess Vanden Plas 4-litre limousine. **£695.**

1951 Austin Sheerline limousine. £850
1936 Rolls-Royce 25/30 owner-driver saloon. £2,800
1935 20/25 Hooper sports saloon. Superb. £4,250
1928 20 H.P. Barker landaulette. Superb. £6,900
1928 '20' Chassis. £1,500
1937 Phantom III seven-seater saloon by Barker. £3,250
1948 Silver Wraith touring saloon by H. J. Mulliner. Superb. £4,750
1933 Phantom II 4-seater open tourer. £6,500
1960 Bentley S.II Automatic. Power steering. £2,250
1954 'R'-Type Automatic Standard. Superb. £2,250
1934 Bentley 3½ Rippon sports saloon Very attractive. £3,500
1951 Mark VI. Two owners. Low mileage. £1,950
1953 'R'-Type — H. J. Mulliner. £2,750
1932 Aston Martin International sports tourer. £5,000
1966 Jaguar 3.8 'S'. Outstanding. Offers
1955 Rover 90. £195
1954 Daimler Conquest. £175
1950 Mark VI James Young 2-door. £3,500

HIRE PURCHASE AND PART EXCHANGE FACILITIES.

HIRE AND LEAVE REPURCHASE SCHEME FOR OVERSEAS VISITORS

IF YOU ARE VISITING THIS COUNTRY FOR A MONTH OR MORE, THIS IS PROBABLY THE MOST INTERESTING AND ECONOMICAL WAY OF PROVIDING YOURSELF WITH TRANSPORT.

Details on request.

ADAMS & OLIVER LTD.

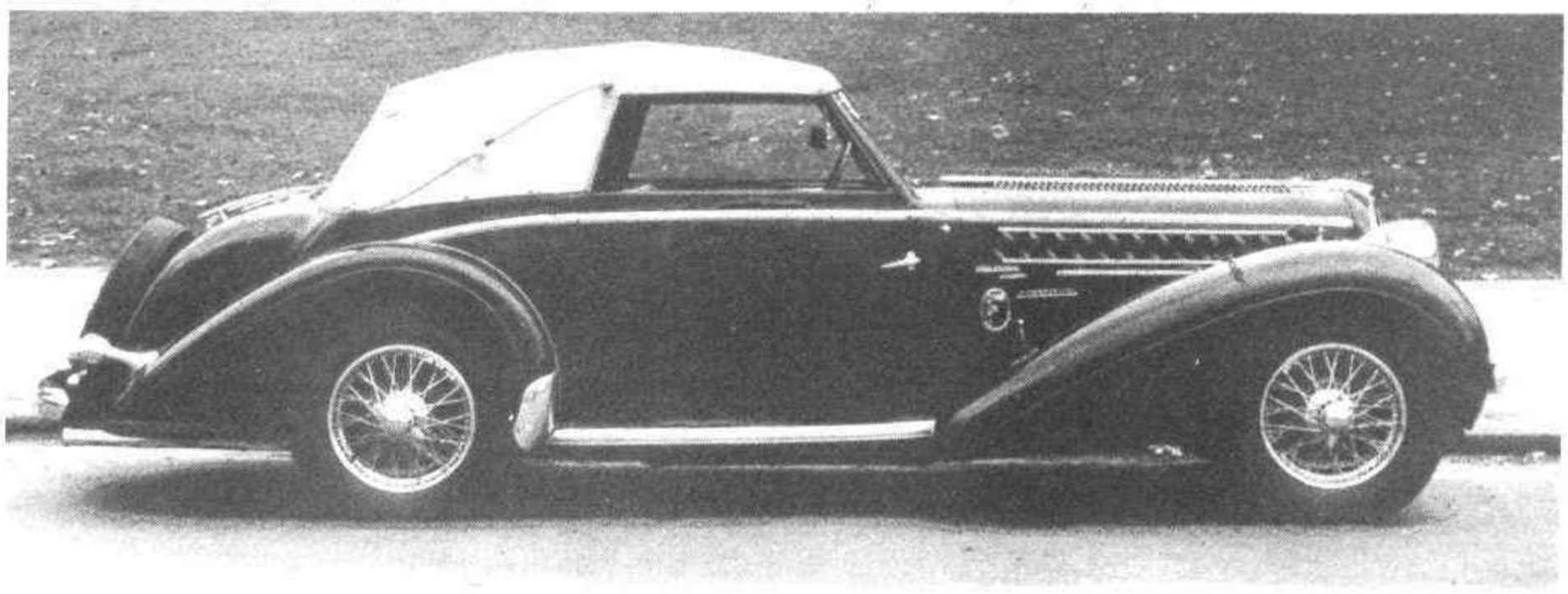
Ramsey Road, Warboys, Huntingdon, Cambs., PE17 2RP.

Tel.: Ramsey 822488

OPEN FROM
9-30 TO 6-00 WEEKDAYS
SATURDAYS 9-30 TO 12-30
OR BY APPOINTMENT

COYS OF KENSINGTON

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1939 DELAHAYE 135 M.S. Competition O.H.C. by Henri Chapron of Paris

Voila! a very fine example of a great French classic. Very low mileage, and very fast. A beautiful car to drive. Original tan leather trim. Repainted black. All bright metalwork re-finished.

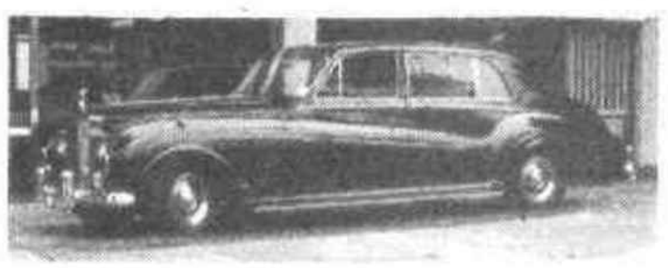
LATEST EDITION of the famous Coys' Brochure of Historic cars contains 40 pages (12 colour, 28 black and white) illustrating outstanding examples from the Coys stock of fine cars, past and present. £2.50 post free.

COYS OF KENSINGTON (SALES) LIMITED

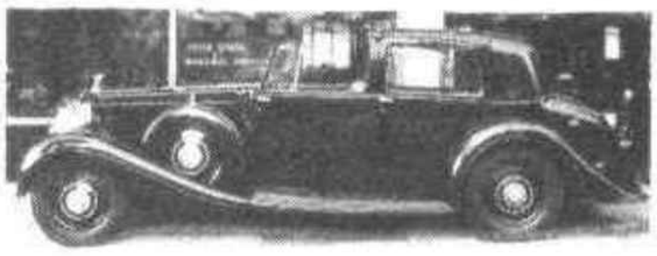
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444

Peter Dodd and Associates Ltd.

THE MOST BEAUTIFUL CARS IN THE WORLD



1964 ROLLS-ROYCE Phantom V touring limousine by James Young. Finished in velvet green with new green dralon interior. Fittings include electric division, occasional seats, lambswool rugs and cocktail cabinet complete with crystal decanters and glass. Superb in every respect.



1939 ROLLS-ROYCE Phantom III sedanca-de-ville by Hooper. Repainted black over Burgundy with beige West of England cloth interior. 48,000 miles from new. Fascinating history.



1965 BENTLEY S3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with beige interior and beige hood. A fine example of this rare model.



1929 ROLLS-ROYCE Phantom II with Brewster touring coachwork (Ascot), completely restored at enormous expense.



1959 JAGUAR XK150S fixed-head coupe. Warwick grey with grey interior, chrome wire wheels. Less than 20,000 miles from new. *Concours* winner.



1934 LAGONDA 16/80 Special Six open tourer. Restored to *concours* condition approx. two years ago at a cost of over £6,000. Finished in dark blue with red interior.

JAGUAR XKs: 1960 XK 150 'S' roadster, 45,000 miles only.
1959 XK 150 'S' fixed-head-coupe, 16,000 miles only.
1958 XK 150 fixed-head coupe, 54,000 miles only.

1948 CONNAUGHT 'L' series sports/racing car.
1956 BENTLEY S1 saloon. Regd. No. ROH 1.

Always a selection of Rolls-Royce Silver Shadows and Corniche motor cars available.

**35 - 37 FAIRFAX ROAD,
SWISS COTTAGE, LONDON, N.W.6**

**TEL.: 01-328 5050 / 01-722 4792
TELEX: 261354**

FIRST FRONT 01-735 5952/4

VAUXHALL CROSS LONDON SW8 2LT



1963 FERRARI BERLINETTA LUSSO (RHD) Racing Red/Black Leather. Excellent condition **£4,950**

1953 BENTLEY CONTINENTAL R Type. Mulliner fast back coachwork. Manual gears. Silver-grey. Metal sliding roof, radio/cassette. Superb condition, good history. **£5,750**

1953 FERRARI 212 INTER. Pininfarina coachwork. Superb condition.

1921 TAMPLIN CYCLECAR. Very rare car, superbly restored, full details on request.

1924 HISPANO SUIZA H6B, 37.2 H.P. Sporting 2-seater. Skiff body. Excellent condition.

1967 LAMBORGHINI 400 GT. One of very few right-hand-drive examples, finished in Italian Racing Red with beige leather interior, chrome Borrani wheels, Sundym windscreen, radio/stereo etc. Superb condition.

1972 FERRARI DAYTONA. A totally original 12,000-mile car. Racing Red, tan interior, air cond etc.

1974 ISO LELE 2+2 COUPE. Metallic Dark Blue, red leather. Auto, P.A.S., Sundym, air cond, 6,000 miles. **£5,450**

NEW LAMBORGHINI URRACO S. Rosso Rubino, tan interior. **LIST PRICE**

1973 (NOV.) LAMBORGHINI ESPADA MK III. Metallic Tahiti Blue, dark blue interior, P.A.S. Known by us from new, 40,000 miles, exc. cond. **£5,500**

REPRESENTING BMW IN THE CITY: LAMBORGHINI SERVICE AGENTS

TDK Sports Cars



LOTUS Elan +2S 130/5, 1974. Finished in regency red. This one-owner car has covered 22,000 miles from new and is offered at **£2,745.**

LOTUS Elan +2S 130, 1972. Finished in lime green and gold, fitted sunroof, Sundym, radio etc. A really excellent example, offered at **£1,995.**

LOTUS Elan +2S, 1970. Finished in white, one of the nicest cars we have driven. Offered at **£1,495.**

LOTUS Europa twin-cam, 1972. Finished in Pistachio, fitted radio/stereo etc. Recorded mileage 32,000. Excellent example. Offered at **£1,695.**

LOTUS Europa twin-cam, 1971. Finished in red, fitted alloy wheels etc. 33,000 miles. Offered at **£1,495.**

OLDSMOBILE Cutlass, 1969. Gold, white vinyl roof, automatic, PAS, brakes etc., air conditioning. This superb car has covered only 16,000 miles from new. Value at **£1,095.**



RELIANT Scimitar GTE, 1972. Finished in Mexican red, black interior, manual/overdrive, radio/stereo etc. Super example, offered at **£1,895.**

JAGUAR 'E'-type V12 2+2, 1971. Finished in BRG, fitted automatic transmission, radio/stereo etc. Only 30,000 miles. Offered at **£2,295.**

JAGUAR 'E'-type roadster Series II, 1968. Finished in BRG, fitted c.w.w., radio/stereo. This beautiful car has been restored to its original glory Surely an investment at **£2,145.**

TRIUMPH TR6s, 1973. Choice of 3 cars, all with overdrive, 2 with hard-tops. Take your pick at **£1,395.**

TRIUMPH Spitfire, 1974. Finished in mimosa yellow, fitted overdrive. This one-owner car has covered only 3,000 miles. Offered at **£1,495.**

MG-B GT, 1972. Automatic, finished in white, fitted sunroof, radio, etc. 32,000 miles. Offered at **£1,495.**

MG-B GT, 1973. Finished in bronze yellow, fitted overdrive, radio/stereo. Offered at **£1,595.**

SPORTS CARS URGENTLY REQUIRED FOR CASH

5, CANNING ROAD, WEALDSTONE, HARROW MIDDLESEX HA3 7SP

TELEPHONE 01-863 6117

TWIGGS for OPEL

MAIN OPEL DEALERS FOR LONDON AND KENT

OUR NEW OPEL PRICES ARE "TAXED ON ROAD"
SAVE £££'s AT PRE-INCREASE PRICES



Manta Berlinetta

MANTA Berlinetta 1.9, Automatic. White or blue.. **£2,995**
MANTA Berlinetta 1.9, Manual. Choice of colours..... **£2,775**
MANTA 1.6S. Choice of colours **£2,369**

ASCONA 1.9 SR, 2-door, Auto. Orange. Vinyl roof..... **£2,545**
ASCONA 1.9 SR, 4-door, Manual. Choice of colour **£2,375**
ASCONA 1.6, 4-door. Choice of colour..... **£1,995**



Ascona

PHONE DOUG TWIGGS OR ALEC JANES FOR FURTHER STOCK.

OPEL KADETT CITY (Hatch back) NOW IN STOCK

★ MANUAL from £1,758. AUTOMATIC from £1,959. ★

LOW-MILEAGE USED OPELS

1974 'N' Reg. OPEL Commodore 2S GS coupe, 5,900 miles. White/red velour trim. Radio £1,995
1974 OPEL Manta Berlinetta Automatic. Royal red/red velour trim. Radio, 19,000 miles £1,895
1975 OPEL Kadett coupe. Monza blue/black trim. 3,000 miles. Radio. Doug Twiggs' own car. £1,795
1975 OPEL Rekord. Monza blue/blue trim. 11,000 miles. Superb value.. £1,595
1975 OPEL Ascona 1.6 Automatic, 4-door. Signal green/black trim. Radio. £1,495

253/255 BROMLEY ROAD,
LONDON, S.E.6
698 1337 or 697 5369

WORLD-WIDE COMPREHENSIVE SHIPPING SERVICES

CONTACT THE **EXPERTS**

TRANDEX INTERNATIONAL LIMITED

THE LEADING SHIPPERS OF ROLLS-ROYCE, BENTLEY, VINTAGE, SPORTS AND VALUABLE MOTOR VEHICLES ON A WORLD-WIDE BASIS.

124 BROMPTON ROAD,
KNIGHTSBRIDGE,
LONDON, SW3.
(Opposite Harrods)

Tel: 01-584 4259 (24 hrs.)
Telex: 917927 Trandx G
Cables: FRATEOUT SW3

V.C.C.

01-722 8200
01-722 0246
(DAYTIME)

THE VICEROY CARRIAGE CO.

V.C.C.

01-954 6824
(EVENINGS)



1967 ROLLS-ROYCE SILVER SHADOW 4-door saloon with factory-fitted air-conditioning. Regal red with beige hide trim, tinted windows, 8-track stereo, electric windows etc. A beautiful motor car in every detail. £4,950.



ROLLS-ROYCE SILVER CLOUD III long-wheelbase 4-door saloon, with electric division and windows. Finished in unmarked Burgundy over shell grey with grey leather trim and matching thick pile Wilton carpets throughout. This car has just been completely restored at our own coachworks and we are very proud to offer such an outstanding example.



1964 ROLLS-ROYCE SILVER CLOUD III 4-door saloon. This car has covered a genuine 53,000 miles by one lady owner from new. Coachwork in black over Tudor grey with light grey Connolley hide throughout, electric windows and specially selected walnut veneers. This car has to be seen as no words justify its condition.



1955 BENTLEY 'R-TYPE 4¼ litre 6-cylinder engine engine with automatic transmission. This 4-door sports saloon has the large luggage boot and metal sliding roof. The coachwork is finished in high shiny black cellulose with unmarked red hide trim and carpets. The previous owner was a Bentley enthusiast and has maintained this car in really superb condition. £2,550.



1965 BENTLEY S3 4-door sports saloon. Elegantly finished in dawn blue with matching blue/grey leather interior and carpets, complete to the original specification. This car furnished with all tools and handbook. An extremely nice example offered at the realistic price of £3,250.



1961 BENTLEY S2. Continental 4-door Flying Spur by H. J. Mulliner. This all-aluminium coachbuilt motor car is finished in regal red with contrasting magnolia leather interior. The woodwork has been completely repolished to the highest standards. This car is in excellent condition and is a good example of this excellent model. £4,250.

Also a choice of:
Six Silver Cloud IIIs, including two coachbuilt.
Four Silver Cloud IIs, one with refridgeration.
Three Silver Cloud Is.

Four Silver Wraiths.
Five pre-war R-R, incl. 20/25 drophead.
Four S3s from £2,550.

S2 Continentals.
Five S2s, one with refridgeration.
Four S1s from £1,350.

VICEROY COURT GARAGE MACKENNAL ST. ST. JOHN'S WOOD LONDON N.W.8.

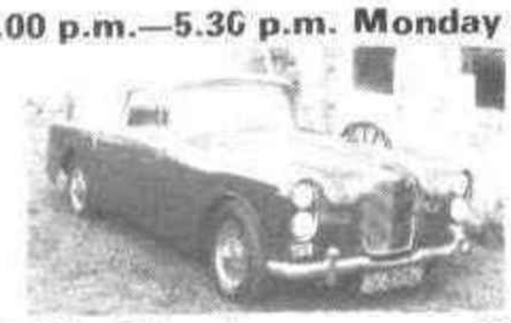
Roland Duce

VINTAGE & SPECIALIST CARS
58 BROOK STREET, WYMESWOLD, Nr. LOUGHBOROUGH, LEICS., ENGLAND
TELEPHONE: WYMESWOLD 880067 / 880909 / 880899

Hours of Business: 9.30 a.m.—12.30 p.m. 2.00 p.m.—5.30 p.m. Monday to Saturday. Sundays—Appointments only.



1960 Aston Martin DB4 d/h. (*illus.*) **£1,750**
1965 Aston Martin DB5 **£1,750**
1967 Aston Martin DB6 Automatic **£1,650**



1937 Alvis 25 h.p. d/h. **£3,750**
1964 Alvis TE21 d/h., 5-speed, wires (*illus.*) **£2,150**



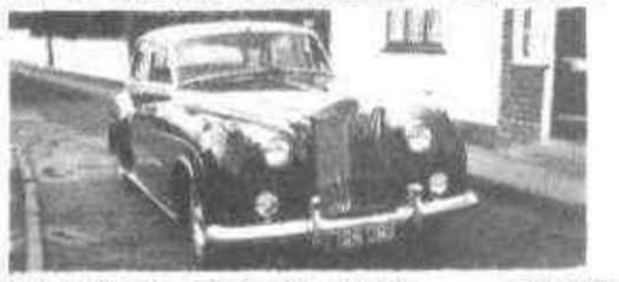
1948 Bentley Mk. 6 H. J. Mulliner. Superb **£2,350**
1949 Bentley Mk. 6 Std. steel, fine **£1,475**
1960 Bentley S2 Continental (*illus.*) **£4,850**



1956 Bentley S1. Nice **£1,650**
1959 Bentley S1. PAS. Magnificent **£2,250**
1964 Bentley S3. Garnet/shell grey (*illus.*) **£3,200**



1959 Mercedes 190SL, LHD **£850**
1960 Porsche 365 drophead cabriolet. Poor **£325**
1972 Dino, full service. Unmarked (*illus.*) **£3,700**



1954 R-R Silver Wraith Auto. **£4,950**
1960 R-R Silver Cloud 2 (*illus.*) **£3,950**



1947 TC. Cream, red interior (*illus.*) **£2,150**
1948 TC. Green, black interior **£2,600**
1954 TD. Green, black interior **£2,250**



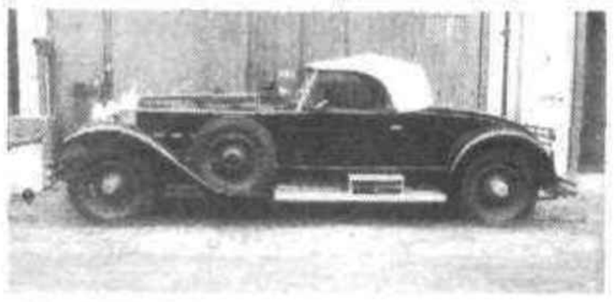
1933 Morgan MX2. Mint (*illus.*) **£2,300**
1935 MG PB **£675**
1935 Singer Le Mans 2-seater **£975**



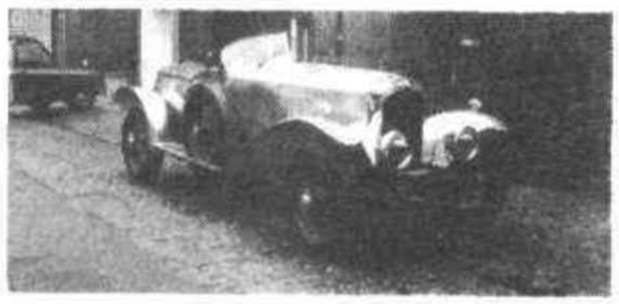
1942 Willys Jeep **£575**
1958 Jensen 541R. Fine **£895**
1966 Lotus 7. Nice (*illus.*) **£875**
1972 Jensen Interceptor. Superb **£3,600**

DAN MARGULIES

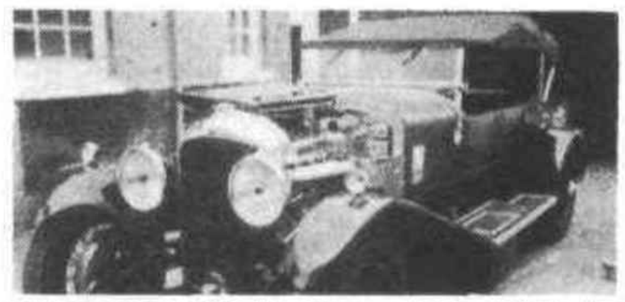
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



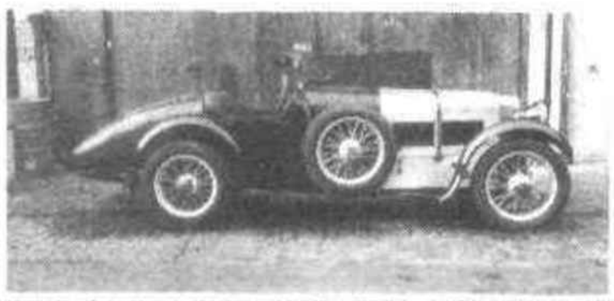
1924 ROLLS-ROYCE Silver Ghost Piccadilly roadster. Many special features. In fine condition.



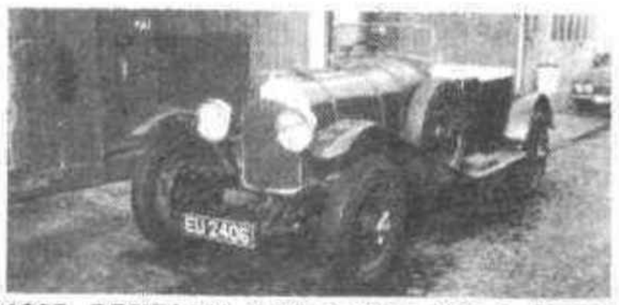
1925 VAUXHALL 30/98 OE Wensum 2/4-seater, chassis No. OE 259. Well-known car in mint condition.



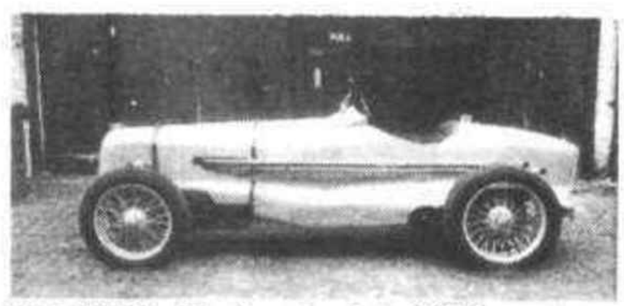
1927 BENTLEY 4½-litre tourer. Actual car pictured on page 99 of "Fifty Years of the Marque", in mint condition.



1928 ALVIS front-wheel-drive two-seater, in good original order.



1925 BENTLEY 3-litre short-chassis Speed Model; good mechanics; stark body work.



LAGONDA Rapier Sprint 1,100-c.c. two-stage supercharged competition car, highly developed and raced by the late Daniel Richmond.

1933 STEYR Type 30S two-seater cabriolet by Neuss. Very rare car in fully restored condition.
1954 BENTLEY "R"-Type standard steel saloon; automatic transmission; excellent example.
1929 ROLLS-ROYCE Phantom I limousine by Barker.
1930 ROLLS-ROYCE 20/25 drophead coupe.
3-litre BENTLEY V.D.P. tourer, chassis number RC32, full history, in good order.

1930 DELAGE D8S tourer, Van den Plas replica; coachwork mint condition.
1932 LAGONDA 3-litre Weyman saloon, undergoing restoration.
1936 110 TALBOT Freestone & Webb two-door saloon, in very fine condition.
1933 TALBOT 107 Van den Plas tourer, complete and original, requires restoration.
1954 MG TF 12/50 two-seater, restored.

WANTED: ALL VINTAGE AND PVT CARS

Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED, BELGRAVIA GARAGE, 28A CAROLINE TERRACE, LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 21792. CABLES CLASSICAR LONDON SW1.

Specialists in Vintage and Classic Rolls-Royce and Bentley Motor Cars offer the following selection from a large stock of Pre-War and Post-War Automobiles



1953 BENTLEY R. TYPE with "Empress Line" coachwork by FREESTONE & WEBB. Midnight blue with blue grey side panels. Blue grey Connolly hide upholstery in fine condition with matching carpets and headlining. This elegant vehicle would provide a great deal of motoring pleasure and would also prove to be a sound investment.



1954 ROLLS-ROYCE SILVER DAWN. Finished in velvet green with tan hide. In very fine condition throughout and of excellent overall appearance. This is an ideal opportunity to own a beautiful and appreciating vehicle.



1964 BENTLEY S.111 STANDARD STEEL SALOON. One of four such models we have available, this particular example is finished in smoke green over sage. The upholstery is beige Connolly hide in excellent condition. This example of the last of the classic S.type range provides superlative motoring at very reasonable cost.



1964 ROLLS-ROYCE SILVER CLOUD III. STANDARD STEEL SALOON. Coachwork finished in velvet green This is an outstanding example of the marque having been maintained to an exceptionally high standard by its two previous owners. The value of such cars as this is bound to rise.



1956 ROLLS-ROYCE SILVER WRAITH by PARK WARD. Power steering and automatic gearbox. Black coachwork with beige hide in the driver's compartment and beige West of England cloth to the rear. In fine order throughout having been very well maintained.



1964 BENTLEY S.III CONTINENTAL by MULLINER PARK WARD. Similar to above. Mid-blue over silver grey with blue grey hide upholstery. Fitted with a sunroof and tinted windows all round. This vehicle is in excellent condition throughout and is very desirable. (Choice of two, the other is finished in garnet. We also have a Silver Cloud III Mulliner Park Ward).

For further information please telephone 01-730 9811/4. Our sales staff will be very pleased to assist you in locating the vehicle of your choice

Worldwide Shipping Arrangements Made

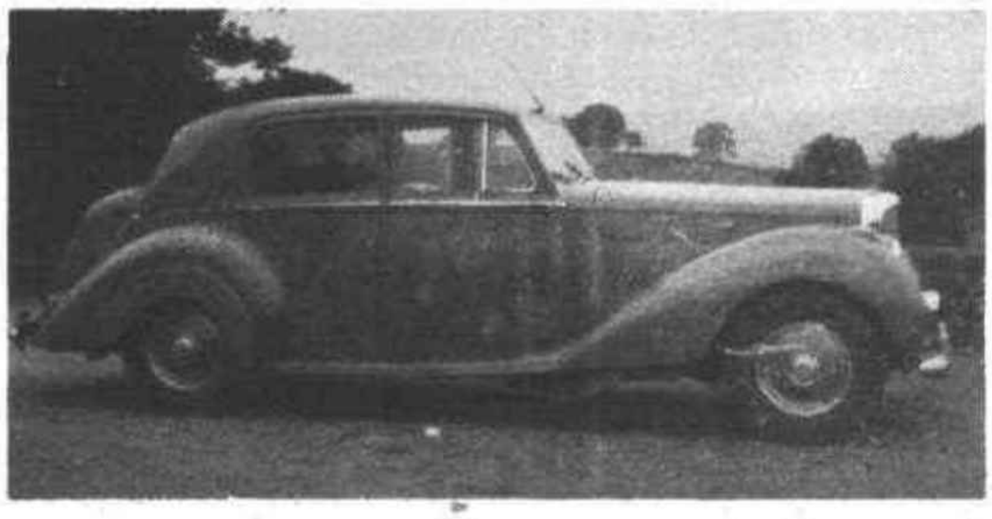
Please contact us if you wish to sell your pre-1966 Rolls Royce or Bentley.

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1962 S.II Bentley standard saloon. Finished in shell grey over Tudor grey with grey leather interior. A recent engine rebuild and body restoration make this a most attractive S.II at **£1,975.**



1949 Mark VI standard 4-door saloon finished in black over shell grey with beautiful grey hide interior. 90,000 miles only in the hands of two careful owners. A really sparkling Mark VI at **£1,875.**

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone: 0538 384300
or 0538 384020

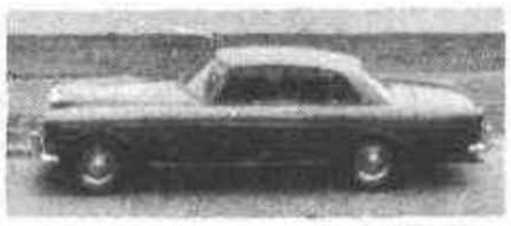
WORKSHOPS:
West Street,
Leek, Staffs.
Telephone: Leek 384020

If closed telephone:
Churnet Side 360300 (STD 0538)
Cables: 'Buntycars, Leek, Staffs'.
Telex: Rolcar 36440

Rolls-Royce and Bentley repairs and trim work undertaken in our workshops. Estimates free.

ROBBINS OF PUTNEY LTD.

Established 54 years. The family business you can trust



ROLLS-ROYCE Silver Cloud III Continental chassis, 6.2-litre V8 engine, automatic transmission, power-assisted steering, fitted with H. J. Mulliner/Park Ward fixed-head 2-door sports saloon, finished in garnet with black leather and carpets. First registered November 1965 (one of the last of this classical series). Genuine total mileage only 49,000 since new and the whole car is almost as it left Crewe. This is the finest example of this rather rare model we have ever handled. **£11,500**



BENTLEY Mk. VI 4¼-litre, 6-cylinder engine, with full-flow oil system and twin exhausts. Standard 4-door sports saloon finished in two-tone blue with powder blue leather and carpets. First registered 1952. A superb chassis and one of the most successful models produced by Rolls-Royce. Runs on low-octane fuel. **£2,350**



BENTLEY S.III Continental chassis fitted with H. J. Mulliner/Park Ward drophead 5-seater convertible with power-operated hood finished in peacock blue with beige leather upholstery and hood. Run only 67,000 miles. Superlative condition in every respect: a most elegant car. **£9,250**



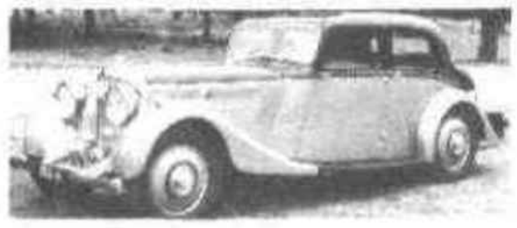
BENTLEY S.I 4.8-litre, 6-cylinder engine Continental chassis with 2.9-to-1 rear axle ratio, power-assisted steering, automatic transmission, fitted with 4-door Continental coachwork by James Young (one of only 20 made). Finished in black over golden sand with tan Connolly hide upholstery. First registered 1958. The genuine total mileage is only 71,000. Beautifully maintained and serviced throughout. **£5,850**



ROLLS-ROYCE Phantom V 7-passenger limousine, coachwork by H. J. Mulliner, finished in black over midnight blue, with Connolly's finest beige hide upholstery throughout. First registered May 1966. The superlative coachwork with lavish equipment, including face-forward occasional seats, picnic tables, cocktail cabinet full fitted with glass decanters and glasses, rear compartment radio, electrically-operated division, lambswool rugs. Guaranteed mileage only 36,490 miles in the hands of one owner (chauffeur driven). Serviced and maintained throughout by Rolls-Royce appointed retailers. The whole car is in almost new condition. A unique opportunity to secure this mint condition car. **£14,500**

ROLLS-ROYCE Silver Cloud III 6.2-litre, V8 engine, standard 4-door sports saloon. Finished in steel blue over shell grey with powder blue leather upholstery and carpets. First registered March 1965. This car is in superlative condition in every respect and bears evidence of the meticulous servicing and care to which it has been subjected throughout its eleven years in use. **£6,350**

BENTLEY MARQUE V1 "big-bore" 4¼-litre standard 4-door sports saloon, with sliding roof. Finished in black with beige interior. The genuine total mileage of this car is only 147,000 miles and less than 400 miles with a works reconditioned engine, new radiator matrix, water pump, etc. Supplied and fitted by Rolls-Royce Distributors. The paint work is quite original, except for small areas where minor scratches have been localised. The car has had one private owner since new. This Bentley is one of the most original Marque VI cars we have had through our hands for a long time. An outstanding investment opportunity. **£2,650**



BENTLEY 4¼-litre (Derby model), 1936 vintage, Park Ward 4-door sports saloon, finished in black over shell grey with red leather upholstery. This is the now famous Bentley, Registration No. DLL 4, lovingly restored to mint condition regardless of cost for Mr. Robbins' own personal use over the past three years. Winner of many *Concours d'Elegance* events, including two firsts in successive years at the Bentley Drivers' Club, Kensington. First at the R.R.E.C. 1975 and many other Cups and Awards. Reluctantly offered for sale to serious collector. Photographs of the car and engine compartment cannot do justice to the unique condition. **Offers over £12,000 only**

OUR STOCK IS CONSTANTLY CHANGING—WRITE OR TELEPHONE YOUR REQUIREMENTS—WE MAY ALREADY HAVE IN STOCK THE CAR TO SUIT YOU.

WE CAN SUPPLY NEW ROVER - AUSTIN - TRIUMPH - WOLSELEY - M.G.

96-98 UPPER RICHMOND ROAD, PUTNEY, SW15 2SR
Telephone: 01-788 7881/5

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

CABLES:
EFFDALE,
LONDON, SW6



1954 ROLLS-ROYCE SILVER DAWN Automatic saloon. An excellent specimen with a good maintenance history, finished in black pearl with light grey hide interior. Our only Silver Dawn available at press date.



This beautiful BENTLEY S1, with bodywork by Freestone and Webb, is the subject of an article in *Motor Sport's* distinguished contemporary, *Thoroughbred & Classic Car.* Finished to high standards in claret over burgundy with pale tan hide and superb walnut veneered cappings. A rarity, now well prepared for everyday use anywhere or for the *Concours* enthusiast.

OUR USUAL WIDE SELECTION OF ROLLS-ROYCE AND BENTLEY CARS IS STILL AVAILABLE: FOR FULLY DESCRIPTIVE ILLUSTRATED INVENTORY, PLEASE TELEPHONE, WRITE OR CALL

EVERY CAR OFFERED IS CAREFULLY PREPARED FOR EVERYDAY USE, REGARDLESS OF ITS AGE, IN OUR LARGE WORKSHOPS STAFFED BY EXPERIENCED AND FULLY TRAINED ENGINEERS.

We urgently need pre-1966 Rolls-Royce and Bentley motor cars.

OPENING HOURS 9 a.m. - 6 p.m. SATURDAY BY APPOINTMENT ONLY

WE HAVE A 24-HR. MESSAGE-RECORDING SERVICE FOR THE BENEFIT OF THOSE WHO CALL OUT OF BUSINESS HOURS. IF CALLING FROM OVERSEAS PLEASE AUTHORISE US TO TELEPHONE "COLLECT"

101 FARM LANE, FULHAM, LONDON SW6 1QH

Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.



Clan. The aroma they'll remember.

Clan is the mild, aromatic pipe tobacco that makes your smoking a real pleasure.

For you, and the people you're with.

Its special aroma comes from blending 18 of the world's mildest, most fragrant tobaccos.

You'll be glad you got together with Clan. Cool, light and easy. With the aroma they'll remember.



Clan. The mild aromatic pipe tobacco.

GUY SALMON



ROLLS-ROYCE PHANTOM VI State landaulette. We believe that only seven of these magnificent cars were built specifically for Heads of State and Royalty. This one is finished in black cherry with full equipment including television and air-conditioning. Mileage only 6,000 since new.



ROLLS-ROYCE CORNICHE MODELS

1973 convertible, peacock blue, 11,000 miles.
1973 convertible, regal red, 32,000 miles
1973 (model) '72 reg. convertible, white, dark blue hide, 17,000 miles.
1973 (model) '72 reg., saloon, blue, 34,000 miles.



1964 ROLLS-ROYCE PHANTOM V James Young touring limousine. Finished in velvet green with green hide to front seats and ochre Dralon to rear compartment. Side-facing occasional seats. Electric division and windows. Excellent history.



1931 ROLLS-ROYCE 20/25 sedanca-de-ville by H. J. Mulliner. This car is a collector's item and has many *Concours* prizes including Englefield Award 1975 for the "Best mechanical and most original 20/25". Special Registration No. GP 4 also available.

APPOINTED DEALERS FOR NEW JENSEN — DAIMLER — JAGUAR — ROVER — TRIUMPH

PORTSMOUTH ROAD THAMES DITTON SURREY KT7 0TA

TELEPHONE: 01 - 398 4222 TELEX: 929826

Why use yours as a test-bed?

With the cost of motoring as it is today, you can't afford to experiment – buy Hermetite performance proved products and save money. Throughout 1974 and 1975, our Hermetite Capris have been used in Group 1 & 1B events as mobile test-beds for our products. The name Hermetite guarantees that a product will withstand stress, heat and strain far in excess of normal running. You'll find Hermetite products at garages, accessory shops and branches of Halfords and Longlife.

Hermetite Torqseal
The safe and rapid locking sealant which sets in a few minutes. Locks nuts to bolts, retains studs, bearings and bushes. Seals threaded or sleeved pipeline joints, etc.

Hermetite Instant Gasket
It "forms in place" gaskets which fit perfectly ... is flexible and stable between −60°C and +260°C.... withstands hot and cold re-cycling ... resists oil, transmission fluid, water and anti-freeze.

Golden Hermetite
The ideal all-purpose, non-hardening jointing to use with traditional gaskets. Golden keeps pressure tight between −40°C and +250°C, whilst being fully resistant to petrol, oil, diesel, transmission fluids, water and anti-freeze.





Performance proved car maintenance

Hermetite Products Limited · West Drayton · Middlesex Telephone West Drayton 45511

HERMETITE

85 BHL