May 1972 Vol. XLVIII No 5 15p

MOTOR SPORT

Founded in the year nineteen twenty-four




Vintage '72. Another good year for cars.
Mobiloil
super
1972. Another good year for motorists who believe that, like wine, a car improves with keeping; that the better it's looked after, the longer it runs. They're the ones who can appreciate the benefits of using an oil with the sparkling pick-up of a 10W 30 grade– the strong body of a 20W 50 grade for sustained high speeds. Mobiloil Super 10W 50. The best of both worlds. At a non-vintage price.
Mobil
Moneywise motoring

REDEX-the 'power in an hour' people



introduce

REDEX REDSKIN SUPER CAR POLISH

the new experience in polishing perfection

CLEANS and PROTECTS

* CAR BODY WORK - deep brilliant shine.
* CHROME - sparkling bright.
* Also ideal for plastic rubber trim and windows.

REDEX REDSKIN easily removes rust on chrome, tar spots, fly squash, traffic film, leaving a tough brilliant REDSKIN protected finish. This new super polish will transform the appearance of YOUR car.

POWER in an hour...

REDSKIN comes from REDEX—
the car protection people

REDEX Performance Additive will restore the power in your car. The REDEX 'Power in an Hour' treatment takes 60 minutes. Do the treatment and enjoy easier starting, better acceleration and more reliability.



To: REDEX Limited, Marlow House, Sidcup, Kent.

Please rush me full details of REDSKIN and the 'Power in a Hour' treatment.

Name_____

Address_____

MS

Send for details of REDEX REDSKIN and REDEX Performance Additive now.



Our 124 bhp four wheel drive Mini

It's a one off model, not to be repeated – and not for sale. It was built from scratch at British Leyland's Special Tuning Department in just nine days. And it won the Lydden Hill Rally-cross hands down.

That's the kind of expertise that we can bring to *your* car conversions.

With facilities for everything from Stage 1 to full Race/Rally preparation. And for do-it yourself enthusiasts, we've got all the parts and expert advice you could want.

Send off the coupon. It'll do your car a power of good.

BRITISH LEYLAND SPECIAL TUNING

Send to: British Leyland Special Tuning Dept., Abingdon-on-Thames, Berkshire.

Please send me a free brochure and list of Special Tuning Distributors.

Name.....

Address.....

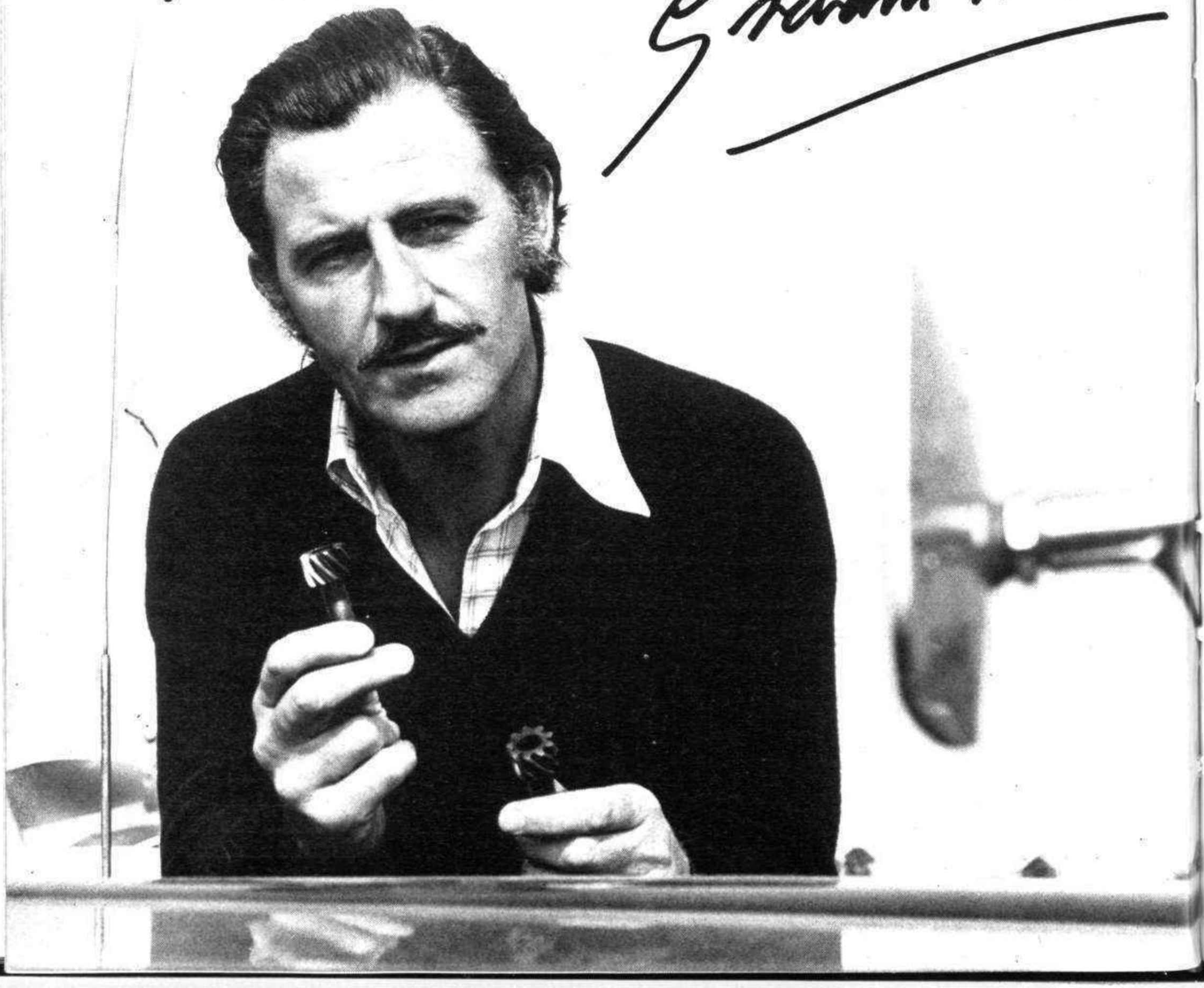
.....

Car.....

Model..... Year..... MS3

"These odd things are skew gears... probably just like the ones in the car you drive! The one on your left is badly worn after testing with a top-selling 20W/50. Disturbing! The other is virtually unscarred after the same test with Uniflo. Uniflo's the only oil for me."

Graham Hill

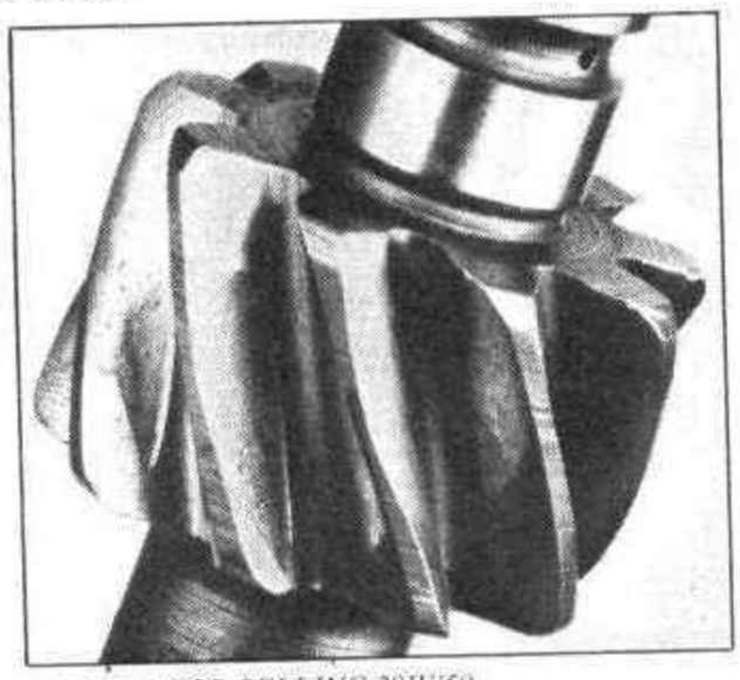


Some of the exhaustive tests carried out by Esso-the world's largest oil research organisation-that convinced Graham Hill that Uniflo gives better protection than any 20W/50 oil.

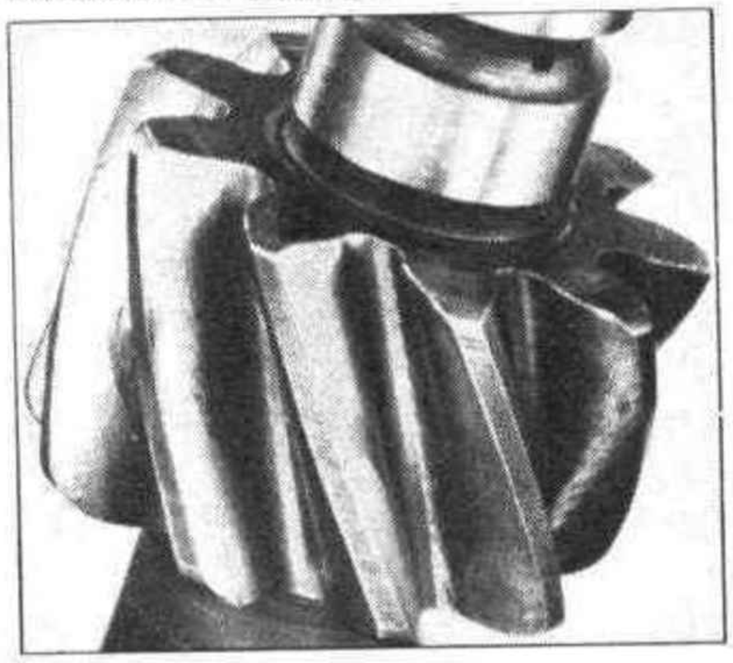
Skew gears drive quietly and make a compact unit. So engine designers, always seeking to minimise external dimensions and noise level, like to use skew gears when components have to be driven at right-angles to the main drive, and when the loading is not too high. Oil-pump and distributor drives are typical applications.

Distributors, in particular, are precision components. If the skew gear driving them is subject to wear, engine performance and economy deteriorate rapidly, and the ignition timing has to be corrected continuously to maintain performance. What's more, the metallic debris from a worn skew gear – whether in the oil pump drive or the distributor drive – can damage other engine components before it is filtered out of circulation.

Esso scientists recently carried out systematic tests for skew gear wear. Here, for your guidance, are the results of those tests.



USING A TOP-SELLING 20W/50
Considerable wear on gear teeth



USING UNIFLO
Minimal wear on gear teeth

SKEW GEAR WEAR TESTS

The same well-known British engine was used throughout, and all the skew gears tested were taken from the same batch.

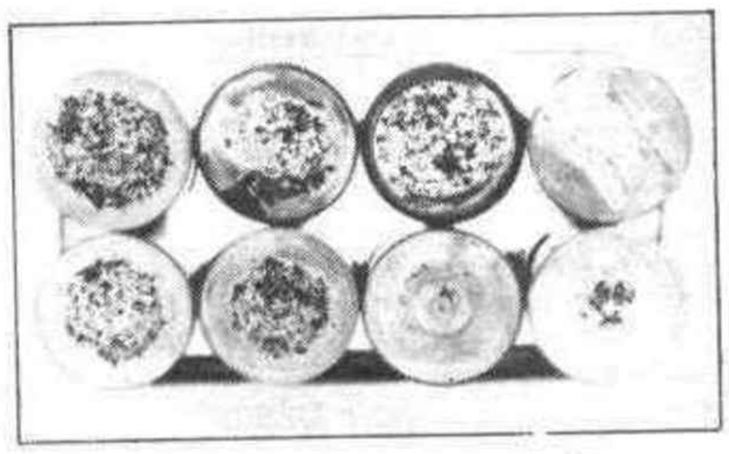
OIL TESTED	% weight loss		% Total weight loss
	Pump	Distributor	
UNIFLO	0·10	0·02	0·05
Top multigrade W	0·45	0·02	0·18
Top multigrade X	0·35	0·01	0·14
Top multigrade Y	0·43	0·02	0·17
Top multigrade Z	0·19	0·04	0·09

All the time your engine is running, it is wearing out; and the poorer the oil you use, the faster this happens, and the more money you throw away in avoidable servicing and needlessly high consumption of both oil and petrol.

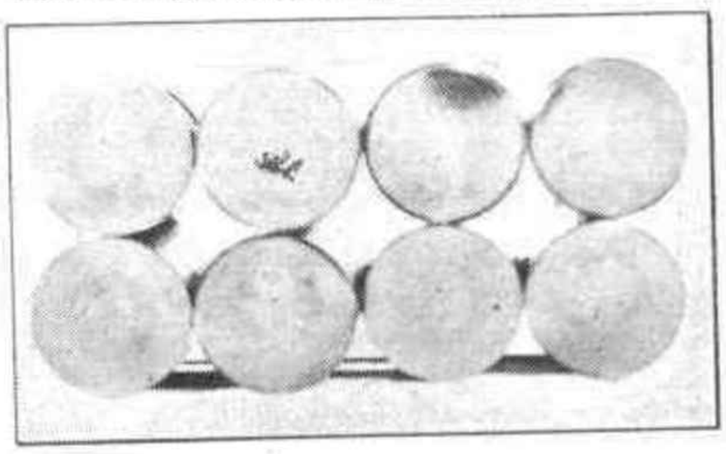
Uniflo, for this reason, is the most economical oil you can use. More economical even than the best of the 20W/50 multigrades. If you doubt this, here are some facts and figures that will change *your* mind as they changed Graham Hill's.

Uniflo and stop-start driving

The great majority of cars spend most of their working life in city crawls and/or stop-start local driving – with the load-bearing components of the valve train constantly under maximum strain. Cams and tappets become subject to component fatigue; clearances widen, shock loads are consequently imposed on the valve gear, tappets become pitted and tiny bits of damaging metal are let loose in your oil. Take a look at these authentic photographs from the Esso research laboratories. Each set of tappets has undergone 150 hours of running at 2,000 rpm, at a controlled oil temperature of 95°C and a controlled water temperature of 80°C.



USING A WELL-KNOWN MULTIGRADE



USING UNIFLO

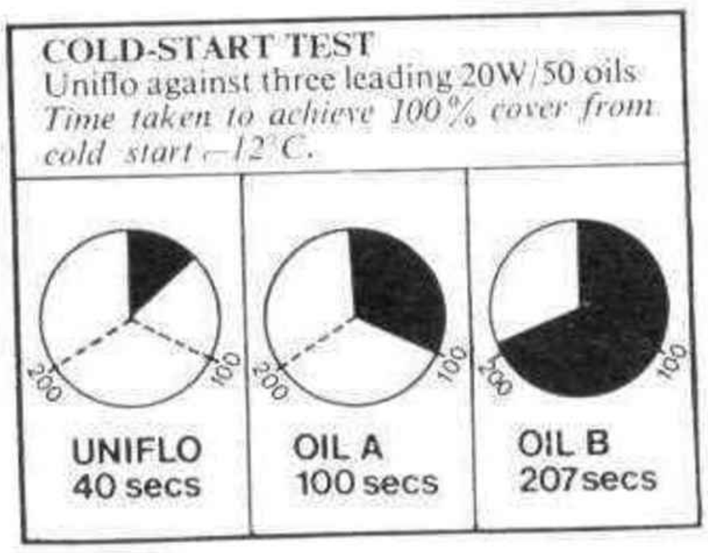
Uniflo on the open road

When an engine runs at high revs for sustained periods, the oil becomes hot and thin and, unless it retains its viscosity at an effective level, it is drawn past the valve guide seals and piston rings and out through the exhaust. It must also have low volatility, or further wasteful loss will occur through evaporation. Uniflo, a super multigrade oil, retains its viscosity better than any multigrade oil you can buy. Uniflo also has a low volatility. Both ways Uniflo cuts down on loss.

Uniflo also protects your engine better against the varnish and carbonaceous deposits that occur under hot-engine conditions; in fact, the new anti-oxidants and detergents in Uniflo's additive mix have set new standards in this area.

Uniflo when you start from cold

When an engine is running cold, water vapour and gaseous acids condense to cause rusting – on bores, valve stems, tappets, cams, etc. Uniflo neutralises dilute acids more efficiently, contains special additives which adsorb to metal surfaces, protecting them from attack by water, and also gives total lubricant 'cover' 2½ times sooner from cold-start than the next fastest 20W/50 oil. So, here again, Uniflo out-performs all its competitors . . . as you can see.



Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection – and, in many instances, more protection than has ever been given before.



Uniflo gives better engine protection than any top-selling 20W/50

Esso

THE COMPLETE CAR AND HOME 8 TRACK STEREO SYSTEM

The most versatile 8 track stereo system yet built for the motorist !!!

A complete stereo system which includes a compact car player & a beautiful mains operated hardwood cabinet with twin speakers for your home. Made by one of the most famous names in stereo, sound reproduction is superb! Special locking bracket fits into any car made, & player unit is instantly interchangeable with your home cabinet. Everything plugs in automatically. Furthermore you can use it wherever a second bracket & set of speakers is installed. This is the absolute ultimate in stereo sound reproduction, for car, boat, caravan and home — ALL IN ONE! You could pay over £150 for a car/home stereo unit, without noticeable difference in sound reproduction. We have only a limited number of these fine pieces of stereo equipment at our special price!





ONLY!!

£10

Deposit plus 85p post, packing, ins.
plus 14 monthly payments of £4.75
(total credit price £76.50)
Cash price £69.95

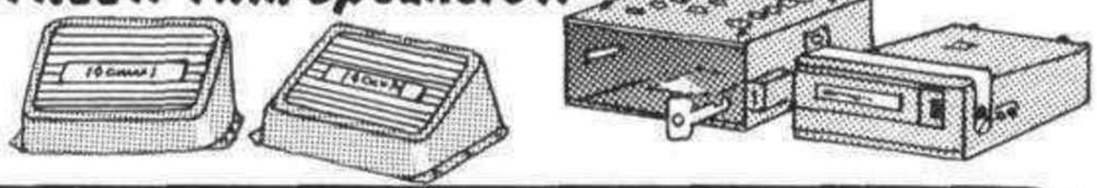
THE COMPLETE HOME 8 TRACK STEREO UNIT

Sound reproduction depends upon the quality of the unit you play your cartridges in — & this equipment is the very best. Slide your car player unit in with your fingertips — it plugs in automatically. Immediately magnificent stereo sound fills your car. And when you get home transfer your player to the beautiful rich woodgrain double speaker unit in seconds. The lush depth of pure stereophonic sound that comes from this walnut woodgrained cabinet just has to be heard to be believed. The cabinet has styling to grace the finest home and is complete with glide-away front panel, (the illustration shows panel in open position), Rocker style on/off switch, "tell tale" warning light, & ejector switch. Provision is made to couple auxiliary home speakers. Using the highest quality components made by one of the big names in stereo, the Double "O" stereo unit comes to you complete, with nothing more to buy, to give you luxury stereo in both car, home, boat & caravan. Fully transistorised, with every type of control for best quality reproduction of your favourite music, & supplied with complete instructions, booklets, & written guarantee. A truly superb system, an outstanding package deal price; A RARE OPPORTUNITY!!

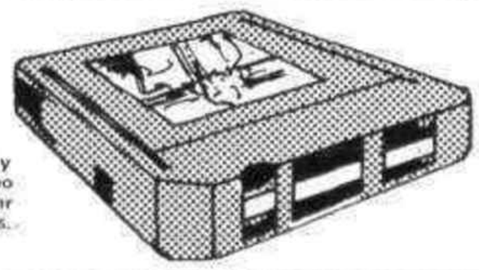
THE COMPLETE CAR 8 TRACK STEREO UNIT

The Double "O" Stereo car cartridge player is undoubtedly one of the very finest available anywhere in the world; beautifully styled and manufactured by one of the world's leading names in quality stereophonics! The ingenious design means this player is easily fitted to any type of car. The unit is simply "plugged in" and operates instantly. Controls are all at your fingertips and include tone control, speaker balance, push-button operated track selection programme indicator dial, and volume control. The case is lavish and a fold-away carrying handle is fitted for portability. For security there's an automatic locking device — key operated. The whole unit comes complete with two stereo speaker consoles, all wiring and simple connection instructions. The most complete car/home stereo unit anywhere at this special price.

FREE!! Twin Speakers !!



FREE



With our compliments when you buy this unit a free stereo cartridge "Stereo Spectacular" and our catalogue of over 1400 titles — including all the latest releases.

In car entertainment at minimum outlay !!!

Slot stereo cartridge entertainment means instant music of the sort you like, to suit your own taste and mood when you want it. Cartridges can be played both in the car and in the home, without fear of scratching or damage and have an indefinite life. Unlike cassettes, cartridge music is taped on a continuous loop, which prevents stretching and provides uninterrupted listening pleasure without rewinding. Programme selection is by the press of a button. Every taste in music is available from our own huge collection of over 1400 titles, under every label: Pop, country & western traditional jazz, latin American, popular vocal, dance music, background music, classical, choral — even language instructional cartridges. Take this tremendous opportunity NOW! Order your Double "O" Car/home stereo equipment TODAY and guarantee yourself years and years of sheer pleasure.

DIRECT DESIGN STUDIO



JOIN THE CLUB

Membership to Europe's fastest growing Club for Motoring enthusiasts costs just 50p. New members receive the Club Chronosport motor accessory brochure containing hundreds of accessories available with unique SUPER-VOUCHERS valued at 15% off the usual prices. Also FREE Club sticker — as fitted to Formula 1 cars, FREE Racing Art Print (available to non members at 50p), together with free entry to Club competitions etc, The biggest value for 50p anywhere. Simply put a cross in the box below and complete coupon and mail in with 50p. You'll hear from us by return!

I enclose 50p please enrol me in the CLUB

Name _____

Address _____

14 days no risk trial in your car and home.

Complete the coupon today and try the superb Double "O" car/home stereo equipment without risk. Mail your cheque, cash or postal order, or use your Barclay Card or Bank Giro, (our number is 2160617) for just £10 deposit and include 85p. for post, packing & insurance. (Or mail £69.95 + 85p. post etc. special cash price.) If you are not absolutely 100% delighted with your new Double "O" stereo equipment you simply return it to us for a full return of every penny of your money. Complete your order without delay by using the handy order form. It will receive our IMMEDIATE attention.

Name _____

Address _____

MC1

CLUB CHRONOSPORT 1&2 Queens Parade Pl., Bath.

PUT YOUR CAR IN THE COSMIC CLASS

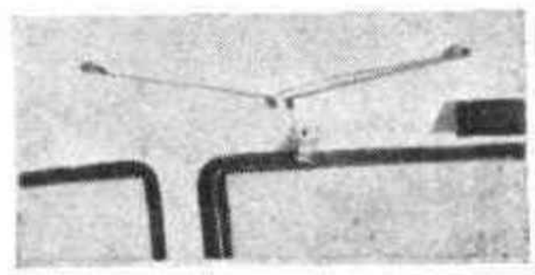


FOREMOST BACKWATCHER

Steal a lead in looks and style, fit Cosmic Racing Mirrors. Attractively finished in Black ABS (Leather Grain). Lightweight, fully adjustable, shock absorbing, fit any car.



DOWN — WHEN IN USE



UP — WHEN NOT IN USE

TIDY-HIGH

Spring-loaded flip-up coat hanger. Folds flat against roof when not in use. Attaches to existing fitting.



LASHINGS OF SPACE

Secure bulky parcels on top of your car with these ingenious luggage straps and clips.



A GRIPPING SENSATION

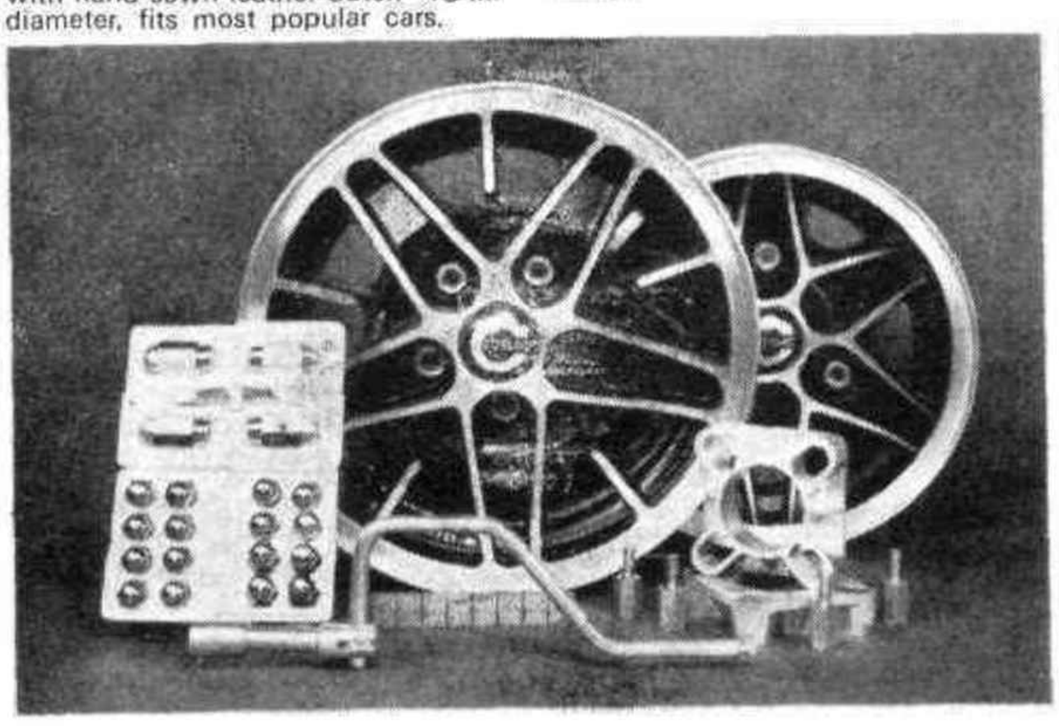
Steering wheels with a stylish difference. Sleek, sensitive and a sheer joy to hold. Quality chrome spokes, steel frame, sheathed in high impac rubber, with hand sewn leather outer. 13 in. diameter, fits most popular cars.

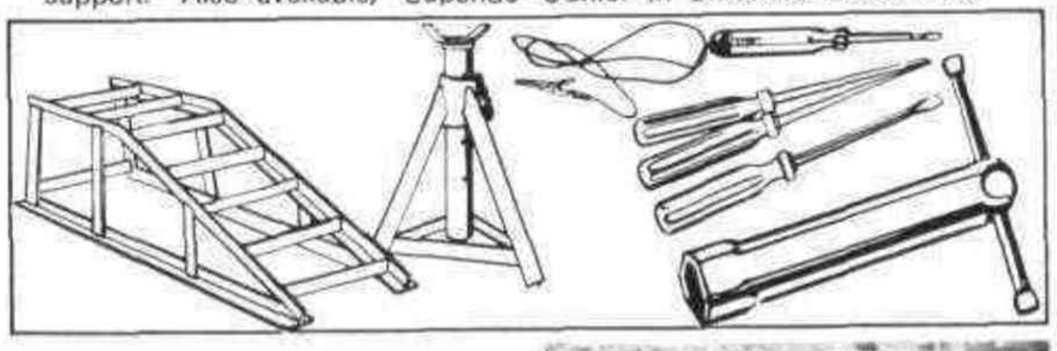


A SOFT TOUCH

Driving's new sensation — Cosmic 'Cool-grip' Wheel Gloves. Highest grade leather, foam backed, aerated for all season coolness. Fit virtually all cars. Simply lace on and you're away.

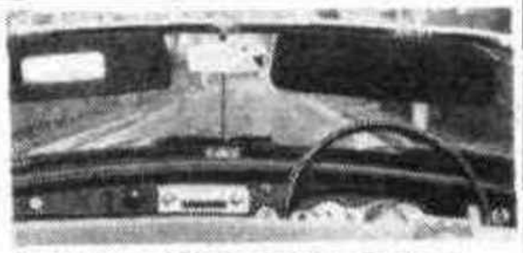
GET A HEAD ON THIS For the motorist really going places a 'Suparide' Headrest takes some beating. Fully adjustable, deep winged head support, ventilating central panel and optional lumbar pad for spinal support. Also available, 'Suparide' Junior in attractive Black PVC.





TUNE OF THE MONTH

Circuit tester/screwdriver kits, plug wrenches, car ramps, axle stands — just some of the many quality tools from Cosmic — to keep your engine running sweetly. Pay for themselves handsomely in reduced garage bills.



REFLECTION PROTECTION

Ultimate in Sunvisors for safety, luxury and style. Deeply padded, easily fitted, complete with passenger vanity mirror.

WHEEL FUN A whole range of wheels and wheel equipment to improve the looks, performance and handling of your car.
Alloy Road Wheels. Big, bold and beautiful in die cast aluminium alloy (LM 25). The biggest range of any to fit British, Continental and American cars.
Supatite Wheel Nuts. Don't only look good but protect stud ends. Suitable for use with alloy or steel wheels.
Keynuts. Foils the wheel thieves! Heavily chrome plated, security barrel type lock.
Wheel Spacers. For improved road-holding and cornering stability. Available for most British and Foreign cars.
Quick Action Wheelbrace. Cunningly designed with joined stem. Gives maximum leverage for obstinate nuts.
Balance Weights. Now wheel balancing is easy — just stick it! Self-adhesive, easy to fit, extremely efficient. ½ oz. (14 grm) or 1 oz. (28 grm) divisions.



COSMIC

COSMIC CAR ACCESSORIES LTD.,
Mount St., Walsall WS1 3PG, Staffs. Phone: 27188

Please rush me fully illustrated literature on your complete range of accessories.

NAME .....

ADDRESS .....

..... MS 5 (A)



The lowest priced added performance conversion on the market!

Every car eventually feels its age. Bore and ring wear take a growing toll of performance. Mounting petrol and oil consumption, sluggish throttle response, air polluting *exhaust smoke. But is engine replacement* **always** necessary? **Emphatically—no!**

A set of **Cords Piston Rings,** specially designed for your car model, can transform the engine. Restore compression and performance. Bring exhaust and smoke emissions back to acceptable levels. (All vehicles will shortly have to comply with smoke emission regulations.)

Cords engineers pioneered the multi-piece piston ring. Laminations, each with independent movement, give positive *sealing to worn bores and piston grooves. No ordinary ring can* achieve a positive seal in these conditions.

Cords Piston Rings, the practical solution at a fraction of the cost of other methods. Sets for every car. **Fit them yourself!**

Drop us a line today with a 3p stamp for details. We'll also mail you a copy of our new leaflet

from £4·08

Look for this sign and ask for Cords—by name.

Cords Piston Ring Co Ltd 75 Scrubs Lane, London NW10 6RG. Telephone: 01-969 7091.

Man Enough?

Choosing a Morgan means you demand more than most. Stepping out from the crowd. A Morgan man expects — and gets — vivid acceleration (0-70 in 7.5 seconds in our latest plus 8); safety up to 125 mph assisted by impeccable handling and big servo-discs up front; plus the ability to show off his natural panache.
The Morgan 4/4 is also a delightful 100 mph sports car.
Both cars are attractive — not only to you!



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Car noise is hard on your

NERVES

Cut it out with an

ACOUSTIKIT

the sound insulation kits that are easy-on-your-pocket!

Acoustikits insulate your car against nerve-racking noises from the gears, engine and road, banish irritating bonnet-drumming. And they help you drive safely, give your car the silent luxury of a more expensive model. They're extremely effective, cost you less than any comparable product, because they're made by the UK's largest manufacturer of insulation kits for cars. It makes sound sense to order yours today.

Easy to fit

Specially designed for DIY motorists. Can be fitted in 2–3 hours with easy-to-follow instructions provided. Supplied complete with adhesive and spatula.

Scientifically designed to cushion car noise!

Acoustikits are scientifically made by sound insulation experts from natural jute insulation felt, specially treated to act as a complete sound barrier. The porous material actually cushions noise, prevents panel drumming and resists noise penetration through the bulkheads, stops amplification.

Tailor-made for your car

by the largest manufacturer of sound insulation kits for vehicles in the U.K. Sold all over the world, backed by 11 years experience in the car insulation field. The parts are specially cut to fit every area of your car that will benefit from treatment.

2 types to choose from

Acoustikits are available in two forms:

1. **Super Acoustikits:** To insulate the complete car, give maximum noise insulation.
2. **Underbonnet Acoustikits:** To insulate engine compartment only.

We can also supply basic materials, which can be cut to fit any model not included in the standard range.



Here's a typical Acoustikit layout.

Read what the press say about Acoustikits:
"Result is really fantastic" *Hot Car*
"Car was transformed" *Popular Motoring*
"The ultimate in sound insulation kits" *Vauxhall Motorist*

"By return" service. Adequate stocks kept of all popular models. Virtually every kit can normally be despatched by return.

Money back guarantee There's absolutely no risk when you order an Acoustikit. Your money will be refunded in full if you are not satisfied.

LOOK HERE FOR YOUR CAR

Audi 100 LS	**£3.00**	£10.00	**Hillman**			**Singer**		
Austin			Avenger	**£3.50**	£10.00	Chamois	—	£9.00
1100/1300	**£2.50**	£8.60	Imp	—	£9.00	Gazelle '67 on	**£2.80**	£10.00
A40	**£2.60**	£8.50	Super Minx	**£2.00**	£9.70	Vogue '67 on	**£2.80**	£10.00
A60	**£2.50**	£9.00	Minx Pre '67	**£2.00**	£9.70	**Sunbeam**		
Healey Sprite II	**£3.40**	£8.90	Minx '67 on	**£2.80**	£10.00	Alpine '70	**£3.00**	£9.80
Maxi	**£2.70**	£9.40	Hunter	**£2.80**	£10.00	**Triumph**		
Westminster 110	**£2.60**	—	Minx Est. '67 on	**£2.80**	£10.20	Herald	**£4.00**	£9.50
1800	**£2.70**	£9.20	**M.G.** 1100/1300	**£2.50**	£8.60	Vitesse	**£4.00**	£9.50
B.M.W. 2002	**£2.50**	£9.50	**M.G.B.** & GT	**£3.50**	£9.00	Spitfire	**£4.50**	£9.30
Citroen Ami 8	**£2.60**	£9.20	M.G. Midget	**£3.40**	£9.00	G.T. 6	**£4.50**	£9.20
,, Dyane 6	**£2.50**	£9.00	Magnette (Farina)	**£2.50**	£9.00	Toledo	**£2.80**	£9.50
Daf 44 & 55	**£2.50**	£9.50	**Mini**			1300	**£2.70**	£9.40
Daf 33	—	£8.50	Clubman	**£2.30**	£8.00	2000 Mk. I	**£2.80**	£10.00
Datsun 100A	**£2.50**	£9.20	Clubman Estate	**£2.30**	£9.00	2000 Mk. II	**£3.00**	£10.00
Fiat			Saloon	**£2.00**	£8.00	**Vauxhall**		
128	**£2.50**	£9.00	Traveller	**£2.00**	£9.00	Viva H.A.	**£3.00**	£9.50
124	**£2.60**	£9.20	Van	**£2.00**	£8.50	Viva H.B.	**£2.70**	£9.80
124 Sports Coupe	—	£9.00	Pick-up	**£2.00**	£6.30	Viva H.B. Est.	**£2.70**	£10.00
500 D. F. L.	—	£7.00	**Morris**			Viva H.C. & Est.	**£3.00**	£9.50
850 Sport Coupe	—	£8.30	1100/1300	**£2.50**	£8.60	Victor 2000 '68 on	**£3.50**	£10.00
Ford			1100	**£2.80**	£8.50	Victor 2000 Est.	**£3.50**	£10.50
Anglia 105E	**£2.70**	£8.60	1000 Trav.	**£2.80**	£8.80	Victor F.B.	**£2.30**	—
Anglia Est.	**£2.70**	£9.00	Oxford (Farina)	**£2.50**	£9.00	Victor 101	**£2.30**	£9.80
Capri '69 & 3000	**£2.80**	£9.20	Marina (all mod)	**£3.30**	£10.50	**V.W.** B'tle '67 on	—	£8.80
Cortina Pre '67	**£3.00**	£9.60	**N.S.U.** 1200	—	£9.00	V.W. 1302S '71	—	£8.80
,, Est. Pre '67	**£3.00**	£10.00	**Renault** 4	**£2.80**	£8.60	**Volvo**		
Cortina '67 on	**£3.20**	£10.00	Renault 6	**£2.80**	£8.60	164	**£3.50**	£10.50
,, Est. '67 on	**£3.20**	£10.30	Renault 12	**£2.80**	£9.00	144/5 Est.	**£3.50**	£10.00
Cortina '70 Mk. 3	**£3.00**	£10.00	Renault 16	**£2.30**	£9.00	121/122	**£3.00**	£10.50
Corsair	**£3.20**	£10.00	**Range Rover**	**£3.80**	£9.80	**Wolseley** 1100/		
Escort	**£3.00**	£9.50	Rover 2000	**£2.70**	£9.20	1300	**£2.50**	£8.60
Escort Van	**£3.00**	£9.80	**Riley** 1100/1300	**£2.50**	£8.60	Wolseley 16/60	**£2.50**	£9.00
Escort Est.	**£3.00**	£10.00	Riley 4/72	**£2.50**	£9.00	**Commer**		
Zephyr III	**£2.70**	£9.80	**Saab** 96 V4	**£3.00**	£8.30	Autosleeper	**£3.70**	—
Zephyr Ser. 4	**£3.50**	£10.50	**Simca** 1501	**£2.30**	£8.60			

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 30p for Underbonnet Acoustikits and 50p for Super Acoustikits.

YOUR NO RISK ORDER FORM! Hurry! Post today.

To: Eflow Developments Co. Ltd. (Dept. MS16) Eflow Works, Old Teme Bridge, Lower Wick, Worcester. Tel: Worcester (0905) 23260

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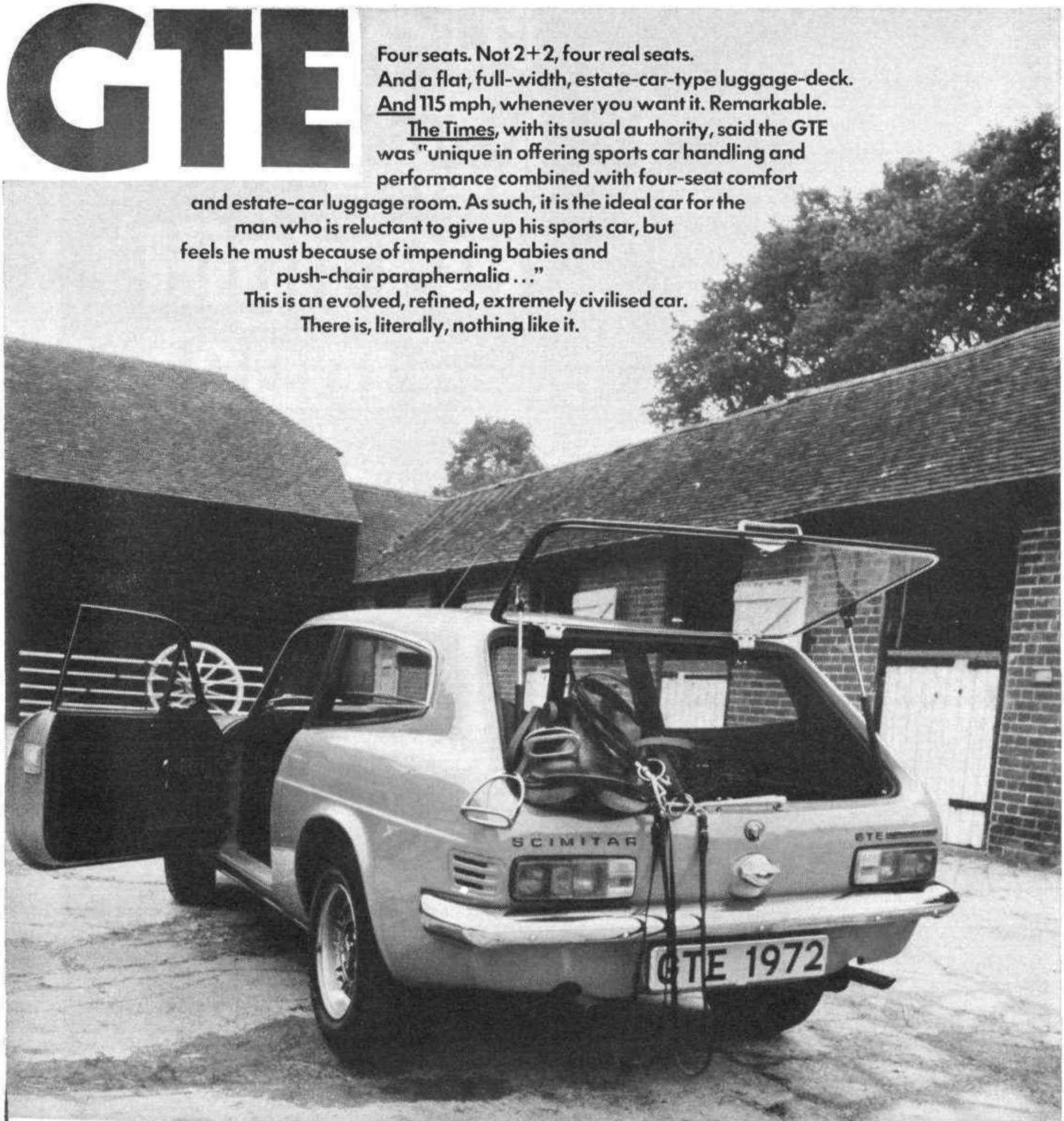
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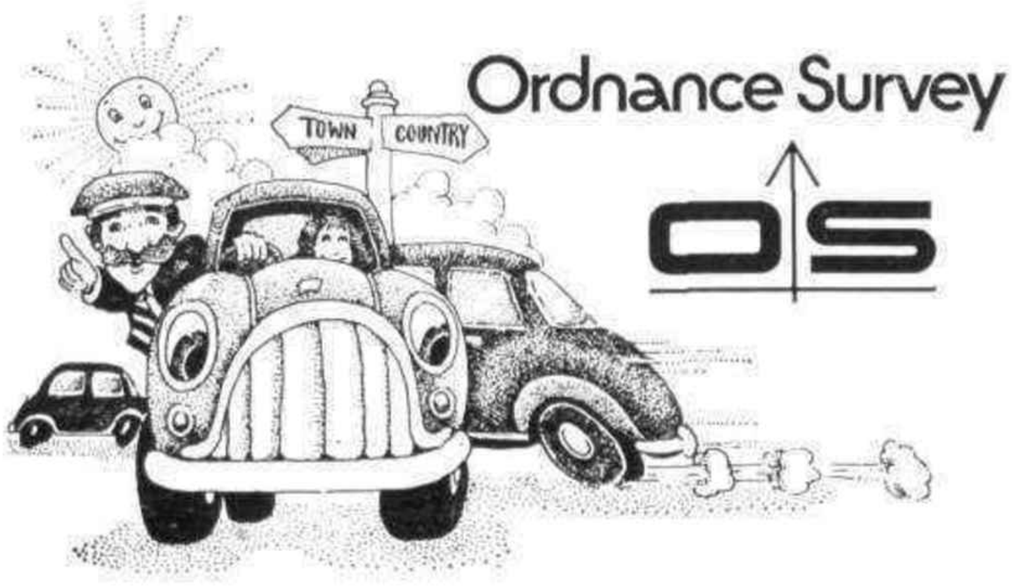
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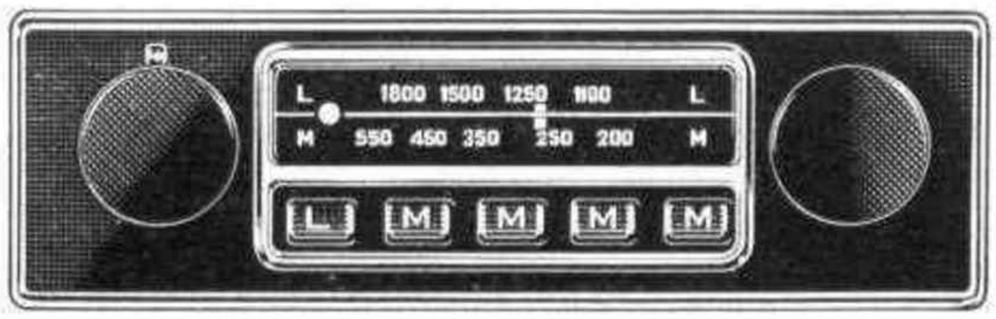
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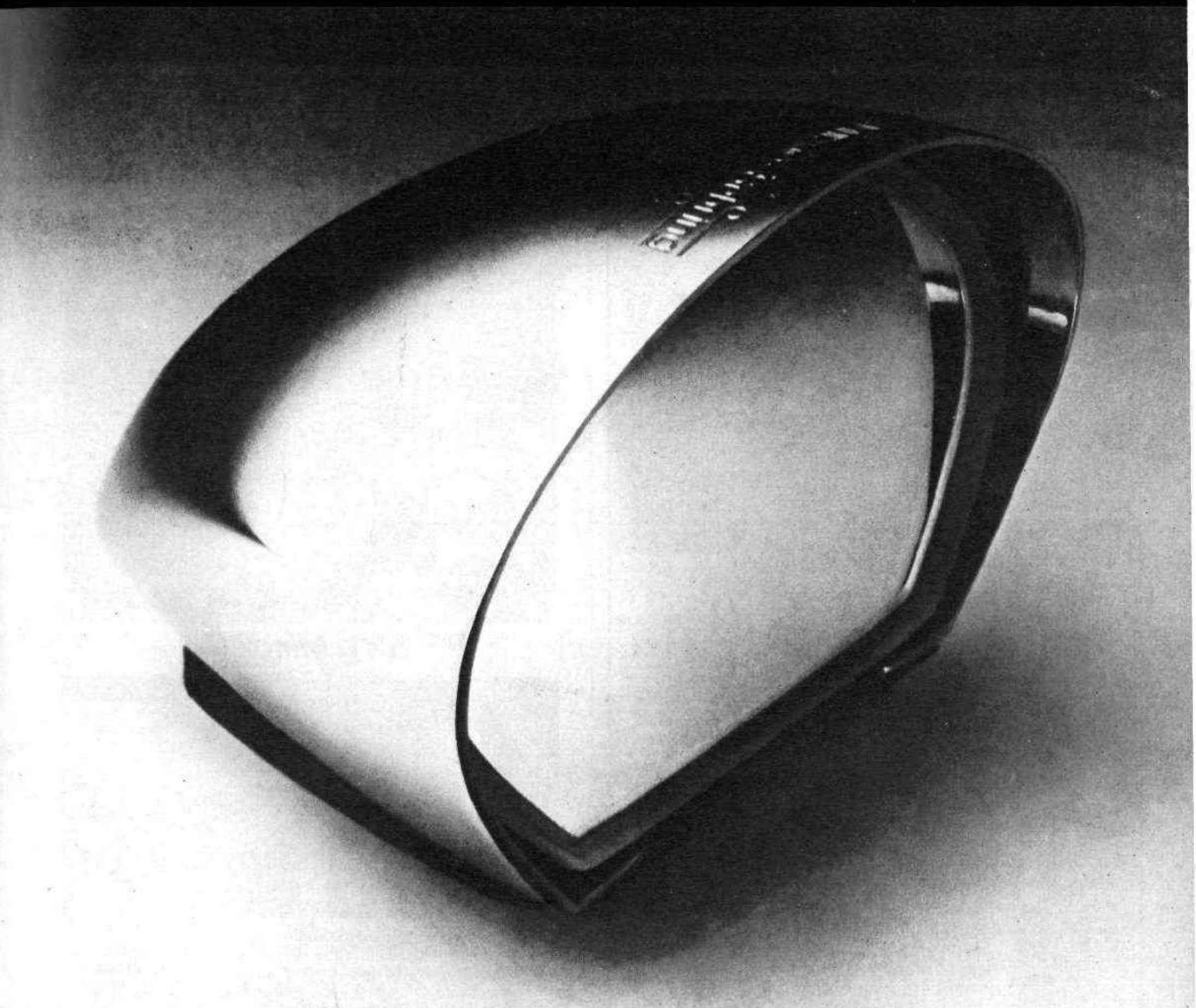
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Harry Moss

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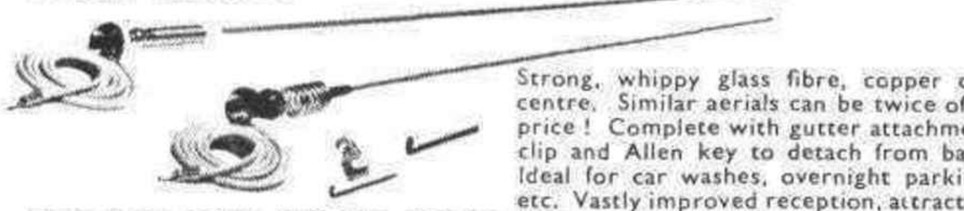
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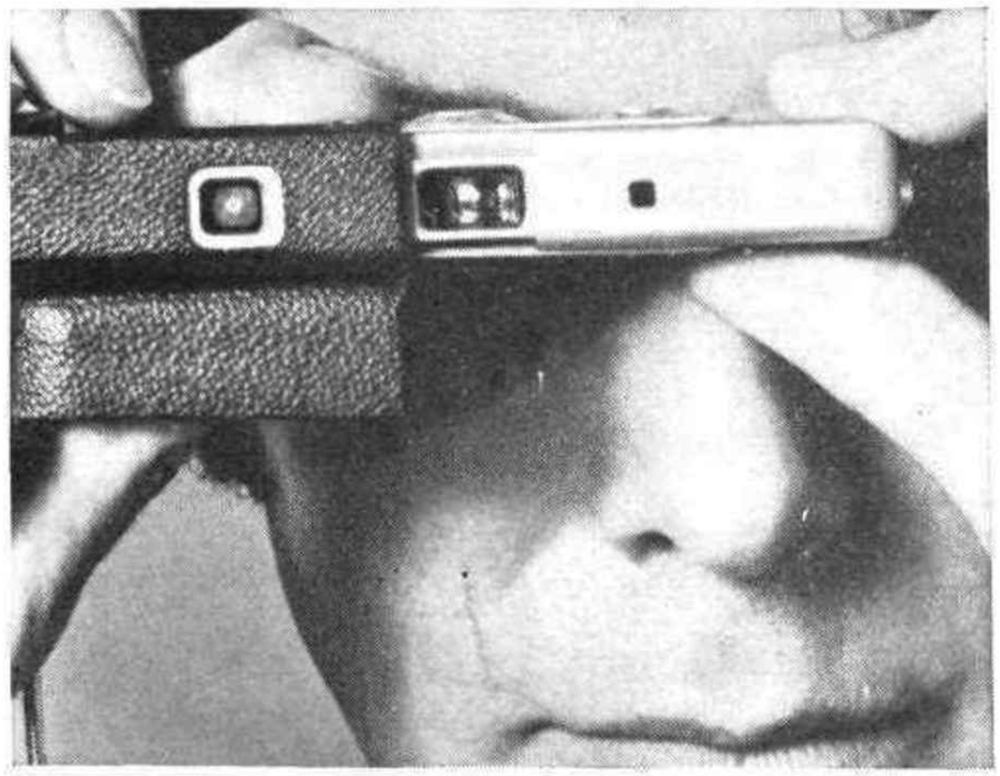
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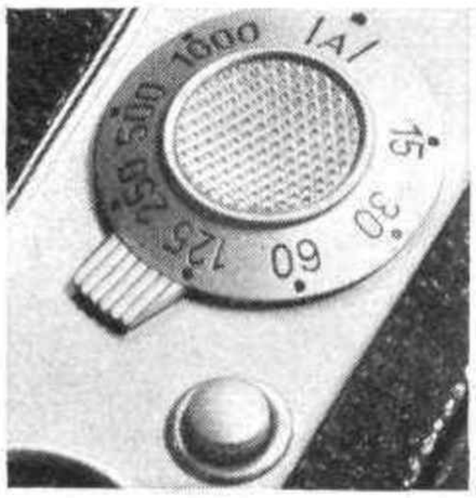
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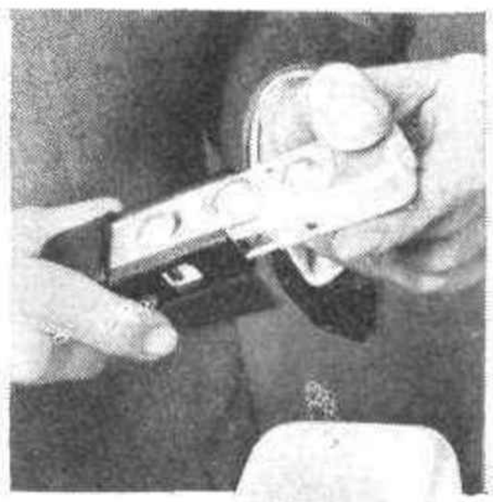
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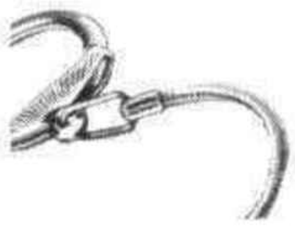
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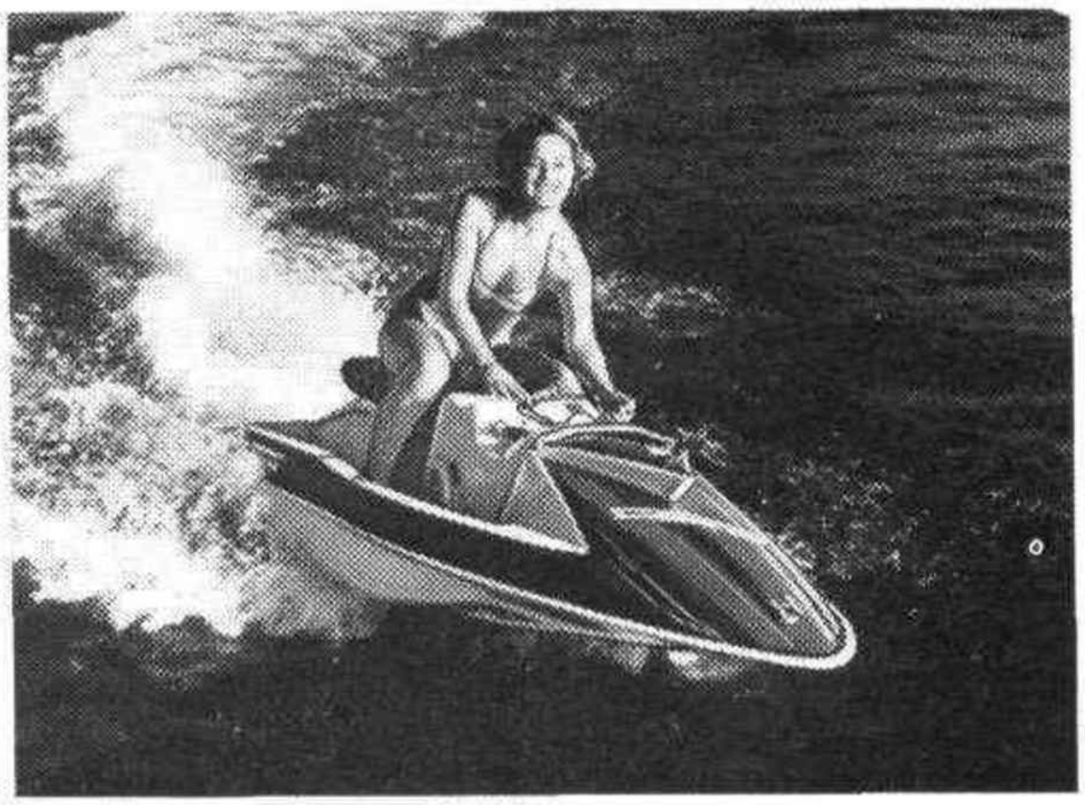
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VOL XLVIII No. 5 MAY 1972

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PUBLICATION DATE FIRST OF THE MONTH

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FRONT COVER PICTURE: JACKY ICKX at work in the cockpit of his Ferrari 312P sports car on his way to victory in the Sebring 12-Hour Race. Note the special arrangement for the number on the side of the car which can be illuminated at night. The Sebring race finishes in the dark. Ickx and co-driver Mario Andretti had previously won at the Daytona 6-Hours and completed three victories in a row at the Brands Hatch BOAC 1000.

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MATTERS OF MOMENT

INDEPENDENT, OR NOT ?

The heading applies, not to whether or not Britain should become a member of the EEC but to how long it will be before the live back axle, too lively on many cars, will become as much a museum-piece as the sprag and the low-tension (or for that matter high-tension) magneto. Some years ago MOTOR SPORT was a strong advocate of cars without propeller shafts and campaigned strongly for independent rear suspension. While our enthusiasm for front-wheel-drive for all cars may have been a bit misplaced, the fact remains that more and more small cars, from the irrepressible Issigonis Mini onwards, have resorted to FWD, after a troublesome period while universal couplings were being devised that would stand up to it. Today customers of BL, Auto Union, Citroën, Datsun, Fiat, Honda, Lancia, NSU, Peugeot, Renault, Saab, Simca, Triumph and Wartburg small and not so small cars have the benefits of being pulled along by the front wheels of their prop.-shaftless cars.

Less progress has been made towards the elimination of the cross-beam live back axle and cart-type springs but i.r.s. must surely, in the end, oust a system unsuited to the application of power to the road. It may go as front drive takes over, or when design teams take a universal plunge towards the elimination of the old-fashioned back axle. We used to ask Chief Engineers of the great motor manufacturers why they eschewed i.r.s. and were inevitably told that there was no need for it except on the most extreme examples (this with noses in the air, as if evading an unpleasant odour) of high-performance cars; or, more honestly, that it was too costly to contemplate. This seems a line of thought which continues to prevail among the Big Three, except that Ford of Britain eventually got rid of conventional back axles on their largest (Zephyr and Zodiac) models and, in spite of roads tending to become straighter and smoother surfaced, have revised i.r.s. technicalities on their new Consul and Granada cars (Consul GT illustrated above).

All credit to Ford for this advance; BL, Chrysler UK and Vauxhall complacently go on using rigid back axles on their RWD cars, perhaps hoping that the straightening of main roads and the increased Motorway mileage may diminish the driving-time during which the full merits of i.r.s. are experienced. This is a fallacy, because the upward trend in car performance makes it ever more necessary to ensure that the increased power can be put on the road without promoting wheelspin which can upset stability or hold back the available acceleration, apart from the gains in road-holding and comfort which should be an added bonus of a good i.r.s. layout.

These are simple facts which racing brought into focus, causing i.r.s. to dominate the GP scene after 1935. Indeed, the last Grand Prix to be won by a car with a live back axle was the 1935 German GP, but it took the virtuosity of Nuvolari to achieve this, and the P3 Alfa Romeo he drove had that ingenious dual propeller-shaft transmission whereby the usual half-shafts were eliminated and the differential transferred to the chassis, the considerable reduction in unsprung weight thus obtained contributing materially to better road-holding, in much the same way as the well-located, lightweight live axles of current production Alfa Romeos give such excellent results, albeit the P3's clever back axle did not give the full benefits of i.r.s. as one eminent engineer/journalist mistakenly thought at the time.

With the advent of the very powerful Mercedes-Benz and Auto-Union GP cars i.r.s. became virtually essential and was used at first in swing-axle form, with torsion bars as a later refinement in the suspension damping department. This gave rise to unwanted oversteer, which both makes eradicated by resorting to de Dion rear axles. The low unsprung weight and lack of torque reaction between the drive unit and the axle which is the merit of i.r.s. was retained but the wheels lost their

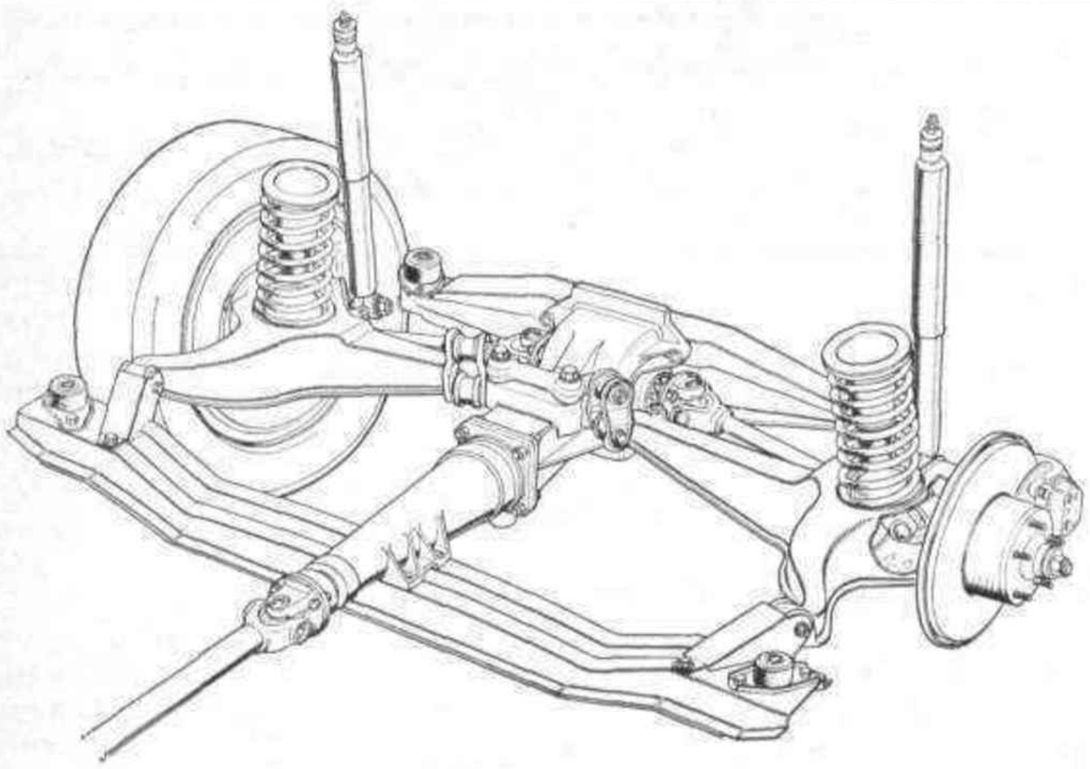
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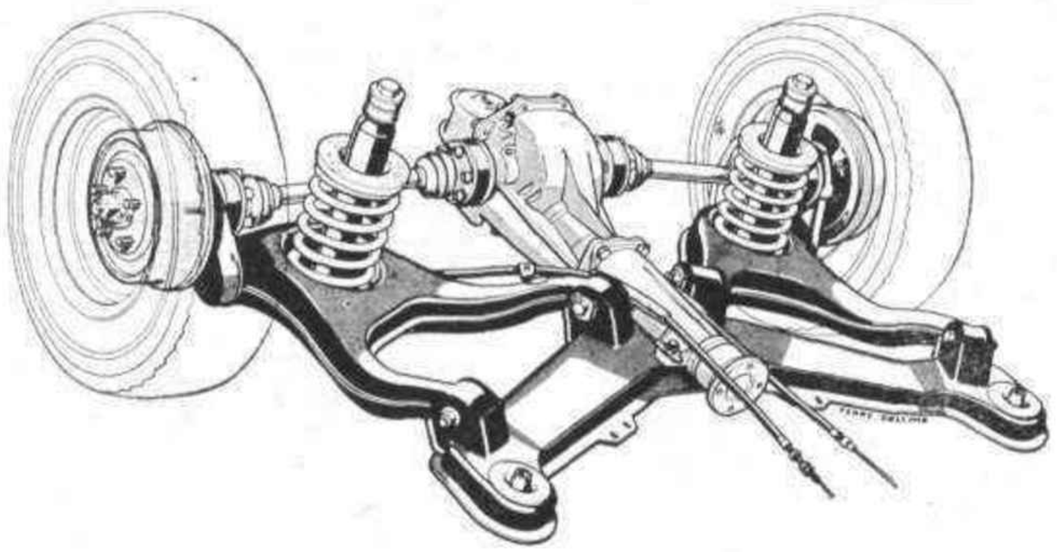
Motor Sport Fixture List For May

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	DATE
May 1st	**RAC de Espana**	**Jarama**	**Madrid, Spain**	**Formula One Grand Prix Round 3 (INT)**	—
May 6th	Eight Clubs	Silverstone	Towcester, Northants	Race Meeting (*C*)	**11.30**
May 7th	**RAC de Spa**	**Francorchamps**	**Spa, Belgium**	**1000 km. Race (INT)**	—
May 7th	**ASA Basco-Bearnais**	**Pau**	**Toulouse, France**	**European Formula Two Trophy (INT)**	—
May 7th	BRSCC (East Anglia)	Snetterton	Thetford, Norfolk	Race Meeting (*R*)	14.00
May 7th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.30
May 7th	Bugatti OC	Prescott	Cheltenham, Glos.	Shell/RAC Hill-Climb Championship (*N*)	—
May 7th	BARC (Yorkshire)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	15.05
May 12/14th	**South Wales AC**	**Barry**	**Barry, Glam.**	**Fram Castrol Welsh Rally (INT)**	—
May 13th	**AC de Monaco**	**Monaco**	**Monaco**	**Formula Three Race (INT)**	—
May 13th	BRSCC (North-West)	Oulton Park	Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 13/14th	Whitby & Dist. MC	Ruswarp Service Station	86/889089	North Yorkshire Rally (*R*)	22.31
May 14th	**AC de Monaco**	**Monaco**	**Monaco**	**Formula One Grand Prix Round 4 (INT)**	—
May 14th	Aston Martin OC	Wiscombe Park	Honiton, Devon	Shell/RAC Hill-Climb Championship (*N*)	13.00
May 14th	BARC (North Thames)	Silverstone	Towcester, Northants	Race Meeting (*R*)	14.45
May 14th	750 Motor Club	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.30
May 14th	Scottish MRC	Ingliston	Edinburgh	Race Meeting (*C*)	14.15
May 14th	Vintage Sports CC	Curborough	Lichfield, Staffs.	Speed Trials (*C*)	13.30
May 21st	**AC Palermo**	**Circuito delle Madonie**	**Palermo, Sicily**	**Targa Florio (INT)**	—
May 21st	**OASC**	**Salzburgring**	**Salzburg, Austria**	**Two-litre Race (INT)**	—
May 21st	**RAC de Cataluna**	**Montseny**	**Barcelona, Spain**	**European Hill-Climb Championship (INT)**	—
May 21st	**British Racing DC**	**Silverstone**	**Towcester, Northants**	**Super Sports 200 (INT)**	**Noon**
May 21st	BARC (South East)	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.30
May 21st	BARC (East Midlands)	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.30
May 21st	Nottingham Sports CC	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.15
May 21st	BARC (South West)	Gurston Down	Salisbury, Wilts.	Hill-Climb (*C*)	14.30
May 25/27th	**ATC of Greece**	**Athens**	**Athens, Greece**	**Acropolis Rally (INT)**	—
May 27th	**USAC**	**Indianapolis**	**Indiana, USA**	**Indianapolis 500 (INT)**	—
May 27th	BRSCC (North)	Rufforth	York	Race Meeting (*R*)	14.00
May 28th	**ADAC**	**Nurburgring**	**Koblenz, W. Germany**	**1000 km. Race (INT)**	—
May 28th	**BRSCC**	**Brands Hatch**	**Dartford, Kent**	**FordSport Speed Day (INT/N)**	**14.30**
May 28th	BARC (Surrey)	Thruxton	Andover, Hants.	Race Meeting (*R*)	14.30
May 28th	BARC (Yorkshire)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	15.05
May 28th	Borough 19 MC	Raspberry Park	Iwade, Sittingbourne, Kent	*Kentish Times*/Jet Autocross Championship	14.00
May 28/29th	British Drag Racing & Hot Rod Assn.	Santa Pod Raceway	Wellingborough, Northants	"Big Go" Drag Race Meetings	—
May 29th	**BARC**	**Crystal Palace**	**Sydenham, London SE19**	**Formula Two Race Meeting (INT)**	**Noon**
May 29th	**BARC (North West)**	**Oulton Park**	**Tarporley, Cheshire**	**Formula 5000 Race Meeting (INT/N)**	**11.00**
May 29th	BARC (Midland)	Mallory Park	Kirkby Mallory, Leics.	Formula Three Race Meeting (INT/N)	14.30
May 29th	British Racing DC	Silverstone	Towcester, Northants	Race Meeting (*R*)	14.00
May 29th	BRSCC (South West)	Llandow	Cowbridge, Glamorgan	Race Meeting (*R*)	14.00
May 29th	BRSCC (East Anglia)	Snetterton	Thetford, Norfolk	Race Meeting(*R*)	14.30
May 29th	Nottingham Sports CC	Aintree	Liverpool	Race Meeting (*R*)	14.00
June 4th	**RAC of Belgium**	**Nivelles**	**Brussels, Belgium**	**Formula One Grand Prix Round 5 (INT)**	—
June 4/7th	**Royal Scottish AC**	**Glasgow Airport**	**Abbotsinch**	**Scottish Rally (INT)**	**08.00**





FORD PROGRESS.—After beginning life with a live back axle, the Ford Zephyr was later provided with the i.r.s. system seen on the left. The new Ford Consul and Granada cars use a revised i.r.s. layout depicted in the sketch above.

MATTERS OF MOMENT—continued from previous page

gyroscopic effect and could be located so as to promote understeer, which is also achieved by i.r.s. systems employing trailing arms and additional universal joints. It is significant that de Dion rear suspension has been used by Lancia and Maserati on production cars and is still favoured by Aston Martin, Iso, Monteverdi and Rover. (Incidentally, the Mercedes-Benz racing engineers soon eschewed sliding splines for the driving shafts in favour of de Dion-pattern universal joints, and in the modern Rovers a splined de Dion tube is used in conjunction with fixed-length-drive-shafts. Softer suspension and hydraulic dampers were another racing-car-fostered development at this time.)

Refraining from a long historical discourse about the evolution of i.r.s., and pausing only to pay homage to those pioneer layouts which come to mind, such as those of Rumpler in 1921, Mercedes-Benz in the early 1930s, W. O. Bentley's Lagonda after the war, Triumph's Herald in 1959 and Chevrolet's Corvair in 1960 we can now list those enlightened manufacturers who use i.r.s. on current catalogue Panhard-layout cars (ignoring FWD designs in which the need for i.r.s. is materially lessened and rear-engined vehicles which are virtually forced to adopt it), as AC, Bentley, BMW, Chevrolet Corvette, DAF, Daimler, Datsun 240Z, Fairthorpe, Ferrari, Fiat 130 and Dino, Ford Consul and Granada, 3-litre Ginetta, Jaguar, Lamborghini, Lotus Elan, Mercedes-Benz, NSU Ro80, Peugeot 504, Renault 16, Rolls-Royce, Triumph and TVR.

It seems high time for others to follow suit! Ford of Britain are to be congratulated on using improved i.r.s. on their competitively-priced Consul and Granada. Someone who had just sampled the 3-litre V6 version of the latter remarked to us that its handling reminded him of a Mercedes-Benz, the improved sense of control and higher cornering power having been achieved without recourse to a harsh ride. It will be interesting to assess the situation five years hence, when we shall expect more manufacturers to have gone over not only to i.r.s. but to self-levelling suspension systems as provided by Citroën from 1948, Packard in 1955 and by Citroën, Rolls-Royce and Mercedes-Benz

at the present state of play. As it is, much enlightenment has resulted since the last vintage year, when only 1.57% of cars on the British market had independent *front* suspension (today only the Range Rover employs a beam front axle) and leaf springs were almost universal. Forty years later a surprisingly large number of cars still resort to springing uncharged in principle since the era of donkey carts, but one must not be too critical, for even here advances have been made, in the use of single-leaf springs, etc., as no doubt Jonas Woodhead would be only too happy to point out. . . .

■ FORD'S SPLENDID SAFARI

Congratulations to Ford on not only winning outright the E. African Safari (report, page 470, pictures centre-section) as well as taking the important Team Prize, with their Escorts—thereby stemming the Japanese invasion of this toughest of "customer-relations" International Rallies, but to Mikkola and Palm for at last breaking the legend that non-residents cannot win the Safari. (Even if they did have fan-belt anxieties, which in vintage times the more enlightened designers obviated by using positive drives for fan, water pump and dynamo—one such car was the 12/20 Calthorpe and no doubt some of our readers could add others.)

We have long regarded Ford as the leading supplier of practical transport for the masses since 1908, the year the immortal Model-T was introduced, and more recently Ford has added sound sporting saloons for those who favour cars with a bit of beef.

General Motors, whose cars seem to us stodgy in comparison with those of the scripted four-letter make, do not officially condone competition work but it is significant that their Opels, which are the exception to the foregoing premise, have been doing well in the important rallies. Moreover, if we were Lord Stokes we would want to pit our advanced-engineering conceptions, from Minis to transverse-engined-sixes, against the all-conquering Fords.

Meanwhile, salutations to Ford of Britain, not only for coming out top in the Easter Safari which eliminated 67 of those who started, but for releasing immediately afterwards realistic advertisements advising customers that Escorts can be seen and tried at Ford Showrooms. The Safari victory may not be apprehended by many thousands of Escort owners but a great many of them must have felt a justifiable glow of pride when the results came through and, although the Escorts you can buy are not exactly patterns of the Safari Ford as driven by Mikkola and Palm, the Company's engineering and organisation which enabled it to win the Safari must surely pay off in terms of good consumer relations.

SCHRADER'S ENERGY SAVER

THE other day I came upon the Continental Correspondent standing by a four-cylinder car the engine of which sounded as if it was idling on two cylinders. "No, on three", he said, in reply to my look of alarm. It transpired that he was inflating the tyres of an older car from one of the cylinders of the engine I had heard, using a Scovil Schrader Spark Plug Air Pump.

There is nothing new in this, which is a simplification of those little inbuilt air-compressors incorporated in certain luxury cars such as the V8 De Dion Bouton, the big Packards, post-war 20 h.p. Wolseley, etc. I then remembered that last year we had been sent this Schrader Spark Plug Air Pump for test but I had discarded it as a gadget which would probably pump carbon and hot gases into the tyre it was blowing up. I should have known better of A. Schrader's Son, who have made such excellent tyre valves and such sensible valve caps for so many years. It was pointed out to me that an ingenious ball valve is used, which passes only fresh air as the immobilised cylinder into which it is screwed by hand, in lieu of the sparking plug, converts it into a miniature air-pump. There is a tube long enough for a car to inflate its own tyres or those of another car beside it. This clever air-pump is also a splendid energy saver for inflating rubber boats, tents, etc. The Type 8888R comes without a pressure gauge, in a light blue wallet. Type 8888RG incorporates a gauge and is packed in a black wallet. The respective prices are £1.99½ and £4.28, which is less expensive than buying a decent pump and a tyre gauge and much less exhausting to the user! The air-pump has three thread sizes, 18 mm., 14 mm. or compression-top diameter and it can be used for inflating liquid-filled tractor tyres providing the adapter is put on and taken off the tyre valve while the engine is running. The makers of this very worth-having accessory are A. Schrader's Son, 829 Tyburn Road, Erdington, Birmingham B24 9NZ.

AMERICAN COMMENT

May means Indianapolis

IN THE American World of motor racing the month of May means just one race—the Indianapolis 500—held on May 27th, with qualifying on the two previous weekends. Indiana's legendary "Brickyard" always attracts a huge crowd and this year looks like being no exception with an exciting line-up promised, and speeds higher than ever.

In tyre testing, early in April, Bobby Unser lapped his new Olsonite sponsored Eagle faster than anyone has ever circulated the 2½-mile oval track before. The turbocharged Offy powered machine stopped the watches at 47.176 sec., an average speed of 190.8 m.p.h. (last year 180 m.p.h. was topped for the first time) and had previously lapped the smoother and faster 2½-mile Ontario Motor Speedway oval in 196.9 m.p.h. average. The latest Eagle has been proved in competition too for, in the opening round the USAC Championship at Phoenix, Arizona, Unser was the clear winner. Indianapolis is the third round in the 12-round USAC Championship but by far the most important.

Other drivers who have the latest 1972 Eagle chassis are equally delighted with the speeds being obtained. Jim Malloy, whose Eagle is known as a Thermo-King Special, was another to post good times during the Goodyear tyre sessions at Indianapolis. He did a 25-lap continuous run with a full fuel load to average 185.015 m.p.h. Unfortunately it seems that plans for Britain's David Hobbs to drive one of the new Eagles have fallen through.

While the high flying Eagles start favourite at the moment, no one is overlooking the Maurice Phillippe designed Viceroy Specials, which will be handled by Mario Andretti, Al Unser and Joe Leonard. The cars have a most unusual appearance with two side wings which are mounted at 45 degrees to the horizontal and contain within them the oil radiators. The car gives a very bulbous appearance with its side radiators fared completely into the sides of the monocoque and fed with air by large NACA ducts. Although some pictures of the car have been released not too much is known of the suspension yet but it is thought to be far from conventional. Phillipe, of course, was responsible for the torsion bar lay-out on the Lotus 72 Grand Prix cars.

Parnelli Jones, who team manages and masterminds the Viceroy effort, is maintaining a strict security about the project but early tests seem to be very satisfactory. Mario Andretti first drove his car at Ontario Motor Speedway just hours before he caught a Jumbo jet from Los Angeles for London so that he could take part in the BOAC 1000. At Brands Hatch he was very enthusiastic about the project. No doubt after a year with the rather uncompetitive McNamaras, from the STP team, Andretti is pleased to be back in a car with a chance of victory.

Last year it was the McLaren team from Colnbrook who set everyone talking and this year they have a development of the trend-setting M16 model. The works Gulf orange car of Peter Revson (who set pole position last year) plus the Penske prepared examples for Mark Donohue and Gerry Bettenhausen have not been in the news nearly so much this year but there is no doubt they will be amongst the front runners for the Memorial Day event.

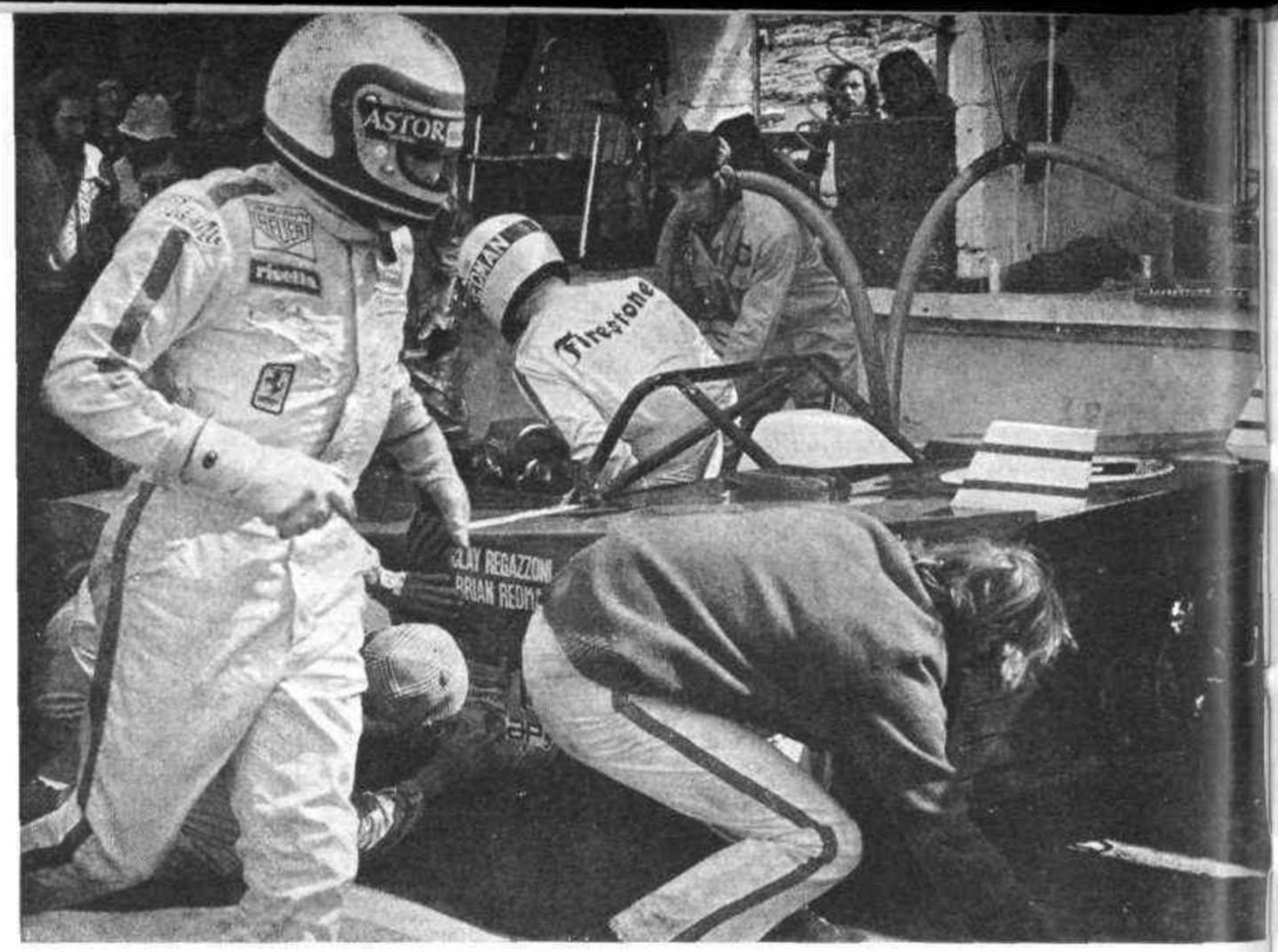
Another British firm taking part at Indianapolis this year is Lola. They have an enviable Indianapolis record, including designing the winning car from Graham Hill in 1966, but last year they gave the race a miss. This year Eric Broadley says he just wants to keep a finger in the pie and has designed and built two cars to customer order. They will be powered by Ford V8 engine which are presently considered the underdogs compared with the timeless Offy units. But Broadley's cars have a knack of doing well at Indianapolis although it still hasn't been disclosed who the customers are. Best guess at the moment is that Andy Grantelli's STP outfit will be involved.

STP themselves have been very much quieter than usual about their Indianapolis programme, possibly because they have lost the services of Mario Andretti and their promising up-and-coming driver Steve Krisiloff. The latest story is that they will be providing a car for the New Zealand driver Graham McRae, who won the Tasman Series with his Leda F5000 painted in STP colours. There is also vague talk of them trying to tempt Ronnie Peterson into a car. It seems that McRae will drive one of last year's McNamaras while the second driver, be it Peterson or not, will be in one of the new Lolas.

Every year, quite a few British enthusiasts make the pilgrimage to see this race, and some years ago there was a direct telecast to some British cinemas. Unfortunately this idea was dropped but it should be possible to pick up commentary of the race on the AFN broadcasts from Germany.—A. R. M.

BOAC 1000

Third Successive Win for Ickx and Andretti



A FEATURE of the BOAC 1000 was the tremendous efficiency of the Ferrari pit stops. Here Regazzoni runs back to the pit while Redman clambers aboard. A Firestone technician checks the tyre wear while Ferrari mechanics add fuel and check the oil level. Ferraris completed pit stops of this nature in little over 20 sec.

BRANDS HATCH, *April 16th.*

FERRARI'S complete domination of the first year of 3-litre prototype sports car racing continued in the BOAC 1000, Britain's single contribution to the World Manufacturers' Championship. The bumpy Brands Hatch Grand Prix circuit proved kind to the field and both Ferrari and Alfa Romeo brought home all three of their cars, although the three Cosworth V8-powered machines all faltered. It was the story very much as before with the well-established pairing of Ickx and Andretti scoring their third consecutive victory with Peterson/Schenken logging up a third consecutive second place. Again it was Redman and Regazzoni who ran into trouble, this time in the closing stages, when engine trouble dropped them from a secure second to a distant fifth place. The Alfa Romeos finished third, fourth and sixth.

The entry was confined solely to Group 5 cars in direct contrast to the two previous rounds of the Championship in Florida. There was only two classes; over 3-litres and 1,300-3,000 c.c. Ferrari started strong favourites and looked every inch the part with their team of three 312Ps. Ickx/Andretti had their Daytona winning car, Redman/Regazzoni were also in their Daytona car while Schenken/Peterson were given a brand new machine (chassis 0894) which had not been raced previously, but was to exactly the same specification.

Carlo Chiti's Autodelta outfit came straight to Brands Hatch with their three Sebring race cars, all having been fitted with fresh engines which have been modified to give a better pick-up lower down. All the drivers seemed pleased with the modifications. De Adamich doesn't seem very keen on being half of an all-Italian driving duo any more, so an amendment to the published programme was that he was paired with Elford for this occasion. Thus Marko was to drive with Galli, while the Revson/Stommelen team remained unchanged. With Alfa Romeo only running three instead of their normal four cars, Hezemans was listed as a reserve but actually turned up in a 2-litre car.

Ecurie Bonnier were back to two cars, fielding their regular Lola T280-Cosworths for the pairings, Craft/Larrousse and Wisell/Bonnier. Right from the beginning of practice the team looked patently unprepared for a 1000 km. and only an optimist would have expected the cars to last the distance. Although barely three months old they look as if they have led an incredibly hard life; such is their preparation.

Gulf Research Racing had whisked their Gulf-Mirage back from Sebring and had managed to fit in some testing at Goodwood prior to Brands Hatch. This had given them food for thought and various suspension problems, such as spring rates, still need sorting out properly. But at least the blue and orange machine looked well turned out for drivers Bell and van Lennep.

The 3-litre category was completed by two Porsche 908s, but not ones previously seen this year. The experienced German driver Jöst has acquired an ex-works Porsche 908/3, reputed to be the Nurburgring 1000-km.-winning car from last year, and still painted in JW colours. Jöst's co-driver was the experienced and wealthy Italian, Casoni. An older 908/2 was in the hands of two amateur Austrian drivers, Otto Stuppacher and Kurt Reider, and was entered by the Bosch Racing team, this being the car that Niki Lauda used to race.

The 2-litre category was rather disappointing for the Red Rose Racing team, who did so well in Buenos Aires, had decided to give the race a miss as had various of the new 2-litre Lola T290s which are under Bonnier's wing in various guises. In fact only three of the 2-litre entries had come from abroad, making it more like a British National meeting. The Osella Abarth team brought along just one of their latest machines, now with a Hewland gearbox, for Merzario and Hezemans. A second Abarth was entered by Scuderia Brescia Corse for Franco Berutto/Mario Ilotte but, on inspection, this turned out to be a much older example with the engine hung behind the rear axle.

The majority of the remainder were either Lolas or Chevrons. By far the most professional of these was the entry made under the name Barclays International Racing with Lola Cars. This was a works-assisted Lola T290-FVC and regular driver Guy Edwards (who was responsible for persuading bankers Barclays International to sponsor his car) was partnered by the very experienced David Hobbs. The only other Lola was an older T212, with a BMW engine, entered by Dorset Racing Associates for Birchenhough/Joscelyne.

The Chevron contingent was stronger, with brand new B21s for the Swiss pair Peter Ettmuller/Walter Frey and Scotsman Andrew Fletcher who recruited Irish F2 driver, John Watson, as his co-driver at the last minute. In the similar looking but older Chevron B19s were John Lepp/John Burton, Brian Robinson/Francois Migault, John Bamford/Brendan McInerney, Peter Smith/David Welpton, Peter Humble/Nick May, and Peter Gaydon/John Gray.

The category was completed by near-specials like the perennial Dulon-Porsche for Martin Ridehalgh/Herve LeGuellec, a Gropa-BMW for Lanfranchi/Markey and a Daren-Lotus Vauxhall LV240 for Arthur Collier/Henry Clarke. Several other 2-litre cars were entered but failed to show up, although none looked likely to offer much of a challenge.

There were practice sessions on both Friday, in the afternoon, and on Saturday when the proceedings also provided a very exciting Formula Atlantic race. This was won by Vern Schuppan's March, after McLaren engine builder John Nicholson crashed heavily in the Lyncar, a new design from Martin Slater, who is now making his own cars.

Practice proved to serve little except the superiority of the Ferraris and the amazing speed of the 2-litre Abarth. As soon as practice started on Friday afternoon the Ferraris, Alfa Romeos and the Abarth, were circulating somewhat gingerly on the damp track while, in direct contrast, the Bonnier Lolas were far from ready, still having the new regulation rear mud flap extensions fitted to their bodywork. By the end of the session the track had dried out, and Ickx was the fastest of

the Ferrari drivers at 1 min. 28 sec. The Ferraris also filled the second two places and Alfas the next three with the Abarth of Merzario/Hezemans seventh fastest ahead of the three Cosworth V8-powered machines.

John Lepp crashed heavily in the Central Garage (Mirfield) Chevron and damaged it too badly to take any further part in the race while the Daren-Vauxhall also left the road.

Times fell on Saturday with Regazzoni the fastest in the morning session, at 1 min. 27.0 sec., while Revson showed some Alfa promise by recording second fastest time. However, the final session put everything in perspective with the Ferraris finishing up with the first three starting positions. Regazzoni was fastest of all with 1 min. 26.6 sec. while team-mate Redman did 1 min. 28.0 sec., Ickx and Andretti showed what a well-balanced team they are with Ickx lapping in 1 min. 26.8 sec. and his American partner in 1 min. 27.0 sec., Peterson and Schenken were not very happy about the handling of their new car and their respective times were 1 min. 27.4 sec. and 1 min. 29.2 sec. These compared with Regazzoni's pole position time in a Ferrari 512M last year, of 1 min. 27.4 sec.

The best Alfa Romeo time was recorded by Peter Revson, who finished up fourth quickest at 1 min. 28.1 sec. (Stommelen was 0.7 sec. slower), while the Bonnier Lolas started to show promise with fifth and sixth fastest times. Craft, in his last appearance for the team, lapped in 1 min. 28.3 sec. and Wisell in 1 min. 28.5 sec., although their respective co-drivers were somewhat slower. Seventh fastest overall was the 2-litre Abarth; Merzario lapped the impressive machine in 1 min. 28.6 sec., embarrassingly faster than either the de Adamich/Elford or Marko/Galli Alfa Romeos. Completing the fastest ten was the Gulf-Mirage which was suffering from all kinds of handling problems mainly connected with unavailability of the correct springs—indeed some Porsche 917 coils were fitted on the rear.

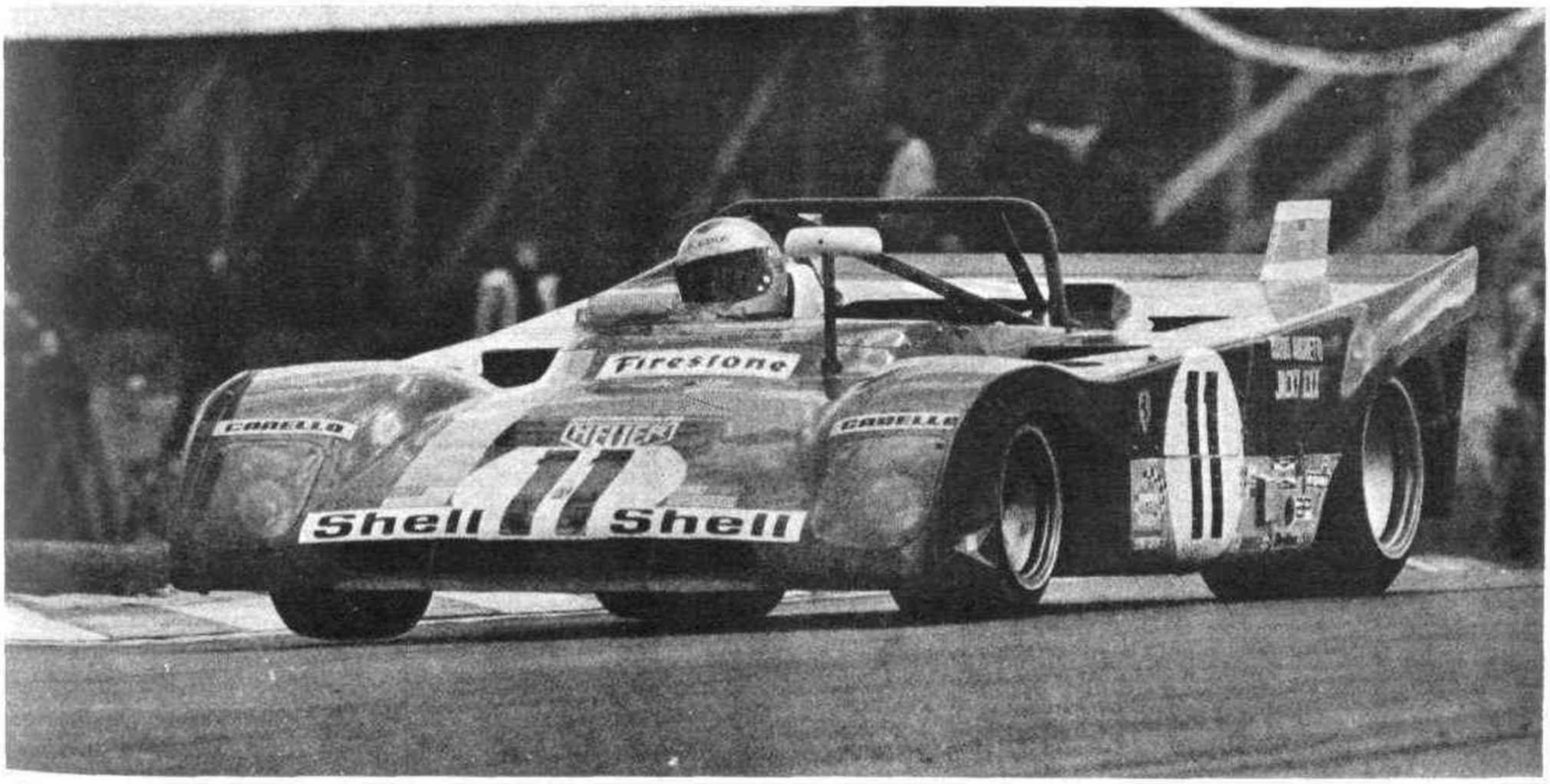
With a minimum of National publicity the race failed to attract much of a crowd on the warm and sunny race day. The 12,000 spectators who turned up (compared with 17,000 for last year's wet race) were obviously the real enthusiasts. It was pleasing to see that two or three parties of British fans had made up "Lola for victory" signs, just like the Italian race fans, who can be seen at Monza, Monaco and elsewhere, with similar "Viva Ferrari" banners. But, for the British fans, theirs was something of an optimistic hope, a fact underlined when one looked at the preparations made in the pits for the routine stops. Ferrari, Alfa Romeo, Gulf and the Bonnier team all had pressurised refuelling equipment and Ferrari also had pressurised systems for topping up engine and gearbox oil. For the engine oil, each car had an oil level indicator on the side and the tanks had quick fill non-spill attachments, which have oil pumped in them from a tank carried on a mechanic's back. Ferrari, along with Alfa and JW, also had compressed air-operated wheel-nut wrenches while Bonnier's team were relying on a good old, but slow, hammer method so they were obviously going to lose out in this respect.

The field was allowed several bedding-in laps before lining up behind a new Cortina for the rolling start. When the pace car, driven by the BRSCC's new executive director Peter Browning who had taken over from Nick Syrett, pulled into the pit road the two-two-two line up was fairly well behaved, although the Swiss-entered Chevron has failed to start with its wiring burned out. As the flag dropped the field accelerated away with the three Ferraris going immediately into the lead. Regazzoni headed the field, in front of Ickx, with Peterson third ahead of the Alfa Romeos, the Abarth and the Lolas which were all mixed up and jockeying for position. The Gulf-Mirage was well down the field, Bell looking most unhappy, and after only five laps the car made a pit stop with overheating. Even by then the two leading Ferraris had pulled out a gap over Peterson's car with Revson, in fourth place, coming under pressure from both Lolas with Craft leading Wisell.

The Mirage problem seemed fairly serious for the 12 series Cosworth engine, fitted overnight, seemed to be pressurising the water system and, when the radiator was bled, great jets of water and fountains of steam issued forth. The whole thing looked rather sorry and some wag suggested that the Gulf team never had these sort of problems with the Porsche 917s! Finally the car got going again but was soon back in the pits and the problem was not solved until the radiator was changed. By then the Mirage was miles behind with no chance of a placing.

Regazzoni continued to hold the lead for a while but all the time had Ickx on his tail, and the Belgian slipped by on lap 41. Peterson was some five seconds in arrears and was having to drive hard to fend off the challenge from Wisell in the Lola. A couple of spins had dropped Craft down the field and then, with 35 laps completed, he trundled into the pits with the lower right rear wishbone fractured. This was quickly removed and then the shambolic Bonnier outfit realised that they did not have a spare. The car was wheeled out of the pits on a jack and later the wishbone was welded up and fitted back on the car, but only so it could be loaded on a transporter. The Abarth was another disappointingly early retirement. After worrying de Adamich for sixth place, Merzario missed a gear and over-revved the engine which immediately went sick and the car was retired.

On lap 50, with the Ferrari team poised to make their first refuelling stop, the order was Ickx, Regazzoni, Peterson, Wisell, Revson, de Adamich, Galli, Jöst and then Edwards in the 2-litre Lola. Peterson was the first Ferrari to stop, and took just over 20 sec. to take on fuel and switch drivers, but Regazzoni was the next and took longer as Redman's safety belts presented a problem. Finally Ickx came in on



THREE TIMES winner in long-distance racing already this season is the pairing of Jacky Ickx and Mario Andretti. Here is Andretti lifting the inside front wheel at Clearways.

lap 53 and thus Wisell moved into the lead with the yellow Bonnier Lola. Of course, the glory was only short-lived and, on lap 59, Wisell came in for his pit stop and Andretti took the car he was sharing with Ickx back into the lead. It turned out to be a lead that it was never to lose for the remainder of the race. Meanwhile, the Wisell pit stop was a disaster for it lasted over three minutes, as the team struggled with the re-fuelling equipment, and at one stage Bonnier got showered with fuel. In fact it was Larrousse who took over the car, rather than Bonnier who was scheduled to do so but, by then, the Lola had slipped down the field several places.

After these first pit stops the order settled down through to the 100 lap mark with Andretti/Ickx in the lead, by over half a minute, from Regazzoni/Redman, who now had Peterson/Schenken close behind them. One lap down was the Stommelen/Revson Alfa, followed by team-mates Elford/de Adamich, with the Wisell/Larrousse Lola sixth but on the point of pulling into the pits where the rear suspension was inspected. The Mirage had stopped out on the circuit and Bell sprinted back for another ignition box and finally got the car going again. It later spent another long period in the pits with gearbox and gear-linkage problems. So the challenge to the two Italian teams was completely exhausted by half distance, for the Lola was soon retired with a broken shock-absorber.

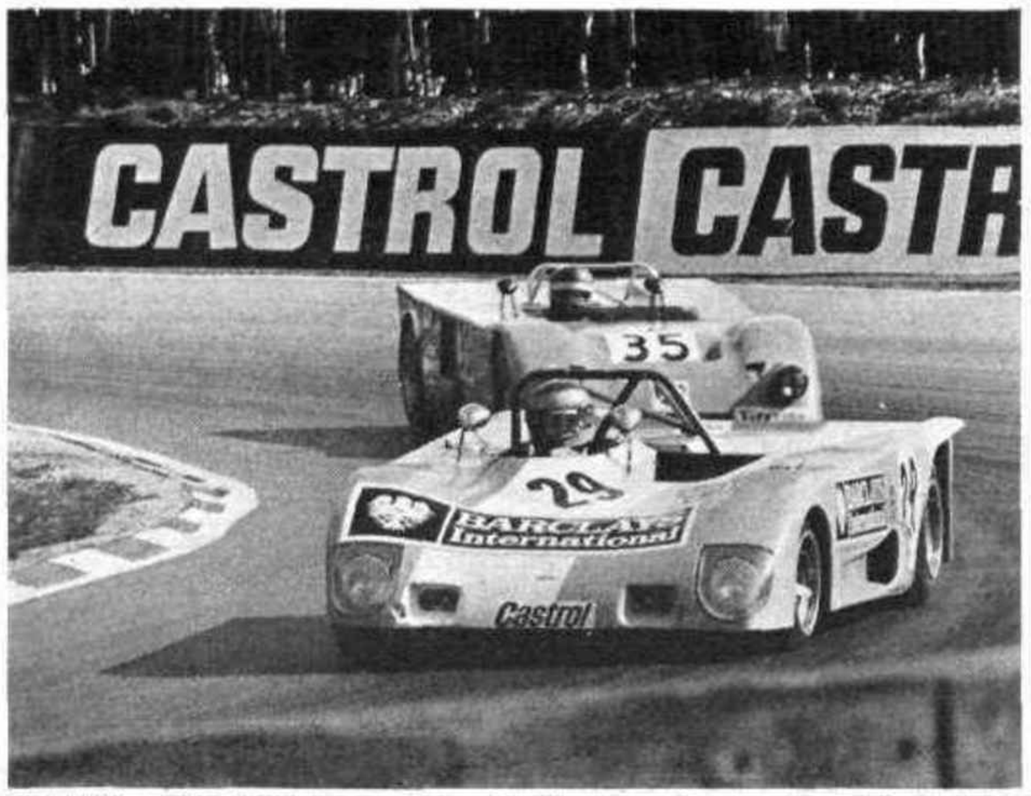
By the 150 lap mark the Ferraris were in a tremendously strong position, still running in the same order on the road, and on the same lap. At the second pit stop the Schenken/Peterson car had briefly moved up second place but this was reversed when they, themselves, stopped, the Ferrari pit stops again being a model of efficiency. The Revson/Stommelen, de Adamich/Elford and Galli/Marko Alfa Romeos were all running well and without problems but just lacked that extra speed.

The Jöst/Casoni Porsche 908/3 had dropped out with a broken engine mount while the Barclays Lola T290 had lost some time with brake problems as soon as Hobbs had taken over from Edwards. Thus, they were now eighth, a couple of laps behind the smooth-running Chevron B19 of Robinson and French Formula Two driver, Migault. Two further Chevron B19s, those of Bamford/McInerney and Gaydon/Gray, filled the next two places although the latter car had lost considerable time with a jammed starter motor. The fast Fletcher/Watson Chevron had dropped out with a broken brake hose, soon after F2 man Watson had taken over and thus the car dropped from third in class.

With just under an hour remaining, and 200 of the 235 laps completed, the Ferraris had all made their third and final routine stop. Pit signals had beckoned the drivers to slacken their pace considerably and this they had done. Andretti/Ickx were still in the lead, with half a second over Redman/Regazzoni, and had just lapped the Schenken/Peterson car, so that the first and third cars were circulating in convoy. The Mirage was now running quite well and Bell was seen to overtake the Alfas, though many laps down. The Alfas, however, were firmly ensconced in the next three positions although Marko was running into brake problems.

The final hour produced some late excitement when Regazzoni suddenly made an unexpected pit stop, with a misfire and an oil leak from the gearbox. Three further stops followed, during which time a new coil was fitted and the electrics adjusted and, at one stop, there was a good deal of shouting by Ferrari personnel after a misunderstanding with a scrutineer over the oil leak. These stops dropped the Ferrari to seventh position. Marko was still troubled by brake trouble and lost time while the left caliper was removed and inspected.

Thus the race came to a close with the Andretti/Ickx and Schenken/Peterson cars crossing the line side by side, although a lap apart. In the pits the Ferrari crew were actually ready to top up the second place car but this was not necessary. Only a lap behind Schenken/Peterson was



DAVID HOBBS is pictured in the Barclays International Lola T290 which he shared with regular driver Guy Edwards. They were delayed with brake problems but were awarded the 2-litre class victory after another car was disqualified. Following is the Chevron B21 of the Swiss drivers Ettmuller and Frey.

the Alfa, driven so well by Revson/Stommelen and, two laps behind that, was the similar Elford/de Adamich car. Although overshadowed the Alfas had shown their best form of the season.

Placed fifth was the consistently well driven and reliable Chevron of Robinson/Migault, which was just ahead of the ailing Regazzoni/Redman Ferrari and the almost brakeless Marko/Galli Alfa Romeo. These three cars all finished with 220 laps to their credit, two more than the Hobbs/Edwards Lola which also finished the race without any brakes. Ninth was the Worcestershire Racing Association Chevron of Bamford/McInerney, well ahead of the reliable, but slow, Austrian Porsche of Stuppacher/Rieder. The Gray/Gaydon Chevron was next followed by that driven by Ettmuller/Frey, which would have been much higher had it not started half an hour late. The old Abarth staggered into the pits with the engine making terrible noises just before the end but was still classified 13th ahead of the Ridehalgh/LeGuellec Dulon-Porsche which sounded dreadful from early on. The final finisher was the Mirage but, with only 117 laps to its credit, it was not classified.

In post-race scrutineering the weight of the fifth place Chevron B19 was found to be 40 lb. under the limit for 2-litre cars. There was a possibility of the entrant only being fined for this breach but the matter was not helped when an attempt was made to smuggle some ballast into the car. Thus it was disqualified completely from the results and everyone behind moved up a position and the Edwards/Hobbs Lola inherited the 2-litre class victory.

For the first time in several years the lap times at the BOAC 1000 were recorded and, thus, we were given a new outright sports-car record of 1 min. 27.4 sec., which was credited to all three Ferraris. Merzario was also credited with a new 2-litre record set up in the early stages.

The BOAC 1000 of 1972 will not be remembered as a classic or exciting race (no cars retired following accidents) but just another chapter of the successful Ferrari onslaught of the 1972 World Manufacturers' Sports Car Championship.—A.R.M.

Results :

BOAC 1000 km.—Group 5—Brands Hatch Grand Prix Circuit—235 laps—Warm and dry

1st	M. Andretti/J. Ickx (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	5 hr. 55 min. 27.5 sec.—169.17 k.p.h.
2nd	T. Schenken/R. Peterson (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	1 lap behind
3rd	R. Stommelen/P. Revson (Alfa Romeo T33TT—3-litre V8)	Entrant: Autodelta S.p.A., Italy	2 laps behind
4th	V. Elford/A. de Adamich (Alfa Romeo T33TT—3-litre V8)	Entrant: Autodelta S.p.A., Italy	4 laps behind
5th	G. Regazzoni/B. Redman (Ferrari 312P—3-litre flat-12)	Entrant: Ferrari SEFAC, Italy	15 laps behind
6th	H. Marko/N. Galli (Alfa Romeo T33TT—3-litre V8)	Entrant: Autodelta S.p.A., Italy	15 laps behind
7th	D. Hobbs/G. Edwards (Lola T290-Cosworth FVC—1.8-litre 4)	Entrant: Barclays International Racing with Lola Cars, England	17 laps behind
8th	J. Bamford/B. McInerney (Chevron B19-Cosworth FVC—2-litre 4)	Entrant: Worcestershire Racing Association, England	23 laps behind
9th	O. Stuppacher/K. Rieder (Porsche 908/2—3-litre flat-8)	Entrant: Bosch Racing Team Vienna, Austria	34 laps behind
10th	J. Gray/P. Gaydon (Chevron B19-Cosworth FVC—1.8-litre 4)	Entrant: John Gray, England	36 laps behind
11th	P. Ettmuller/W. Frey (Chevron B21-Cosworth FVC—1.8-litre 4)	Entrant: Squadra Tartaruga, Switzerland	44 laps behind
12th	M. Ilotte/F. Berruto (Abarth—2-litre 4)	Entrant: Scuderia Brescia Corse, Italy	45 laps behind
13th	M. Ridehalgh/H. Leguellec (Dulon LD11-Porsche—2-litre flat-6)	Entrant: Martin Ridehalgh, England	56 laps behind
*NC**	G. van Lennep/D. Bell (Gulf Mirage M6-Cosworth—3-litre V8)	Entrant: Gulf Research Racing, England	118 laps behind

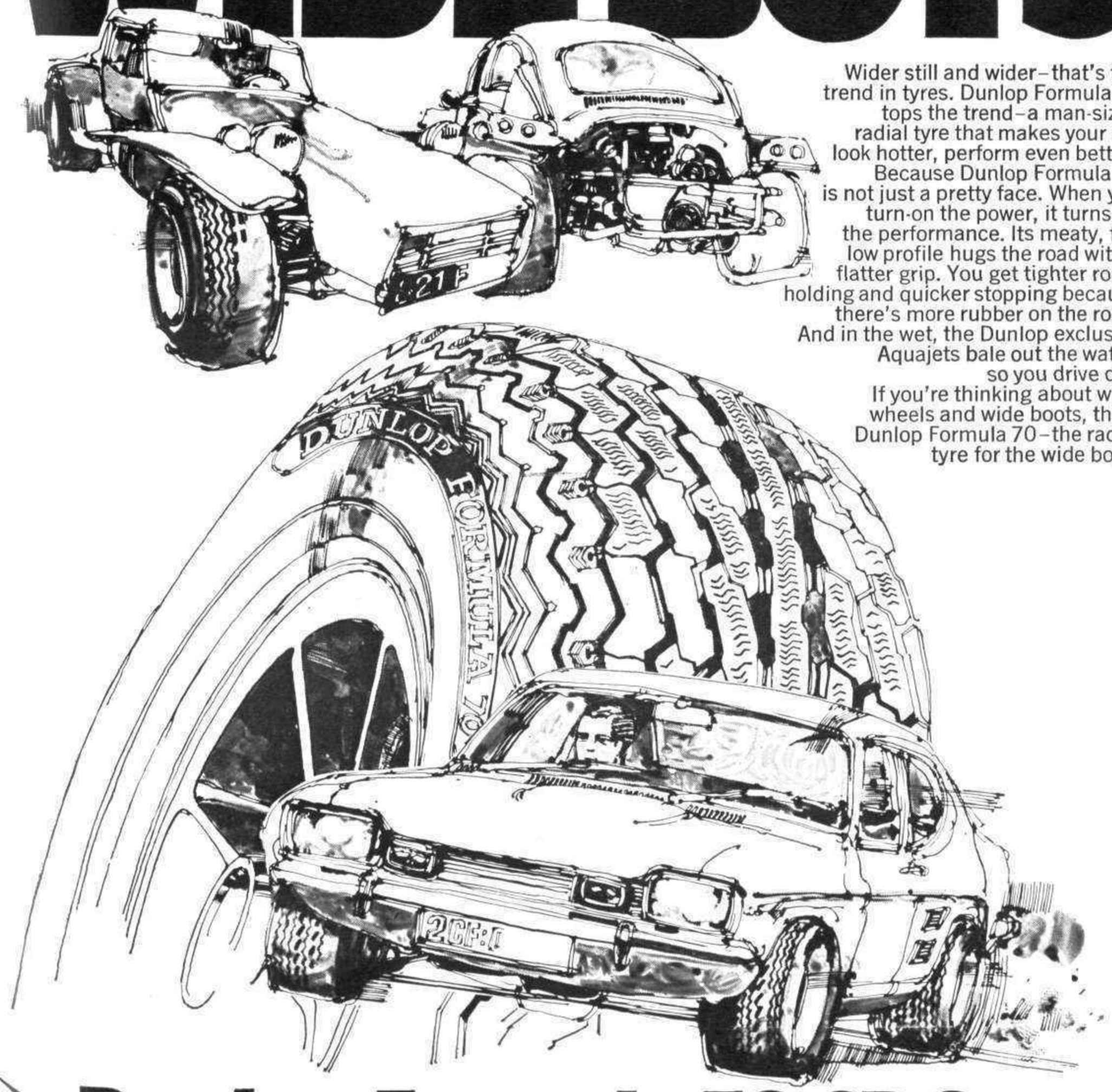
* *Not classified (insufficient distance).*

Fastest Lap : Andretti/Ickx, Schenken/Peterson, Regazzoni/Redman (Ferrari 312P), 1 min. 27.4 sec.—175.66 k.p.h. (*new sports car record*).

Retirements : A. Merzario/T. Hezemans (Abarth), engine, 16 laps; C. Craft/G. Larrousse (Lola T280-Cosworth), suspension, 33 laps; A. Fletcher/J. Watson (Chevron B21), brakes, 62 laps; P. Humble/N. May (Chevron B19), engine, 79 laps; P. Smith/D. Welpton (Chevron B21), engine, 109 laps; T. Lanfranchi/J. Markey (Gropa-BMW), engine, 110 laps; R. Jöst/M. Casoni (Porsche 908/3), engine mounting, 110 laps; R. Wisell/G. Larrousse (Lola T280-Cosworth), suspension, 112 laps.

Disqualified : B. Robinson/F. Migault (Chevron B19), 220 laps, underweight.

FOR THE WIDE BOYS



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Dunlop Formula 70 SP Sport

LETTER FROM EUROPE

[By means of which the Continental Correspondent, while he is motoring abroad, keeps in touch with the Editor.]

Dear W.B.,

Although it is now the month of May and this is the first Letter from Europe to appear in 1972 it is not because the sporting scene was slow to start, far from it, for it began in the middle of March, more of which anon, but the continual cry of the British worker for "more money and less work" caused the April MOTOR SPORT to be closed for printing just as racing was getting under way.

There appears to be a continual feud going on between Brands Hatch and Le Mans, as if each is trying to prove who is the strongest, so that every year seems to start with a clash of fixtures. First it was the BOAC 1000 and the Le Mans Test-Weekend and this year it was the Test-Weekend and the Race of Champions, and this time they came out about equal, both fixtures being pretty mediocre. Ferrari, Matra and Alfa Romeo are taking Le Mans very seriously this year and were out all weekend testing cars and equipment in preparation for the 24-hour event in June, the first two firms considering the practice weekend to be more important to them than the Race of Champions, Ferrari in particular being a surprise in view of the fact that Regazzoni won the race in 1971 and both he and Ferrari are immensely popular with the English crowds at Brands Hatch. The Ferrari team manager expressed the view that they had more than enough to do without getting involved in racing at Brands Hatch, and as they had two 312P prototypes at Le Mans and even at that moment there were three more on their way to Sebring and the Grand Prix cars had just got back from testing at Jarama, in Spain, he was not exaggerating.

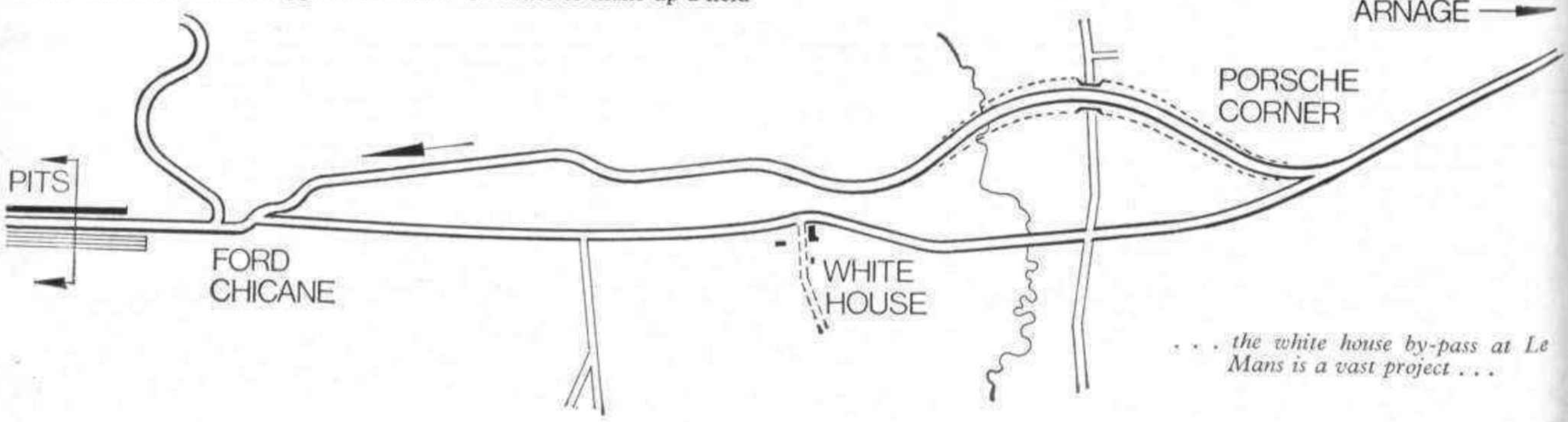
With only one Champion competing at Brands Hatch the name should have been changed to the Race of Debutantes, and anyway it sounded as though the event was merely a formal completion of the race that had to be abandoned last October. It was a very busy weekend to open the European season for apart from the two big events there was the first round in the European Mountain Championship, this time at a new hill at Ampus-Draguignan down in the Provence area. Although it was the first time it has been used as a Championship event it has been in use for many years as a French National event. At Montlhéry there was a French club meeting of short mixed races, and at Monza the annual 4-hour saloon-car race that starts off the European Touring Car Championship. My feeling is that too much started too early for the overall picture was one that cannot have given much encouragement to new spectators to the sport. Brands Hatch seems to have been a sea of officialdom and protests and disqualifications and re-instatements, and general confusion by all accounts, as for the RAC rule that requires Shell to say to the Texaco-fuelled F3 cars "If you don't wear our stickers you can't play". It was nearly as bad at Le Mans with Cevert having to put sticky tape over the ELF TEAM TYRRELL on his overalls before he could drive the Matra on Shell petrol.

Having got the public (and there were a lot of them) to Le Mans the A.C. de l'Ouest felt they ought to give them something more than just allowing them to watch Ferrari, Matra and Alfa Romeo at work. Last year they organised a 3-hour race on the full circuit for the 24-hour competitors and it fell flat on its face. This year they extended it to 4 hours and it did the same thing from an even greater height. Bonnier and de Fierlant shared a tired Lola T280 that only lasted 4 hours because fuel starvation was keeping the revs down to 7-8,000 r.p.m. and even so they had no opposition at all. In order to make up a field some local amateur drivers were allowed to join in and one was driving a Mazda saloon. Poor fellow, he could not keep up with the 911 Targa Porsche pace car on the warm-up lap, his car just was not fast enough down the Mulsanne straight. At Brands Hatch there were a couple of good races spoilt by rules and regulations, protests and scrutineering. As I said both meetings seem to have been pretty mediocre and at Monza the Touring Car Race was not much better, with no serious opposition to the German works Ford Capri. Looking back on it all I really began to think that the time had come to abandon motor racing altogether. If that weekend was the best we could do to open the European Season I thought "why don't we all give up and do something more useful," and sitting watching it all because Brands Hatch refused to pay him more than he was worth was Stewart the current World Champion, out of work for that weekend, but not on the dole I imagine.

In an article on circuit alterations last month, I said that the Le Mans club were once again going to show their strength with the by-passing of the White House ess-bend. Not only have they by-passed it, they have built an entirely new length of circuit that bears no relation to the White House bends, nor to the Le Mans circuit in general. There must be more than a mile of new road, laid out to the standard Autodrome specification as recommended by the CSI and running from the beginning of the slight slope after Arnage, to the middle of the "Ford Chicane" at the beginning of the pits. From the normal public road leaving Arnage you suddenly arrive on a vast open space with the new road sweeping off to the right onto an embankment. This bend has been named Porsche Corner and there is enough run-off area and catch nets to arrest a wayward 917 from 200 m.p.h. The new road then turns left on the high embankment and descends gently over a bridge crossing one of the internal roads, then turns right and left in a double ess, down a length of straight, to a "chicane" that feeds into the "Ford chicane," so that you arrive at the pits straight almost stationary from a very sudden left-right, left-right, series of sharp corners. The new road is wide and flat with white edges, a large flat earth area on each side and then the recommended double guard rails. The whole section is hygienic and clinical and could be Jarama, Paul Ricard, Nivelles, or Hockenheim, but at least it is on private ground so it is safe from interference, though closed to you and me in our private cars.

The work involved and the cost must have been astronomical and had the whole project been looped round into a continuous road it would have been acclaimed as a splendid new and safe Autodrome; as it is the whole affair merely removes the very fast White House ess-bend from the classic Le Mans circuit, and in the pits or public enclosures beyond the start you would not know it exists.

On the way to Le Mans I looked in at the fine circuit of Rouen-les-Essarts and a handful of workmen were busy building a new road through the paddock, behind the existing pits, thus solving the pit problem that has been worrying the Automobile Club of Normandy. The pits straight, on which the start and finish are situated, is a main road and a bit narrow for the speeds that can be attained on it and no one wants to slow it down for it leads to the splendid downhill series of swerves that run down to the *Nouveau Monde* hairpin. The faster you can go through the pit area the braver and more skilful you have to be to start the descent right, and keep it right all the way down to the bottom. This section of the circuit is an example of racing driving at its best and if you do away with it you might as well give up motor racing. As John Surtees said when there was some Fleet Street and Mass Media bleating about the motorcycle TT circuit in the IOM, "if you take the TT away from the Isle of Man you might as well give up motor cycle racing." At the top end of the Rouen-les-Essarts circuit a new *Autoroute* has cut completely across it, passing under the circuit

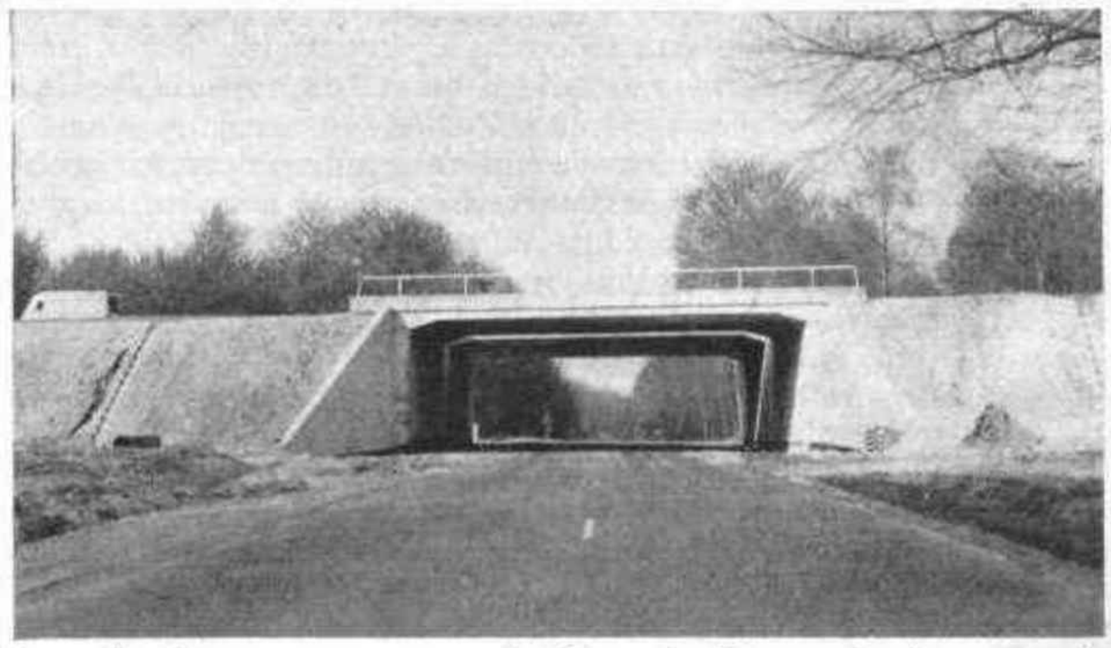


. . . the white house by-pass at Le Mans is a vast project . . .

shortly before the pits straight and over it on the very fast back leg. This involved raising the old road and easing a curve at the first point, which was done last year, and the building of a concrete bridge over the circuit at the second point. All is nearly finished and the *Autoroute* should be open this summer, and while this has meant changes to the circuit they are for the good, for the public will be able to bowl happily on their way to the Normandy beaches, while racing is in progress, which should give the circuit a new lease of life against any opposition. This is very much the way in which the *Autostrada* in Sicily has helped the Targa Florio, for when completed it will solve the problem of the chaos caused by closing the main Palermo to Messina road when the Targa Florio is run.

A little while ago I mentioned that Ferrari had built his own private test-track almost opposite the factory at Maranello and as a consequence the Modena scene had changed. It seems I was a little premature, for the Ferrari track has only just been opened so Spring-time in Modena saw no change from the usual scene. This was brought home by a letter from a friend who lives in Modena who wrote to say ". . . if you think Modena is getting duller you should have been here this week. Yesterday they weren't only standing on top of their lorries and sitting on the walls, they were climbing over the walls and fences. Ferrari Formula One, Filipinetti Fiats, motorcycles spilling oil all over the track and one that spilled its rider, aeroplanes and even a helicopter. *Carabiniere* Alfa Romeos also on the track. Confusion wasn't reigning, it was pouring, much of it due to this week's motor cycle races at the *Autodromo;* then I lost the keys to my VW . . ." You may recall this friend from Modena, he came to England some years ago to join us on a trip to the West Country in the Editorial 1924 Calthorpe and while we went indoors we left him outside with the vintage engine ticking over quietly to itself, with instructions to not touch anything but just keep an eye on things. As the engine had no television suppressor on it at the time a nearby TV set was having a touch of the colleywobbles unbeknown to us or the watchful friend, who knew nothing of TV suppressors anyway. After a while an irate man appeared in shirt sleeves and braces and shouted "Has that thing got a suppressor on it?" Our friend replied "Compressor? Oh no, it's a simple sidevalve engine with a single carburetter". When we reappeared he said "Some nut came and asked if your car was supercharged." What a pity it wasn't an Italian OM, there might have been more satisfaction all round.

At Easter I thought I would have a change from the big glamour race meetings and go to a small event at the Nurburgring, run by the Middle Rhein and Koblenz section of the ADAC. When I got there on practice day I could not get near my usual Nurburgring car park and there were 80,000 spectators milling about. There were 360 entries, the Grand Prix paddock was overflowing, extra paddocks had been created amongst the car parks and the whole thing was quite overwhelming. Not all of the 360 entries arrived, and some eliminated themselves in practice, but even so the size of the meeting was staggering. The main saloon car race had 90 entries, from Steyr-Puch tiddlers to Opel Commodores, the GT race had 77 entries, mostly Porsches, and the Formula 3 race had a poor entry of only 68! Once a race had got under way the Nurburgring looked like any main road out of London at holiday time. I still think we could enliven saloon car racing up a bit by sending a smaller group round in the opposite direction at the same time. The main attraction at this "little meeting" was the first Interserie race (see Continental Notes) and my particular interest was to have a look at the brand new Porsche 917/10 Spyder built for Kinnunen, to see how serious the Porsche Can-Am racing project is. This Interserie race was a try-out for Can-Am ideas, in particular the new engine enlarged to 5.4 litres, and later the exhaust turbo-charging. There is no doubt at all that the Research and Development department at Stuttgart is still very occupied with a dossier marked "Racing". There were enough parts, spares, equipment and know-how in the van attending Kinnunen's car to build a British Formula One "kit-car". As so often happens the might of Porsche fell by the wayside because the 5.4 litre flat-12 cylinder engine would never run on more than ten flat cylinders and the funny old BRM-Chevrolet V8 Can-Am car rumbled round and won, thanks to Ganley's brave wet-weather driving. When it rains at the Nurburgring it rains.—D.S.J.



". . . *the Autoroute cuts across the Rouen-les-Essarts circuit . . . passing over the fast back leg on a concrete bridge . . .*"

WILLIAMSON TAKES EARLY LEAD

AFTER the first three rounds of Shell Super Oil Formula Three Championship, the qualifying races of which count for the Motor Sport Trophy at the end of the year, the situation is rather confusing. One of the stipulations of the Shell Championship is that all contestants display decals advertising the championship if they are to score points and collect the prize money. However, before this rule was anounced Team Lotus came to an agreement with their sponsors John Player Special, in which they agreed not to display any decals other than certain specified ones. Thus, in the early season races, the two exciting John Player Special Lotus Formula Three cars have not been displaying the decals and therefore have not been earning any points or money. However their number one driver, Tony Trimmer, has already finished fourth at the opening round at the Brands Hatch Race of Champions event and won the third round at Mallory Park.

MOTOR SPORT does not wish to become involved in the politics and so is scoring, for the present, the points towards the MOTOR SPORT Trophy on the basis of the Shell Championship rounds but counting everyone, whether they run the Shell stickers, or not. However the latest news is that John Player, Lotus, and Shell may come to an admirable compromise in the near future over the problem. If this is done it is not yet certain if Trimmer will receive all the points he has already scored. Thus, with a win at the Oulton Park round on Good Friday and placings at Mallory Park and Brands Hatch the present leader is Roger Williamson driving the Wheatcroft March 723. Trimmer, in the JPS Lotus shows up second with 12 points just 1 less than Williamson. Third at present is Barrie Maskell, the very experienced Northern driver, who is now racing one of last year's Lotus 69s for the Travisco team. However, becuase of the sticker problems, he actually leads the Shell points standings.

Roger Williamson, it will be remembered, won the premier Grovewood Award last year, finished second in the Shell F3 Championship and won the Lombard Championship. Although he leads the chase for the MOTOR SPORT Trophy he is far from happy with the latest Wheatcroft Racing March 723, having used a March 713 last year. The latest news is that he will be swopping to a GRD for the remainder of the season's races.

One of the biggest surprises of the year has been the tremendous performance of the young Welsh driver Tom Pryce and the works Royale Formula Three. Pryce originally made his name by winning the Daily Express Crusader compeition in early 1970 and the Lola FF that went with it. By the end of the year he was recording some good results in Formula Ford and last season he switched to the now defunct Formula F100 and easily won the Tarmac Championship for these cars. At the end of the season he drove the new Royale in a couple of Formula Three races without showing at the front. However, at the Race of Champions F3 event he left the rest of the field standing and scored an easy win which was later disputed due to the weight of the car. But finally the result stood. At round two Pryce again rushed off into a strong lead but this time he spun away his chances. Now Pryce and the Royale car are regarded very highly by the other competitors and it will be interesting to see if he can repeat his early season form.

With three rounds gone the leading positions towards the MOTOR SPORT Trophy are as follows:

1st :	Roger Williamson (March 723)	13
2nd:	Tony Trimmer (JPS Lotus)	12
3rd :	Barrie Maskell (Lotus 69)	10
4th :	Tom Pryce (Royale RP10)	9
5th :	Peter Hull (Brabham BT38)	9
6th :	Bob Evans (March 723)	6
	James Hunt (March 723)	6
	Mike Walker (Ensign F372)	6

Continental Notes

Interserie

IN 1970 the Germans and neighbouring countries dreamed up a new form of racing modelled on the Canadian-American series that we know as Can-Am. This was for Group 7 cars, or two-seater racing cars, as they are described by the CSI. Six events were run in 1970 and they were called *Interserie*, the idea behind them being that Europe might enjoy the racing of 7 -or 8-litre Chevrolet-powered "specials" like McLarens, Lolas, etc. It was not too clear exactly who *Interserie* was supposed to appeal to, as regards competitors, and those organisers who were interested grasped at it in the hope that it would be cheaper to run than Formula One or sports cars, and more attractive to spectators than Formula Two. The 1970 events were run at Hockenheimring (two meetings), Norisring, Thruxton, Croft and Keimola in Finland which was not a very auspicious collection of events after the initial discussions. Competition came from private owners with Can-Am type cars that were obsolete for any other form of racing, and from people with sports cars who were getting nowhere in long-distance racing, or could not afford to go on with the classic events. The *Interserie* winner for 1970 was the German driver Jurgen Neuhaus driving a Porsche 917. In 1971 the *Interserie* continued and the glimmerings of an enthusiastic following began to show. Seven events were run, two at Hockenheimring, which was still the centre of *Interserie*, and two at Imola and single events at Zolder, Norisring and Keimola, the British opting out. The list of competitors improved, with Can-Am cars from BRM, March and McLaren while private Porsche 917s were modified into open cars devoid of all sports car equipment as was permitted in Group 7. This time the winner was Leo Kinnunen with an open, or spyder, Porsche 917 belonging to the Finnish Porsche importer Antti Aarnio Wihuri, using a full 5-litre flat-12-cylinder engine. *Interserie* definitely gained ground in 1971, filling in gaps in the International Calendar, allowing circuits that could not cope with Formula One to have fast cars competing, giving an opportunity for Can-Am cars to be tried out prior to going across the Atlantic, and letting Ferrari, Alfa Romeo and Porsche have a closer and practical look at Group 7, as well as affording an opportunity for private owners to go on racing their expensive but obsolete Group 5 sports cars.

This year *Interserie* has taken another step forward as Porsche have made it clear that they will support the races, either with factory cars or customer support, and will use the early events as a test programme for their Can-Am onslaught, in which they are co-operating with Penske Racing of Philadelphia, and Donohue. The first signs of Porsche participation were seen at the opening *Interserie* race at Nurburgring on Easter Monday when they produced a brand new 917 Spyder with 5.4-litre engine, new brakes, redesigned chassis and body and the very latest offerings from the design department of Dr. Porsche. The car was painted blue with white lining and entered by Wihuri's "Racing Team AAW" and driven by Kinnunen. The engine has been enlarged up from 5-litres to 5.4-litres by increasing the bore to 90 mm., that well-known cylinder dimension that engine designers have arrived at since the early days of the internal combustion engine. This first appearance of the latest factory car was a disaster for it was beaten in practice by Kauhsen in the Can-Am 5-litre 917 that Siffert raced last year, and in the race the 5.4-litre engine never ran properly and Kinnunen could only finish 4th, behind Ganley with last year's BRM-Chevrolet V8, Kauhsen with the 5-litre 917 and Kelleners with a brand new McLaren-Chevrolet V8 M8F. Doubtless Porsche will get things sorted out, and they intend to make the 90-bore engine available to other *Interserie* competitors; meanwhile they are continuing work on an exhaust turbo-charger layout for this new engine, which could give 800 b.h.p., this being destined for Donohue to drive in the Can-Am races to try and break the McLaren stranglehold. If work progresses according to plan the turbocharged unit could appear in the *Interserie* event due to be run at Silverstone on May 21st. While the series is showing signs of improvement as far as the mechanism is concerned it still needs some "Professional-professional" drivers to use these powerful cars as 600 b.h.p. is beyond the ability of most of the "Amateur-professionals" who make up the field at present. In order to strengthen the field the *Interserie* is also open to Group 7 cars of under 2,500 c.c. who have their own race-within-a-race and this is the domain of Lola T210, T212 and T290, and Chevron B8, B19 and B21, as well as smaller makes like Daren and one-off 2-litre specials. This year there are nine events in the *Interserie*, with Silverstone, Osterreichring, and Nurburgring joining Hockenheim, Imola, Keimola and Norisring, so it look as though this form of racing will gather momentum, and if the GPDA continue to cause the classic events to be cancelled then *Interserie* might well profit from their actions.

* * *

BMW

Ever since the Munich firm of BMW introduced the 4-cylinder 1800 series and recovered their composure as motor car manufacturers they have gone from strength to strength. With this growth they have kept a small but active racing department going, competing in hill climbs, saloon car racing and Formula Two, their most successful outings being in saloon car racing. Shortly they are going to increase their racing activity and are setting up an independent racing department away from the main factory, but still in Munich, and intend to operate it in rather the way that Alfa Romeo in Milan support Autodelta. To run this activity BMW have enticed Jochen Neerpasch away from Ford of Cologne, where he was competition manager, and he has taken others with him, from Ford and Porsche, to form the nucleus of this new BMW racing department. If all goes well this new move in Munich could enliven the European touring car racing scene.

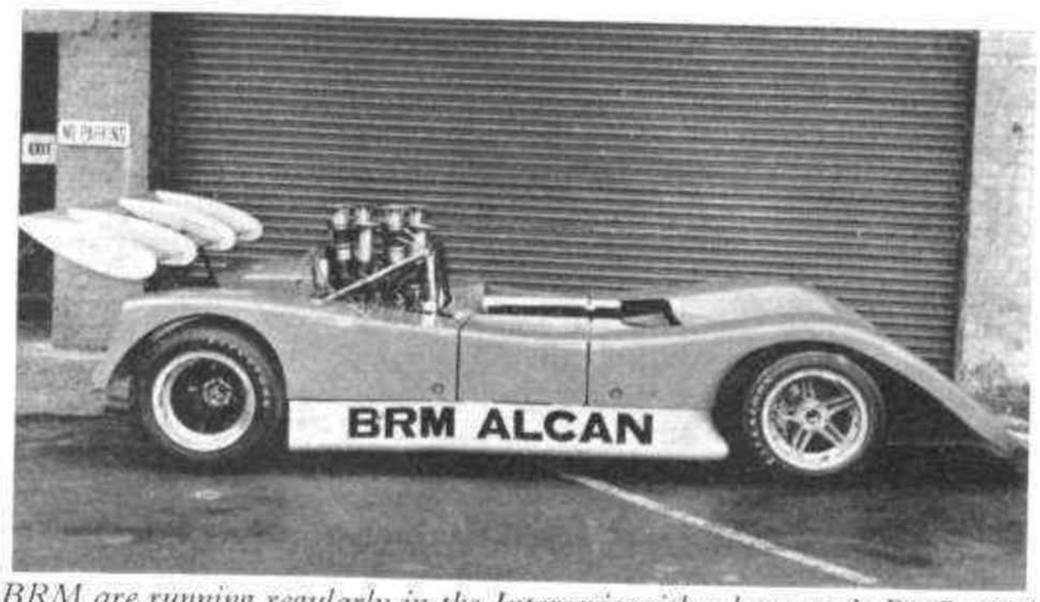
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Ferrari

Last year the Ferrari team dabbled in long-distance sports car racing with a single 312P prototype, powered by a 3-litre flat-12-cylinder engine as used in the Grand Prix cars. Throughout the season it went from one disaster to another, having accidents and mechanical setbacks, but while it was running it was much faster than the 3-litre Alfa Romeos and Matras, though no match for the 5-litre Porsches of the J.W. Gulf team or the Martini racing team. During the ups and downs of the 1971 season the Ferrari people kept saying that they did not mind the troubles as they were merely doing test runs in readiness for the 1972 season when they intended to make a complete onslaught on the Sports car scene, for from January 1st 1972 the 5-litre cars were to be banished from sports car racing. This they have done and they certainly seem to be dominating the scene, even though their troubles are by no means over. In the last round of the Manufacturers' Championship in Europe in 1971 the 312P began to show its potential and though it could not quite keep pace with the 5-litre 917 Porsches, it did not lose enough ground to allow the Porsches to make an extra pit stop for fuel. The 3-litre engine of the Ferrari was more economical than the 5-litre Porsche engine and in a 1,000-kilometre race it looked like making the distance with only three stops to the larger car's four stops. Just as the situation was getting interesting the rules were changed, but we must remember that if the rule changes had not been planned two years ago the 312P would never have been created and Ferrari would probably have gone on developing the V12-engined 512 car.

As so often happens when new rules are announced Ferrari gets on with the job and does not waste time bleating about the changes or trying to get them modified for some spurious reason, as a lot of people in racing do. He did this in 1951 when unsupercharged 2-litre cars

Continued on page 472



BRM are running regularly in the Interserie with a last year's P167 which is now sponsored by Alcan.

EAST AFRICAN SAFARI

FINISHERS

1st :	H. Mikkola/G. Palm (Escort RS)	9 hr. 13 min.
2nd:	S. Zasada/M. Bien (Porsche 911S)	9 hr. 41 min.
3rd :	V. Preston Jnr./B. Smith (Escort RS)	9 hr. 43 min.
4th :	R. Hillyar/M. Birley (Escort RS)	12 hr. 04 min.
5th :	E. Hermann/H. Schuller (Datsun 240Z)	12 hr. 47 min.
6th :	R. Aaltonen/T. Fall (Datsun 240Z)	12 hr. 59 min.
7th :	R. Harris/P. Austin (Peugeot 504 Inj)	14 hr. 35 min.
8th :	T. Makinen/H. Liddon (Escort RS)	14 hr. 39 min.
9th :	B. Shankland/C. Bates (Peugeot 504 Inj)	14 hr. 45 min.
10th :	S. Mehta/M. Doughty (Datsun 240Z)	14 hr. 49 min.
11th :	Z. Rhemtulla/N. Jivani (Datsun 1600 SSS) ..	16 hr. 43 min.
12th :	O. Andersson/J. Davenport (Datsun 1800 SSS) ..	16 hr. 55 min.
13th :	B. Culcheth/L. Drews (Triumph 2.5 PI)	19 hr. 33 min.
14th :	E. Walker/A Levitan (Datsun 1600 SSS)	20 hr. 06 min.
15th :	J. Hellier/I. Street (Datsun 1600 SSS)	20 hr. 59 min.
16th :	F. Tundo/B. Field (Datsun 1600 SSS)	22 hr. 12 min.
17th :	P. Neylan/S. Reynolds (Datsun 1600 SSS) ..	23 hr. 30 min.
18th :	Miss A. Taieth/Mrs. S. King (Datsun 1600 SSS) ..	23 hr. 51 min.

85 starters—18 finishers.



Boreham rally mechanics work side by side with Asian and African fundis *at the temporary "competitions department" set up in an open-sided garage in Nairobi's industrial area.*

UNSOPHISTICATED, crude, rugged, sweaty, even primitive; these are adjectives which, on the face of it, can hardly be considered complimentary. Yet when they are applied to the East African Safari Rally there can be no person who has ever had anything to do with that event who would deny that they are applicable in the most complimentary sense possible. Some years ago we described that event as the toughest test of a motor car ever devised by man. After watching 85 cars whittling themselves down to 18 along an impossibly fast 6,000-kilometre route through the East African bush at Easter time, we can only confirm that it has not outlived its reputation.

The Safari was started by a bunch of expatriate enthusiasts in Kenya who were seeking a means of celebrating the Coronation in 1953 in a manner which appealed to their sporting instincts. That appeal spread to rallying people in other continents and, when attempts to beat the local drivers failed year after year, it eventually became the event which the factory teams most wanted to win.

A myth was built up around this apparent supremacy of local drivers and it became popular to talk of the Safari as the one rally in which familiarity with the peculiar local conditions would always triumph over the professional abilities of experienced works teams.

Eastertime is the period when the long, dry summer gives way to the sudden, drenching rains which can turn dust bowls into vast glue pots in a matter of seconds and can so quickly send rivers cascading down their previously dry beds that bridges, and even roads themselves, can be washed away as easily as though a demolition crew had been at work. East African mud can be incredibly slippery (brown murram soil) or as sticky as a man-made adhesive (black cotton soil). The ability to distinguish between these properties, to drive quickly and safely on either, to read the signs which warn of sudden floods, to recognise the flick of a buck's tail as the prelude to a dash across the road, and to keep off any grass which might be hiding tyre-bursting thorn bushes is second nature to a practised bush traveller.

With these skills to add to their driving talents it was understandable that local drivers should be difficult to beat. Add to this the mystery and folklore of Africa and it's not difficult to understand why a myth should have been built up. But it was really only a matter of time before it was knocked down again, for there is no substitute after all for the combined skills and resources of a professional rally team. A privateer, however able, would stand as much chance against the might of factory teams in the Safari as he would armed with a fly swatter against a wave of dive bombers.

This year a pair of outsiders won the rally for the first time. Hannu Mikkola, driving in his second Safari, and Gunnar Palm, in his eighth, drove their works Ford Escort RS 1800 to outright victory, backed by the powerful support of the factory. When works teams go on any rally their resources are usually the best possible, but where the Safari is concerned they have to put a veritable army into the field. More service cars, more mechanics, bigger supplies of spare parts, fuel supplies in desolate areas, using an aircraft as a mobile command post and linking the whole armada by two-way radio; these are things which have grown up around the Safari in recent years, and Ford utilised them all to good effect.

Last year, when an American tyre distributor financed several European teams in order to provide material for an advertising campaign in the Americas, there were more works teams than the Safari has ever seen. This year there were much fewer, so it is perhaps a little easier to talk about their respective fortunes.

Ford

Five works cars prepared at Boreham were entered in the Safari, two driven by local crews, two by Finnish/Swedish/English combinations and one by a former Kenya resident now settled in England. So it can be seen that even Ford was not really convinced that rally-hardened professionals could beat the wily local drivers. They wanted the extra publicity which an overseas win would provide, but they insured against the chances of this not being possible by hiring some of Kenya's top rally people.

The cars were 210 b.h.p. versions of the Escort RS1600, with 1,798 c.c. engines. They were of all-steel construction, for lightness has to be sacrificed for strength in this particular event, and weighed almost a ton. They used ZF gearboxes, with first, second and third close together for maximum effectiveness on twisty, hilly roads, and a fairly large gap between those and the top two ratios so that there would be no undue strain on the engine on the many long, fast straights.

A car which could be driven at violently jarring speeds across 6,000 kilometres of African bush in the space of a long weekend without developing any faults would be a rarity indeed, so it is no real discredit to Ford's success that the Escorts needed attention quite frequently (though not as frequently as most others) during the trip. Makinen's car lost a rear wheel after its crew was obliged to tighten the nuts with a spanner after a puncture—there was no wheelbrace in the car—and recurring trouble took place after the damage which was caused when the studs sheared due to constant wear. The lock nuts on top of the front suspension struts began loosening on all the cars, perhaps because the spring rates were softer than normal to absorb the violent impacts or perhaps because the bumping was setting up a twisting action within the springs, causing the nuts to unscrew. This caused the retirement of Ford's Sikh crew, Joginder Singh and Harbhijan Sembi, when the peculiar handling sent the car off the road, bending the rear axle and breaking a driveshaft, but the mechanics were able to warn the other drivers by radio of the loosening nuts and both competitors and mechanics were able to tighten them regularly.

Fan belts, too, presented a problem for they were being shed quite frequently. Escort alternators are bush-mounted, and any degree of overtightening the belts tends to draw the pulleys out of line. In this respect we had the age-old cross-talk of mechanics blaming drivers and drivers blaming mechanics, but we will not take sides on that score.

Struts and fan belts were Ford's main attention centres, and additional supplies of these parts had to be brought out to Nairobi by a mechanic halfway through the rally after an SOS telephone call to Boreham.

Datsun

The Japanese team, with two outright victories immediately behind them, entered three of their powerful 240Z sports cars and one of their new 1800 SSS saloons. The latter car, which had to have its electronic fuel injection system replaced by carburetters after it had proved completely unreliable in the changing altitudes during practice, showed itself to be unready for such events and it gave constant trouble, breaking

suspensions, catching fire twice and even cracking its rear cross-member.

The 240Zs ran into trouble in the very first competitive section of the rally, the only one, as it happened, which was wet. Water entered the clutch housings and from then on drivers had to put up with long periods with clutches which would not disengage. Furthermore, the engines appeared to consume petrol at a greater rate than the unusual feed system could supply it, and crews were obliged to rig up their own pipework contraptions to get the vital fluid through faster.

Peugeot

This French make is extremely popular in Africa and it has a reputation for being able to withstand considerable pounding even in standard form. Marshalls, the E.A. Peugeot distributors, set great store by Safari results as a sales aid (and rightly so) and they always put a strong team of experienced local crews into the event. They are not works cars by any means, for they are prepared in Africa, but the factory has been providing some degree of help in recent years.

Hopelessly under-powered compared with the Escorts and the Datsuns (110 b.h.p. matched against 210) the Peugeots cannot be considered ideal Safari cars in hard, dry conditions. Had it rained this year people like Shankland, Nowicki (both past winners), Lionnet and Harris would have stood a healthy chance of being among the winners, but the continuous high speed on dry, dusty roads was hardly what was needed for Peugeot success. Nevertheless, Harris managed to finish seventh and Shankland ninth, the former with suspension tied up with winches and rope after a violent encounter with a deep ditch and the latter after a variety of transmission troubles. Nowicki, a wily Polish expatriate who loves having plenty of mud to tackle, suffered gasket failure after a hard bang put the fan through the radiator.

Porsche

Huschke von Hanstein used to excuse his company's non-participation in the Safari by "The Porsche is a sportwagen, not a Jeep". But that never stopped Sobieslaw Zasada persuading Stuttgart to lend him a car for the event; nor did it stop the entire works team taking part last year, financed by dollars from Sears Roebuck.

This year Zasada was a complete loner, with one of last year's team cars borrowed from the factory along with one mechanic. Helped by an assortment of amateurs, many of whom were fellow countrymen on holiday from Poland, Zasada drove magnificently, nursing his car on the rougher sections and using its power to the full on the smoother parts. The result was a virtually trouble-free run and a thoroughly deserved second place.

Apart from anything else, Zasada had to contend with team tactics from his opponents who were anxious not to allow his solitary Porsche to interfere with their chances of success. Zasada isn't the most popular of competitors for a variety of reasons—not the least of which is the conflict between himself and Waldegard last year which put the Swedish driver out of the rally when he was in the lead—but his ability on long events demanding stamina and tactics rather than sheer speed is of a high order.

Triumph

Although British Leyland were not participating as a team, they did send one Abingdon-prepared Triumph 2.5PI to Africa to be driven by their semi-retained driver Brian Culcheth, co-driven by Nairobi man Lofty Drews. Regrettably the car did not arrive until a few days before the start, giving the local distributors (who were to service the car during the event) no opportunity to carry out the additional items of preparation which were necessary. Furthermore, the sea air had taken its toll during the voyage and when the car came off the boat its clutch was rusted.

During the rally the car gave all manner of troubles too numerous to list, including a fuel injection fault and even body cracking. However, its crew struggled bravely to the finish and managed to get the car into thirteenth place, no mean achievement under the circumstances.

Fiat

Competitions Manager Maruffi has had his eye on the Safari for some time and this year he decided to send two 125S saloons to the event, not with any illusions about winning but with the idea of using it as a development exercise in preparation for a more comprehensive entry in the future. He sent Pinto and Biondi from Italy to drive one car and engaged two local men, Robin Ulyate and Ivan Smith for the other. Alas, both cars retired in the early stages of the event after damage caused in one case by hitting a ditch too hard and in the other by wrecking the steering against a rock. So the testing was not nearly as thorough as Fiat would have liked, but when we left East Africa the question of leaving the cars in Nairobi for further testing in rallies throughout the year was being considered.

Holden

Two 3-litre Holden Toranas were shipped from Australia, but these were completely private and it so happened that they lacked that extra preparation so necessary for the Safari.

* * *

So much for the more prominent entries. There were several first class local crews of course, many of whom made up in tenacity and general bushmanship what they lacked in their motor cars. To watch the progress of some East Africans, repairing and fettling their way through the Safari without any professional mechanics to look after them is an inspiring experience. One such crew, Pat Neylan and Simon Reynolds who are up-country farmers in Kenya, used a home-built Datsun 1600 nearly five years old and finished the rally, an achievement that most professional rally drivers would be hard-pressed to equal, let alone beat.

Dust was a major problem this year, as it is whenever the weather is dry, but even more significant was the conflict of conditions when it came to choosing tyres. For the rough going chunky treads are necessary, but for the long straights they are quite unsuitable for the sustained high speeds which are necessary to stay within the tight schedules. Dunlop provided the best tread/compound combination they could muster for the works Fords, but even so there was the occasional blow out as a tread "chunked". Other mud-grip tyres were blowing out far more often, particularly the Japanese Dunlops used by the Datsuns and the standard Dunlops used by Zasada. One should realise, of course, that chunky-tread tyres are not intended for speeds well in excess of 100 m.p.h.

Finally a word about the organisation. This year the rally started and finished at Dar-es-Salaam, to comply with an agreement reached two years ago that it should be shared between the three East African capitals. Throughout the year the Safari headquarters are at Nairobi, and since overseas visitors always use the Kenya capital as a base this moving from place to place year by year stretched the organisation to the limit. Furthermore, there are political differences between the three countries which present difficulties, sometimes costly ones, to visiting crews. If only these could be ironed out the mechanics of taking part in the event would be rendered much smoother and it would become more attractive to overseas crews. Another point which the organisers ought to consider most carefully is the choosing of more realistic time schedules. Every year they allow themselves the privilege of increasing maximum permitted lateness should they consider it necessary. This is necessary because sudden rain can hold up competitors for hours. But in the ideal conditions which were experienced this year an increase should not have been necessary at all. The winners' penalty amounts to nearly ten hours, and yet it was necessary to increase the lateness maximum.

Setting lower averages is not going to slow competitors down, provided they aren't lowered too much, but it would result in a smoother timetable for the event, and in days of increasing traffic even in Africa that would not be a bad thing.—G.P.

CONTINENTAL NOTES—continued from page 470

were clearly going to be the thing in 1952; in 1953 he was already racing his 1954 Formula car; he had 3-litre V12 sports cars ready for Le Mans when that limit was imposed; he was first away with 1½-litre Grand Prix cars in 1961; and again with 3-litre Grand Prix cars in 1966; the GTO was right there in GT racing, as was the LM after it, and now the 312P is well away in the 1972 sports car racing. It wouldn't be a bad idea for some people in racing today to read up some Ferrari history in their spare time. Ferrari doesn't always win and is not always in the forefront, but he is always there, whatever form the racing takes, as long as it is important racing on the International plan. Only one other firm has been so consistent in racing as Ferrari, and that is BRM, who haven't missed a racing season since 1950, but it would be wiser not to read their history. The 1972 Ferrari sports car effort involves having two complete teams of cars and mechanics, and as one lot are returning to Maranello the other team is setting off for the next move in this big effort to win the Manufacturers' Championship. It is quite likely that the Ferrari effort in Formula One will suffer as a consequence of the sports car programme, it has happened before and can happen again.

D. S. J.

"MOTOR SPORT" WORLD TOUR

A FANTASTIC opportunity for a world-wide motor racing trip is being offered exclusively to MOTOR SPORT readers in October by Worldmark Travel Ltd. An exciting itinerary covering six countries has been devised by the MOTOR SPORT staff and will cover many different aspects of the sport as well as providing plenty of time for sightseeing.

The trip, which will last a month, will start from London and the party will fly to New York and then onwards to Watkins Glen for the United States Grand Prix. After the race the party will travel to San Francisco where other forms of American racing, including a night drag meet, will be visited. The week in San Francisco will be concluded by a visit to the Laguna Seca Can-Am race. This fascinating course can always be relied upon to produce one of the most exciting races of the year.

From the United States the World Tour will then fly to the Orient for a stay in Tokyo. Six days will be allowed in the Japanese capital and a visit to one of the major motor manufacturers will be organised. From Tokyo the party will move on for three days in Hong Kong and then on for a similar stay in Singapore. Flying from Singapore to Australia the party will pause for three days in Perth before leaving for Johannesburg, South Africa, for the final major sporting event of the tour—the Kyalami 9-Hours. This race, which finishes at night, has long been one of the most popular sports car races on the calendar.

The MOTOR SPORT party will leave London on Friday, October 6th and return on Monday November 6th. All flights will be on scheduled airline services, mainly Quantas, and first class hotel accommodation will be provided throughout as well as continental breakfast and some other meals. Also inclusive will be all excursions and tours, admittance to the various events and all airline and airport charges.

The departure of the tour will be dependent upon raising a party of 20 people. The cost for this once in a lifetime tour is £780. Further news and a more detailed itinerary will be published in MOTOR SPORT next month but all enquiries regarding the tour should be direct to the organisers—Worldmark Travel Ltd, Wigmore House, 10 Duke Street, London W1M 6DP (Tel. 01-486 1961) who will be pleased to supply illustrated brochures.—A.R.M.

OLYMPIC SURFBLAZER

SURFBLAZER, in conjunction with Olympic Holidays, their Greek distributors, provided a small party of journalists with a three days' introduction to Springtime Greece. The main object was to demonstrate the Surfblazer motor boat in moderately warm water.

We were escorted *via* Gatwick–Athens–Corfu, to the Dassia Beach Hotel, and after a brief talk about the boat were let loose on the Ionean sea.

The engine is a Japanese 225-c.c. air-cooled two-stroke, similar to the type used in chain saws, and making a similar noise.

Owing to the propeller being recessed in the hull, it is possible to drive the boat straight from the sea onto the beach and leave the propellers still running, quite safely.

There were three boats in operation. I chose mine and, after being assured I would not get wet, sat astride the motorbike-type seat, fully clothed. One pull on the starter cord and the engine was running. I leaped forward, and for the next 10-15 minutes had a most thrilling and entertaining time. The sea was fairly choppy and I found that I was bouncing along at around 25 m.p.h. The technique of handling these boats is similar to that of motorcycling, banking hard over on the turn. I think it is possible to turn them over but I and nobody else succeeded that day. The high speed of these boats is attained by planing over the water but anybody weighing over 16-17 stone would be out of luck, as one of our party discovered.

I do not know how this boat will appeal to the boating fraternity, but I, as a keen motorist, was completely sold on it.

The whole boat weighs about 138 lb. and two people should be able to lift it onto a car's roof rack, the width being 3 ft., length 8 ft. At £295 it seems a trifle expensive but appears to be of a durable construction. I think it should be noted that of the three test boats, only one remained functional at the day's end. One had a cracked petrol tank, the other a waterlogged engine.

The strength of the surviving boat was shown when an eight-year-old boy drove the boat flat out into the jetty. From the expressions of horror this was not a planned demonstration. He survived to "Surfblaze" again!

The Surfblazer factory is in Halstead, Essex, and their main office in Colchester, where any enquiries should be directed.—I.R.T.

VINTAGE LIGHT CARS INVADE CAMBRIA

SMALL cars were not unknown in Wales in the vintage years, what with things like the London-Holyhead Trial and the RAC Six Days Small Car Trial. They come again in modern times to take tea with the Editor, as members of the Light Car Section of the VSCC. This year (April 15/16th) 16 elected to make the journey but Tony Griffiths found water where his Austin 7 should keep its oil after a previous weekend's trial in Buxton, Townsend's Gwynne 8 was absent, so that Chinnery's conquest of 1924 Welsh nastinesses would not be represented, and Mrs. Bell's 10/23 Talbot nearly missed tea due to a blocked fuel filter en route.

However, four 9/20 Humbers, one a saloon, one a one-owner two-seater with an Austin 10/4 gearbox, installed after the original box had worn out at 300,000 miles, five Austin 7s, including a late-arriving immaculate Chummy, a r.w.b. Morris-Oxford two-seater, a Morris-Cowley and Riddle's i.o.e. GN were amongst those who turned up.

Driving frolics in the fields resulted in a win for Costigan's smart and original 1929 Austin 7 coupé, a car so low-built that one feels Sir Herbert, who liked people to be able to wear top hats in his carriages, must have been on holiday when this one was designed. Grey (Austin 7) and Wood in his 10.8 Riley all-weather with self-greasing spring shackles (in 1923!) tied for second prize, third place going to Rosemary Burke's surprisingly agile 1930 o.h.c. Morris Minor sun-roof saloon. After tea this cavalcade of motoring-for-the-millions followed the Editorial workaday Calthorpe to inspect, by courtesy of the Rads. & N. Brecs. Water Board (parking by courtesy of the Wales Gas Board—it's a free and easy country!), a huge Campbell anthracite-burning 125 r.p.m. gas-engine installed at Llandrindod Wells before the First World War.

Sunday was devoted to scrambling about the damp glories of the Elan Valley.—W.B.

THE THINGS THEY SAY . . .

"Thruxton's not quite so demanding on brakes as Oulton Park, though when you use them use them hard, like anchoring for the tight chicane from the Brooklands straight where the Tii was indicating 120 m.p.h."—Roger Bell of *Motor* describing another Group 1 saloon-car victory in the very effective BMW 2000 Tii.

* * *

"To a vintage car this part of the circuit appears straight, and it is certainly very fast, the 35B reaching over 120 m.p.h. there last autumn."—Bernard Kain describing in *Bugantics* what it is like to lap Thruxton in his Type 35B Bugatti.

* * *

"The cylinder head, too, is a six-cylinder version of the 1500 and 1750 heads (which are now identical) and incorporates the modifications to the porting and manifolds introduced at the time of the 1750 version"—Philip Turner describing the new E6-engined six-cylinder Austin/Morris/Wolseley car in *Motor*.

* * *

"The E6 cylinder head design is likewise based on that of the Maxi 1500, which means that it lacks the improved breathing of the 1750."—J. R. Daniels, BSc, describing the new E6-engined six-cylinder Austin/Morris/Wolseley cars in *Autocar*.

* * *

"Who am I to talk of scruffy workmanship [in the Ford Granada]? Ever since last Sunday I have been cut dead by the superior owners of superior Rovers. Of course these cars have leather upholstery and not, as I said, plastic."—Robert Glenton, writing in *The Sunday Express*. In fact, the Rover 3500 has leather but the Rover 3500S uses box-pleated Ambla upholstery, which holds you better but is not so nice to sit on.

Ford Model-T Production

Sir,

I feel I must write and correct a statement made on page 266 of March, 1972 MOTOR SPORT leader "The First Issigonis Success", last paragraph you state Ford turned out a million Model-Ts by 1922. The correct figure was 6,953,070, which puts them way ahead of anyone else.

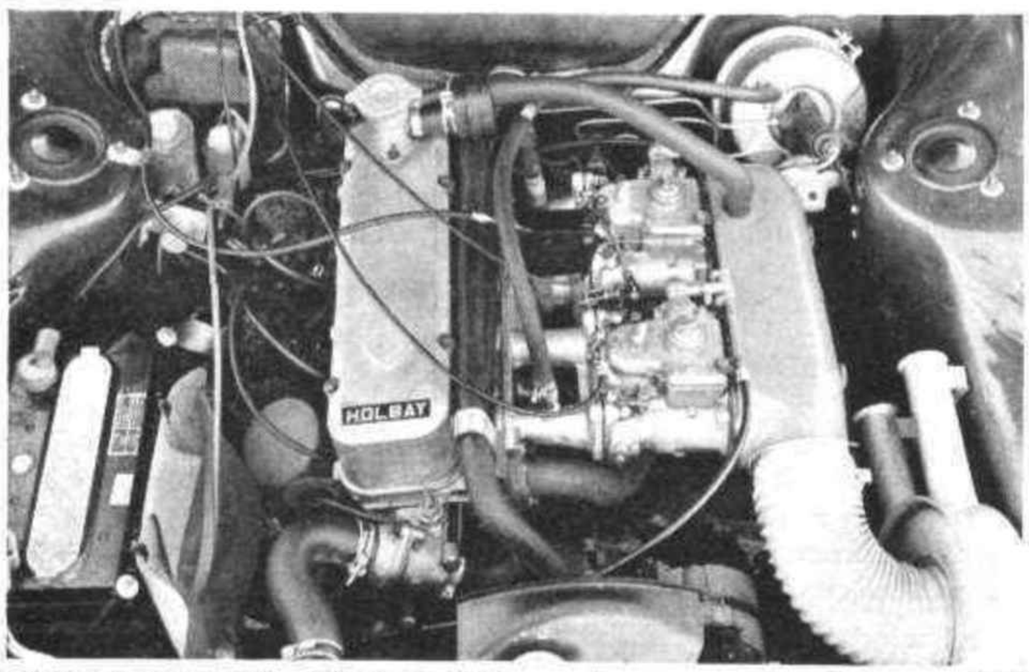
St. Albans. CHARLES PEARCE,
Registrar Model-T Register.

A Spring Selection

Fast new Hillman

THE PAST couple of months have seen the introduction of new or revised models from all the Big Four in Britain, plus the Jensen Healey; while on the Continent, Fiat, Opel and Volkswagen have also introduced additions to their ranges. With all this activity we thought it worthwhile to re-cap on some of these models, while mention of others has been omitted due to lack of space and/or printing schedules

For instance, Chrysler (UK) announced several interesting changes to their range just before the end of last month. They held a two-tier press launch in which MOTOR SPORT came out as rather second grade citizens, being treated to a lunch and drive in the Sussex countryside, while other, more favoured journals and papers were put up for the night, with their wives, at a rather more luxurious establishment. Such is life! This aside, Chrysler introduced a new hot Hillman Hunter which is bound to appeal to the motorist who wants a sporting saloon car. This latest Hunter is rather confusingly called by the meaningless symbols GLS (although it is faster than the GT) and could well fill the niche left by the Lotus Cortina. The new Hunter, which also has revised frontal treatment, is powered by the Holbay-developed 1,725-c.c. aluminium headed engine, previously only seen in the Sunbeam Rapier H120. The engine makes an impressive sight when the bonnet is lifted with its twin Webers and smart alloy rocker cover. It gives 93 b.h.p. (DIN), 110 b.h.p. gross, which coupled to the Rapier's close-ratio box, gives it excellent performance and a top speed of fractionally over 100 m.p.h. One of the most attractive features of the car is its price for, at £1,261, it underprices all but the cheapest Cortina GT 4-door. Straight-line performance is certainly impressive but the car does give a somewhat taut ride and the handling is adequate rather than noteworthy. Nevertheless we commend Chrysler on this fastest ever Hillman.



HOT HILLMAN.—The twin Weber carburetter engine of the new Hillman Hunter GLS which, it is claimed, is the fastest Hillman ever built.

Announced at the same time was the Avenger Estate which comes in either 1,250 or 1,500-c.c. form and will attract sales from those after a reasonably small station wagon at attractive prices between £986 and £1,087 depending on engine size and trim. Other Chrysler news is that both the Sunbeam Alpine and the Rapier have uprated engines, and other detail changes including a revised interior layout which is also shared by the Rapier H120. The Humber Sceptre also has an uprated engine, trim changes and also the fitting of the close-ratio gearbox, wider wheels and new fan.

Finally, Chrysler have also disclosed news of the hot Hillman Avenger to be known as the Tiger, named after the lamented sports cars of that name. The Tiger is not for general sale although a few may be available, and the car will possibly be made more easily obtainable if demand warrants it. The engine is the 1,498-c.c. unit as in the Avenger GT but with a modified cylinder head, twin Weber carburetters and special exhaust manifold. The suspension is lowered and stiffened, there are adjustable shock-absorbers at the rear and power-assisted brakes. The wheels are magnesium alloy, there is a "power" bulge in the bonnet and a gimmicky aerofoil on the boot lid, in addition to special seats, steering wheel and facia. Apparently there is a possibility of making all the parts available through the Chrysler competition centre so that drivers can uprate their own Avengers.



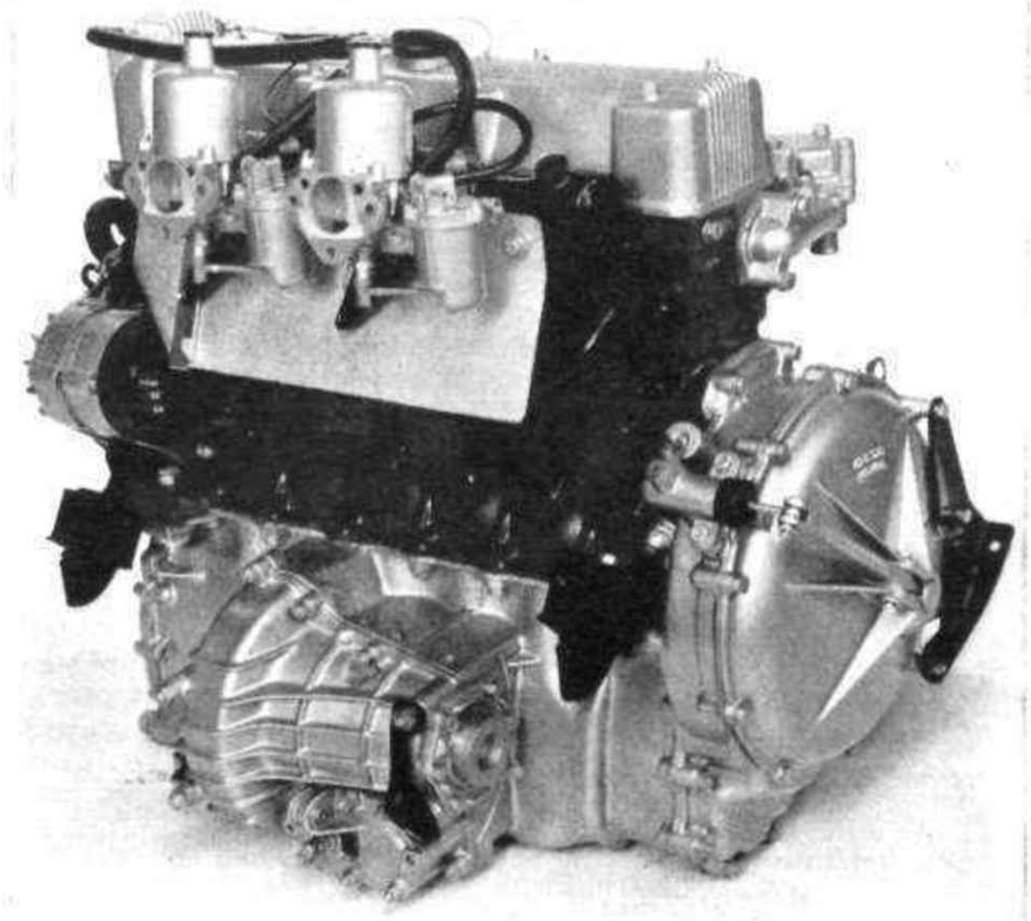
NEW TIGER.—The latest car to be christened with the traditional name of Tiger is this tuned version of the Hillman Avenger GT.

New wine in old bottle from BL

British Leyland's two most recent offerings, the Triumph Dolomite and now the Austin, Morris and Wolseley 2200 range, are both exceptionally pleasant to drive. But both use totally out-dated body shells which are associated, in the minds of the masses, with cars from the mid-sixties. Particularly so the 2200, which is the brand new six-cylinder version of the faithful old 1800 range, first introduced in 1964. Sure enough such measures ensure maximum utilisation of incredibly costly dies and presses for body panels, but does it sell motor cars?

Perhaps, because of the old-fashioned and well-known body shell which houses the components of the 2200, one is surprised at how well the car performs on the road. Basically what British Leyland have done is to take the 1800 in its latest well-developed and reasonably snag-free form, and power it by a six-cylinder version of the Austin Maxi overhead camshaft engine. By all accounts the six-cylinder engine was designed at the same time as the Maxi "4" and has been in use for some time in Australia in the Austin Kimberley. The new unit gives 110 b.h.p. from 2,227 c.c. and has exactly the same bore and stroke as the original four-cylinder 1,500-c.c. Maxi engine. On the road we found that it proved an excellent power unit giving plenty of low-down torque and good acceleration and top speed, without being at all fussy.

Unlike the 1800, the six-cylinder version has an electric fan for



NEW SIX-CYLINDER from British Leyland. Powering the new Austin/Morris 2200 is the six-cylinder version of the Austin Maxi engine, shown here coupled to its east/west transmission.

the sealed-for-life front-mounted radiator. Transmission is taken through the same 1800, four-speed gearbox, with identical ratios which are changed through a larger $8\frac{3}{4}$ in. clutch by a new rod-operated, rather than cable, gear-shift. Larger brakes are also fitted, which help to bring the car down from its top speed of just over 100 m.p.h. The 2200, of course, retains all the assets of the 1800 including roominess, excellent handling and road-holding, from the front-wheel drive and hydrolastic suspension, and gains greatly from the increased power of the new engine. The car retails at just about £60 more than the old 1800S which is dropped. Badge engineering gives you the choice of Austin or Morris versions, while there is a more luxuriously appointed version called the Wolseley 6, complete with the traditional illuminated badge on the grille. We hope to try a 2200 over a greater mileage in the near future.

At the same time as British Leyland announced the 2200, they also told of various changes to the 1800 range which, apparently, sells on average at the rate of 40,000 a year. Mechanically the latest 1800 is unchanged save for a new rod-operated gear-shift. The interior has come in for something of a face lift, particularly the instruments, and there is a new grille and badges.

Vauxhall's Transcontinentals

Presently lying in an unhappy fourth place in Britain's big four motor manufacturers, Vauxhall are hoping that their new range of re-styled and engineered Victors will help a revival. The new cars have been grandiosely nick-named "the Transcontinentals" by General Motors' marketing people, which might suggest that the previous Victors were hardly suitable for travelling across the Continent—for that matter they may well be right. Undoubtedly the new range of Victors—encompassing the Victor, VX4/90, and Ventora—is a considerable improvement on the previous one.

The styling, for a start, is definitely a change for the better and there is even a hint, in the bonnet, of those famous Vauxhall flutes. The cars are basically larger having a 3 in. wheelbase increase and more room for the rear passengers. But the car is considerably heavier than the old model, the VX4/90 tipping the scales at almost 200 lb. more than the previous model. The interior of the Victors is nothing particular to write home about, the cheaper models having rubber floor coverings.



LATEST VICTOR.—Larger engines, a new body shape and better handling are features of the new Vauxhall Victor range.

Apart from the body shape, the other major change is to the cubic capacity of the four-cylinder engines. The 1,600-c.c. engine has been upped to 1,759 c.c., thanks to a new longer throw crankshaft and this gives 78 b.h.p. and powers the bottom of the range Victor De Luxe and an estate car version. The 1,975-c.c. engine, which could also be found in the Firenza, is now increased to 2,279 c.c., thanks to a bigger bore, and gives 101 b.h.p. (DIN). This powers the Victor SL and, in twin carburetter form, the VX4/90. For the Ventora, the 3.3-litre ageing straight-six design has been left alone.

On the suspension side it is largely the mixture as before with some subtle changes, including larger ball joints in the front suspension and slight geometry changes to multi-link rear, as well as the increased wheelbase and track. It is an improvement over the previous model but one could not say that the Vauxhall would out-corner a BMW or, for that matter, its German cousin—the Opel Rekord in 1972 form. Vauxhall have put a lot of time and effort into the safety aspects of the car both primary (new anti-burst locks) and preventive (tandem brake master cylinders). Automatic versions are available, and are fitted with the excellent boxes built by GM in Strasbourg, on which we have previously commented.

Of the range, the VX4/90 or 2300 would probably appeal to MOTOR SPORT readers rather than the other models but, basically, our opinion is that the cars do not break any new ground and are very much Vauxhalls. All models cost more than in their previous form.

Following the trend set by Ford, with their special slated window, orange Capris, Vauxhall have also announced a short-run special to be known as the Viva X14. In total 6,000 are being built, 1,000 with the new 1,800 c.c. engine and automatic transmission and the rest with the regular Viva 1,256-c.c. unit. The special equipment fitted to these cars includes Rostyle wheels, radial tyres, power-assisted brakes, heavy duty alternator and other "special" items the majority of which can be found on the cheapest Datsun (see Cherry report elsewhere). But the X14 comes in special metallic paint finishes, known as Golden Sunspot, Emerald Starmist and Sapphire Starmist complete with coachlines.

New Opel Commodore

Following closely on the announcement of the new Rekord, comes news of the revised versions of Opel's big Commodore and Commodore GS, each available as either a four-door or a coupé. The new Commodore was another of the batch of new cars at the Geneva Show, but it will not be available in Britain until mid-May.

The Commodore continues to be powered by Opel's overhead camshaft, six-cylinder, 2.5-litre unit which gives 115 b.h.p. in standard form and 130 b.h.p. (DIN) as fitted to the GS. The Commodore GS Coupé is the fastest of the range having a top speed of 114 m.p.h. while others are a little slower.

The new body shapes fit in well with the trend established by the Ascona and Rekord and, at the same time, the suspension and steering have been improved. As was the case with the new Rekord, Opel engineers say the suspension geometry has been specially designed to suit radial tyres. Prices are not yet available.

News Briefs

● Two new Simcas. During April Chrysler France introduced two changes to their range—the Simca 1000 Special now has a 1,294-c.c. engine and the addition of the Simca Rallye I, which also has the 1,294-c.c. unit. The new engine, in the 1000 Special, replaces the earlier 1,118-c.c. version and gives 60 b.h.p. The car is available immediately, price £896. The Rallye I includes special seats, steering wheel, facia with a rev.-counter, sports wheels, black anti-glare bonnet and engine compartment stripes. All very racy and yours for £892.

● Three-door 127. A three-door version of the Fiat 127 has just been put on the market in Italy and will be available in Britain later in the year when the price will be announced. The three-door 127 is virtually a little estate car, for the rear seats will fold forward to give plenty of luggage space. The mechanical specification remains unchanged as does the lively 903-c.c. engine.

● Ginetta move. The little Ginetta company, whose glassfibre machines continue to enjoy steady popularity, have recently moved to larger premises where they hope to go into full-scale production with the promising G21 while maintaining G15 production at the same level. The new address is Ginetta Cars Ltd., Edgworth Road, Sudbury, Suffolk (Tel.: Sudbury 4455). As Ginetta handle all sales direct, this is the place to contact for any further information.

● Now available in Britain is the Lancia 2000 Sedan F.I. equipped as standard with Bosch fuel injection, five-speed gearbox, power steering and electrically operated windows. The price is £2,398—A. R. M.



HOT SIMCA.—Just introduced onto the British market is the Simca Rallye 1, which is powered by a 1,294 c.c. engine. This unit is also available for the Simca 1000 Special.

FORMULA 2 REVIEW

Why the new cars are unreliable

THE NEW SEASON of Formula Two racing has started with a bang —mainly in the engine compartments. The new year brought a change of regulations which increased the capacity limit from 1,600-c.c. to 2,000 c.c. but also made the use of homologated production cylinder heads mandatory. Previously only production blocks had to be used and the design of the head was left free. As is now history, Cosworth Engineering came up with the FVA engine, with its four-valve-per-cylinder lay-out and this amazing unit won the first 1,600-c.c. F2 race in 1967, the last in 1971 and the great majority in between as well.

Cosworth later produced a productionised version known as the BDA for use in the hot Escort RS1600 which retained the similar four-valve lay-out but much smaller valves were used and the camshafts, and other ancillaries, were driven by a toothed belt rather than a noisy train of gears. It is on this 1,601 c.c engine that the present F2 engines are based, although, in theory, blocks other than Ford could be used. But only Ford had the forethought to homologate, and put into production, a four valve engine of suitable capacity. The words "suitable capacity" are something of a moot point for at 1,601 c.c. the engine falls well short of the 2,000 c.c. maximum. However, the rules allow the engine to be opened out and this is the cause of the unreliability of the units so far. To obtain the extra capacity one can either stroke or bore or a combination of the two. Unfortunately there is not sufficient metal to take the necessary re-bore while a long stroke gives problems regarding revs, or not enough of them. Ford themselves have helped by homologating some special siamesed blocks (no water passage between the bores) which helps and some of the smaller capacity engines being used, like the effective Brian Hart-tuned 1,850 c.c. engine. However, to get any larger capacity than that with an acceptable stroke, the engine builders have been completely re-building the inside of the blocks by welding in liners. This is all rather a "bodge" job but some seem to work quite effectively, but tend to be unreliable.

Cosworth themselves have built only four such engines, one each for March Engineering, Rondel Racing, McLaren and Lotus (who still haven't got an F2 car) but not Surtees, who feels rather left out of it and is naturally rather unhappy with the situation. These precious four units are definitely the most powerful in Formula Two at the moment and the liners are brazed rather than welded. Other firms including Race Engine Services, Racing Services (Engines) and Felday have also come up with re-worked block engines. Former BRM engine designer Aubrey Woods is now running a firm for Chris Amon and has entered this market but has plumped for a long stroke and unlinered block. So far his engines have not lasted long enough to actually get to a race.

A number of people are of the opinion that the smaller 1,850 c.c. engine is a better bet and the extra horse power, offered by the larger capacity, is no good if it isn't there at the end of the race. Hart, RES, David Wood Engineering and Broadspeed, as well as Cosworth, all produce such engines. A lot of the original development work for BDAs was, of course, done prior to the new Formula Two for use in racing Escorts.

The whole thing, however, is only a stop gap until the linerless all-aluminium Chevrolet Vega engine is homologated, which should be about June. Once this happens all the BDAs will be obsolete overnight for Cosworth already have a racing version, known as the EAA, designed and built and it was tried in a Chevron B19 sports car in the South African series. This is expected to produce somewhere in the region of 300 b.h.p. when fully developed while the best an enlarged BDA can reliably give is nearer 260 b.h.p. Perhaps the reason why Cosworth built some big BDAs themselves was an exercise to see if such an engine would or could constitute a challenge to the Vega based EAA.

However, Cosworth are not the only people who have an engine waiting for homologation which will be of use in Formula Two. The latest Lotus 16 valve engine, which we wrote about last month, obviously has the basis of a very good F2 unit. It is light, being all-aluminium, has a strong bottom end and also has a four-valve head. Colin Chapman is fully aware of the possibilities although he has, so far, said that Lotus will not be producing racing versions. However, rumour has it that one of the Lotus Type 907 engines has already found its way down to the Italian tuners Novamotor, who on behalf of Lotus, are producing a racing version for Emerson Fittipaldi.

Add to all this news of the possibility of one or even two Japanese engines for the Formula next year and the possibility of Ford homologating an aluminium block for the BDA engine which would be of 2-litre capacity. This idea now seems to be rather less positive than before, although Brian Hart Ltd have made tests with such engines which were used to power various 2-litre sports cars last season.

However, all this is in the future, and so far this season we have had four races for the new Formula and every car has been powered by a Ford BDA engine. The first three events were all in Britain, at Mallory Park on March 12th, at Oulton Park on Good Friday and at Thruxton on Easter Monday. The Mallory and Thruxton races counted towards the important FIA European Formula Two Championship for non-graded drivers while all three rounds qualified for the John Player British F2 Championship.

The Mallory Park meeting produced a major surprise in the form of Formula Atlantic and ex-Formula Three driver, David Morgan. He was driving in his first ever Formula Two race in a last year's Brabham BT35 sponsored by Ed Reeves. In practice Morgan set everyone talking with second fastest time overall to Ronnie Peterson in the works STP-March. In the two part race he kept up this sensational form. Peterson retired early on in his heat with fuel injection trouble and crashed in the second. So in the first heat Morgan ran home the winner after Carlos Reutemann slowed his Brabham with tyre problems and Niki Lauda finished second in his March. In the second heat Morgan only had to keep the other two in sight and this he did although, on aggregate times, both Reutemann and Lauda came close to overtaking Morgan. But the final result was a win for Morgan, with Lauda second and Reutemann third. The young South African Jody Scheckter was fourth in his first-ever F2 race while Mike Hailwood finished fifth in his works Matchbox Surtees.

The Oulton Park race on Good Friday only had a small field as most competitors were conserving their cars for the more important Thruxton fixture, practice for which was the day after Oulton. Niki Lauda totally dominated the race which was held in the pouring rain and he came home a clear winner—his first ever victory in Formula Two. Second was Gerry Birrell, also in a March, after Tim Schenken slowed his Rondel Brabham BT38 with a puncture. Schenken had to be content with third place, while at the finish, only three other cars out of the 14 starters were circulating.

There was a very much larger turn out for the Thruxton meeting and again the weather was kind to this popular fixture organised by the BARC. The race was split into two 27 lap heats and a 50 lap final. Practice took its toll, for Carlos Reutemann's Rondel Brabham BT38 crashed when a rear hub sheared and it was decided to withdraw the other Rondel cars of Pescarolo and Schenken as well. Reutemann's accident looks as if it will put him out of racing for over two months.

The heats further reduced the field as the fragile engines blew up and both were won by the works STP-Marchs, Lauda winning one heat and Peterson the other. The final lacked the excitement usually seen at this meeting for Peterson soon disappeared into the distance and smashed the outright lap record on his way. Francois Cevert, who was driving a March 722 for John Coombs, held a steady second place while Lauda was happy in third position. This was the way it stayed while the others just dropped out like flies, almost all with engine problems. In the end, only five cars were running and fourth place went to the Pygmee of Patrick Dal Bo, son of the constructor/designer Marius Dal Bo from France. This was the best ever result for this marque and a reward for the excellent preparation of the newly formed BE Racing Team who are now running three such cars from Hambledon in Hampshire.

On April 16th the Formula Two circus moved onto the Continent for the first time this year, to the daunting high speed Hockenheim circuit. This race counted towards the European Championship and, as is often the case, at this circuit it provided a surprise result. After practice for this two heat affair the STP-March team looked strong favourites with Lauda fastest and Peterson's deputy, German saloon and F3 driver Jochen Mass, looking good in third fastest place. However, in the race both suffered mechanical failures and the eventual winner was the former French F3 Champion Jean-Pierre Jaussaud who has been around the F2 scene without much success for a couple of years. He was driving a new Brabham BT38 so the score so far is March 2—Brabham 2. Finishing second was Mike Beuttler in his March 722 ahead of Bob Wollek's Rondel Brabham and Swiss-privateer Xavier Pevrot with his March 722.—A.R.M.



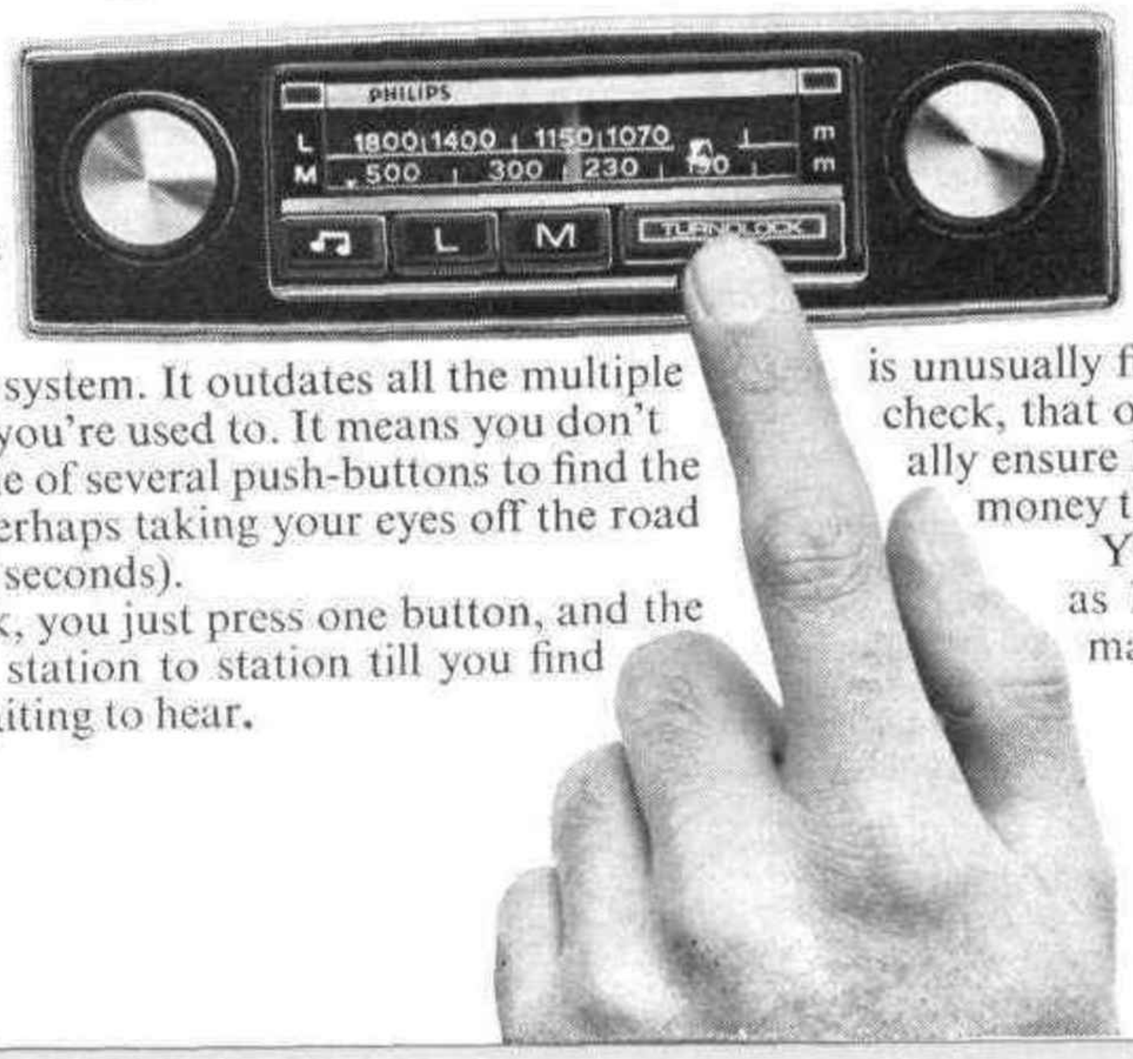
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AROUND AND ABOUT

Comment on the Racing and Club Scene

What's happening in Formula Ford

FORMULA FORD, the category of racing introduced in 1967, continues to go from strength to strength and, if the early season races are anything to go by, 1972 could be the best year ever for these 1,600-c.c. skinny wheeled single-seaters. This season there are umpteen FF championships but the one everyone wants to win is that sponsored by British Oxygen. Each round so far has been over-subscribed with entries, while the BARC organised Sunbeam Electric and the *Daily Express* Championship at Silverstone have also got off to a good start.

Tim Schenken was, of course, the first big name to emerge from Formula Ford and since then he has been followed by Emerson Fittipaldi, with plenty of others in Formula Two and Formula Three on the way up. One of the attractions of Formula Ford is the fact that it is fiercely competitive, professional yet remains relatively inexpensive even for the best equipment. If you do not mind forgoing the big meetings and steer clear of the major championships then, if you have the talent, you can give a very good account of yourself in a three- or four-year-old car which can be picked up complete for £700-£800. For the man of lesser means there are Formula Fords available for half that price.

Schenken, it will be remembered, drove a Merlyn Mk. 11 in his tremendously successful period of Formula Ford and this firm, from near Colchester, still make one of, if not the, most competitive of all Formula Fords. The latest car is the Mk. 20 which still owes a good deal to the Mk. 11, particularly the chassis, which means the impecunious driver can pick up such a car and update without too much problem. A brand new car less engine sells at approx. £1,300.

Various different engine tuners have ruled the roost in Formula Ford but, so far this year, Scholar Racing Engines have had most things their way. This little firm is run by Doug and Alan Wardropper, a father and son combination who used to be top Stock Car drivers. Now they operate out of premises on Martlesham Heath near Ipswich, less than a mile from where F3 specialists Holbay live. A Scholar engine, ready to win, will give just over 100 b.h.p. and will cost in the region of £350. In FF a good engine in an average chassis is a lot more important than an average engine in a good chassis, if there is such a thing.

As mentioned earlier a Merlyn chassis is a good bet but so too seem to be the latest Hawkes, the Eldens the Titans, and in the rain at the Oulton Park Formula Two meeting, a last year's car from the little firm of Dulon left everyone in its spray. Lotus have dropped out of the market but their 69 chassis is still very competitive.

There are quite a few tricks of the trade in Formula Ford which the beginner may take a little time to find out. Tyres are a particularly important factor—road tyres have to be used of course. The "in" tyre for well over a year now has been the controversial Firestone Torino—controversial because you do not see very many road cars using them. The top line FF drivers know at exactly what tread depth the tyres give the best grip and carry a second set, in different condition, for when it rains.

Formula Ford is very much an international class of racing and gives plenty of chance for racing outside Britain although, sadly, the European Formula Ford Championship has been dropped this year in favour of a big race at Brands Hatch in October for the champions from many different countries. But, there are still plenty of FF races on the Continent open to British drivers, particularly in Sweden, Belgium, Austria and Italy. There has been a Brazilian FF series and for the past three years there has been the South African Sunshine Series, sponsored by BOAC, which accepts entries from Britain.

Undoubtedly Britain is the centre of this category of racing and drivers come from all over the World to race here. Last year South African Jody Scheckter won a trip here and was soon dusting up the FF brigade and now his brother, Ian, has come to do the same. Several Americans have also raced in Britain and of particular note is one currently resident—young David Loring. Last year he won the Canadian and American IMSA Championships and is now one of the leading contenders for the British. He, like so many others, hopes to be spotted in Britain and given his big chance.

Both Scheckter and Loring drive the latest Merlyns as do leading British drivers Bob Arnott and David Martell, as well as the Belgian Jim Russell and pupil Patrick Neve, who is showing a lot of promise. Tony Brise, now in Formula Three, put the Elden firm on the map and



FORMULA FORD IS CLOSE.—Side by side out of the Mallory Park hairpin battling for the lead of a BOC round are John Parsons in the one-off Barney, Geoff Close, who has crumpled the nose of the Hawke DL9, and Mike Taylor in the George Best sponsored Palliser.

now his 18-year-old brother Tim is continuing to keep Elden in the news, having recently switched from a unique side-radiator Merlyn. Brise presently leads the British Oxygen Championship and is sponsored, along with Elden team-mate Mike Catlow, by Catnic Steel Lintels—whatever they might be.

Consistently one of the fastest drivers in the early season races has been a lanky lad by the name of Mike Taylor, son of Geoff Taylor, who designed the Alta engine. Taylor drives a two-year-old Palliser which is sponsored by none other than footballer George Best. Another Taylor in the news is Ian, no relation, a veteran of over three seasons of FF. He drives the Dulon mentioned earlier and looks, at long last, as if he has shaken off the misfortune that always seems to follow him. If he really has, then he could be the man to beat this year. The latest Hawkes from David Lazenby's firm are interesting because of their side radiator layout and certainly seem to work well. Geoff Close started the season in the works car but has now been replaced by veteran Sid Fox. Now that antique dealer John Trevelyan has retired from racing, no one seems to be giving an Irish Crossle much of a chance except in Ireland but Titan have staged something of a comeback and the Team Titan drivers, Ken Bailey and Derek Lawrence, have both stepped down from Formula Three and have bags of experience. There are literally dozens of others capable of winning Formula Ford races too.

However, any young aspiring Grand Prix driver will, I am sure, not be put off by the above. In a few months time you, too, could be mixing it with the top drivers in FF.

Rondel Racing to turn constructor

One of the motor racing success stories of 1971 was the way that two former Brabham Formula One mechanics, Ron Dennis and Neil Trundle, set up their own Formula Two racing team, found the necessary financial support and went motor racing in a thoroughly professional and business-like manner. They ran Brabham BT36s for Graham Hill, Tim Schenken and promising Frenchman, Bob Wollek, a former ski-ing champion. There were disappointments, like when Hill and Schenken ran into each other at Albi and thus lost the race, and at Jarama where Schenken's engine blew up a couple of laps from the end. But there were the high spots like Hill's Thruxton win and Schenken's first ever F2 victory in the last race of the 1,600-c.c. Formula.

Bigger plans were made for 1972, again in F2, but this time with a four-car team of Brabhams for Schenken, Wollek, Carlos Reutemann and Henri Pescarolo. Sponsorship was obtained from the French Motul oil company, and from other sources including Radio Luxembourg and the power-tool firm of Broome and Wade. As you will read elsewhere the team suffered an early set-back at Thruxton in practice when Reutemann's new Brabham crashed but it will only be a temporary one for during the Easter week-end big plans for Rondel were announced.

Basically the plot is that Rondel have joined forces with Denys Dobbie, the wealthy Scottish enthusiast, to design, build and race their own Formula One and Two cars. Dobbie, it will be remembered, sponsored his own two-car Chevron B19 sports car team last year known as DART and, at the original announcement, said he intended to be in Formula One within three years. His sports car team cost a lot of money but John Miles did collect the RAC Sportscar Cham-

pionship for him. Over the winter there seemed to be so many changes of plan, first an F2 team for the Fittipaldis, then a Lola T280 sports car for Miles, that DART became nicknamed the Doubtful Automobile Racing Team. In the end it looked as if Dobbie was going to drop out of racing altogether but, just at the right moment, switched-on Rondel Racing made a proposal to him about assisting their intended, and highly secret plans to become constructors in their own right. Dobbie accepted and now Ron Dennis and his team have the finance available and the cars will be called Rondel Dart.

Details of the car's designer, and whether the team will build both F1 and F2 for 1973, are to be announced in the future although the first car is promised for September. I could be wrong but I personally reckon that the designer will not be the obvious possibility—former Brabham boss Ron Tauranac—but could well be one of the present Brabham design team. Undoubtedly the team have the knowhow as well as the facility—an excellent and spacious workshop in Old Windsor—to make good as a constructor. Dobbie, Dennis and Trundle form the board of the new Rondel Dart Ltd. while shipping man, and sometime commentator, Tony Vlassopulos, who gave Rondel so much help in the early stages, continues as chairman of Rondel Racing Ltd. Naturally the team will continue to run their smart red, yellow and blue F2 Brabham BT38s for the remainder of this season.

The fire hazard

The one good thing that came out of Jo Siffert's tragic death at Brands Hatch last October was a much greater awareness that the fire fighting facilities at a number of circuits are totally inadequate and out of date. Thus, since the accident, we have heard of various schemes, from helicopters to 100 m.p.h. fire engines, to tackle the problem. At Brands Hatch recently there was a practical and more down to earth demonstration of fire fighting, which was organised by the RAC and, in particular, their Deputy Motor Sporting Director Basil Tye. Mr. Tye had arranged for a team from Pyrene to show how a racing car fire could be extinguished without the use of sophisticated helicopters but simply by three experienced men each using a portable extinguisher of some 48 lb. weight containing some 20 lb. of the latest Pyrene powder. Present regulations call for only two extinguishers at each marshals post.

The Pyrene team, led by their resident expert, Frank Dew, set themselves an extremely difficult task. A crashed March 721 monocoque, fitted with some makeshift tanks, was filled with 40 gallons of fuel while a further 20 gallons were slopped in trays around the car, as it might do in real life, and the whole lot was set ablaze. After it had been burning a few seconds Mr. Dew's team started to run from 40 yards away with their extinguishers and attempted to put the fire out by attacking it in the best manner. After about twenty seconds they seemed to be on top of the fire, when it flashed back and they had to use three new extinguishers and finally had the blaze out in just under a minute. A second attempt proved even less successful and a fire truck with light water was called.

However, after the first attempt the well-known circuit medical officer, Doctor Ken Walker, said that, in his opinion, the driver's life would have been saved because the team had managed to keep the flames away from the cockpit. This is food for thought as the fire was as intense as Siffert's BRM in the opening stages of that inferno. The demonstration served to point out that three well-trained men with good and modern extinguishers do have a chance of putting out a vicious fire of this nature.



ALMOST OUT.— The three Pyrene fire fighters almost got the burning March chassis out in a few seconds but immediately after this photograph was taken the fire flared up again.

Obviously the real answer to this problem is to make the cars even safer. Recently there has been news of a completely new non-rupture-able tank successfully developed in the USA, for helicopters by the Uniroyal company, who are now being approached to develop a racing tank to a similar specification. This, by all accounts, could be a very big step forward. Obviously it will be a long time before such tanks are used in club racing cars and as Mr. Tye said at the Brands demonstration: "It must be stressed that the problems of racing car fires is not only confined to a handful of International events—the safety of a youngster in his first season of Formula Ford is just as important as that of an experienced International driver". Thus the training of fire marshals and the use of the best available extinguishers is exceptionally important.

Pit Stops

● The continued production of Lotus 7s has been somewhat in doubt since the closure, just under a year ago, of Lotus Racing Ltd., the subsidiary which made the cars. Now we are told 7s are being built in the main assembly factory of Lotus Cars. The Super 7, fitted with the big valve twin-cam engine, has been reduced in price to £1,195 in component form while, with the other engine option, the X-flow 1,300-c.c. Ford, the car continues to sell at £997. Further information from Caterham Car Sales Ltd. (Tel.: Caterham 46666). Also of interest to Lotus 7 owners is a revival of the somewhat dormant Club Lotus. The secretary is now Sandy Fowler, 14 Recreation Walk, Ramsden Heath, Essex and we understand the club would like to hear from any 7 owners interested in a trip to Le Mans in June. A National Rally is being planned for early September.

● Colonel Charles Barker has retired as General Secretary of the London Car Club and his place is being taken by Nigel Goode who can be contacted at 103 Elstree Road, Bushey Heath, Herts. (Tel.: 01-950 2096). The club's Oxfam race meeting at Brands Hatch on June 4th will feature a unique long distance multi-pit stop saloon car event.

● Following our article last month, "How do you become a Racing Car Designer?" and the several references to the 750 Motor Club, vice-chairman Jeff Ward has written to tell us that aspiring teenage special builders can become Junior Members of the club for just £1. Further details from the club's General Secretary, David Bradley, 16 Woodstock Road, Witney, Oxon. (Tel.: Witney 2285).

● Wallace Windscreens, who have been making and fitting windscreens since 1920, and have given excellent service to staff members, have now formed a company called Acerace to carry out work on competition cars. They have also moved into the world of Formula Ford and are sponsoring an Elden Mk. 8 to be shared by Ray Spring and John Brick. Wallace Windscreens, who specialise in laminated glass, can be found at 98 Webber Street, London SE1 (Tel.: 01-928 5228).

● World Championship engine constructors Cosworth have recently extended their premises at St. James Mill Road in Northampton, and have moved into a new building across the road. At the same time they have re-arranged the company structure so that Cosworth Engineering Ltd. deals with components and spares for engines which are not in current production while Cosworth Research & Development deals with complete engines, rebuilds and spares for current engines.

● The Jim Russell International Racing Drivers School, who operate racing driver training schemes from both Snetterton and Mallory Park, have now moved into the Hotel business. The school has purchased the Bunwell Manor Hotel, in the village of Bunwell, near Attleborough, Norfolk which is within easy reach of Snetterton. The school has a busy programme of pupils' races again this yea. at both Mallory and Snetterton. Further details of the training scheme from Jim Russell at Snetterton Circuit, Norwich NOR 1OX, Norfolk (Tel.: Quidenham 451).

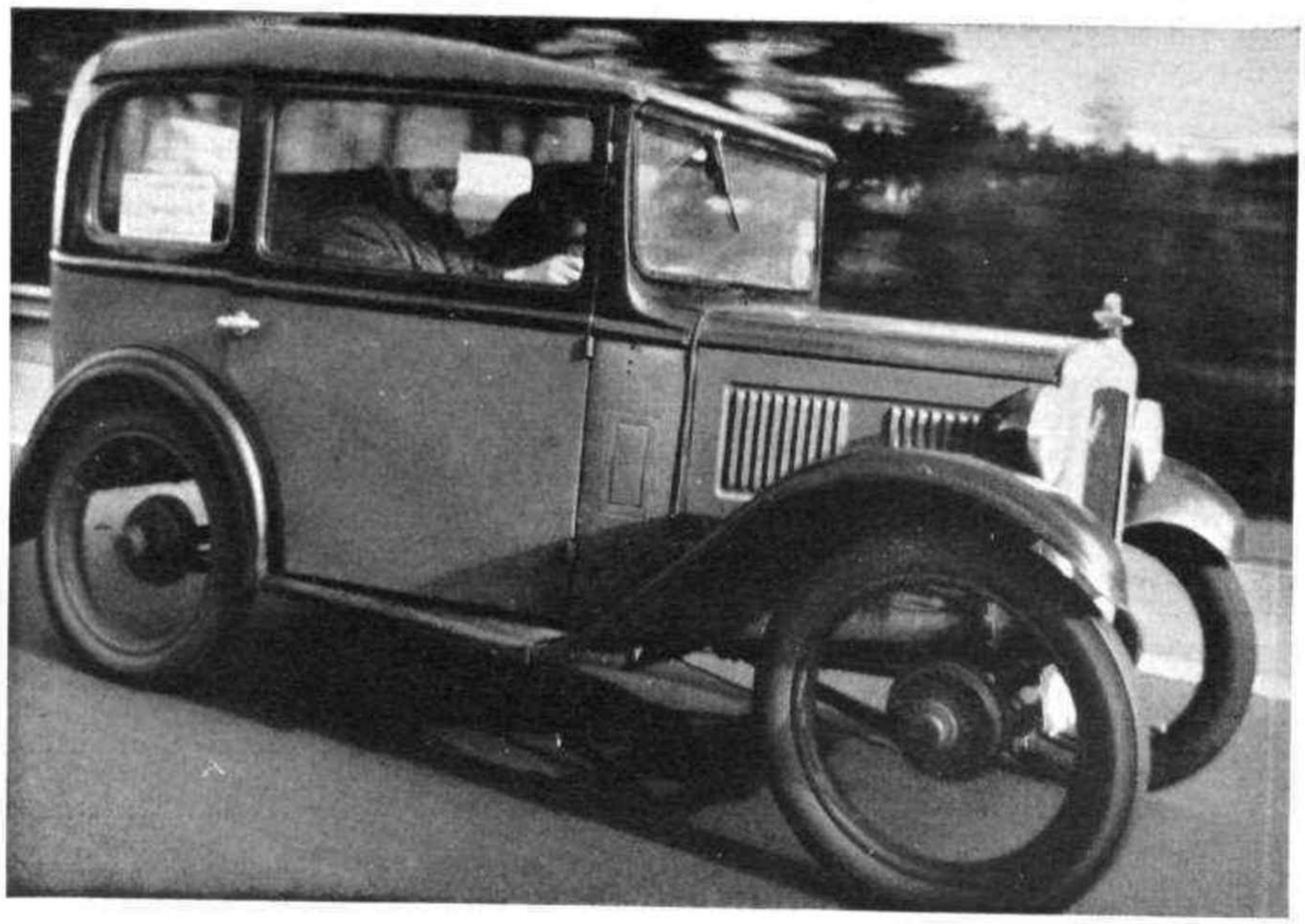
● Ford will be running another series of rally schools in association with Dunlop in May this year. This time the tour will cover Tunbridge Wells, Cambridge, Leamington Spa, Barnsley and Hull between May 1st and May 5th. As before the schools wil consist of day-long classroom sessions with Timo Makinen, Henry Liddon and Ford Competition staff on hand as the lecturers. In the evening there will be forums where questions can be put to a panel of experts including Jackie Stewart, Graham Hill and the lady driver Gill Fortescue-Thomas.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters

LAND'S END TO JOHN O'GROATS BY AUSTIN SEVEN.—At Easter 83 Austin 7s undertook to try to drive from end-to-end of this little island, just for the fun of it, remembering that this is the Jubilee Year of this great little British baby car. Apparently 65 accomplished this self-imposed task, from out of 72 starters, four of them covering the 881 miles in less than 24 hours. All were, of course, built before the war. This was by no means a race, but the 1931 saloon in the picture, with side-draught S.U. carburetter and Ruby head, did the journey in 21 hrs. 19 min. How much nicer than keeping such cars out of sight, in cotton wool, while pondering what they will fetch at the next auction sale! But for how much longer will fun and freedom of this kind, innocuous as it is, remain legal on the roads of Europe?

[Photo by *Evening Gazette Teesside*]



THE BEGINNING OF THE END?

THE VINTAGE and veteran pastime seems, on the face of it, never to have been in a stronger position. It has more followers than ever, more clubs catering for the older cars. A great many events, charity and otherwise, cater for pre-war vehicles of all kinds. The VSCC and VCC thrive. Tim Carson, M.B.E., until recently the extremely popular Secretary of the former, was recognised in the New Year's Honours List and the general public loves old motor cars, drawn to them by the appearance of such things in full-length films and TV plays and commercials.

The outlook, you might think, is set-fair and the long-distance forecast a glorious never-ending vintage summer. The older cars, even undesirable just-pre-war pedestrian tin saloons and unrestored, or only partially complete vintage machinery, fetch ridiculously lofty prices, it is true, but this has to be accepted as the penalty of popularity for which the pioneer old-car clubs and MOTOR SPORT are as much to blame as anyone. It is becoming more and more difficult to maintain pre-war cars, because items like taper-pins, castellated nuts, magnetos, whittle belting, single-pole bulbs, cotter-pins, timing chains, etc., are becoming ever scarcer, if they are obtainable at all, and where would we be for tyres of 17 in. and larger, if it were not for the co-operation of Fort Dunlop?

The MoT tests do not make life any easier, although most vintage cars can be made to pass without too much difficulty and some much-appreciated concessions in respect of braking efficiency, lighting and other requirements are extended to them. Rumour has hinted at a Government-staffed range of testing stations to replace garages doing vehicle testing, financed by a well-known food combine, which, if it happened, could make life for the old-car owner more difficult, but confirmation of this has not been obtained.

Now, however, a cloud, tiny at present, has been seen on the vintage horizon, which could build up to the storm which will ultimately sink the good ship *Vintage Hobby*. I refer to a clause in the regulations governing our entry into the European Economic Community which bans cars of more than 15 years of age from being used freely on public roads. This, naturally, was spotted by a reader of MOTOR SPORT, a lady who enjoys driving a 1935 Singer Le Mans as everyday transport and does not wish this kind of motoring to terminate if we go into the EEC.

The exact wording of the clause has not been established but there is seldom smoke without a fire and when this lady drew Lord Montagu's attention to this possible, very serious, restriction to our enjoyment of the older cars his Lordship replied that the matter had been taken up with Mr. Michael Heseltine, the then Parliamentary Under-Secretary of State at the Department of Environment, who said, in effect, that it is not envisaged that Britain would conform to this type of Continental motoring regulation, and that as far as he is aware the clause will not apply, an answer which at least seems to confirm the existence of this shattering and unpalatable clause.

As our lady reader remarks, this is all very fine but she would like to know definitely whether the ban will or whether it will *not* be a condition of our entry into the EEC. It is hard to imagine politicians bothering to defend the vintage and pre-war car movement when so many big and vital issues arise whenever Common Market matters are debated.

Lord Montagu, it is said, will no doubt pursue the point in the House of Lords, if necessary when the EEC regulations are debated, and we have drawn the attention of A. S. Heal, who up to 1971 so ably chaired the annual Veteran & Vintage Clubs Conference, to this vital matter. That the HVJC "is already watching very closely our interests with regard to possible changes due to the Common Market (early vehicles in certain European countries do not enjoy the same freedom they do here)", according to a report on the AGM of the National Traction Engine Club in the March issue of *Steaming*, shows this is no time for taking a complacent, ostrich-head-in-sand attitude. Remembering, too, the fable of the stable door which was shut after the horse had bolted, we can understand our reader's concern. Moreover, it should be remembered that the excellent concessions which the Historical Vehicle Clubs Joint Committee has obtained on behalf of the movement apply, in the main, and quite rightly, to pre-1931 cars, whereas the EEC issue seems to concern the possible banning from normal usage of any cars built more than 15 years ago. Like our lady reader's Singer, which she has been using as regular transport for the past 13 years.

Quite what is the origin of the ban or how the disturbing clause is worded is obscure at the time of writing but the message on the wall may not seem so far-fetched when you reflect on the hampering conditions which already prevail in Germany so far as old vehicles are concerned, if the story we hear is true of someone rebuilding a vintage car who had to endow it with a dual braking system, covers over its eared hub-caps, and so on, before it was possible to use it. And complacency should go overboard when it is realised that a ban on all open cars is contemplated in America . . . Someone who is normally the exact opposite of a pessimist, when we were discussing this cloud on the vintage horizon with him, told us that he considers we have ten more years in which to enjoy vintage motoring as we know it here at present, if we have as long.

We have always been rather frightened of those people who advocate special licences for old cars, enabling them to be taxed for very short periods and/or for reduced fees, because this seems to us to pave an easy path to the banning from normal use of the older cars, perhaps restricting them to rallies only, from which it is but a short step to saying "rallies on private ground", to which they could be trailered. This would be a very severe blow to many of us and particularly to owners

of 1930s to 1950s vehicles, which constitute perfectly practical and enjoyable everyday transport—as do, of course, many vintage cars, although these are less frequently employed in this way. The alternative scheme, already announced by the tax authorities, whereby it will be possible to tax *all* cars for periods of a day or days, over-the-counter at Post Offices, instead of for a minimum of four months with no rebate of less than one month, which would suit the owners of old cars admirably, is said to be coming into operation when the Cardiff computers are ready—and in Wales the "drwydded" has for some time been printed with the expiry date expressed as the last day of the month in figures, ready for the scheme when it happens—but the GPO seems to be taking an unconscionable time to get its electronics going on our behalf, in this computer-age. Perhaps the idea has been abandoned?

What the outcome will be is not clear at the moment. Most certainly the matter needs careful attention by every interested body (which includes the writer), with vehement action should the need arise. Quite how confirmation of such a calamitous ban would immediately affect the movement it is impossible to foresee. You could argue that if time is short vintage cars must be urgently acquired while they can still be enjoyed on normal roads and journeys, no matter how high the price. Or you could say what Charlies people are who pay the astronomical prices asked these days for almost every kind of pre-1960 vehicle, come rust, essential restoration, missing parts, absence even of body-work and what have you, especially as the European ban could well put pre-1960 cars off public roads for good. The little cloud which has floated up has not yet obliterated the sun but those about to part with lots of hard-earned lolly on some not very distinguished neo-vintage car may well pause to see how the EEC clause affecting their hobby will go. We can expect to see a fall in the prices of the more ordinary post-vintage saloons, some of which have mostly only age to recommend them until the position is fully clarified. The sooner this is done, by the custodians of the vintage movement, the happier all of us will be who value our motoring freedom, especially that enjoyed in the older kinds of cars. Tim Carson's M.B.E. was splendid; let us hope it does not represent a golden handshake from a Government in respect of a way of motoring life it will not be prepared to sanction for very much longer.—W.B.

MUSEUMS

LORD MONTAGU'S National Motor Museum will be opened on July 4th, when the new Beaulieu by-pass and improved road system, opened by the Secretary of State for the Environment on March 24th, will facilitate the traffic flow. Meanwhile, lesser museums seem to be flourishing. A catalogue issued by the Myreton Motor Museum at Aberlady, East Lothian, Scotland, where none of the exhibits are "fenced off" from the public, lists 56 cars and 34 motorcycle exhibits, apart from bicycles and smaller items, the last-named including the engine from a 1927 Grainger light aeroplane.

Some of the cars are interesting and the number which were apparently in use in Scotland until quite recently is intriguing. For instance, there is one of the 1935 TT Singers, AVC 483, which must be the fourth car which escaped the fate of those referred to on pages 494/5 and was raced at Silverstone in the 1950s. The 1921 Lanchester 40 Gill limousine is presumably the ex-Hutton-Stott car, a 1920 Armstrong Siddeley 30 Burlington tourer is ex-Sword and surely one of the very few survivors of its type, and another rare one is the Gordon England-bodied 15/40 Darracq owned by Sir Francis Samuelson from 1927. It has run at the Doune hill-climb.

Mention of a 1923 20/30 Peugeot limousine suggests that the example once driven by Barry Clarke may have vanished not to America, but to Scotland, but perhaps not, as this one was in France until 1950. A 1925 Type SW Series 1 Morris Commercial six-wheeler with a later shooting brake body by Morgan of Leighton Buzzard had spent all its life on a Scottish estate until retired in 1969 and its companion is a Citroën Kegresse used in a more rugged estate further north, until retired in favour of a Snocat; it has never been licensed or used on a public road.

A 1923 Buick hearse was in use in Oban until 1952, a 1919 Ford charabanc was found in a collapsed bothy after its days carrying holiday visitors to a Cairnbaan hotel had long since ended, but a 1923 Renault 9/15 was used all his life by the Scottish architect, the late Sir Ian Lindsey. Another Model-T Ford, a 1924 van, was used by a North Berwick baker until it crashed in 1931; it was discovered in an ironmonger's shop in Dunbar and the pieces removed by wheelbarrow. Many of the cars have appeared in films like "Dr. Finlay's Casebook" and "The Prime of Miss Jean Brody", but a 1929 Hillman Safety Fourteen was in use in North Aberdeenshire until recently and a 1931 Morris 8 was rescued from a scrapheap by a boy of ten, who saved £2.50 of his pocket money over six months. A 1925 Morris-Oxford had been in demand in Edinburgh in 1951, there is a one-lady-owner Armstrong Siddeley Twelve, found in her garage in Edinburgh after her death, a 1926 15.9 Humber used on the Countess of Seafield's estate, a 1922 Jowett found in a New Calder blacksmith's, an Aero Minx, a 1928 Willys-Knight endowed by a lady owner with a body from her older Rover, the ex-Major Cadbury Speed Six Bentley, a 3-litre Bentley, a P1 Park Ward Rolls-Royce used in 1953 as a chicken roost, a Clyno found in Wales, a 1929 Morgan, crashed in 1930 and discovered in 1965, a 2-litre Lagonda driven, in poor condition, up from London for rebuilding (it needs a supercharger), a 16/80 Lagonda crashed in 1964 at Bedford but since rebuilt, a 1936 Humber originally owned by Earl Haig, then by Sir Victor Sassoon but which ended its active life as a hay-rake, and a 1932 Dennis fire-engine, ex-Belfast Fire Brigade. The oldest car seems to be a 1912 De Dion Bouton twin and racing cars are represented by a Cooper-Norton 500 and the ex-Sowrey Cooper 1100 sprint car. Scottish cars comprise a 1923 Type-D Arrol-Johnston, a 1927 Galloway and a 1928 Arrol-Aster, the sole surviving 17/50, found with a holed sump and minus a sleeve. There are several MGs and a 1924 duck's-back 12/50 Alvis which covered some 3,000 miles last year.—W. B.

VMCC BANBURY RUN

THIS year's Vintage MCC Banbury Run takes place on June 18th, starting from Banbury (Castle Gardens car park) at 10.30 a.m. Entries close on May 15th, but are open only to paid-up VMCC members. There are four classes, for machines of prior to 1909, 1910-1914, 1915-1924, and 1925-1930, with respective average speeds of 12, 18, 20 and 24 m.p.h. over routes 22, 40, 50 and 70 miles, respectively. The awards are particularly generous and the spectators get very good value —but *please* give the riders an uninterrupted passage and don't congest the start and finish area. A new Hudson three-wheeler is expected to figure in the very large and comprehensive entry list.—W.B.

THE SHUTTLEWORTH TRUST

THE next fixture will be a special Flying Day to commemorate the formation in 1912 of the RFC. Weather permitting, a 1909 Bleriot, 1910 Boxkite, 1915 Avro 504K, 1916 Sopwith Pup, 1917 Bristol Fighter, 1917 SE5a, 1916 Fokker and 1917 LVG C VI will be flown, as representative of the formative and fighting years of the RFC. The Army Aviation Centre's Blue Eagles helicopter team are to call a modern note. Gates open 11 a.m., flying to begin, God willing, at 2.30 p.m. Admission is 50p per adult, 25p per child, car park until filled. The aerodrome is at Old Warden, near Biggleswade, Beds. If you miss this, on the Sunday after VSCC Oulton Park, there is to be a DH Moth and Light Plane Day at Old Warden on June 25th.—W.B.

V.E.V. Odds and Ends—Apart from the London Transport 1930 AEC 'bus now operating in London on a special service, as reported last month, an ex-Paris Renault 'bus was used recently to promote the sale of French apples, being driven across France and round England. Traction-engine rallies are too numerous to list here but we recommend to those interested a comprehensive fixture list of approved events from May to October, which appeared in the March issue of *Steaming*, Journal of the NTEC, whose Membership Secretary is C. C. Aves, Milking Pen Lane, Old Basing, Basingstoke, Hampshire. A horse-drawn International Harvester with a 4-ft. cut, which was adapted to an old Morris-Cowley chassis in the mid-1930s and last used in the 1950s, still exists in the West Country.

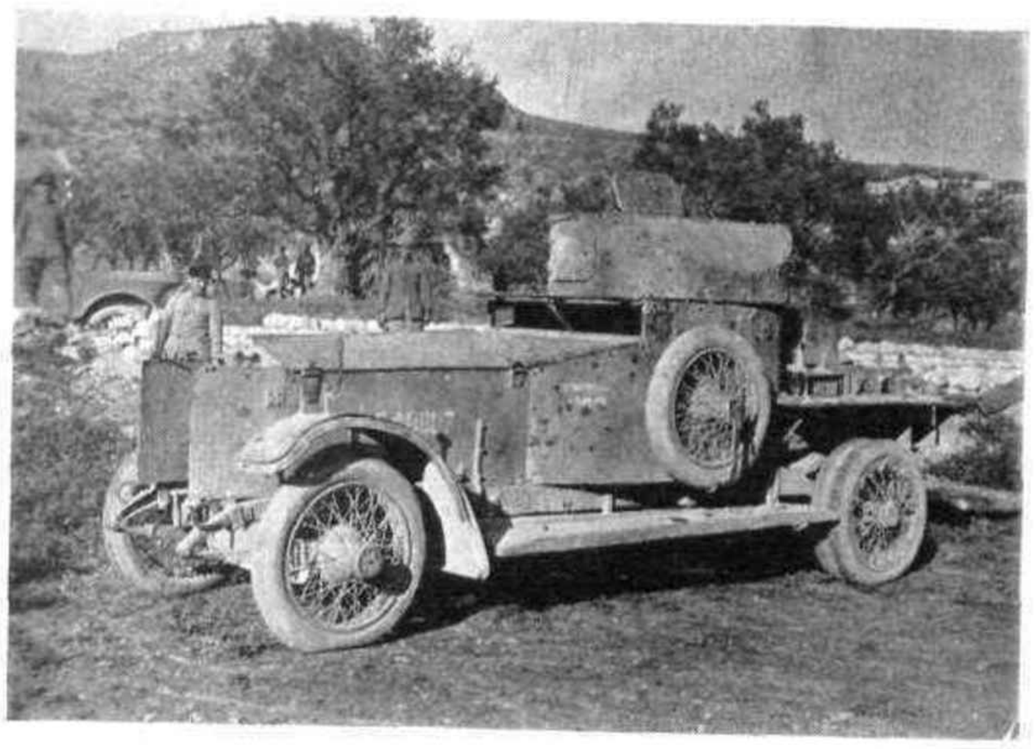
M. J. Banfield, chairman of the HCVC, has acquired the Daimler 'bus chassis mentioned in this column last year, as being derelict in the Pennines. A building had to be removed before it could be extracted. A tenuous but interesting link with motor racing, to which a lady reader has drawn our attention, concerns a dogs' drinking fountain, still to be seen in Cambridge, where it was erected in the late 1920's in memory of his dog Tony, by HRH Prince Chula of Siam. The ABC Register's annual rally takes place this year at Hoar Cross Hall, Staffs, on September 10th.

VINTAGE POSTBAG

Rolls-Royce Armoured Cars

Sir,

Noting the interest in Vintage Postbag of First War vehicles, I am enclosing a photograph taken by a captured German Officer, showing one of our Rolls-Royce armoured cars in the hands of the Turks on the Palestine front in 1917.



This may have been one of the Duke of Westminster's squadron that made the 150-mile dash to Siwa in the Libyan desert to rescue some of the crew who were prisoners of the Senussi tribe after their ship the *"Tara"* was torpedoed by an Austrian submarine in 1916.

Much Birch. PERCY PRITCHARD, A.R.P.S.

Sir,

In 1942 whilst serving in the R.A.F. at Kilo 8 just outside Heliopolis we found an armoured Rolls-Royce covered with an old tarpaulin in the desert. After uncovering it and having to retreat from thousands of ladybirds we got it going and had lots of fun until the powers that be found out. I well remember driving it and as it had no floorboards it was quite a thrill to see the sand flashing past one's feet. Thank you for the only *real* motor magazine published and let's have more articles, like "Cars I Have Owned", etc.

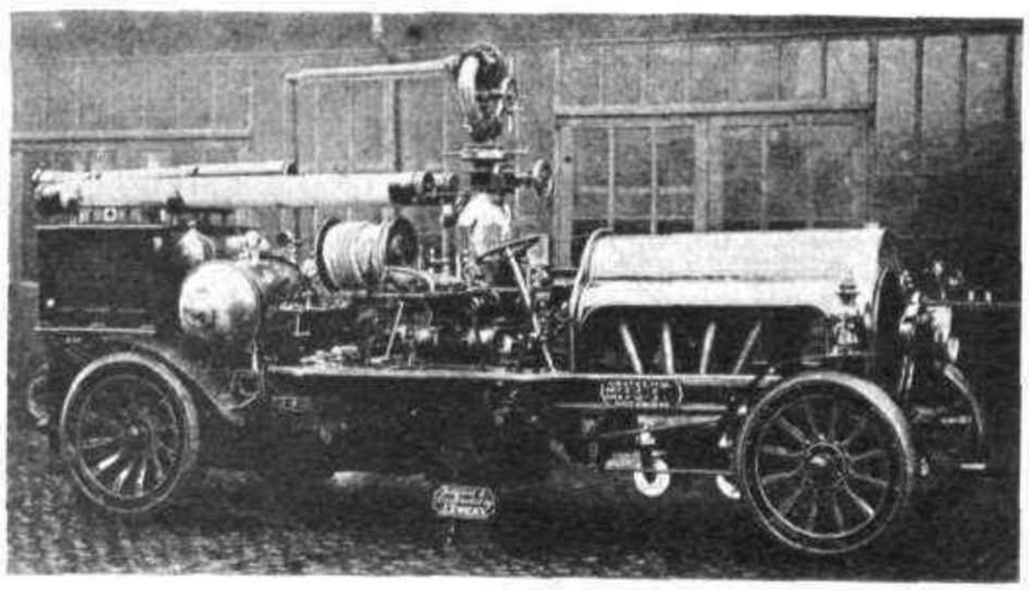
Newbury. ANTHONY E. ALDWORTH.

* * *

What Is It?

Sir,

While reading through the March MOTOR SPORT one particular photograph caught my eye. The reason for this being it was taken outside my house, a now disused fire station. I showed this to my father, who had recently taken a copy of the picture from an original print and also one other.



The other picture shows that the machine was designed and built in 1906 at a cost of £3,000 by J. Zwicky of Tottenham with a 100-h.p. engine. As far as we can find out the machine was supplied in that year to the Tottenham Borough Council.

Tottenham. M. R. GRAY.

* * *

Crossley Bugattis

Sir,

I was very interested in Mr. Greaves' letter in the March issue, Although I cannot add any information on the Willys-Overland "kit car", I am prompted to write about the Bugattis which he mentions were made in the same works.

Automobiles Bugatti (Molsheim) gave sanction for 500 standard Type 22, 16-valve Bugattis to be built by Crossley Motors under licence. Contemporary accounts have it that the cars were produced in two bays set aside in the Crossley works at Gorton. As Stockport and Gorton are very near each other I take this to be works referred to by Mr. Greaves.

Due to demand for their own cars, Crossley never went into full production on the Bugattis. In fact only 25 are reputed to have been completed, their chassis numbers ranging from 1600 to 1625. The cars were asembled from parts imported from France, some of which were in the rough state. It is interesting to note that the castings were machined to Imperial dimensions and BSF threads were substituted for metric sizes.

Three Crossley/Bugattis competed successfully in the "Fifteen Hundred" trophy race at the 1922 TT event on the Isle of Man, finishing third, fourth and sixth in the hands of Maury, Vizcaya and Marshall. Photographs of these cars show them to be of the short wheelbase Type-13 variety.

I have a shortened Bugatti chassis bearing chassis No. 1622, which falls within the range reputed to have been assembled by Crossley. The front right-hand dumb iron bears the stamping BC 23 which, much as I would like to believe means the car is 1,985 years old, I can only interpret as indicating "Bugatti/Crossley" Type-23. Type-23 is the number allocated to the long-chassis 16-valve Bugatti.

If my interpretation is correct then Crossley must have produced the full range of chains from T13, T22 and T23 of 2.0, 2.4 and 2.55 metres wheelbase respectively.

I would be interested to learn if any other readers could shed any more light on these obscure cars, particularly on the body styles fitted.

Thank you for maintaining the high quality of MOTOR SPORT.

Minety. RODNEY MANNERS.

* * *

The Sheffield-Simplex

Sir,

Further to your article on the Sheffield-Simplex, the Works are unaltered today, but for the name over the door. Fitzwilliam Works is owned by Balfour Darwin Ltd. and they have recently acquired a late-model Ner-a-Car, now displayed in the Reception office. This vehicle has a 350-c.c. engine and chain drive to the rear wheel, not a friction drive as stated in your article. [It could have both.—ED.] Mr. Stanley, the Works Director, told me that those who have ridden the Ner-a-car say it handles very badly due to the length and the "drag link" steering. There is in the Chairman's office a painting of a 1913 30-h.p. car outside the works; this was done from a photo, of which Balfour have a number. Are there any Sheffield-Simplex cars in this country? I gather Balfours traced one in Australia and another in the States.

The present Earl Fitzwilliam lives near Peterborough at Milton Park.

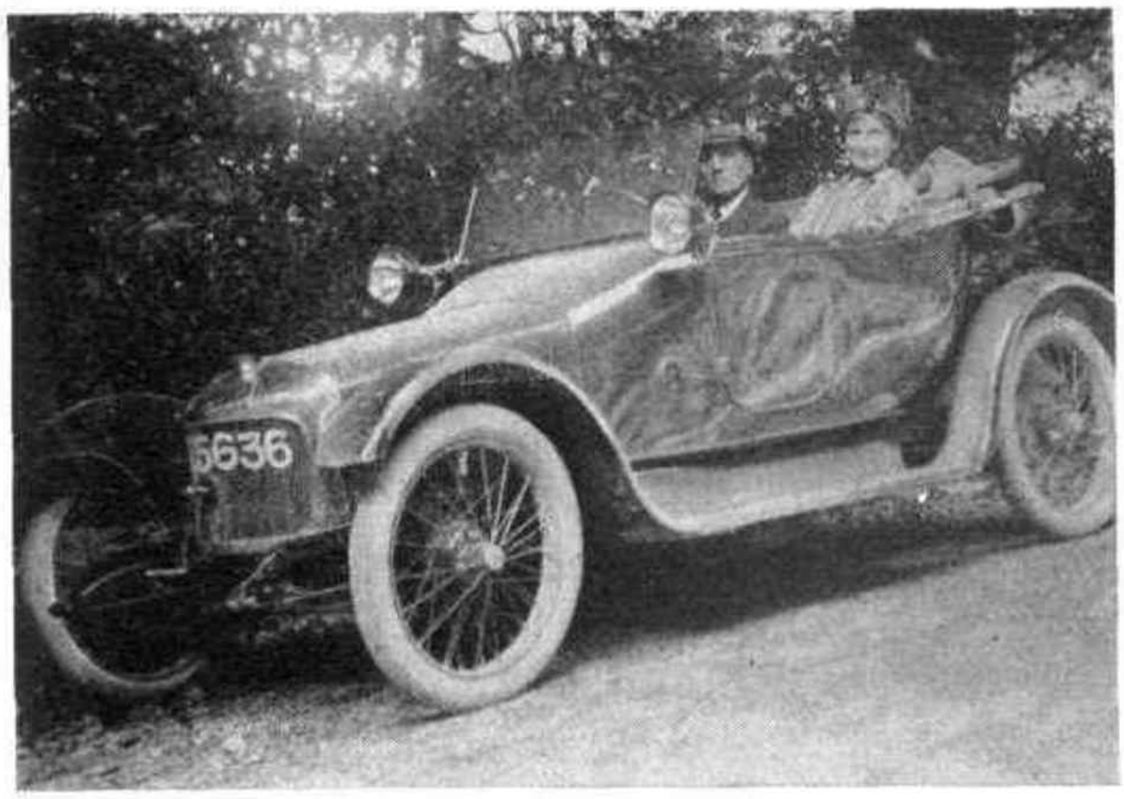
Sheffield. R. CHAPMAN.

* * *

Douglas Memories

Sir,

My father has unearthed a photograph of his parents in their 1913 Douglas car, AE 5636. This was in no sense a cyclecar but was fully equipped in every way. The specification included a three-speed and reverse gearbox, shaft drive and a live rear axle with differential. The engine derived from the well-known Douglas motorcycle; it was a horizontally opposed two-cylinder rated at 10 h.p., the bore and stroke were 88 mm. and it was fixed transversely across the frame. It had a Zenith carburetter, Bosch magneto and a starting handle working through a hole in the middle of the radiator.



The original cost was £200 and it gave very satisfactory service until my grandfather sold it in 1919. It was replaced by another Douglas costing £500 which was not so satisfactory and gave continuous mechanical trouble, repeatedly breaking the tie rods connecting the back axle to the frame. This car had a slightly larger engine (92-mm. bore and stroke, 10.5 h.p.) and had the radiator raised so that the starting handle could pass below it. A self-starter was introduced in 1920, as Percy Douglas put it, "for lazy people". The rear-suspension was unusual, it consisted of transverse coil springs operating through bell-crank levers.

At about this time Douglas experimented with racing cars, using the 10.5-h.p. engine as a basis but employing push-rod-operated overhead valves and a raised compression ratio.

A watercooled version of the 8-h.p. engine was used in the Williamson three-wheel cyclecar. This engine was fitted longitudinally with the flywheel on the off-side so that it "ran backwards". It drove the single rear wheel *via* a three-speed gearbox using chains to transmit the power both to and from the gearbox. However these chains were too long and noisy and gave constant trouble, being later replaced by a JAP V-twin engine and shaft and bevel drive.

Orpington. JOHN SPOOR (DR.).

* * *

"On Top—Napier or Rolls-Royce"

Sir,

In your well-argued piece in the April number, "On Top—Napier or Rolls-Royce", you suggest that I was "less than fair" to Napier in "The Rolls-Royce Motor Car". If the book gives this impression it certainly was not intentional, and I started from a slightly anti-Rolls-Royce position believing the *marque* to have been very much over-praised from time to time. I suppose, however, that the effect of reading reams (as it seems) of Edge's questionable and tendentious Napier-boosting effusions may have brought on slight Napier-nausea, which showed.

On the question of which was "on top", I think neither was. Both Napier and Rolls-Royce produced outstandingly good motor cars by the standards of their time, and their less good models, the first six-cylinder Napiers and the 30-h.p. Rolls-Royce (both bedevilled by torsional crankshaft vibration) were still better than most of their contemporaries. Both firms also dropped similar clangers with their "bonnetless town carriage" types, which were non-starters commercially.

Judgement is influenced by one's personal tastes. For example, very broadly, I find Napiers have a pleasanter gear-change than Rolls-Royces (though the top-gear-anywhere caper makes the question a bit academic), but I found the steering of the 40 h.p. 1907 Napier very much less acceptable than that of a Silver Ghost. It would be possible to advance other pros and cons. Napiers were probably the more adventurous firm both in technical innovations and, as you say, in their attitude to racing and speed trials. This doubtless reflects the personal tastes of S. F. Edge, the sportsman, and Claude Johnson, who was primarily interested in reliability and refinement. For the reason you quote I find the big Napiers less pleasing aesthetically than Rolls-Royces, and I think no one will deny that the Silver Ghost wins over its nearest counterpart from Acton for quietness and refinement, and possibly for longevity.

On the specific question of Rolls-Royce versus Napier in the RAC-observed top-gear-only-cum-fuel-consumption-cum-maximum-speed demonstration I hope there is no unfair inference in my book. I quoted the figures there which are repeated in your article, so the reader can seen how small was the difference between the two cars.

Certainly, on the 1911 occasion the Rolls-Royce showed a remarkably large margin over the Napier's remarkably economical fuel consumption: 24.32 m.p.g. against 19.35. A New Zealand correspondent has recently questioned this figure and writes that he, and some others, find it so remarkable as to make them suspicious of jiggery-pokery. The RAC observation of these trials was so strict that I am sure the figures must be accepted without reservation, but there is no doubt the cars were driven very carefully, not exceeding the legal maximum pace of 20 m.p.h., with the drivers using every trick in the book to conserve petrol. My New Zealand correspondent suggests that "tyres pumped up iron hard" were part of the repertoire, but I am able to refute this as far as R-R are concerned. Nevertheless, the fuel consumption figures are a little unrealistic as far as the ordinary driver is concerned.

I suppose it could be argued that the relatively lesser commercial success of Napier Ltd., reflected in their production figures, arose from the common mistake of trying to make too many models. Conversely one could say they were wrong to eschew four-cylinder cars for so long whilst Edge was conducting the "battle of the cylinders" with such bombastic fervour from so wide a variety of wrong premises. I am sure you are right to conclude that it was fear of a resurgent Napier which drove Rolls-Royce Ltd. to snatch Bentley Motors away from them.

Potbridge. ANTHONY BIRD.

V-E-V Miscellany.—A Morris Commercial platform truck, apparently in restorable condition, is reported from Scotland. The popular Andover Traction Engine Rally takes place this year on June 3rd and 4th, at a new venue, Church Farm, Longparish, six miles East of Andover, half-a-mile from the A303. There is usually support from vintage cars and events commence on both days at 2 p.m. The organiser is J. Field, 2 Lansdowne Avenue, Andover, Hants. "Alvis Days" this year comprises National Alvis Day at the Crystal Palace, London, on May 7th, Midland Alvis Day at the Alvis factory in Coventry on July 2nd, with driving tests at Fort Dunlop, the Scottish fixture at Bush House, Peniouik on September 3rd and the Northern event at the Mooreside Hotel, High Disley, Cheshire on September 17th. Details from R. A. Cox, Alvis OC, 23 Westgate Terrace, London, SW10.

A restored 1925 Dennis pneumatic-tyred, open-top omnibus, ex-Dominion and LGOC, is scheduled to undertake a 1,500-mile round England tour on behalf of the English Tourist Board, *vide* the newsworthy *News-Letter* of the HCVC, whose Brighton Run happens on May 7th. The Triple-M Register of the MGCC, which concentrates on o.h.c. MG Midgets, Magnas and Magnettes of the 1929-1936 period, tells us, arising out of the MOTOR SPORT interview with George Harvey Noble (March issue) that his famous R-type is now in S. F. Beer's collection and that the 1933 TT-winning K3 Magnette, and the Hamilton J4 which it narrowly beat in that race, are both being rebuilt and should be running again next year. The Secretary of the Triple-M Register is now Colin Butchers, 21 Hill Farm Way, Southwick, Sussex and the former Secretary, M. Allison, has become the Register's Historian.

On the subject of ancient boats, an Austin 7-engined launch is reported to be in a London boatyard, an Austin 7 marine engine is for sale, and a vintage river launch, once Coventry-Simplex-powered, a 1924 Gaines marine engine and an old lifeboat once powered by a converted Model-B Ford engine and Joes marine gearbox are reported from Surrey. A *circa*-1914 Sunbeam 12/16 tourer, laid up from 1930 until 1942, but stranded at Leyburn, in the floods of 1947 when being towed to a new owner for restoration, should soon be on the road again. It is now in Yorkshire and its owner had his first motorcycle in 1923; his first family car was a chain-drive Sunbeam, followed by a 1913 Rover and his grandfather had "a very delightful" 1911 Arrol Johnston landaulette. Incidentally, Wilkinson of Derby "were apparently the only people with the drawings and ability to make a hood frame" for the Sunbeam being rebuilt and they also upholstered it and made it a hood. D. B. Tubbs hopes to have his Bamford and Martin Aston Martin on the road this summer using a 12/50 Alvis engine and a replica body. A derelict chassis, probably a Rolls-Royce, has been found in a Hampshire scrapyard.

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NON-CHAMPIONSHIP FORMULA ONE RACING

Fittipaldi at Brands Hatch—Reutemann at Interlagos

IN THE lull between the South African and Spanish Grands Prix, two non-championship Formula One races were held, one at Brands Hatch and the other out in Brazil as a warmer to a full-championship race next year. Both races were dominated by Emerson Fittipaldi driving for John Player-Team Lotus. At Brands he scored a convincing win but at the Interlagos track he was robbed of victory by a rear-suspension failure and thus handed first place to Carlos Reutemann—the Argentinian's first Formula One win.

RACE OF CHAMPIONS (March 19th)

Neither race attracted full fields and, particularly at Brands Hatch, where Brabham, Tyrrell, Ferrari and Matra were not represented there was considerable hysterical and adverse publicity about this in national newspapers and on the radio. This centred mainly around the fact that reigning World Champion Jackie Stewart and former Champion Graham Hill were not entered in what was, in fact, the Race of Champions. Small fields are nothing new at early season Formula One races and promoter John Webb of Brands Hatch was probably laughing all the way to the bank as the only effect the publicity had was to encourage a huge crowd to turn up in beautiful weather.

There was a field of twelve Formula Ones for the event further bolstered by some of the better Formula 5000 cars which, the previous day, had taken part in a race of their own. This was won by Graham McRae's Leda, straight from the Tasman Series, but he was disqualified for overtaking under a yellow flag which was being shown for oil in accordance with the new ruling (since rescinded) abolishing the yellow and red oil flag. Passing under this flag was allowed. All this left a nasty taste in the mouth and the unfortunate McRae decided not to start on Sunday.

Fastest in practice was Fittipaldi, in his regular Lotus 72D, and he recorded 1 min. 23.9 sec. to better his own lap record by 0.1 sec. Gethin, who was fending off Fittipaldi before the premature halt of the October Non-Championship F1 meeting, was second fastest and Hailwood in his Surtees completed row one—all three lapping within one-fifth of a second of each other. Row two was filled by the Yardley McLarens of Hulme and Revson with identical times. On the third row were flat mates Ganley (BRM) and Schenken (Surtees) plus Peterson, who was driving a brand new March to a new design. Designated the 721X, this will be Peterson's regular car in place of the conventional 721, previously seen in the two earlier Grands Prix. The new car is interesting because it has a March designed "reverse" gearbox with all the ratios, which are of Autodelta manufacture, in front of the c.w.p. The gears, and part of the casing, are exactly as those on the Alfa TT33. Designer Robin Herd was not claiming this to be revolutionary for he knew ATS tried it ten years earlier but he was hoping that the polar moment of inertia would be reduced. The rear-suspension was inboard by a rather similar method to that used on the Ferrari B2 last year. The general appearance was rather similar to the 721 although a different full-width nose was being tried but the large engine cover cum air ram box is retained. The monocoque is somewhat squarer than the two previous March F1s and has a much sturdier roll cage but retains the inboard front suspension. The car raced by Peterson at Brands will be taken over by Lauda and the Swede will have a lighter version with several titanium parts which prompted the *Daily Express* to state it was the most expensive Grand Prix car ever built!

On row four of the grid were Beltoise and Walker, in BRM and Lotus respectively, and row five had the conventional March 711/721 of Beuttler and the unimpressive Eifelland modified version for Stommelen. Dutchman Gijs van Lennep was the fastest F5000 competitor with his new Surtees, in the absence of McRae.

When the flag dropped Gethin made the best start and surely thought he had the lead into Paddock Bend but Fittipaldi came elbowing through on the inside. The Brazilian took the lead and that was about the last anyone saw of him. However, Gethin proved reluctant to give way to anyone else and after a few laps he had Hulme, Hailwood and Revson all queuing up behind. Hailwood managed to get by Hulme after nine of the 40 laps but it was not until after half distance that Hailwood finally passed Gethin. By then Fittipaldi had a healthy lead and though Hailwood tried his hardest to reduce it there was still a gap of 13.4 sec. at the finish. Hulme also passed Gethin when his former McLaren team-mate missed a gear at South Bank Bend and these two, with Schenken and Beltoise closing fast, finished almost nose to tail with only 1.5 sec. separating all four. Revson dropped back to eighth place behind Ganley, having lost the visor for his helmet and most of the brakes on the McLaren.

Walker went steadily, still feeling his way in Formula One and finished in ninth place, a lap behind his team mate, but ahead of the leading Formula 5000 which was the Lola T300 of Rollinson. The Lola driver had fought off a challenge from Redman's McLaren M10B (a two-year-old car entered as a stop-gap until a new Chevron is finished) but he spun and was unable to re-start the stalled engine. So eleventh was Stommelen followed by Peterson who had made a pit-stop in answer to his mechanic's signal. Officials had thought the March was losing a wheel but had mixed it up with van Lennep's Surtees which was trundling to the pits with a snapped top link. In fact, Peterson had various new car problems and the 721X was not really given a proper chance to show how competitive it will be. The Belgian driver Pilette, in a McLaren M18-Chev, completed the finishers, Beuttler having retired after only three laps following engine problems.

A Formula Three race, won very conclusively by Pryce in a Royale, developed into a farce at post-race scrutineering when it was found that, according to the Brands weighbridge, the first four cars were all considerably under the weight limit. At first they were fined £25 each (the price for cheating?) but later the bridge was declared unreliable. An exciting saloon event was just won by Gardner's new 1972 Camaro.

STP RACE OF CHAMPIONS—Brands Hatch—Formula One and Formula 5000—40 laps—170.58 kilometres

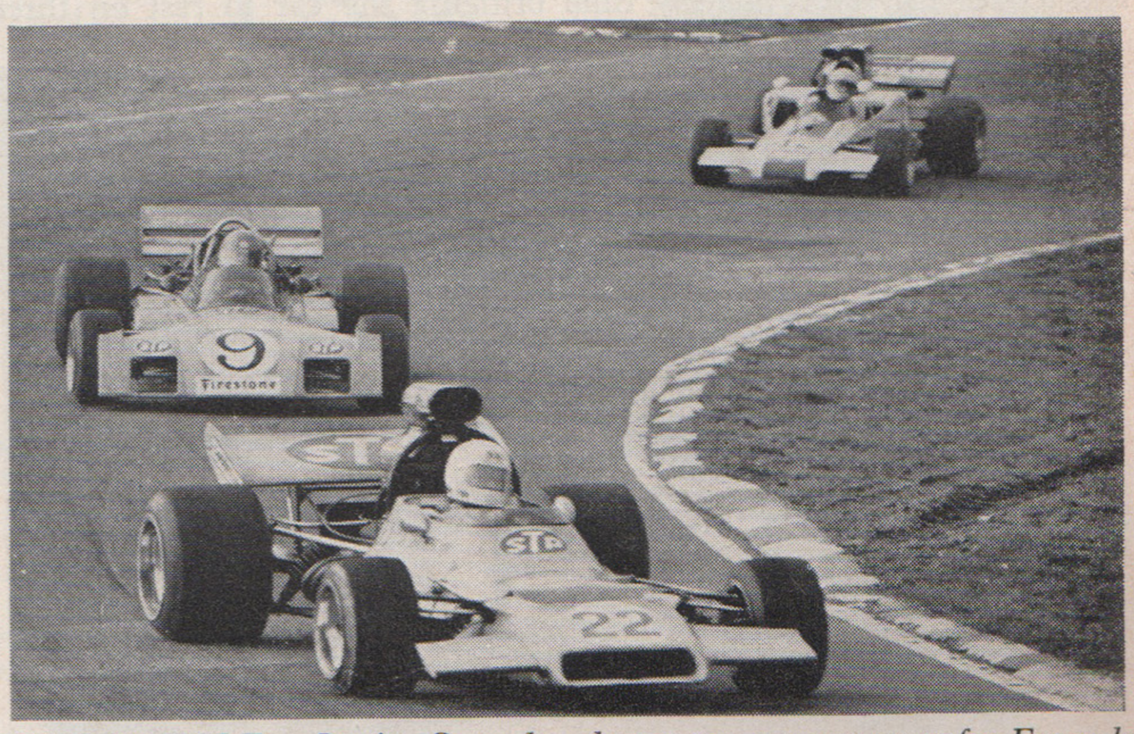
1st :	E. Fittipaldi (Lotus 72D-Cosworth V8) ..	56 min. 40.6 sec.—180.59 k.p.h.
2nd :	M. Hailwood (Surtees TS9B-Cosworth V8)	56 min. 54.0 sec.
3rd :	D. Hulme (McLaren M19A-Cosworth V8)	57 min. 05.7 sec.
4th :	P. Gethin (BRM P160 V12)	57 min. 06.3 sec.
5th :	T. Schenken (Surtees TS9B-Cosworth V8) ..	57 min. 07.0 sec.
6th :	J-P. Beltoise (BRM P160 V12)	57 min. 07.4 sec.
7th :	H. Ganley (BRM P160 V12)	57 min. 14.7 sec.
8th :	P. Revson (McLaren M19A-Cosworth V8) ..	57 min. 33.8 sec.
9th :	D. Walker (Lotus 72D-Cosworth V8) ..	39 laps
10th :	A. Rollinson (Lola T300-Chevrolet V8)* ..	39 laps
11th :	R. Stommelen (Eifelland 21-Cosworth V8) ..	38 laps
12th :	R. Peterson (March 721X-Cosworth V8) ..	38 laps
13th :	T. Pilette (McLaren M18-Chevrolet V8)* ..	38 laps

**F5000 Class*

Fastest Lap: E. Fittipaldi (Lotus 72D-Cosworth V8), 1 min 23.8 sec.—181.59 k.p.h. (*outright lap record*).

Fastest F5000 lap: B. Redman (McLaren M10B-Chevrolet V8), 1 min. 27.1 sec.—176.26 k.p.h.

Continued on page 500

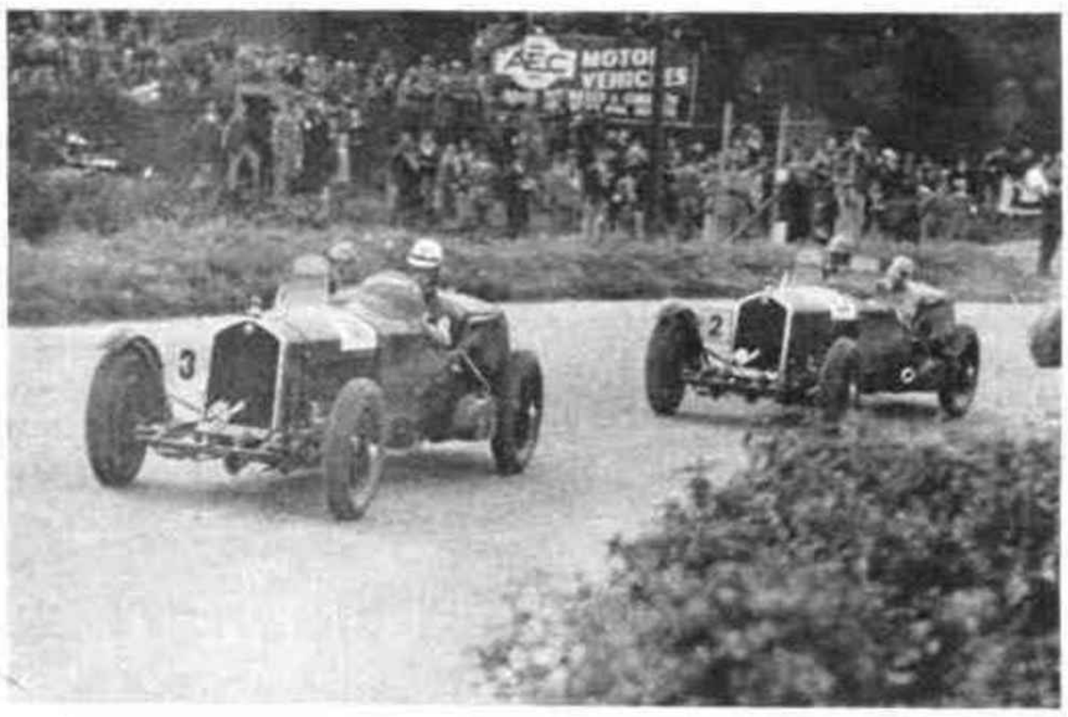


F5000 BATTLE.—During Saturday there was a separate race for Formula 5000 cars which was won by Graham McRae in the Leda. Here he leads Gijs van Lennep's new Surtees TS11 and Alan Rollinson's Lola T300. McRae was subsequently disqualified.

A BIT OF HISTORY — from a photo collection

A READER loaned us an interesting collection of photographs from the archives of the Ulster Transport Museum in Belfast taken by a staff photographer of the Bangor *Spectator* and they included some rare and unusual ones of the 1932 RAC Tourist Trophy race on the splendid Ards circuit to the east of Belfast. From 1928 to 1936 this annual event represented road racing at its best, on a circuit the equal of anything in Europe at the time. The only drawbacks to the series were the insistence of the RAC running the event as a handicap, and a pretty complicated one at that, and the banning of supercharged cars in the last three years of the races on the Ards circuit. The handicapping invariably favoured small-engined cars so that MG and Riley were always to the fore and the larger cars could be driven in heroic fashion, as they often were, and never hope to achieve higher than second place.

In the 1932 event C. R. Whitcroft was the winner with a 1087-c.c. Riley and from the collection on loan we have taken some rare photographs. The first shows the two Alfa Romeos of Sir Henry Birkin and Lord Howe in close company, these being 2.3-litre supercharged straight-eight Le Mans cars. Until 1934 the cars in the TT, which had to be sports cars, could run stripped of road equipment and it is interesting that the Alfa-Romeos kept the right-hand front mudguard



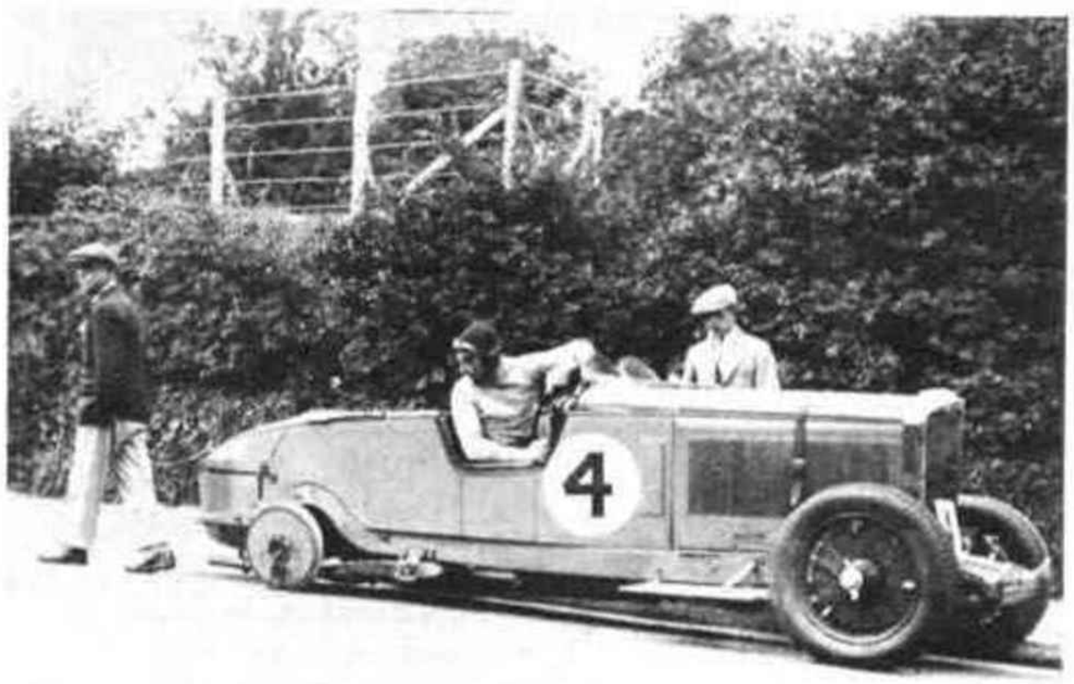
in place in an attempt to stop road dirt and stones flying up in the driver's face. Further, it is interesting that Birkin wore a linen helmet and his riding mechanics a crash-hat, while Howe wore a crash-hat and his riding mechanic wore a linen helmet. The second picture shows the Hon. Brian Lewis looking at the broken rear-hub of the Fox and Nicholl Talbot 105 number GO52, while Arthur Fox the owner is walking away. This incident occurred during practice when Lewis was taking Fox for his annual ride in one of the racing cars. They had just started their third lap when the hub sheared at its root and wheel and hub flew off into the hedge. It was at Quarry Corner and Lewis had quite a busy time bringing the car to rest on three wheels and a brake drum. This incident is fully described and fully illustrated, even with a photo of the wheel in mid-air, in the magnificent one-make history book by Anthony Blight, "Georges Roesch and the Invincible Talbot", Grenville Publishing Company Ltd., £5.25.

In the Blight Bible the two photographs show first the wheel coming off and then Lewis and Fox examining the broken hub. The photograph reproduced here was taken between the two in Blight's book, after Fox had got out of the car but before Lewis had done so. It would be interesting to know where Fox was going in this picture and what he did between this moment and the Blight photograph where he had returned to the car and Lewis had got out and lit a cigarette.

The third photograph is really a tribute to a very promising Irish driver and to MG Midgets that went so well in Ulster. Car number 30 is a supercharged 750-c.c. MG with H. C. Hamilton at the wheel. His performances round the Ards circuit were meteoric and sometimes over enthusiastic, and this was one occasion. He is seen about to start practice during which he went incredibly fast and then crashed, wrecking the car and injuring himself slightly but sufficiently to put him out of the race. A point of interest on the car is that they did not use aero-screens but instead had large cowlings, as used on the 1922 TT Vauxhalls, to deflect the wind off the driver and mechanic.



The last photograph come under the "believe it or not" category for it shows an 1100-c.c. Alta car number 26 driven by J. L. Ford, about to start practice. If I was asked if an Alta ever took part in the TT I would have said no, but here is proof. It started in the race and contemporary reports merely say "the Alta retired".—D. S. J.



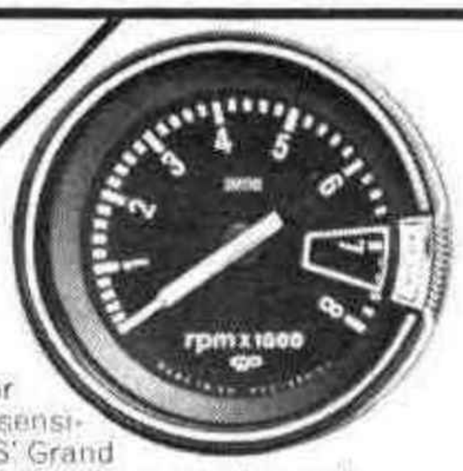


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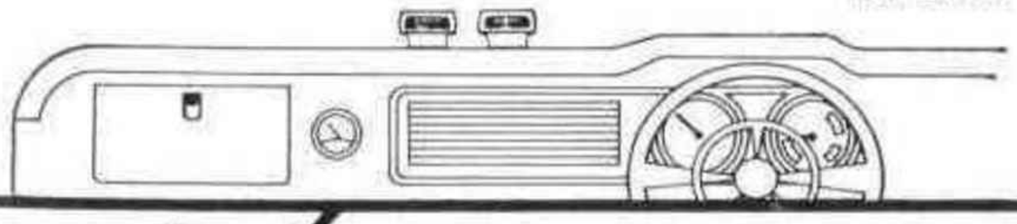
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TUNING TOPICS

AN ELAN WITH A DIFFERENCE

—170 bhp Broadspeed BDA under the bonnet



A FEW issues ago I looked into the possibilities of further developing the Elan for road and track use, concluding with some brief impressions of a 2-litre Twin Cam-engined example of the *marque*, as raced by David Brodie. Shortly after publication of that article we were told that a Mr. David Pannel had asked the Broadspeed concern to convert a new Elan road car to a specification that sounded far more like a racing machine than a public highway conveyance. The intended power output was to materialise as very little less than that racer we tested. Actually, a total of 170 b.h.p. was to be gently extracted from the Ford Cosworth 16-valve engine that was substituted for the normal 118 b.h.p., Twin Cam unit.

Nobody short of an experienced competitive driver would be likely to describe the production Elan as anything less than downright exciting anyway. As it emerges from Hethel the Sprint will run from 0-60 m.p.h. in approximately seven seconds and cover nearly 120 m.p.h., thus any effective conversion, especially one employing a BDA transplant, should certainly result in entertaining transport.

In fact the converted Elan emerged as a very hot piece of machinery indeed. We picked the car up at the close of a Brands Hatch club race meeting and were immediately reminded that this was no ordinary docile sports car by the injunction "slide the clutch out slowly, keep the revs above 3,000 and I bet you stall it!" As it was wet, and the only way out of the car park was uphill, it seemed extremely likely that it would shudder to an ungainly halt—especially as that high first gear will comfortably allow over 50 m.p.h. with little thought to how the driver covers the first 10 m.p.h. of his forward progress!

When we were instructed that the r.p.m. limit was "7,000, but you can use 7,500 r.p.m. if you really must" it seemed fairly certain that this would indeed be an exciting test, even if only for the number of summonses attracted by an exhaust note that gives away little to the BDA-powered F2 and F/Atlantic single-seaters. The oil pressure gauge needle wound itself round to the stop beyond 60 lb. per sq. in.; we were told to keep an extremely watchful eye on the sump level because the engine had covered only 350 miles. The unit had been built up along racing principles, and thus we could use our full quota of engine r.p.m. immediately.

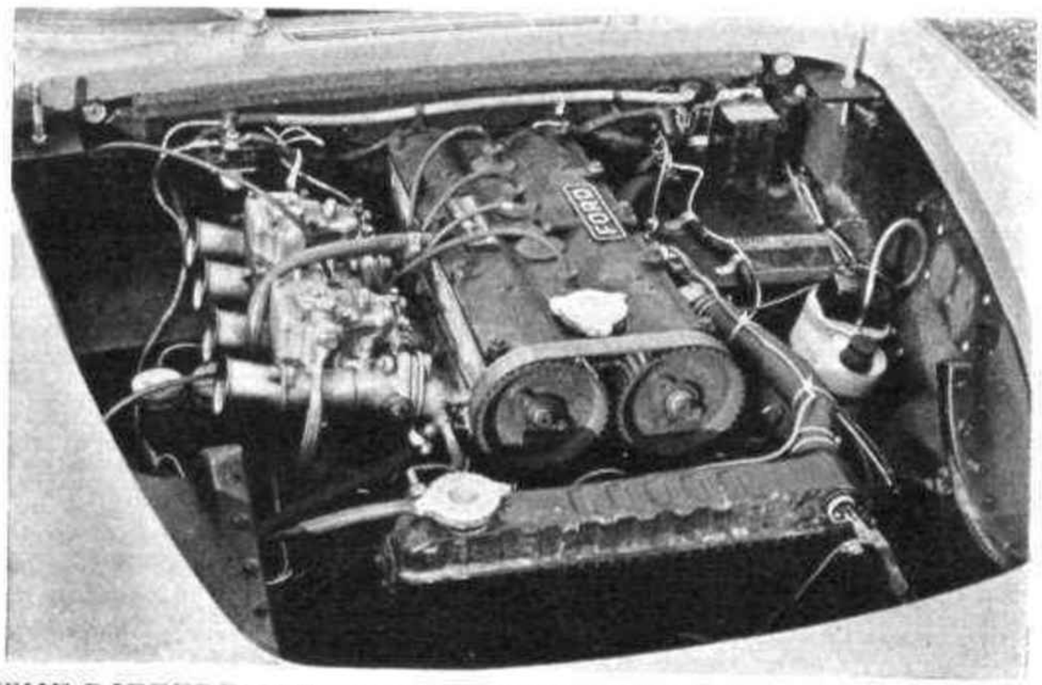
The basis of the conversion was a new Elan soft-top Sprint, though it was intended to install a hardtop shortly after our test, when I believe the car was up for sale at £2,500. Following the removal of the Twin Cam unit the Broadspeed staff, already working midst a cacophony of power-drills and muffled curses to complete seven racing Escorts on schedule, begun building up a BDA. The engine is essentially similar to those sold by Broadspeed for F/Atlantic, the major differences being the standard wet sump lubrication system, bigger inlet valves (not permitted in that particular MCD-backed class of single-seater), a Tuftrided crankshaft and the adoption of roadworthy Broadspeed BD2 camshafts; their profile provides peak power at 6,200 r.p.m. Maximum torque of 125.8 lb. ft. will be found at 5,500 r.p.m.

The unit stayed at the production capacity of 1,601 c.c., but a complete rebuild included such items as a £200 cylinder head with hand-worked inlet and exhaust ports, 10.5:1 compression ratio, eight of those new inlet valves and a pair of the £62 BD2 camshafts. That is the trouble with BDAs, there are so many parts to modify with double overhead camshafts and 16 valves popping up and down! All new reciprocating components were balanced, lightened where appropriate and shot peened, which includes a lighter flywheel.

Exterior modifications to go with the new engine include re-jetted and choked Weber 45 DCOE carburetters, internally polished inlet manifold, and tubular steel exhaust manifolding leading into a single large bore tailpipe. A reshaped crossmember is necessary to clear the Cosworth-based engine's sump, while the water radiator is moved slightly further forward and a Serck oil-cooler added.

The transmission changes are pretty radical too. The gearbox was completely rebuilt to utilise needle roller bearings and new ratios to give those impressive gear speeds. The end result is pretty similar to a four-speed Group 2 touring car gearbox, with beautifully chosen ratios for someone in a real hurry. The independent rear-end retained the standard 3.77-to-1 final drive and incorporated a Salisbury limited slip differential.

An equally comprehensive conversion programme was followed to make the car stop and handle in keeping with its racing heritage. To begin with the rack and pinion steering received new steering arms and a new home on the crossmember to cut out bump steer. The four standard coil springs were replaced by shorter springs giving a ride height reduced by an inch, whilst Bilstein gas-filled shock-absorbers do an able job of keeping some of the production vehicle's excellent riding qualities. Excellent ride characteristics by sporting standards that is, Citroën drivers probably wouldn't recognise that this Elan had any shock-absorbers at all. Anti-fade disc pads and revised brake balance to increase the proportion of effort applied to the front wheels.



THE DIFFERENCE.—Nestling snugly in the engine compartment of the Elan is a tuned 170-b.h.p. Broadspeed BDA engine which replaces the regular Twin Cam.



NO ! J.W. has not just run over an unfortunate cyclist. The Elan-BDA pictured with the fifth wheel timing device rigged up. Unfortunately during the test runs the car suffered from a cam seizing in its carrier and so we were not able to obtain what surely would have been some of our most impressive acceleration figures ever.

From an onlooker's viewpoint there's no mistaking this Broadspeed job as a sheep in wolf's clothing; it's a wolf, and frankly its orange paintwork, obese wheel-arches and matching Minilites leave nobody in any doubt as to its intended purpose.

For the record, it is worth recording that the specially made up glassfibre air dam (*not* the one used on the same company's Capris) and 195 GP Goodyears are extremely effective in allowing straight forward progress, though I must confess that the "wing" only seems to make a difference under motorway crosswind conditions.

The step-up in size from 40 to 45 DCOEs makes the usual prompt dab, dab, and start routine even faster than usual, but they soon belch forth protest if you try and accelerate hard from less than 2,000 r.p.m. in third or fourth. Because it was wet when we picked the car up, the hood was raised, but after it tried to blow clear of the windscreen three times the following day, we lowered the PVC and left the car in a garage overnight. In turn this meant that we enjoyed the car as it is meant to be enjoyed—wind in the hair and plenty of speed.

In fact the Broadspeed Elan would work quite satisfactorily around town, when the knack of dribbling in revs to 1200 r.p.m. or so had been mastered in conjunction with slow clutch release. The water temperature would rise to 90-degrees under these circumstances, but the electric fan would reduce the coolant heat level to 85-degrees given a long jam to do its work in. Despite those wide wheels, the Lotus steering seemed as light as ever whilst the gear-change was phenomenally efficient, but I found the clutch rather heavy when dragging through London from east to west.

Under wet conditions the Elan is not at its best, though the handling and braking still provide generous margins of safety. Obviously, if the car is provoked by a flat-out throttle opening in low gear during the negotiation of a tight curve, then the driver will be presented with no grip at one end or the other, always the rear, providing sufficient power is applied. At first we could not imagine any driver hurling the Broadspeeded device about with abandon on a wet day, but with practice one finds that the limited slip differential will find a way to transmit some horsepower to a slippery surface. Those with problems that cannot be solved by the application of power—such as the strong understeer that almost any car will suffer if it is put into a slippery corner too fast—need not apply for compensation.

Whatever the prevalent weather the modified Elan's real party-piece is in the deadly efficient manner in which it can cover British roads. Just in the same way that I found myself unable to stay indoors when we had the RS1600, or the Lotus 7, or the Else converted Europa, or even such diverse vehicles as the AMC Javelin V8 or the beautiful BMW 3.0 CS, and the Alfa Romeo 1750 Duetto/GTV, I found there was a vague feeling of unhappiness until I had taken the Elan out for a brisk airing. In the largely pampered past six years or so that I have been lucky enough to use (mainly) spotless cars provided by other people in search of publicity for their wares, I've never enjoyed a trip more than the one I took in the Elan overnight to the country and back to town in the early morning.

It was only under such artificial conditions that I could understand why the owner of this car had sacrificed some everyday motoring manners on the altar of honest performance in all departments. The trouble at present is that such performance is frowned on and I can see why one eminent journalist once advised me, "never write about anything you enjoy—somebody, somewhere, will put a stop to whatever it is!" It is easy to see his point where any sort of road is concerned, for publicity draws crowds, and lots of people always seem to bring lots of problems with them.

As the Elan swooped along country lanes I reflected how much we miss inside an ordinary saloon. Would that it was practical for everyone to enjoy the thrills of extracting perfect unison from engine, brakes and gearbox, as is possible with this Elan. There's even enough power to set the car up accurately for almost any corner at any speed up to 90 m.p.h.; it is just over this speed that one has to change out of third gear if one is imposing the normal 6,500 limit. In the lower gears 6,500 translates as 52 and 68 m.p.h., whilst in top gear I never exceeded an indicated 120 m.p.h. with the hood down. However, this really misses the point for it is the sheer verve with which the car responds that endears it to the driver, especially on the sort of switch back represented by an 80 m.p.h. crest followed by a downhill 60 m.p.h. left-hander, 70 m.p.h. right, bumpy 110 m.p.h. straight and 30 m.p.h. downhill hairpin. To follow that sort of terrain you need the Elan's red hot needle performance package; even then you'll actually experience the joys of drifting with little need to do more than ease the steering onto corrective lock.

We took the car to our normal track for performance tests, but after 12 not very satisfactory runs a camshaft seized in its carrier, a problem that will be familiar to W.B. from his spell with the RS1600. The only other problem that presented itself was oil surge that materialised if the car was anything less than bung-full according to the dipstick. After the Elan was returned, I did idly wonder if the dipstick markings were correct, for such things have been known to happen before.

To my eyes the Elan represented a very healthy diversion for a wealthy man who wanted a sophisticated Lotus Seven, for it is unbelievably rapid in the sort of situations that a skilled driver could enjoy, whilst offering all the creature comforts when required, for even the electric windows worked throughout our tenure!—J. W.

Overall fuel consumption: 17-22 m.p.g.
Price of engine (including £500 for production RS1600 unit): £957.
Converters: Broadspeed Ltd., Banbury Road, Southam, Warks.



THE ELAN-BDA looked impressive with its fat tyres on some excellent Minilite rims and the bulging wheel arches to accommodate them.

● In a recent article on modified Cortinas, J.W. said that the lights on a Mk. 3 Cortina remained on the sidelight position only on one side and criticised the car on this point. The Ford press office naturally told us that this was because we had been using the parking light control, which was true, but did not account for a simple bulb failure of a front sidelight, which added to our reporter's confusion.

● Jaguar enthusiasts will be interested to learn that Warren Pearce is now trading under the name Lawrence Pearce from premises at 186 Cambridge Road, Kingston, Surrey (Tel.: 01-549 1992). Although his workshops are mainly filled with quality maintenance work these days (a Facel Vega and BMW 2002 were undergoing surgery when we called) Pearce is still offering a number of Jaguar performance improvement items, especially with regard to braking and suspension modifications. His current pride and joy is an XJ6 which apparently accelerates and corners in a way that pleases this former Jaguar E-type racing driver, now happily fully recovered from the serious injuries he incurred at Castle Combe in 1970.

Ferraris dominate Sebring

SEBRING, *March 25th.*

IT IS A strange quirk of the International calendar that two of the World Manufacturers Championship events for sports cars happen within just over a month of each other in the same state of the USA. The state is, of course, Florida and this year the second of the two races came as a welcome relief after the State Primary for the Presidential election. Indeed, the papers had been full of little else for weeks and the victor, Senator George Wallace, had his campaign managed by Bill France Snr., who owns Daytona. This is the circuit that had hosted the sports car circus a few weeks earlier and, when it moved across the State to the old airfield circuit of Sebring, the entry was much the same but with the interesting addition of the new Len Bailey designed Mirage M6-Cosworth from the Gulf Research Racing (formerly JW Automotive Engineering) team.

Ferrari, winners of the two previous rounds, arrived looking stronger than ever, with three of their impressive 312Ps for the regular driver line-up of Ickx/Andretti, Redman/Regazzoni, Peterson/Schenken. These were the three cars raced at Buenos Aires (Chassis 082, 084, 086) and completely re-built at the factory since then while the Daytona cars were back in Italy receiving the same treatment in readiness for the BOAC 1000. The Sebring cars were fitted with larger rear-brake calipers and all had the later gearbox which enabled quick gear ratio changes, which previously had only been tried on one car. Ferrari are now the only major sports car team running on Firestone tyres.

Autodelta hoped to come to terms with their Italian rivals by weight of numbers for the Alfa Romeo racing division had brought along six of their tubular steel chassis TT33 models, two as spares. Three of these cars were fitted with re-located radiators mounted much lower and fed with air from side rather than top ducts. Revson/Stommelen and Elford/Marko were in their Daytona cars, modified to the new specification, while there was a completely new car for de Adamich/Hezemans. A fourth unmodified car was entrusted to Galli/Vaccarella, this being the machine Galli had put into the wall at Daytona in practice and subsequently re-built. The lowering of the radiators enabled a lower frontal area and Autodelta technicians were claiming a 6-mile increase on top speed. All the Alfas were now running on Goodyear tyres.

The opposition to the two Italian teams was sparse indeed. Equipe Bonnier failed to come to a financial settlement for both their Lola T280-Cosworth V8 and thus brought along just the later of the two cars to be shared by Wissell, Larrousse and Bonnier himself, Britain's Chris Craft having to stand down on this occasion. The car was little changed since Daytona although some bodywork modifications had been made. The Bonnier team do not appear to have sufficient funds to really challenge the might of Ferrari, which is hardly surprising, although with the right organisation and back-up the British car is obviously capable of doing so. But Ferrari have such an impressive sports car effort in terms of machinery and personnel it seems unlikely that anyone can compete at present, let alone a private team with limited resources.

The long awaited Gulf Research Racing team (formerly JW Automotive Engineering) made their welcome return to the sports car scene but it was not on the scale of their previous Porsche 917 effort. They brought just the single new Gulf-Mirage M6 for drivers Bell/van Lennep. The fine team of mechanics built up last season have largely disbanded, one going to the Ferrari sports car team, another to Tyrrell, another to McLaren and so on and, of course, team manager David Yorke is now with the slow to start Tecno Grand Prix effort. Now John Horsman is in overall comand and it will be interesting to see if the Gulf team can re-capture some of their former glory.

The Gulf-Mirage only just made it to Sebring in time having very little prior testing in England before being shipped to Florida. The M6 has been designed to accept either the Cosworth V8 or the new 3-litre Weslake V12 engine which is presently being developed. Externally the distinguishing feature of the car is the rear aerofoil, beneath which is a specially shaped engine cowl and this arrangement is said to give very good high speed stability. The wing is adjustable to suit different circuit conditions.

The chassis is a monocoque section in 18-gauge L72 aluminium alloy sheet reinforced by mild steel sub-structures. The length of the projected V12 engine is such that, in order to accommodate the driver, a conventional front bulkhead cannot be used. Thus mild steel fabrications drilled for lightness tie the side pontoons together. The monocoque terminates behind the driver although the side pontoons are extended to provide mounting for ancillary equipment. The rear bulkhead is of 20-gauge steel. At present a Cosworth engine is fitted and a 6 in. spacer fitted between the engine, clutch assembly and the Hewland DG300 gearbox, makes up for the difference in length between this and the V12. The team have two entries at Le Mans so, presumably, will build a second car and by then the V12 should be operational. Suspension is "British Standard Formula One", uses Koni dampers and 13 in. diameter wheels front and rear. Unlike the other major contenders, the Mirage has a front-mounted water radiator.

The only other car in the 3-litre Group 5 category was an old Porsche 910 with a 2.3-litre engine but in the 2-litre category there were three Chevron B19s and a pair of Lola T212s, all but one powered by Cosworth FVC engines. The fast 2-litre Abarth had returned to Italy. In addition there were classes for GT cars, and various saloons, some only conforming to SCAA rather than International regulations. Of the GT cars there were four Ferrari GTB4s including cars for David Hobbs/Skip Scott and Posey/ Adamowicz and there were also several less sophisticated but more powerful Corvettes.

Ferrari had practice well sewn-up while all the challengers suffered set-backs. Two of the Alfas were involved in minor accidents, as was the sole Lola, while the Mirage had various "new car" problems particularly with the fuel system. Stommelen just averted a complete Ferrari 1-2-3 in practice by putting his Alfa Romeo in third fastest position behind Ickx/Andretti (2m. 31.44 sec.) and Regazzoni/Redman (2 min. 33.04 sec.). The Stommelen/Revson car was 0.8 slower while Peterson/Schenken, being new to Sebring, lapped in 2 min. 35.37 sec. Then came two more Alfas, the Mirage which was nine seconds off pole position time, and then the Lola which had done very little practice. Rounding off the top ten was the final Alfa and the Chevron of the Mexicans Junco/van Beuren which was fitted with a Hart aluminium block BDA engine.

The race attracted a large crowd who spilled onto the track just before 11 a.m. as the 61-car field set off, two by two on the pace lap and they all had to go around again before the marshals got everything under control. When the green flag came out Stommelen made a spirited attempt to lead the Ferraris, but with a lap gone and 12-hours to go, the top sports car team in the world were in a one-two-three formation in the order Andretti, Regazzoni, Peterson. Behind came Stommelen, Elford, de Adamich, then Larousse, Bell and Vacarrella. After only two laps Larrousse slowed in the Lola and was soon in the pits where the right rear lower wishbone was broken, the legacy of the practice incident and a part which should have been discovered as faulty before the race. The Lola returned to the race, after half an hour, in last place. Soon the Ferraris had pulled away from the rest but, at least, there was some spirited racing amongst the 2-litre cars.

The Gulf-Mirage debut did not prove particularly auspicious for Bell soon brought the car into the pits, from eighth place, complaining of a bad rear-end and vibration. After several more pit stops, and suggestions it was out of balance rear wheels, a shattered flywheel was diagnosed and the Gulf mechanics set about replacing it and the clutch, a task accomplished in just under three hours. With the first hour still not over the leading Alfa of Stommelen slowed, and then stopped, with a faulty mechanical fuel pump which was replaced. After an hour and a quarter the first routine stops were made which gave Ferrari an even greater advantage with their slick stops. Then the flagging Alfa team suffered another setback when two of their cars were black flagged for allegedly passing under a yellow flag. Both Revson and Galli were reprimanded by the Chief Steward, and something of a comedy situation ensued in which Revson tipped the gentleman's hat off and Galli was reprimanded through an interpreter, although he speaks better English than many Americans. At the end of the second hour the Ferrari demonstration looked as impressive as ever, the three cars running only seconds apart. The Marko/Elford and Hezemans/Vacarrella Alfas were fourth and fifth, while two Chevrons contested sixth place. The de Adamich Alfa was out of the running after Galli, who had switched to this car after practice, crashed with a puncture. De Adamich then joined Stommelen taking over Revson's place as the American had been disqualified from the meeting for the hat pulling incident.

With three-hours gone, all three Ferraris were still in the same order and on the same lap but, in the fourth hour, the Ferraris started to experience trouble as Peterson ran out of fuel on the circuit due to

Continued on page 493

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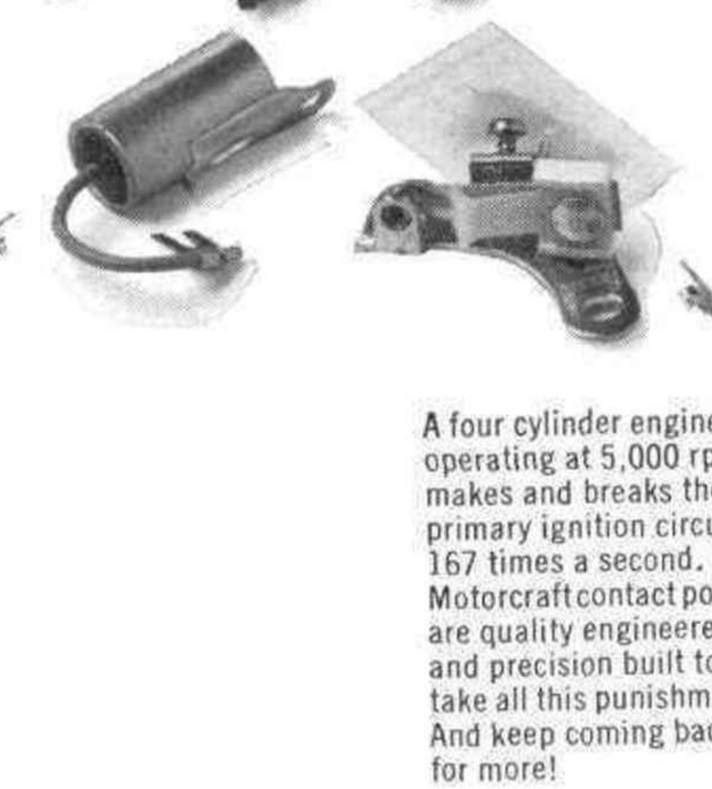




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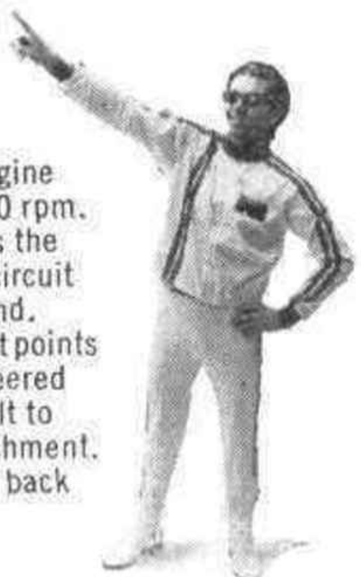




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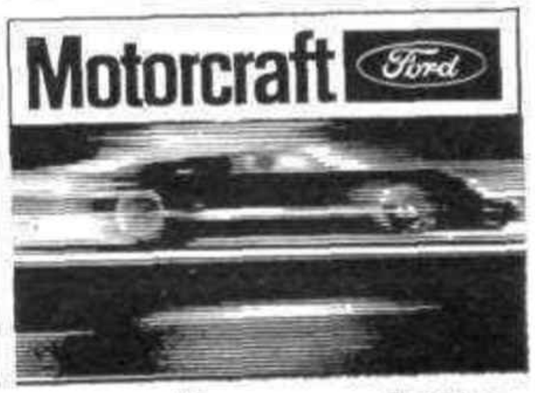


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ROAD TEST

ROVER 3500S



The 3½-litre Rover with its light-alloy V8 engine was for many years available only with automatic transmission, for which the intake behind the number plate in the picture supplies air to the gearbox oil-cooler. Since last October a manual gearbox 3500S version has also been available, to which the test report refers.

HAVING WAITED to try the manual-gearbox version of Peter Wilks' high-performance Rover V8 since it was introduced at the London Motor Show last October, I went through much the same phases as the boy on the Fry's chocolate label, who was there when I was a youngster and who is still there today—those of DESPERATION, PACIFICATION, EXPECTATION, ACCLAMATION and REALISATION—IT'S A ROVER.

After five years of excellent service from the Editorial Rover 2000TC, during which I became a considerable enthusiast for these cars, the acclamation when the 3500S eventually arrived at the MOTOR SPORT offices was tempered by a degree of disappointment. To me Rover implies dignity and the garish trims on the V8's bolt-on wheels, intended to make them resemble "boy-racer" magnesium-alloy ones, the trim-line along the body sides, the too-obvious type-badges and ROVER name on body and boot, the substitution of pleated Ambla upholstery for hide (which is available as an extra) and the grained plastic stuck on the steel roof did not seem in keeping with the best Solihull tradition. The last-named is permissible for distinguishing from the common run of little saloons the middle-class models, but a Rover should not require such embellishment. The plated Smiths Radiomobile radio is larger than the one in the 2000TC and the new nest-of-boxes radiator grille is not altogether acceptable.

There was also the realisation of the obvious, namely that the almost unchanged body shell (now vented through the rear quarters) means that this 120-plus m.p.h. 3½-litre saloon will accommodate only four people with elbows-in and legs (for those in the back seat) drawn up and very little luggage in a small boot which is now occupied by the Exide Supreme battery as well as the spare wheel, both covered over, but the latter lying unsecured on the boot floor, horizontally, on the test car. (It can, I know, be mounted on the lid of the boot but this is untidy and in the long run cannot, I imagine, do the lid much good.) The bonnet panel now has two unacceptable "power bulges" on it, seemingly to accommodate the cam-covers of the push-rod o.h.v. vee engine but in fact are merely stiffeners, as the underface of the panel is flat; these were not deemed necessary on the four-cylinder cars. The driver's door tended to try to jump open, perhaps due to a Pyrene fire-extinguisher on the door sill.

The dated body design entails front quarter-windows, these now being closed by knurled knobs instead of rather undurable catches, which would be an improvement if the new curved door-grips, below which the press-up internal handles are placed, did not impede the hand that seeks to turn the knobs. The compact interior of the body renders door pockets out of the question, so the lockable knee-level bins, the lids of which act as safety pads, are retained, and I have no grumbles about that. The sill internal door locks stick up higher than those on the 2000TC and the instrumentation has been changed, to eliminate the old ribbon speedometer, which I had come to accept. There is now a set of rather flat-faced but very clearly and finely-calibrated instruments with white digits before the driver, under a common sheet of plastic, consisting of ammeter/oil gauge (40 lb./sq. in.), tachometer, 140-m.p.h. speedometer, and fuel/temperature gauge (75°C), and the Kienzle clock is retained. Neat oblong windows in this instrument panel house the brake-on/low fluid level, oil, high-beam, ignition, choke ready to go off (a nice Rover refinement), and turn-indicator warning lights, and a hazard-warning has been added. All very neat, but the vanity mirrors have been deleted from the vizors. At last, however, that dangerous "vanishing" rear-view mirror has been replaced by a normal one, with neat lever-movement for the anti-dazzle setting.

The minor controls have been revised, neat rotary facia switches, very clearly labelled, for map and roof lamps, side and headlamps-cum-parking and fog lamps (if fitted) and wipers-cum-washers, replacing the old toggle switches. The two-speed wipers have a delay setting and the former heater controls, easy to understand, are still used, as are a manual choke and fuel-reserve. However, the layout and appearance of minor controls and instruments is somewhat retrograde, and the change cannot be on safety grounds alone, because flesh-tearing protrusions still exist. Indeed, in all other respects the Rover 3500S is like the older models, even to openable side rear windows, adjustable steering-column rake, stalk controls (dip and flash, l.h.; turn-indicators and horn, r.h.), strip facia fresh-air vents, visible side-lamp tell-tales, well-placed ash-trays, pendant pedals with the accelerator rather biased to the o/s, rheostat facia lighting which shows up the aforementioned rotary switches, lockable quick-action fuel filler, quietly shutting boot, friction-lock seat-squab adjustment, accurate speedometer and mileometers, and all the other Rover commendables. Incidentally, an old Rover trait of having a clutch pedal return spring so placed that the toe of the driver's left foot very occasionally fouls it is part of the 3500S. More disturbing is the fact that whereas the 2000TC was almost uncanny in its disinterest in engine oil, the 3500S consumed lubricant at the rate of about 500 m.p.p. The dip-stick, after the bonnet has been propped open, is supremely easy to withdraw; the oil filler is on the opposite side of the engine, on the o/s rocker cover. There is now a steering lock, a baulk-type starter key with four positions replacing the former nicer 3-position key, and the over-facia shelf has that non-slip matting I was never able to obtain for the 2000TC.

As to how this very fast and accelerative Rover V8 goes, when it was introduced over six months ago opinions about it varied, some testers writing of wind noise, yaw and dead brakes, others of low wind noise, stable running and progressive braking, etc. My impression was that the wander when driving in side winds was far worse in the V8 than in the 2000TC, that there was some wind noise, and that the servo, all-disc brakes, typically Rover in feel, were not particularly convincing until used as if for a demonstration stop, when they gather power somewhat better.

The gearbox is that of the 2000 models, always a bit of an Achilles' heel, but with a finned casing, increased oil capacity, a layshaft-driven pump to lubricate the mainshaft gears and bearings, tapered-roller in place of ball and needle-roller layshaft bearings, shot-peened gear teeth and a lever mounted on a casing extension instead of on the transmission tunnel. There is the same nice little stubby, short-travel lever, with its lift-up slide to mask reverse, but the action, though improved, is baulky, although quite nice if not hurried, and some critics point out that the lower gears whine slightly on the over-run,

as ./ to remind one that this overdue manual transmission is but a Wilks' adaptation to meet requirements as economically as possible—as is the engine, adapted from an ancient Buick/Oldsmobile light-alloy V8 concept. But the whine is not pronounced, so this is hair-splitting comment.

On the manual gearbox car slightly larger exhaust off-take pipes are possible and power output is up to a net 152 b.h.p. at 5,000 r.p.m. The SU carburetters are of the more stable HIF6 type. There is no denying the impressiveness of the performance, for a top speed of over 122 m.p.h., a 0-to-60 m.p.h. time of 9.2 sec., and a s.s. ¼-mile in 17.1 sec. from a car costing £2,088.41 with extras as tested, is not to be scorned. Surprisingly, the 3500S weighs only 7 lb. (3 kg.) less than the 3500, although the latter has a Borg Warner gearbox with oil-cooler, so the better performance of the manual-gearbox model is due to the slight improvement in power output. On the road, however, I felt no very great improvement over a 2000TC until the lower gears were stirred about to keep the engine turning at over 4,000 to 4,500 r.p.m. (it gets to the red at 5,200 r.p.m.), when it remains very smooth but hums in a subdued fashion. The high axle-ratio of 3.08 to 1 (24 m.p.h. per 1,000 r.p.m.) precludes quite the V8 top-gear crawl away from walking pace which might be expected, although the engine will pull from 500 r.p.m. in the highest ratio and smooths out completely above 1,200 r.p.m., power beginning at about 36 m.p.h., nor is there any "wuffle-wuffle" from the single exhaust tail-pipe.

This Rover 3500S is a compact saloon of sporting demeanour, yet very quiet at high cruising speeds. The test car was on (14 in. × 5½J) Dunlop SP Sport radial-ply tyres which gave good grip and did not protest under the sort of roll-around-fast-corners which the race-bred de Dion back-end encourages. The car I tried also had manual steering, low geared at just under four turns, lock-to-lock, plus a lot of sponge. It is heavy, and the understeer remains, changing to over-steer under power. But a quality car of this very competitive price which could be wound up to 34, 57 and 88 m.p.h. in its indirect gears, returned 22.1 m.p.g. (of five-star petrol due to a c.r. of 10½ to 1 in the alloy heads), against 26 to 27 m.p.g. from the 2000TC, and ran more than 256 miles on a tankful of fuel before the 2½-gallon reserve supply was required (and this supply took me 54 miles, whereas I never went more than 14 miles on the 2000TC's reserve supply) is a good proposition, in spite of the above-emphasised drawbacks. It still comes with a plastic holder containing a good manual, service folder, a reassuringly comprehensive list of Distributors and Dealers, and a sachet of Clearalex windscreen cleaner, etc. Servicing intervals are every 6,000 miles; presumably the unusual front suspension will cause the front tyres to wear unevenly, as it did the Dunlops and Pirellis on our 2000TC. The test car was in a nice shade of green and if I could have one with the old wheel nave plates, which had a suggestion of wire spoking about them instead of the bogus sporty ones of the 3500S and some of the maker's embellishments removed, I could be happy in this very fast V8 Rover if it did not yaw so much and had more convincing brakes. The yaw, like that of a small boat in a moderate sea, was sufficiently pronounced to make three people, including the driver, who are not normally car-sick, feel ill and one other to be actually sick. The V8 is a much faster car than the 2000TC but whether the yaw is due to the fact that it is driven harder, the suspension rates have been changed, or the weight distribution has altered, only the Rover engineers can know. The new Ambla seats with heavily ribbed cushions hold the driver like a vice but I would demand real leather.—W.B.

BMW—A CORRECTION

IN THE article "First Impressions of the BMW 2500" last month I referred to this excellent car having "the old-fangled dimensions of a stroke longer than its bore". Almost immediately after MOTOR SPORT was published irate BMW enthusiasts were on the telephone demanding my entrails, because, in fact, the BMW 2500's o.h.c. power unit conforms to present-day practice, with dimensions of 86 × 71.6 mm. My excuse for linking it with long-stroke engines as still used by the 1750 Alfa Romeo, Austin Maxi and 1800, the Jaguar XJ6 and Daimler Sovereign, Mercedes-Benz 220, the Spridgets, the M.G.-B. the Renault 4 and others of long standing is that BMW quote the stroke before the bore in their handbook, contrary to normal practice, and I was thus misled when running my finger down the page for the figures. I apologise—and would add that all BMWs from the 1602 to the 3.0CS have a bore bigger than the strokes are long. I am also told the head-lamps of the 2500 will be perfectly satisfactory after adjustment, which I will report on when the long-term test of the car is resumed.—W.B.

WE TAKE A LONG TIME TO LEARN

"IN the Saturday practice Noel Carr broke a drive-shaft . . . ." This is not a quote from a current Grand Prix race report, or the recent Sebring 12-hour sports car race, as might be imagined, but is taken from the report in MOTOR SPORT of the Castletown Trophy race in the Isle of Man in 1948. The car in question was an all-independently sprung Alta from pre-war times, using exposed drive-shafts to the rear wheels with universal joints at the ends like any "modern" Formula car. They broke then and they are still breaking today, and racing is supposed to "improve the breed".

SEBRING 12 HOURS

—continued from page 490

a faulty collector tank and all three cars seemed to be losing oil. Ickx then made an unscheduled stop to complain of his car weaving on the straight and a punctured tyre was replaced which put Redman/Regazzoni into the lead, while the Schenken/Peterson car lost time with a broken brake pipe and dropped several places down the field. With six hours gone, Ferrari still looked good with Regazzoni/Redman leading Andretti/Ickx by two laps, while the Elford/Marko and Hezemans/Vacarrella Alfas held the next two places ahead of the third Ferrari. The third Alfa had now dropped out with clutch failure, the Lola was still running in fits and starts, the rough and rustic old Sebring track playing havoc with the chassis, while the Mirage finally retired with a damaged differential.

Redman/Regazzoni further increased their lead over their team-mates when Ickx brought the car in with a burned-out battery lead which took time to replace. The Alfa ranks were reduced to one when the Elford/Marko car blew its engine and by now the faster Corvettes and Porsche 911s were showing well in the results, as all the 2-litre cars were out of the running.

With ten hours gone there was excitement when Regazzoni passed the pits with flames licking from the back and he stopped and abandoned the car further down the track where it really blazed fiercely. The Sebring fire-fighters did little to stop the whole car burning out. This put the oily Ickx/Andretti car back in the lead while Schenken/Peterson had now moved up to second and the pair were intent on taking the lead, but Team Manager Schetty gave them slow down instructions which they rather reluctantly accepted reckoning that they had been robbed of victory at Daytona. Thus Ickx/Andretti cruised home to a second successive victory keeping their fingers crossed in the closing stages that the oil-leak would get no worse. Peterson/Schenken took their second succes-sive second place, just two laps down, while the Hezemans/Vacarrella Alfa struggled home to third position despite various troubles in the closing stages after nightfall. Fourth place went to the Heinz/Johnson Corvette and fifth to the Haywood/Gregg Porsche 911S, both of which had already shown good long distance form at Daytona. The Lola managed to make it to the end, finishing in sixth spot and on the same lap the Minter/Pechman Porsche 910 while a NART Ferrari GTB4 finished eighth.

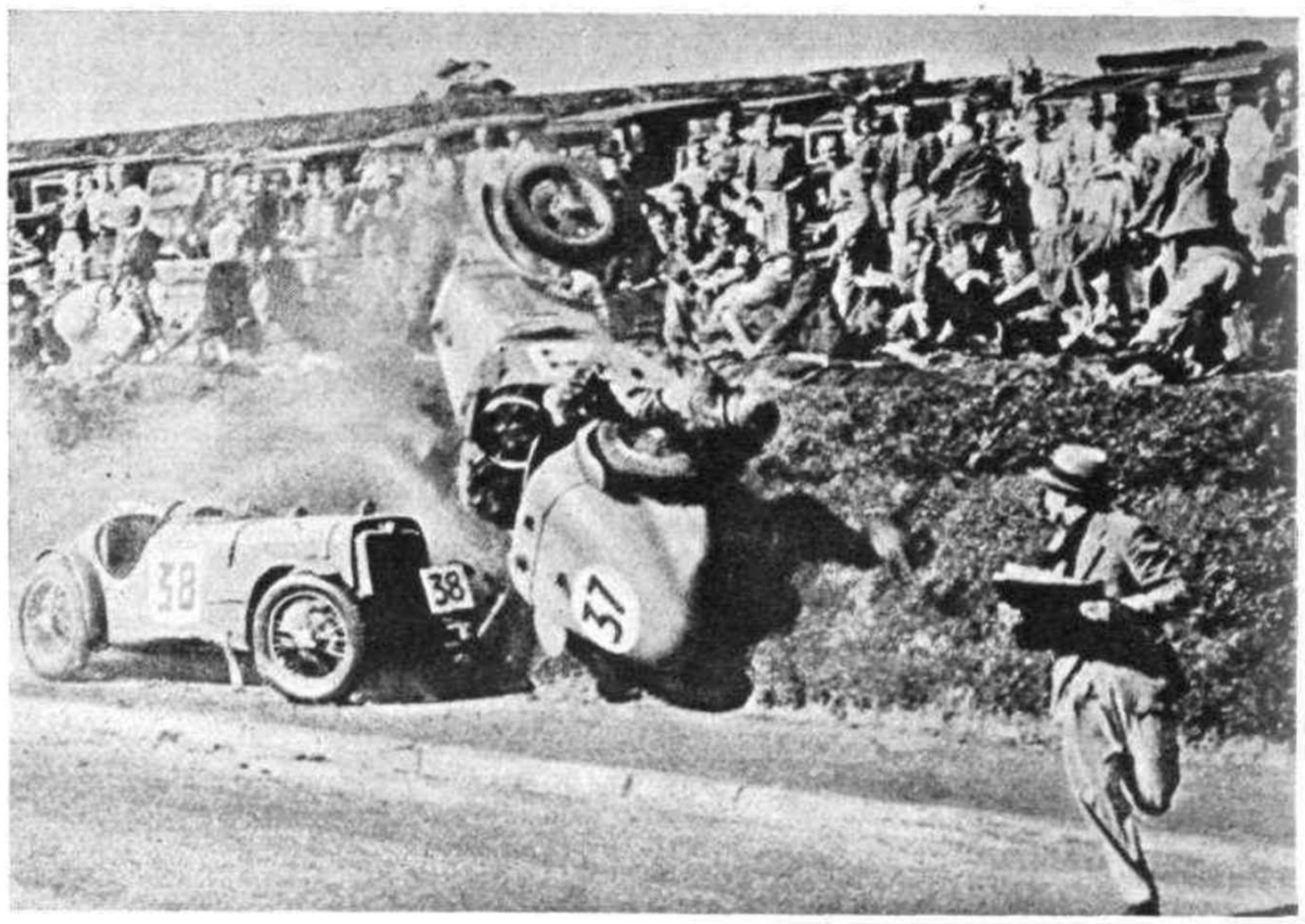
Results:

SEBRING TWELVE HOURS—Groups 3, 4, 5 & Trans-Am—259 laps—2165.24 km.—Dry and Sunny

1st :	J. Ickx/M. Andretti (Ferrari 312P—3-litre flat-12)	Group 5	Entrant: Ferrari SEFAC, Italy	12 hrs. 04 mins. 40 sec.—179.45 k.p.h.
2nd:	R. Peterson/T. Schenken (Ferrari 312P—3-litre flat-12)	Group 5	Entrant: Ferrari SEFAC, Italy	2 laps behind
3rd :	T. Hezemans/N. Vacarrella (Alfa Romeo TT33—3-litre V8)	Group 5	Entrant: Autodelta S.p.A. Italy	26 laps behind
4th :	D. Heinz/R. Johnson (Chevrolet Corvette—7-litre V8)	Group 4	Entrant: Dana English, USA	38 laps behind
5th :	P. Gregg/H. Haywood (Porsche 911S—2.5-litre flat-6)	Group 4	Entrant: Brumos Porsche-Audi, USA	44 laps behind
6th :	J. Bonnier/R. Wisell/G. Larrousse (Lola T280-Cosworth V8)	Group 5	Entrant: Ecurie Bonnier, Switzerland	46 laps behind
7th :	M. Minter/R. Pechman (Porsche 910—2.3-litre flat-6)	Group 5	Entrant: R. Brezinka, Canada	46 laps behind
8th :	L. Chinetti jnr./R. Grossman (Ferrari 365 GTB4—4.4-litre V12)	Group 4	Entrant: N.A.R.T., USA	49 laps behind
9th :	D. Muniz/J. Luis (Porsche 914/6—2-litre flat-6)	Group 4	Entrant: Daniel Muniz, Mexico	52 laps behind
10th :	V. Gimondo/W. Dingman (Chevrolet Camaro—7-litre V8)	Trans-Am	Entrant: Takondo Racing, USA	54 laps behind

Fastest lap: Peterson/Schenken—2 min. 33.8 sec.—195.23 k.p.h.

THE ADVENTURE OF THE ILL-FATED SINGERS



ILL-FATED.—Singer No. 37 driven by S. C. H. Davis crashes into Norman Black's team car during the 1935 Ulster TT. Both were eliminated by steering ball-joint failure, but on different laps, and previously A. H. Langley's Singer, in the same team, had crashed for the same reason—the fourth Singer was then withdrawn. Davis was wearing a crash-hat but it was wrenched off in this remarkable accident.

IN THE nineteen-thirties the Singer Nine took its place, with the MG Midget and other small sports models, as a successful competition car. Looking back, it is rather remarkable which cars did, in fact, constitute competition jobs in those days. Even the great races, such as Le Mans, included things like a Chummy Austin 7, four-seater Singer Nines and a Ford Ten tourer of the "blancmange-mould" pattern.

The 972 c.c. Singer, having inherited an overhead-camshaft engine from the Singer Junior of 1927 (which, it may be recalled, combatted the overwhelming success of the side-valve Austin 7 in this baby-car field by this more efficient valve gear, rather as the Triumph Super Seven did by reason of a centre support for its crankshaft and hydraulic four-wheel-brakes) formed a reasonable basis for a small sports model and soon appeared in Le Mans four-seater, slab-tank two-seater and coupé versions.

In 1935 Singer enthusiasts were intrigued to learn that a new Super Sports edition of the Le Mans Nine was not only to compete in the celebrated 24-hour race at Le Mans, in which four of this Coventry make had run the previous year, but that these would be available to such customers as could afford them. The new model was announced in July, when its specification was seen to be decidedly exciting. Weight had been drastically saved and an attractive pointed-tail two-seater body was fitted. The engine was the same 60 x 86 mm. Singer Nine unit with a single overhead camshaft driven by roller chain and the slightly-inclined valves operated through tappet fingers. It had twin SU carburetters, a Scintilla vertical magneto, and although the two-bearing crankshaft was retained, it could be taken up to 5,500 r.p.m., which was quite something 37 years ago, although in the TT a limit of 4,800 r.p.m. was imposed. Fuel was contained in a very light 15-gallon tank in the tail, provided with two quick-action fillers and emptied by two SU electric pumps with dual supply pipes, arranged so that either pump could feed any of the four (two main, two reserve) pipes.

That these Le Mans Singer Nines were intended for racing rather than trials was emphasised by the gear ratios, which were 10.25, 7.15, 5.36 and 4.77 to 1. Weight was saved in the back axle, the bonnet and hinged-tail gave good access to the tank, spare wheel and the mechanism generally, and hydraulic brakes were used. Wire wheels with knock-off hub caps were not so unusual in 1935, nor was a fold-flat windscreen with two supplementary aero-screens, but the whole demeanour of this new Singer was that of a car intended for serious racing. Power output was 41 b.h.p. at peak revs. and the speeds in the gears were 90, 80, 62 and 45 m.p.h., respectively, compared to 76, 56, 35 and 18 m.p.h. available from the Le Mans Special Speed Model which sold in 1935 for £225, and had, on the face of it, the same engine. The wheelbase was 7 ft. 7 in., the tyre size 4.50 x 18 in.

The chassis price was £425, the complete car in catalogue form £525, whereas the ordinary Le Mans Singer sold for £215, the PB MG Midget for £222. Clearly this competition Singer was something quite out of the ordinary run of small sports carts, although the three which the factory entered for Le Mans, out of a total of eight Singers that ran, were not particularly outstanding, starter-motor failure eliminating two of them and the third car being hampered by a leaking fuel tank, although for some time it contested the Index of Performance part of the race with a Riley and an Aston Martin, eventually to finish third, driven by F. S. Barnes and A. H. Langley, winning its class, if only 16th in overall classification. Singers, incidentally, came home 16th, 17th, 19th, 20th, 22nd and 23rd at Le Mans in 1935, ahead of the MGs.

Singers now looked to the TT for a better performance, entering four cars, to be driven by Norman Black, S. C. H. Davis, J. D. Barnes and A. H. Langley, with F. S. Barnes as reserve driver. They were in the 1,100-c.c. class with three Fiat Balillas, three Adlers and a Riley. Alas, in the race all of them disappeared before the finish . . . .

A tremendous Fiat/Singer battle had developed, ffrench-Davis' Italian car leading the Singers of Black, Davis and Langley, with A. C. Dobson's Fiat ahead of Barnes' Singer, followed by Austin Dobson's Fiat, blue flags fluttering all round the Ards circuit. Past the grandstands the Fiat was in front, but at other places the three green cars went ahead, only to be repassed. Until, that is, 12 laps had been covered, when Langley's Singer vanished. Its steering had failed coming down Bradshaw's Bray and a crash was inevitable; Langley escaped unhurt. Three laps later, in much the same place, Black's Singer crashed, from exactly the same cause. Then, seven laps later, the very same thing happened to Sammy Davis—the steering went, causing his Singer to run uncontrollably up the bank at Bradshaw's Bray and overturn on top of Black's car, which had been left on the pavement, its nearside front wheel bent under it, rendering it difficult to move. Black, too, was unhurt and so was Davis, Brian de Grineau, the artist, who had been sitting a few feet from Black's derelict car, leaping up in some haste as Davis' car came over the top of it; it was de Grineau who helped Davis to his feet . . . .

The Singers had been leading their class, but the three cases of steering failure at last roused the officials, as well as Stanley Barnes, who was managing the team, and a couple of laps later J. D. Barnes was flagged in. It seems incredible that after two cars had crashed with completely inoperative steering the others had been permitted to continue. But in those days motor racing was an adventurous sport. It was even reported that a horse on the circuit caused J. D. Barnes to stop, on one lap! Writing in *The Autocar*, Davis passed this extraordinary matter off by remarking about "a small and unintentional mistake in the heat treatment of a bar of steel . . . one bar seems to have received the wrong heat treatment . . . out of that one bar, by a chance in a thousand, the steering ball joints of the cars of my team

were made, and at the point of maximum stress . . . the steering gear of all three ceased to function, and that was that . . . .". He tried to draw a parallel with what befell the Fiats in the 1922 French GP, although in that case a design gamble to reduce weight to a minimum may have been the cause and in any case there should surely have been some metallurgical advance in 13 years? It seems that the offending ball joints were those on the drop-arms, allowing the drag links to trail on the road. It seems that three of the Singers in the TT were those which had run at Le Mans (and perhaps in the Relay Race as well) and that all of them used the horrid transverse steering drag links which were a legacy from the original Singer Junior. This was regarded as unsatisfactory for serious racing and a conventional layout, with a side drop-arm and fore-and-aft drag link was designed prior to the TT but could not be homologated in time for the race. This steering layout, coupled to the strain of three of the cars having done a complete Le Mans race, could well have contributed to the failures during the TT. Fore-and-aft steering was used on Davis' rebuilt Shelsley Walsh Singer.

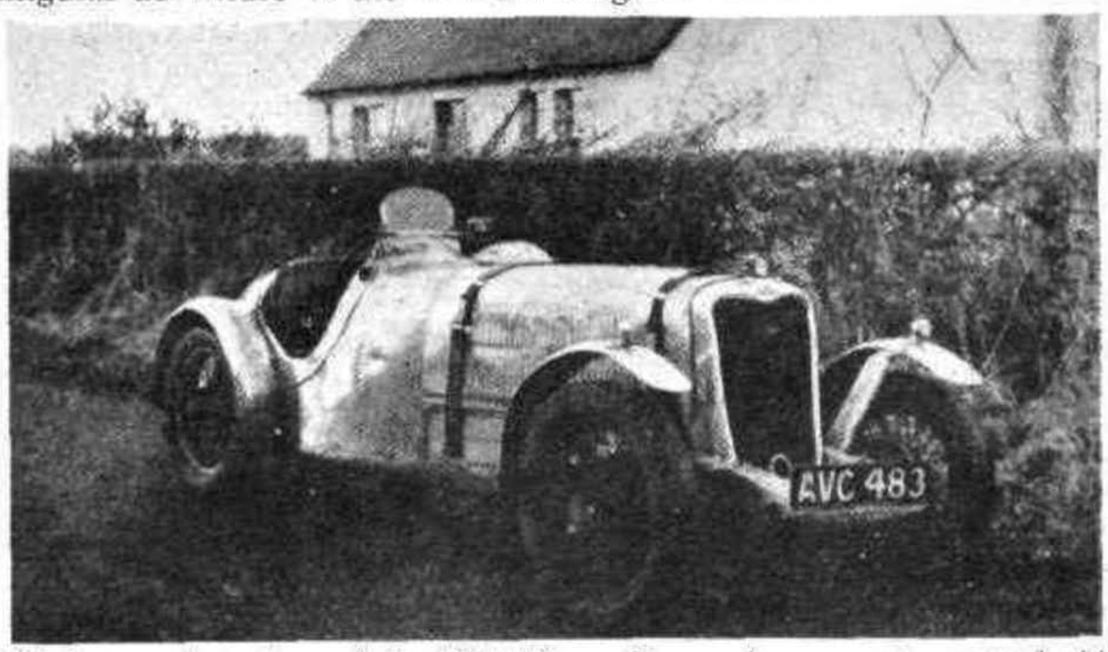
This unfortunate happening seems to some extent to have sullied the reputation of those Singers, but, stripped of road equipment and with radiators cowled, three of them teamed-up to win the 1935 LCC Relay Race at 85.15 m.p.h., driven by J. D. Barnes, A. H. Langley and R. A. Bicknell, and following the TT debacle, S. C. H. Davis drove one, his TT car with another body and different-type steering, similarly stripped but without the frontal cowlings, at Shelsley Walsh. Never again, however, did the factory enter a team, although the cars were run later by the Barnes brothers as the Auto-Sports team; they made unsuccessful onslaughts on Le Mans up to the war and won their class in the 1937 TT at Donington, when J. D. Barnes averaged 57.8 m.p.h. I have never much cared for Singers, although I had fun up Exeter Trial hills while road-testing a 1½-litre Roadster in 1954. However, racing cars of any make and period are not to be denied and, after nearly acquiring the bulbous-bodied Singer Nine single-seater which had been raced before the war by Carr and Hodge (I think David Scott-Moncrieff may remember it), only to have it sold over my head, I was interested when a report came in that four Singers, believed to be team cars, had been hidden away in a country barn where they had languished since before the war, although one was reported to have been renovated and disposed of around 1954, and is probably the one now in a Scottish museum.

It did seem likely, however, that the cars which had vanished so dramatically from the TT might be the same cars said to have vanished into a country hideout four years later and I thought it worthwhile to investigate.

The adventure took me southwards, over fast going towards the sea, through some remarkably narrow lanes which cannot have changed in any degree since the early nineteen-twenties, and beyond a town in which it is, if anything, easier to get lost than in notorious Birmingham itself. It took me to the address of my informant, only to discover that named houses had changed to residences distinguished by numbers and he had moved anyway. It caused me to stand a round of bottled Worthington to strangers in a country pub, where a 1938 Buick and an immaculate AC were spoken of and I was encouraged because the publican remembered hearing something about the Singers a twelve-month ago. It led to an abortive visit to a country club-cum-golf course adjacent to an aerodrome and caused me to become almost irretrievably lost in the aforesaid badly-signposted maze-like town on the way home, the mission unaccomplished.

So far the mystery of what has become of these cars remains unsolved and the misfortune which marked their second racing debut 37 years ago seems to have pursued them into the restoration and speculation age.

If anyone can offer any clues as to the whereabouts of these missing Singers there may yet, "My dear Watson", be a sequel to the singular adventure of the ill-fated Singers.—W. B.



If it is true that three of the 1935 Team Singers have gone to ground, this seems to be the one which escaped. It is in the Myreton Museum in Scotland

BIG BROTHER

ACCORDING to the *Daily Express*, Bedfordshire's Chief Constable, Mr. Anthony Armstrong, has set up a special "spy squad" whose job it is to keep watch on disqualified drivers seven-days-a-week, so that anyone who drives while disqualified can be apprehended. While we are entirely against disqualified drivers flouting the penalty imposed on them, it is significant that whereas other classes of offender often involved in violence, petty theft or causing disturbances, are exonerated from punishment and permitted, after a lecture, to leave court without a stain on their character, at the discretion of the Magistrates, the car owner is once again to pay an extra penalty. A driver disqualified for having three licence endorsements, perhaps for nothing more criminal than parking, speed-limit or other technical offences, can now, under Mr. Armstrong's jurisdiction, be under continual police observation and full details of his or her affairs—place of residence and employment, types of vehicle owned, etc. according to the newspaper report—will be lodged with the Bedfordshire spy-squad. In Luton, it seems, two officers have been put on this full-time spy work; it was incidental that in two months they also caught a drug pedlar, a burglar and a car thief. Criminals have more freedom than Bedfordshire's disqualified drivers and the ratepayers who urgently need police help and protection may well ponder on this new spy system.—W. B.

FAREWELL!

LAST YEAR one of the magazines I enjoyed so much before the war, C. G. Grey's inimitable weekly *The Aeroplane*, became the eventual victim of take-over deals and quickly faded out. Now *The Automobile Engineer* has gone, its title above remaining, incorporated with that of IPC's *Engineering Materials & Design*. The erudite companion to *The Autocar* first appeared around 1910. I remember nearly going insane at the age of 14 (going?) when trying to understand one of the articles in a 1927 issue, about the virtues of turbulence *versus* squig and flame-front propagation in the cylinder heads of internal-combustion engines, debated by Whatnough, Ricardo and other eminent authorities; I cannot recall whether Weslake joined in at that date. Later I used to accumulate pocket-money to spend on those exciting Extra Motor Show issues, with their clear photographs of different engine and chassis components and, for those days, quite critical treatment of those designs and details which the journal considered ineffective. In those days *The Automobile Engineer* was edited by W. L. Fisher and was notable for very detailed illustrated descriptions of all kinds of chassis, apart from the learned coverage of production techniques and design matters. Later, like *The Aeroplane* after C. G. Grey abandoned it, the style deteriorated, but, it's a pity that this famous journal has succumbed.—W. B.

CANADIAN REGISTRATIONS

STATISTICS received from a reader show how the Japanese are getting to grips with the Canadian market. Last year AMC sold 15,271, Chrysler 135,377, Ford 160,610 and General Motors 240,496 private cars. Of these AMC were down but the others showed an increase over the 1970 outputs. Of imported cars, Toyota sold 50,076, compared to 28,336 in 1970, Nissan/Datsun 45,100 against 32,086 in 1970, and Mazda 8,451, whereas in 1970 they sold 5,147 cars. British Leyland fell from 10,706 in 1970 to 9,412 last year, Ford Cortina sales fell from 11,277 to 6,867 but they sold 4,633 Capris in 1971, Vauxhall sales were slightly increased, to 4,797, and Simca were up, as were BMW, Citroën, Fiat, Opel, Volvo and Mercedes-Benz, but Peugeot and Renault sales fell slightly and VW lost 1,950 sales, although out-selling all but the most-successful Japanese makes, with 30,435 cars in 1971. Canada took a total last year of 745,026 cars, of which 175,500, or 23.6% were imports. Most popular GM model was Chevrolet, followed by Oldsmobile, Pontiac and Buick but the most popular single model was the Chrysler Valiant.

SMALL CAR TOPICS

(Concerning cars of under 1,000 c.c.)

DRIVING THE FIAT 127

AT TIMES, when the Continental Correspondent and I have been motoring together in one or other of our more staid vintage cars, we have remarked on the lack of stress and strain which this form of driving encompasses, for the simple reason that you progress at a sedate pace, overtaking presenting no anxieties because it so seldom arises and thus the need to anticipate circumstances ahead of one and judge when to pull out and accelerate is left to others. Driving a modern small car often implies just the opposite, minimal acceleration and no great top speed increasing rather than diminishing the strain of driving.

This is far less true of the latest Turin number, the Fiat 127, because this rather remarkable and very acceptable little car, in spite of having only a 903-c.c. push-rod o.h.v. engine under its bonnet, will cruise at an indicated 70 to 75 m.p.h. and also possesses very reasonable pick-up, going from 30 to 50 m.p.h. in 7.4 seconds in third gear, and managing 60 m.p.h. from being stationary in a matter of less than 15½ seconds.

For a very considerable time-span Fiat have been making some most effective small cars—the staunch little petrol-preserving 500, the now-defunct, refined 600, the now obsolete 850 range and the more recent Fiat 128. Now Turin has excelled itself, in this field, with the 127.

This splendid little car follows the Issigonis concept of transverse engine and front-wheel-drive—which Fiat will declare they got onto paper first—but it also utilises MacPherson coil-spring struts all round and a wheelbase of 7 ft. 3½ in., so that its spacious interior, into which five not-too-bulky adults can sit, is on a par with that of 1,100-c.c. class cars with even more impressive performance. It is thus that the 127's price of £811.15 should be evaluated, with a look inside its very roomy boot while thus assessing it.

I found, on exchanging the Fiat 124 Special-T reviewed in MOTOR SPORT last month for this 127, that two surprises were in store. The first concerned the considerable quantity of luggage and oddments we stowed so easily in this 11 ft. 9¾ in. × 5 ft. vehicle. The second was the ease with which the 127 got along at the legal maximum, so that apart from a frenzied sewing-machine noise from its Fiat 850-type 85 × 88-mm. engine, which gives 47 (DIN) b.h.p. at 6,200 r.p.m., it was not all that tedious in spite of coming along for appraisal immediately after its very quick and desirable larger model and the new Ford Consuls and Granadas. The road-holding, you see, is in keeping although rather severe understeer is promoted by entering acute bends at speed, and the rack-and-pinion steering and disc/drum brakes are so effective as not to call for comment, although the steering is rather low-geared for parking.

The Fiat 127 is sensibly contrived in so many ways. It is a two-door, four/five-seater saloon with adequate, p.v.c.-covered seats, ¼-lights, opening rear side-windows, a self-locking boot and, on the test car, 135SR-13 Pirelli Cinturato CN45s. The matt-black and simulated wood facia has cold/hot-air vents and speedometer with matching dial for fuel contents and engine temperature, generator and oil-pressure alarm lights, and an insufficiently bright low fuel level light. The Fiat triple stalk-controls flank the steering wheel (but with separate washer button so that you tend to signal with the wipers), and a long central gear-lever controls a baulky gear-change. The by-roads ride is quite choppy and the open under-facia oddments well, before the front-seat passenger, is too deep and narrow for easy extraction of small objects. The left foot has to be parked under the clutch pedal but need not come into contact with the exposed steering column universal joint. In more than 1,000 miles the only defect was a loose driver's anti-dazzle visor.

The three-bearing engine springs to life immediately from cold if the simple choke control is pulled out and although it is running audibly fast at cruising speed, its oil consumption was 1,000 m.p.p. The fuel tank, with again a typically Fiat screw-on cap, gave a range of 266 miles, driving fast, and the overall consumption of four-star petrol came out at 41.8 m.p.g. with cold starts, quick cruising and commuting along the lanes combined. The self-propping front-hinged bonnet lifts to reveal a very accessible Magnet Marelli battery and distributor cap but well-buried plugs and a rather fumbly dip-stick. The spare wheel is instantly available, from its horizontal perch on the n/s above the engine, but the efficient bonnet-release is on the left side in RHD cars. Tightening down the head and adjusting the tappets after 500 initial miles takes half-a-day and is a chargeable item, incidentally.

Fiat have had ample experience of all the permutations—air-cooling/water cooling, front drive/rear drive, front engine/rear engine, with



A long way from Turin—the Fiat 127 is an ideal car for shopping and driving in country lanes

prior use of the Issigonis layout on the popular 128. It is comforting, too, to know that, although located across the car, the 127 uses basically the great Fiat 850 coupé engine, with alloy head, thermostatically controlled cooling-fan, and single Weber carburetter. It will get up to nearly 84 m.p.h. in top, 67 m.p.h. in third gear, if extended, but the noise it makes can cause the driver to feel for a fifth gear. The gearbox, being conventional, is, however, commendably quiet, in contrast to a Mini's whining in-sump gear train. A rubber-bushed tie-rod between engine and bulkhead effectively damps out torque reaction when opening the throttle. The appearance is not particularly praiseworthy but this did not matter, as I am one of those peculiar persons who sees cars mainly from within, and does not bother overmuch with this aspect.

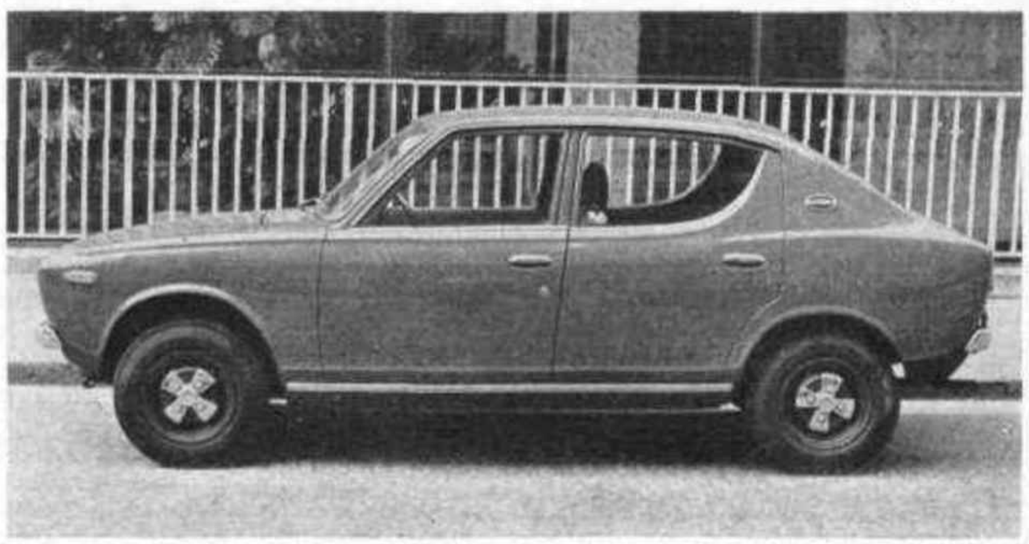
I thought I had grown out of very small cars for long, hurried journeys but the Fiat 127 nearly changed my views about this; it is a most excellent shopping and pottering car. It is well endowed with coathooks, roof-grabs, pull-out inside door handles, sill locks, visors, concealed ash-trays, etc. Moreover, just when I was thinking that a three-door 127 would be useful, the versatile Fiat Company announced just such a model, although it will not be available here for some considerable time.—W.B.

DATSUN CHERRY

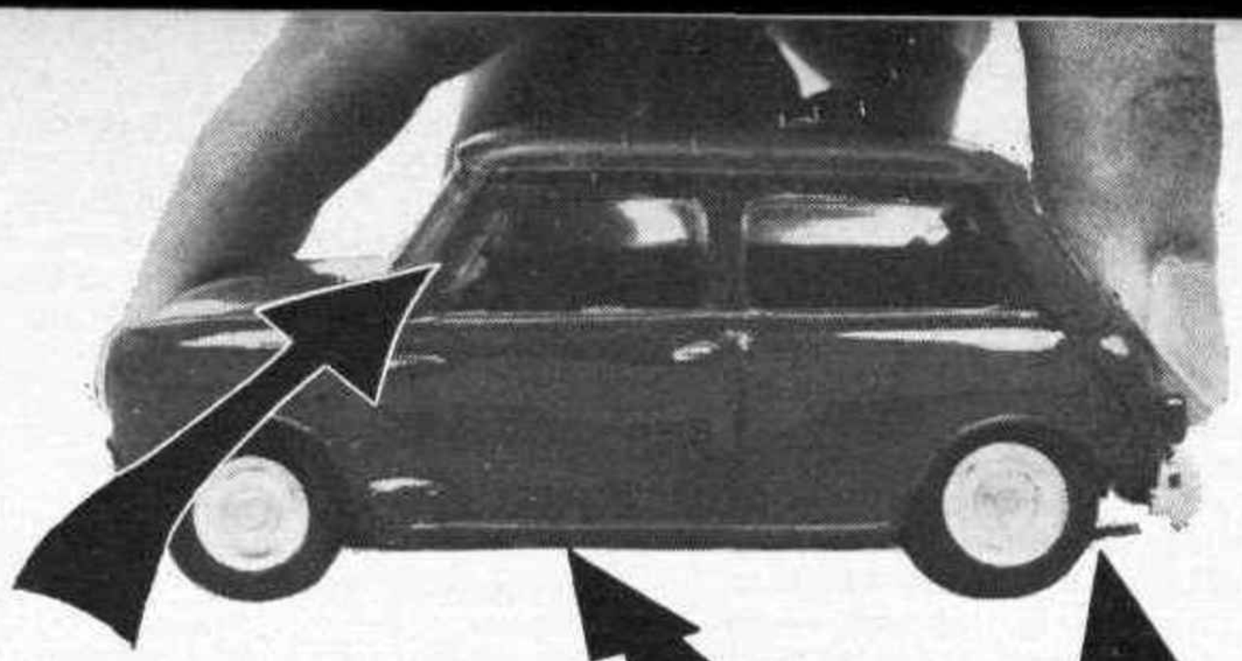
FOLLOWING our recent experiences with the Datsun 240Z and the 1200 saloon we were invited back to Worthing to borrow one of the interesting little Cherry models, have a run round in the just introduced, big, 240C saloon and look around the spares facility on the Trading Estate at Lancing. We took the Cherry away for a full week's driving in which time this little 998-c.c., 59-b.h.p., Japanese saloon was made to work very hard for its living.

The Cherry is the Japanese answer to the Mini, with its transversely-mounted engine driving through a pleasant four-speed gearbox, and, has all independent suspension. We tried the four-door model but two-door and Estate versions are also available. At just under £800 it is £50 more expensive than the Mini 1000 but does boast of an excellent specification including hazard warning lights, two-speed wipers and

Continued on page 520



Datsun's answer to the Mini—the car is gaining popularity rapidly in Britain.



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BOOK REVIEWS

"Motormania", by W. A. McKenzie. 248 pp. 8¾ in. × 5½ in. *Cassell & Co. Ltd., 35, Red Lion Square, London, WC2 4SJ.* £3.00.)

The reminiscences of those who have been associated with motoring, especially competition motoring, over a long span of years are usually irresistible. W. A. McKenzie was known to be writing his memoirs, of the times during which he was a newspaper motoring correspondent, from 1925, when he filled that role on the now defunct *Westminster Gazette*, down the years in which, from 1950 to 1965, he was Motoring Correspondent of the *Daily Telegraph*. That is a considerable span of time and the author is thus able to portray the vast changes which have taken place since he bought his first car, a used 10.4-h.p. Citroën tourer bought in 1925 for £100—McKenzie recalls that it was only capable of 38 m.p.h., compared to a friend's Swift, which cruised at 48 m.p.h. He is also able to provide on-the-spot accounts of most of the great motoring and aviation events which he reported on, from 1925 to the present day, commencing with Land Speed Record bids by Campbell, Parry Thomas and Segrave, the R101 disaster, racing at Brooklands and Le Mans, etc., and rallies and Continental road races, including the 1936 Monte Carlo Rally in which McKenzie competed with a very fine straight-eight Daimler but lost the *Grand Prix d'Honneur* to Sammy Davis' Wolseley, although the author obviously thinks there was a fiddle. He went with Mavrogordato in a Morris Eight through the 1939 Monte Carlo Rally, with Dudley Noble on his Balkan adventure in a Humber, took a Sunbeam-Talbot on the 1952 Monte Carlo, as well as doing the Alpine Trial in an XK120 Jaguar, Hillman Minx, Riley Nine, 1½-litre Riley, 2½-litre Riley and Ford Zephyr.

All this makes for interesting reading but I found the detail lacking, perhaps because McKenzie had a great number of experiences to describe in one book. There are also a few items which do not ring true, such as details of Thomas' burial, the colour of Birkin's lap-record blower Bentley single-seater being recorded as green when it was red, or blue, according to period, a Bristol F2B being confused with the later Bulldog on page 79, Segrave being quoted as receiving his Knighthood for his 200-m.p.h. LSR, whereas this honour was bestowed after he had achieved 231 m.p.h. with the Golden Arrow in 1929, an ERA being given a *synchromesh* gearbox when preselector is intended, etc. On the whole, however, this is a nostalgic glimpse of the past, not omitting references to flying adventures. But it could do with more pictures.—W.B.

"The Leyland Papers", by Graham Turner. 216 pp. 8¾ in. × 5⅝ in. (*Eyre & Spottiswoode Ltd., 11, New Fetter Lane, London, EC4.* £2.75.)

Having established his reputation as an investigator and fearless writer with his book "The Car Makers", Graham Turner has done it again with this very frank look at how Leyland Motors took over all but the smallest of the British motor manufacturers. This is also a close, cruel and critical analysis of BL's own mistakes, and it shows up in an unpleasant light the intrigue, skulduggery and ruthlessness of big business dealing in the Motor Industry. How Mr. Turner was able to gain access to all the office minutes and Company documents which enabled him to give us this enthralling insight into the vast BMC and Leyland take-over bids I cannot tell you, nor can I understand why Lord Stokes permitted this book, which is not exactly complimentary to the motor tycoons, to be published.

I commend this as compelling reading matter for all those concerned with the financial and investment side of the Motor Industry but will refrain from writing a lengthy review because the book came to us very late, in spite of numerous requests, and then with some vital pages missing.—W.B.

"Wheels", by Arthur Hailey. 422 pp. 8¾ in. × 5½ in. (*Michael Joseph Ltd., 52, Bedford Square, London, WC1.* £2.25.)

This is a long novel by the celebrated Arthur Hailey, author of the similar books about the hotel industry and an international airport, both of which I enjoyed—I was too squeamish to read his novel about a great hospital. Hailey's novels are not only compelling but they take apart the American concerns with which they deal. In this latest book Hailey uncovers the motor manufacturers, in a book ugly and disturbing in comparison with his descriptions of a fictional airport and hotel. He follows his usual theme, of a blue-eyed hero in difficulties, this one a product development engineer with GM, whose sex-starved second wife resorts to shoplifting, of the toughness of work in the factories, as Foreman, Assistant Plant Manager or worker, of the colour problem and the influence of the Mafia as these affect the Motor Industry of America, of unscrupulous dealers and the high stakes of motor racing —he leaves very little out, although the PR aspect might have been covered more fully. But a Hailey novel is irresistible, even if you may not have the stamina to enjoy it to the bitter-sweet end.—W.B.

"Automobile Year—1971/72." Edited by Douglas Armstrong. 248 pp. 12¾ in. × 9¾ in. (*PSL Ltd., 9, Ely Place, London, EC1N 6SQ.* £5.00.)

The 19th edition of this glossy annual from Switzerland is now with us. It covers in text, copious black-and-white illustrations and excellent colour the World Championship F1 races of 1971, written up by Douglas Armstrong, who also contributes a Day-by-Day *résumé* of last year in the motoring world, has a statistical analysis of the 1971 racing season by Jacques Ickx, and deals, as usual, with last year's new cars and contains two feature articles, one on the coachwork of the house of Labourdette, the other on "Cars for Connoisseurs" by Ami Guichard, the publisher of "Automobile Year", which he lists as the Mercedes-Benz 350SL, the Monteverdi HAI, the Citroën SM and the Fiat 130 coupé. There is also a useful tabulated list of the outcome of the more important 1971 races and rallies.—W.B.

"Mechanical Technology for Higher Engineering Technicians", by Peter Black. 344 pp. 10 in. × 7 in. (*Pergamon Press, Headington Hill Hall, Oxford.* £6.50.)

Out of the run of motor sporting books we have received a serious engineering text book for the student aiming at achieving the new Higher National Certificate in Mechanical Engineering, or for that matter anyone interested in a sound basic knowledge of engineering principles, which is something many people in motor racing could do with. This weighty tome deals with everything from torsion and bending to heat transfer and vibration, is very clearly laid out and has numerous test examples at the end of each chapter. The author, Peter Black, is Senior Lecturer in Mechanical Engineering at the Mid-Essex Technical College at Chelmsford, but apart from that he is an avid reader of MOTOR SPORT of long standing, an Alvis enthusiast to the extent of owning at least six, and is currently rebuilding a 1928 Amilcar. In short, one of us.—D.S.J.

"The Mercedes-Benz Racing Cars", by Karl Ludvigsen. 260 pp. 11 in. × 8½ in. (*Bond/Parkhurst Books, Newport Beach, California.* 25 dollars.)

A very great deal has been published about the long history of Benz and Daimler, which in 1926 merged as Daimler-Benz, and the very successful and impressive racing and competition history of these two companies.

Consequently, when a copy of the well-known American journalist's work "The Mercedes-Benz Racing Cars" finally came into my hands after delays occasioned by the American dock strikes, I glanced at it quickly and tended to scepticism, because almost all the excellent illustrations I had seen previously, these coming mainly from the Daimler-Benz archives, and I thought this could be a repetitive history of that already written by S. C. H. Davis, George Monkhouse, Scott-Moncrieff, Kenneth Ullyett and others.

Further study revealed this to be an all-embracing and entirely fascinating complete account of Mercedes-Benz in motor racing, with chapters on the pioneer days, the GB and GP, the Blitzen Benz, the single o.h.c. Mercedes racing cars, the supercharged cars from Stuttgart, the Benz *Tropfenwagen*, Porsche's ill-fated straight-eight, the sports Mercedes-Benz from K to SSKL, the great Grand Prix cars of 1934 onwards, the record cars, right on through 300SL and the post-war racing Mercedes.

Denis Jenkinson has told the intimate story of the W125 GP Mercedes-Benz (Leventhal, 1970), which is so enthralling that I have read and re-read it. Ludvigsen's book is rather like an expanded version, and consequently extremely interesting and informative, although there is a trace of American journalese in the writing of it which I could do without.

As to the accuracy of this large and so copiously illustrated book, its delayed arrival has precluded careful study of it but if the chapter on the Blitzen Benz sets the standard I shall have no cause for complaint, because in this the author goes into commendable detail and clears up the mystery surrounding these cars, and, I am gratified to see, agrees with me that the Zborowski Benz was the original, Hemery Blitzen, and that Burman's Brooklands Benz was a replica which is now in the Mercedes-Benz Museum—although he does not dwell on its present, presumably changed, engine number!

Although the mass of pictures, some drawings, some colour plates, have been seen before, this painstaking and factual chronological study of the competition career of one of Europe's greatest motor-car manufacturers should prove of immense interest to all racing historians and must surely become the bible of all Mercedes-Benz worshippers.

W.B.

"Grand Prix Chronology", by S. Hirst. 240 pp. 7⅞ in. × 4½ in., soft covers. (*Ian Allan, Terminal House, Shepperton, Middlesex.* £1.60.)

This bulky paperback sets out to provide statistics of all the World Championship F1 races from 1950 to 1971. Each season is briefly described, each race has grid, results, retirements and date, distance and circuit data about it. There are circuit maps and Introductions by Stirling Moss and Raymond Mays. While the accuracy of the retirement causes will depend on the author's sources of reference, this book, which is unillustrated and pretends to be nothing more than a reference work, will be of inestimable value to many people in the world of modern motor racing.—W.B.

"Save Money on Your Car", by Stuart Bladon (142 pp., 7⅞ in. × 4½ in.), is a useful paperback for novice maintainers and restorers. It even has colour illustrations of how to do body repairs with glass-fibre. Bladon enlivens the text with personal anecdote and Gordon Horner drawings, referring to how well a properly-maintained Vauxhall Velox coped with 80,000 miles, of a Ford Transit which sheared its oil-pump drive, a Daimler Conquest which put its fan through the radiator, of a Morris 1100 which developed ignition trouble on the M1, a Rover 3-litre 1800 which was no good for a Mobil Economy Run on its well-worn Avon tyres, and so on. This bright and informative little book is published by Stanley Paul & Co. Ltd., 3, Fitzroy Square, London, W1, for 50p, but Holt's Products are behind it.—W.B.

"United States Military Aircraft since 1908" by Gordon Swanborough and Peter M. Bowers is a revised version of the book published by Putnam & Co. Ltd., 9, Bow Street, London, WC2E 7AL in 1963, taking the history from 1909. It has been revised to commence a year earlier and extended to include the aeroplanes involved in the Vietnam war. With more than 130 new pictures in a total of 600 and produced to Putnam's well-known high standards, this completed up-dated edition, running to 675 8¾" × 5¼" art pages, sells for £6.50 in the UK. It includes a total of 150 g.a. drawings by L. E. Bradford, 45 of which are new.—W.B.

CARS IN BOOKS

NOTHING MUCH this time under this heading, except that in that most interesting book "The Great Air Race", by Arthur Swinson (Cassell, 1968), which should have been sent to us for review when new, but wasn't, which describes in some detail the Macpherson Robertson England to Australia Air Race of 1934, which was won by Scott and Black in a DH Comet, pursued by Parmentier and Moll in a KLM Douglas DC2, there are excellent pictures which show that the triumphant Scott and Black were driven through Melbourne in an open Vauxhall, Reg. No. 195 62S. There is another picture, also featured as a dust jacket drawing, showing Gaumont British's Vauxhall camera-van and Paramount's American wooden-wheeled camera-van (UU 9853) filming the race, the latter, with its horizontal bonnet louvres and somewhat Rover-like radiator, posing an interesting problem of make identification.

RUMBLINGS

■ **LONGEVITY.**—We would not like to take bets on how long a car which is correctly serviced and carefully driven can be made to run. In general, the edge seems to go all too often from mass-produced vehicles after about 10,000 miles and the quality jobs go much the same way after some 40,000 miles. Advertisers of pre-war cars seem to think a big mileage on the odometer enhances their value but we have never been able to fathom this and some of the loudly proclaimed elapsed distances seem to us detrimental to a sale and cause us to smile.

From Canada comes news of a 1957 Chevrolet Belair which had been driven for 432,107.7 (we like the 0.7) miles at the time when it got into the papers, without accident, by its owner, a hardware salesman. This gentleman used to trade his cars in every three years, until he thought about the huge profits car manufacturers make. So, taking delivery of a new six-cylinder, four-door Chevrolet in January 1957, he was determined to make it last for at least 500,000 miles. He had the car serviced by an independent garage, greased every 1,000 miles, and he and they kept a careful mileage check.

In a mileage during which he would normally have had five cars and be on his sixth, this light blue Belair has its original engine, transmission and paint job but has had fresh seat covers every three years. It is said to still be free of rattles and squeaks and to have an inaudible engine. Fuel consumption has been some 21,200 gallons, or 25 m.p.g., some 145 gallons of oil and 60 tyres (no punctures) have been consumed. The owner of this long-lived Chevrolet, which seems to endorse Stanley Sedgwick's belief in American cars as well as Bentleys, says the secret has been to buy the best-selling model of a medium-price range, seek a quality make, find a conscientious mechanic who is a good diagnostician and stick to him, never skip or skimp a service schedule and "use commonsense for the first 250,000 miles".

Would it work with European cars?

■ **THE EDSEL.**—A reader is puzzled by the reference to the Ford Edsel as "The jinx car that nearly bust Ford". There could well be other readers who have not heard of the Edsel, so we will elucidate. It arises from a feature in the *Bedfordshire Times* about one of these cars, said to be the only one in England, bought by its present owner, a scrap dealer, in 1967. At the time the only other one here was the Duke of Bedford's, which is why the scrap-dealer sometimes got an unexpected Police escort through Bedford!

His Edsel has only got 13,000 miles on it and he has been able to obtain what spares were needed from America. Undecided whether or not to sell it, it is nice to learn that the owner would like it to stay in England and does not value it at a ridiculous price; if he disposes of it he may go for a Rover.

The Edsel, named after Henry Ford's second son, lost out on its flambouyant styling. It also had push-buttons on the steering wheel for changing gear and in its most powerful form, is the V8 6.7-litre Edsel Citation, described 345 b.h.p. Its frontal styling has been likened to a lavatory seat, a man sucking a lemon or a sex symbol, but Pontiac copied it pretty closely in 1968/69. The Edsel was designed because J. F. Reith wanted a car in the price range between the Mercury and the Lincoln. The Ford Thunderbird, intended merely to compete with the Chevrolet Corvette, had become the most successful car of 1954.

Perhaps Ford became too confident. The E-car was launched for 1958, with a projected sales figure of 200,000 minimum in the first year. Twenty-six months later less than half that number had been sold, admittedly in a period of recession. The Edsel cost Ford a bomb—estimates range from 20-million dollars up to third-of-a-billion. Say between £12-million and £14-million. It was discontinued in November 1949. Ford recovered, although Reith soon left them. Today no tears are spilt over the Edsel fiasco and Ford, especially Ford of Britain, are on top and forging ahead.

This is just a scrap of history, because MOTOR SPORT readers are unlikely to crave Edsels. But in America there are Edsel Clubs and more than 43,000 were in use there up to two years or so ago.

FORMULA ONE RACING—Continued from page 485

BRAZILIAN GP (March 31st)

Only 12 Formula One cars were attracted to the impressive 5-mile circuit of Interlagos near the large Brazilian City of Sao Paulo. The race was organised by the same team who efficiently ran the Formula Two series at the end of last year but, even so, the race did seem to be in doubt in some quarters until only days beforehand. John Player-Team Lotus, with the top Brazilian driver on their strength had to take the race seriously and they used it as a test for a brand new Lotus 72D which has been built up during the past couple of months. Numbered 72D/R7, the car was similar to those already raced and if there were any differences they were not noticeable and no one was telling. This was to be driven by Fittipaldi while the team also had R6 for Walker.

The Brabham team brought along their regular two cars, BT34/1 for regular driver Carlos Reutemann from neighbouring Argentina, and BT 33/3 for Emerson Fittipaldi's older brother, Wilson, who was replacing Graham Hill for this occasion. It was not W. Fittipaldi's first Formula One race for it will be remembered he drove an elderly Lotus 49 in the non-championship Argentine GP in 1970. March Engineering brought along their older type 721 for Peterson plus the car that Beuttler drove at Brands, for local top sports car driver, Luiz Bueno who raced in British Formula Ford in 1969.

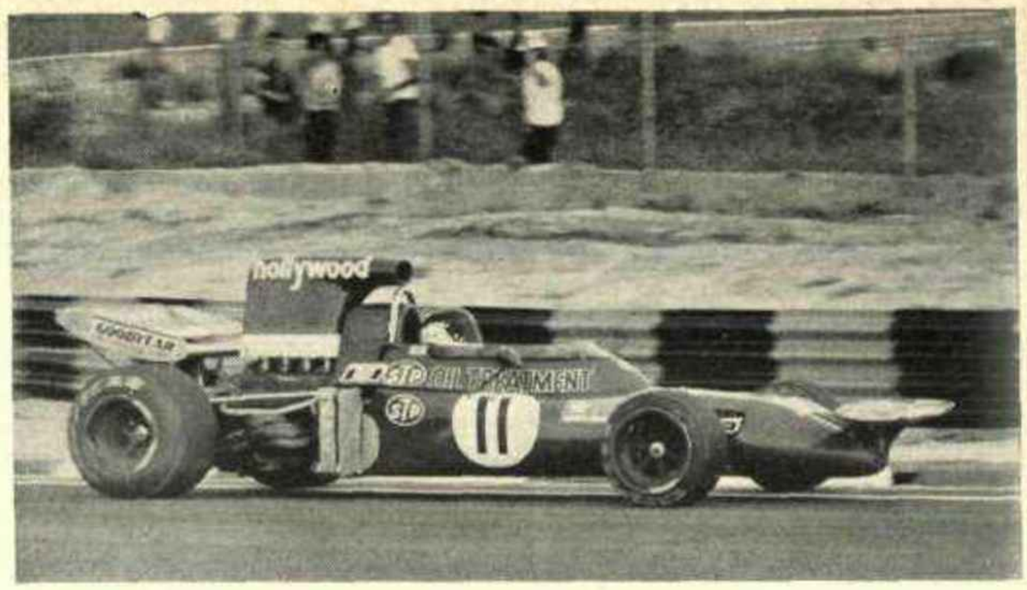
Marlboro-BRM turned up with a full complement of four cars, P160s for Beltoise, Gethin and Marko plus an older P153 for Soler-Roig, who was having his first F1 race since the Argentine GP. The field was completed by the Frank Williams team, who brought along their March 721 and 711 for Pescarolo and Pace. Thus, four of the twelve drivers were Brazilians. There was talk of Williams also running a borrowed Surtees for de Adamich but it did not materialise although the driver did.

Fittipaldi soon came to terms with his new Lotus and at the end of practice had lapped the twisty circuit in 2 min. 32.4 sec., a full two seconds faster than his nearest rival, Reutemann. On row two of the two-two grid was Peterson, just a fifth of a second slower, alongside W. Fittipaldi who was a full 3.9 sec. slower than his brother. Walker and Beltoise were on row three while the Williams team occupied row four with Pace, in only his second Formula One race, faster than team mate Pescarolo. Bueno, and the three other BRMs, completed the sparse field. Several "big noises" from Marlboro Europe were present and one presumes they weren't too impressed with the performance of the third of the field occupied by their red and white machines.

They were unhappier still when their only possible contender, Beltoise, was unable to start when his car's engine died in the paddock while being warmed up before the race and could not be coaxed back to life. So when the flag dropped, only eleven cars left the grid with W. Fittipaldi sneaking through to take the lead much to the delight of the large and partisan crowd. His more experienced brother was forced into second place while a great cloud of dust and grit greeted the rest of the field. This was promptly gathered by the BRM of Gethin and the two Williams' cars which ground to a halt with jammed throttles and took no further part in the proceedings. This left eight



INTERLAGOS START.—Two brothers on the front row of any starting grid let alone one for a Formula One race is a rare sight. Emerson Fittipaldi (left) and Wilson Fittipaldi (right) are separated by eventual winner Carlos Reutemann in a Brabham BT34.



FORMULA ONE DEBUT for the Brazilian driver Luiz Bueno who hired a works March 711 for the Interlagos race. He finished in sixth place, two laps behind the winner.

cars with W. Fittipaldi holding off E. Fittipaldi until lap three. Once the Player Lotus was ahead it pulled out a big lead while the older Fittipaldi dropped to fourth place behind the battle between Reutemann and Peterson. The March driver was hampered somewhat by no clutch and a deflating front tyre, and finally had to make a pit-stop to have it changed. This dropped him behind W. Fittipaldi but he soon regained his place. With 32 of the 37 laps complete the leader suddenly spun wildly and just missed the armco barrier. A lug in the bottom of the fabricated rear upright had pulled adrift and Fittipaldi motored back to the pits to retire. This put Reutemann into a conclusive lead which he retained until the end, finishing almost 1½ minutes in front of Peterson. Making it a good day for Brabham was Wilson Fittipaldi who finished third with Marko fourth for BRM, but lapped. Fifth was Walker and sixth was Bueno, while Soler-Roig retired early with electrical problems, from the back of the field.

So Reutemann won his first ever Formula One race in what he admitted was a somewhat lucky fashion, a fact he had plenty of time to ponder on in the following weeks. Two days later he was most unfortunate to fracture an ankle while practising for the Thruxton F2 race, when the right-rear-hub of his Rondel Brabham broke in a fast corner and he crashed heavily.—A. R. M.

BRAZILIAN GRAND PRIX—Interlagos—Formula One—37 laps—294.5 kilometres

1st :	C. Reutemann (Brabham BT34-Cosworth V8)	1 hr. 37 min. 16. 25 sec.—181.7 k.p.h.
2nd:	R. Peterson (March 721-Cosworth V8) ..	1 hr. 38 min. 43. 9 sec.
3rd :	W. Fittipaldi (Brabham BT33-Cosworth V8)	1 hr. 39 min. 19.6 sec.
4th :	H. Marko (BRM P160 V12)	36 laps
5th :	D. Walker (Lotus 72D-Cosworth V8) ..	36 laps
6th :	L. Bueno (March 711-Cosworth V8) ..	35 laps

Fastest Lap: E. Fittipaldi (Lotus 72D-Cosworth V8), 2 min. 35.2 sec.—192.7 k.p.h.

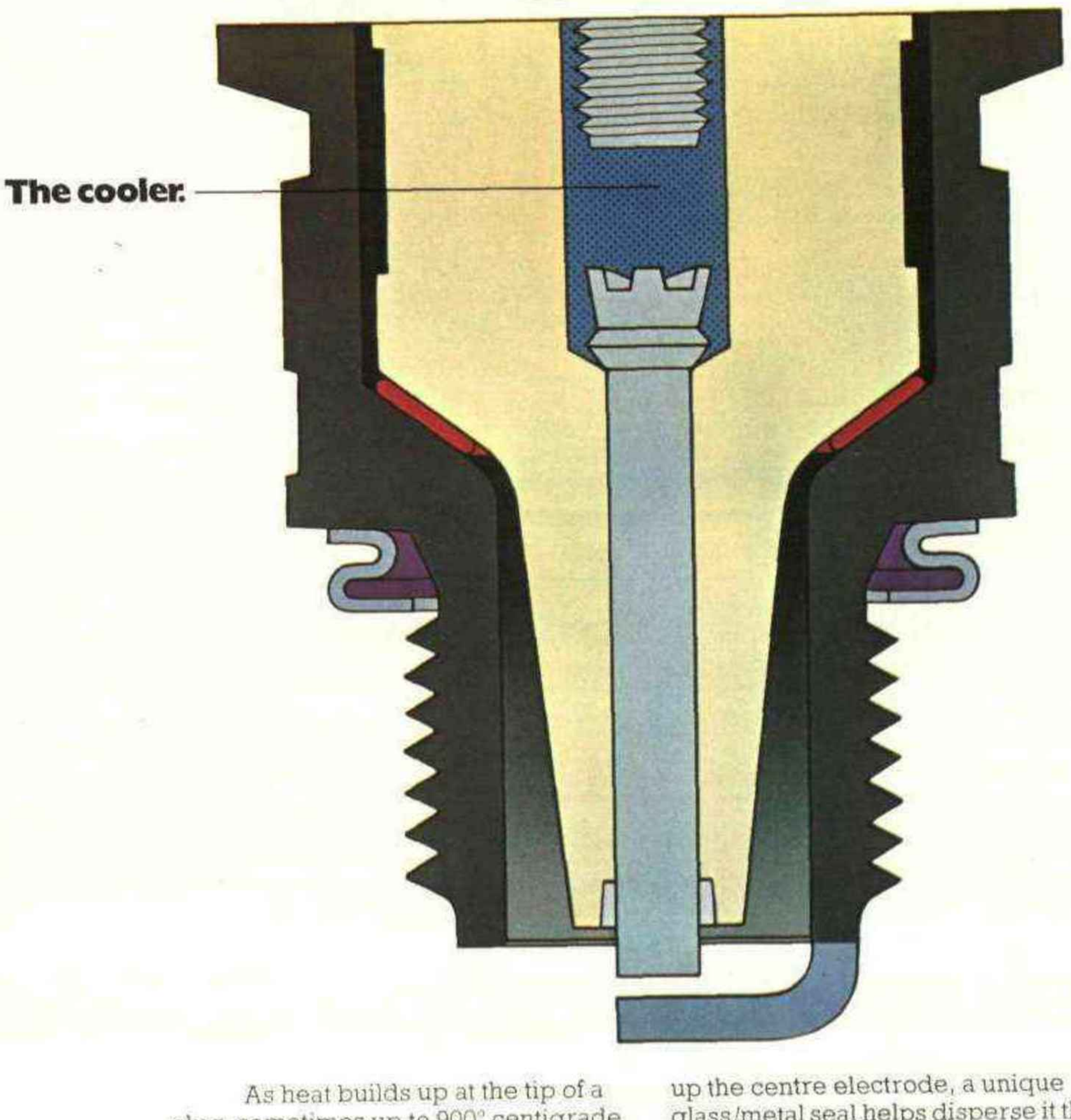
MORGAN THREE-WHEELER CLUB

THE new secretary of the Morgan Three-Wheeler Club, who was introduced to "Morgan-mania", for which there is no known cure, by MOTOR SPORT some seven years ago, is N. H. Lear, Banyon House, 191 Wells Road, Glastonbury, Somerset. The Club publishes a monthly printed *Bulletin* and organises many sporting and social fixtures during the year.

SPECIAL ROOF RACK

SPECIALISED Mouldings Ltd., better known for their racing car bodies, have entered the luggage business with some special glassfibre cases which fit on the roof of a car on a special custom-made plinth. This plinth is moulded to fit the contours of several popular models and the cases are not only lockable in themselves but also lock directly onto the plinth. The cases are fully water-proofed and as no air can pass under the plinth it is quieter that a normal roof rack and because of the aerodynamic shape, less wind resistant. The system has two cases, total volume 3 cu. ft. each and the cost with the plinth is £29.45p. It is available from Gordon Spice (Ashford) Ltd., 1 Fir Tree Place, Church Road, Ashford, Middlesex.

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That's the reason AC designed "The Cooler".

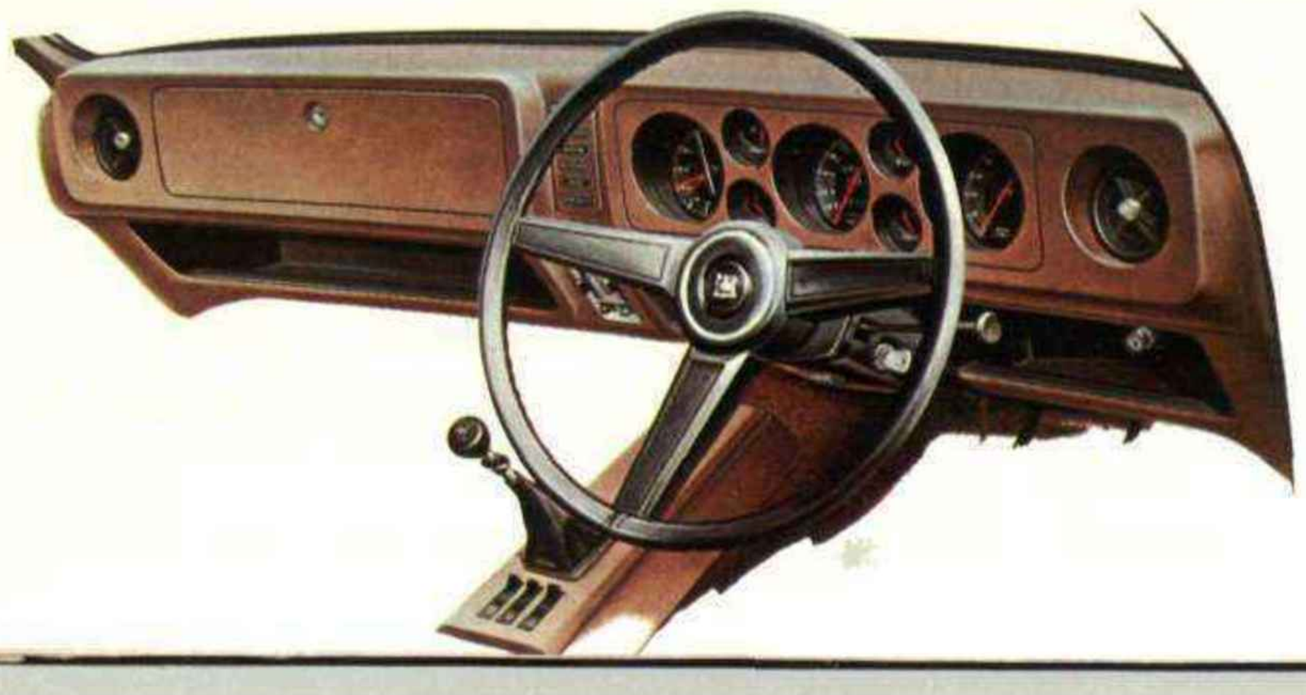
It's part of an overall cooling system no other plug has. As heat flows up the centre electrode, a unique glass/metal seal helps disperse it through the pure ceramic wall of the plug.

So you get the hot spark combustion you need, without overheating and burning out your plugs.

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Firenza SSL. That means Sport Super Luxury. Add Vauxhall's latest and greatest 2300 twin carb engine and you've got a very impressive car indeed. So much for the feel. Now for the features:

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s. Overhead camshaft. 122 bhp at 5500 rpm.

Inside an enthusiast's dream: sports 7-dial instrumentation, console control switches, sports steering wheel, reclining front seats, two-speed wipers/electric screen wash, dipping rear-view mirror, twin windtone horns, upholstery patterns unique to the SSL. And a cigar lighter!

Under the bonnet – a 2300 powerhouse. with a power-to-weight ratio of around 135 bhp/ton. A heavy duty clutch, gearbox and back axle. Servo-assisted brakes with front discs and tandem master cylinder for extra safety. Front and rear anti-roll bars, for sure predictable handling. All this and a 12 gallon fuel tank.

The very impressive Firenza SSL. We would like you to test-drive it.

FIRENZA SPORT SL See your Vauxhall dealer now. Price £1261

(ex factory inc. P.T.) Price correct at time of going to press.

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VAUXHALL GM



RACE OF CHAMPIONS

FITTIPALDI'S SECOND.—The early season Brands Hatch Formula One race was notable for two reasons. First, the young Brazilian driver Emerson Fittipaldi scored the second Formula One win of his career and the first for Lotus since the cars have been sprayed black and gold. Fittipaldi's win was completely unchallenged although neither Tyrrell nor Ferrari attended the race. Secondly, the March organisation chose this race to unveil their new 721X model which was driven by Ronnie Peterson. It was hardly race ready and Peterson was never amongst the front runners. Note the inboard rear suspension and new nose. There were three BRM P160s in the race and, below, Ganley chases team-mate Beltoise.



CROWD THRILLER.—The first round of the Wiggins Teape Paper Chase saloon car championship kept the crowd on their toes. Frank Gardner's brand new Chevrolet Camaro belches smoke at the close following Escort RS of David Matthews. Gardner won after ignoring a black flag.





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The high performer

EAST AFRICAN SAFARI RALLY

THE LOCAL DOMINATION of the East African Safari came to an end over Easter when Hannu Mikkola and Gunnar Palm became the first overseas crew to win the event in 20 years. Mikkola/Palm were driving a works Ford Escort RS1600 (below) and had an excellent run to finish 19 minutes ahead of the second-placed Sobieslaw Zasada/Marien Bien in a Porsche 911S. Ford also won the coveted team award on this year's Safari with three other Escorts finishing in the first ten. The highest placed of these was the RS1600 of Vic Preston Jnr/Bev Smith (right) which came in third. The Annabell's-entered but works-prepared Escort of Robin Hillyar/Mark Birley was fourth, whilst the other works car of Timo Makinen/Henry Liddon finished eighth after losing a wheel early in the event. Of the 85 starters only 19 finished the 3,750-mile route.





NEW GIRLING BRAKE CENTRE

The motorist's new way to safe braking



NOW—at garages, motorists shops,—you'll be seeing this new Girling Brake Centre. It's loaded with genuine Girling replacement parts for popular cars. Components attractively skin-wrapped with full instructions and detailed applications on every card. And the Girling Identicode listing makes it easy to find the right part.

Simple. And safe. Because you know you're getting replacement parts identical to the original equipment. There are special Girling tools, as well, to help you do the job with professional ease.

On Girling systems use only Girling genuine parts–from the new quick-serve Girling Brake Centre.



LOOK FOR THIS SPECIAL BOOK
"Motorists' Guide to Brake Servicing" Written by Girling experts to help you keep your car's braking system in super-safe condition. Available from GIRLING BRAKE CENTRES everywhere. Recommended price 15p.

GIRLING

have your safety in mind

Any garages and motorists' shops without a Brake Centre should contact their nearest Girling distributor—NOW !


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SEBRING 12 HOURS

FERRARI'S THIRD.—The Italian team scored their third successive victory in the 1972 World Manufacturers' Championship with another conclusive one-two victory in the Sebring 12 Hours. Just as in the *previous round, which was also in Florida, the victors were Mario* Andretti and Jacky Ickx. In our photograph (left) Andretti is at the wheel and his affiliation to the Viceroy cigarette company, for whom he drives in USAC races, can be clearly seen. Main interest at the 12 Hours was the new Gulf Mirage which was making its *debut*. The car hit various problems and failed to finish. Above it flashes past the Fitzgerald/Nehl Chevrolet Camaro. Brian Redman's Ferrari (No. 4), pictured during a pit stop, was the only works Ferrari which failed to finish, while the Hezemans/Vacarrella Alfa Romeo (No. 33) was the only car of that *marque* to last the distance.









EASTER FORMULA TWO MEETINGS

FORMULA TWO racing, to the new 2-litre regulations, was seen at both Oulton Park and Thruxton over the Easter holiday. Both races were won convincingly by the works STP-March team. At Oulton Park the race was held in the pouring rain and, as it did not count towards the European Championship, only attracted a small field. Above, splashing his way to his first ever F2 victory, is the young Austrian driver Niki Lauda. The Rondel Brabham team had an unhappy weekend for, at Thruxton in practice, Carlos Reutemann's new Brabham BT38 had a rear hub failure and crashed heavily. However, at Oulton, Tim Schenken (left—car 25) gave the team a third place, despite a deflating rear tyre. At Thruxton the weather was much kinder, as can be seen in the lower two photographs. Second place in the final was claimed by Francois Cevert who was driving yet another March 722, this one entered and prepared by John Coombs. Surprise of the meeting was the performance of the latest in the line of French-built Pygmees, which are now entered and prepared by the BE Racing Team. Carlos Pace (car No. 47) led his heat conclusively until a fuel pump gave trouble, while team-mate Patrick Dal Bo finished fourth in the final.

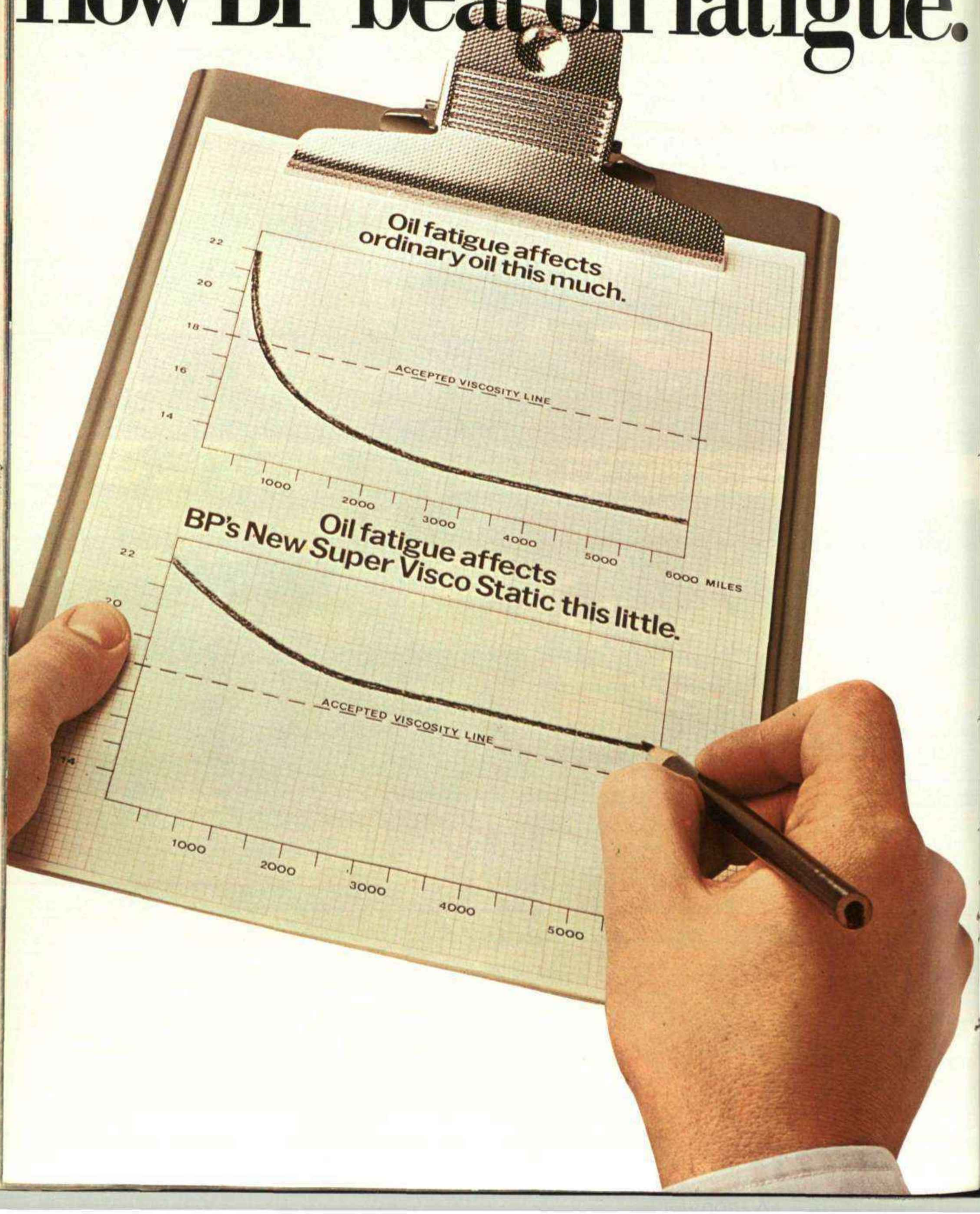




STILL THE MAN to beat in Formula Two is Ronnie Peterson who was the most successful driver in this category last year. The Swede took his STP March 722 to an unchallenged victory, lapping everyone except second man, and set up a new outright lap record.

FORMULA ONE CONSTRUCTORS Surtees and McLaren have both moved into Formula Two this season and are running works cars. The Surtees team are running two cars under Matchbox sponsorship but were out of luck at Thruxton. Above John Surtees leads the new Brabham of Richard Scott. Below is the young South African. Jody Scheckter, who is representing McLaren. He suffered, like so many others, with engine trouble but until he retired, was the leading non-March in the final. Here he is followed by Jean-Pierre Jarrier's March and Graham Hill who was driving a 1971 model Brabham.

How BP beat oil fatigue.



Other oil companies never talk about oil fatigue. If we were in their shoes, neither would we. The facts are these:

When oil breaks down.

Only a few hundred miles after a complete oil change, even high performance oils begin to deteriorate.

You won't notice anything dramatic. Perhaps the only clue you'll have is an increase in oil consumption.

But under the bonnet, a battle is being fought. The losers are your oil, and ultimately your engine.

This is what happens.

The mincer in your engine.

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

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

Up till now, though, these viscosity improvers have been minced up very early on in life by the chopping action of your engine.

And when that happens, there's nothing to stop your oil getting thinner and thinner. So what was a 20–50 oil when it went into your engine may quickly become a 20–40, or even a 20–30.

Improved improvers.

For the last 18 months, research teams have been looking for ways to stop this thinning process and beat oil fatigue.

Now we've done it, thanks to a new type of viscosity index improver.

It makes Super Visco-Static much tougher than ordinary oil, and much more resilient. Instead of being cut to pieces by the chopping action of your engine, it actually bounces back and doesn't drop below grade.

This means that Super Visco-Static stays full-bodied, and 'in grade'. Not just for 200 miles. Not just for 2,000 miles. But from one oil change to the next.

How can we say things like that? Because we've proved our new oil in a series of extensive road tests.

Still in grade between oil changes.

The tests were observed by the RAC. We used a wide range of cars, but in each case the result was the same.

New Super Visco-Static stayed in its 20–50 grade for the whole period between recommended oil changes.

What it comes down to is this. With this oil in your car, you'll get all the strength of a new oil. All the economy of a new oil. Not just for a few hundred miles. But for the whole period between recommended oil changes.

Oil fatigue is a thing of the past.



New Super Visco-Static.
It beats oil fatigue.

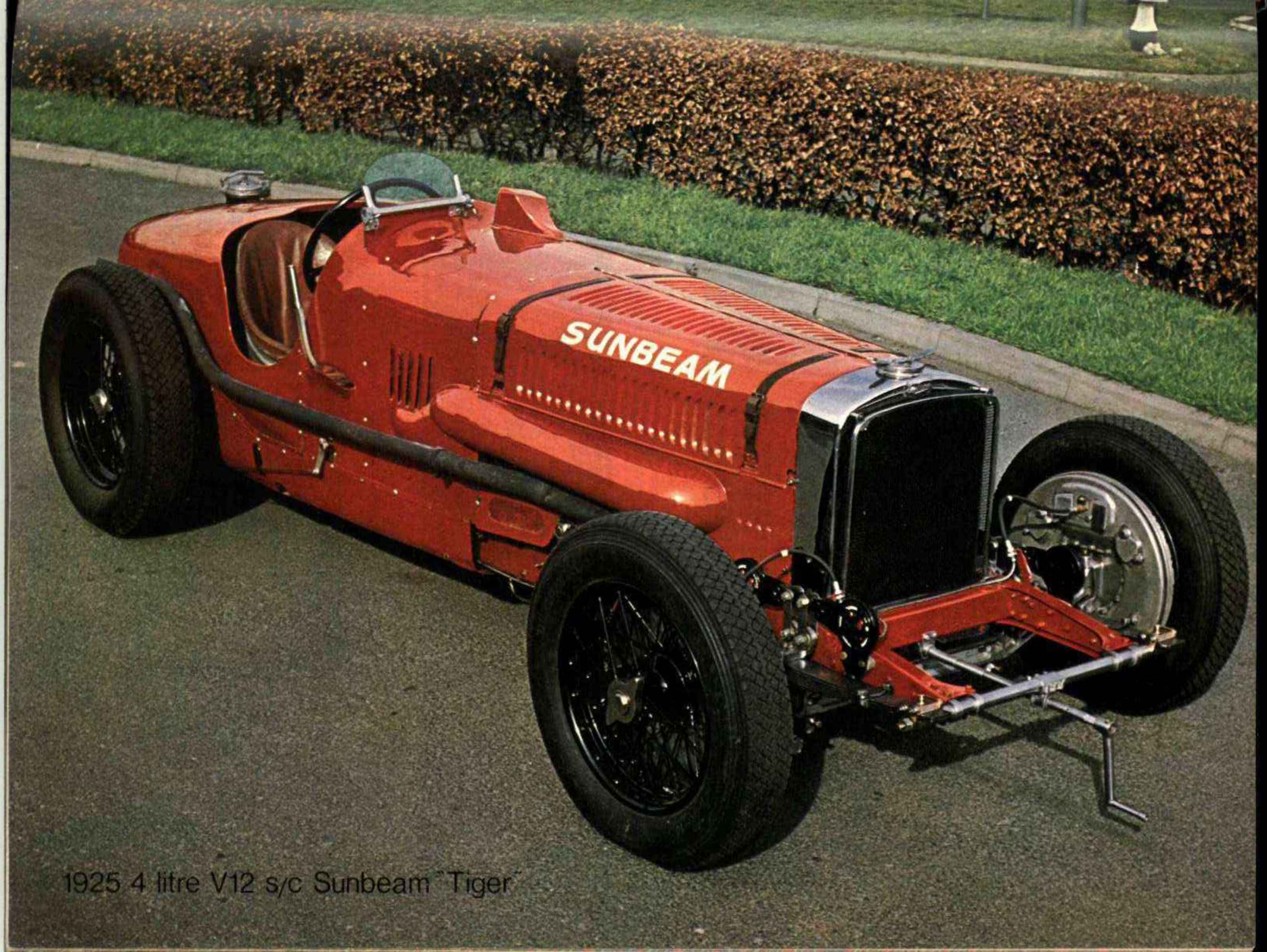
India GT Radials: The trouble-shooters



India GT Radials

Join the club

The first India GT Radial you buy gets you free membership and lots of privileges.



1925 4 litre V12 s/c Sunbeam "Tiger"

The toughest test of oil.

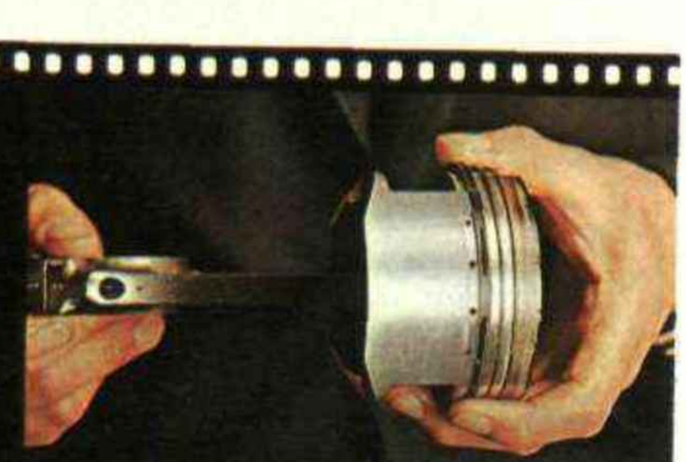
Silverstone... a Formula 1 Surtees TS9... Duckhams Q20-50



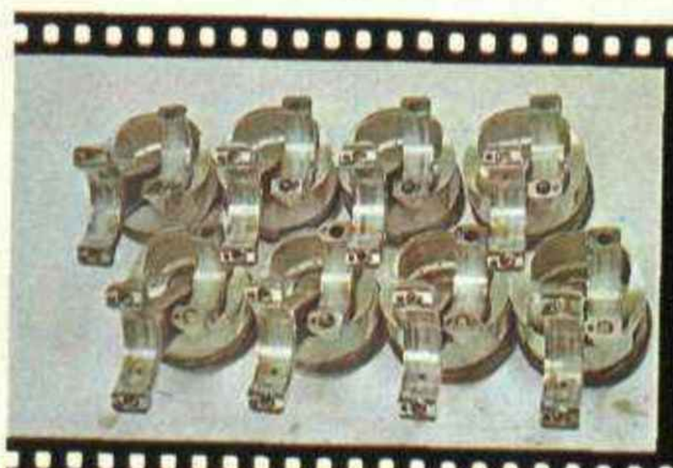
20 pints of Duckhams Q20-50 bought by an R.A.C. observer are poured into a Formula 1 TS9. It's the same oil the makers recommend for your car.



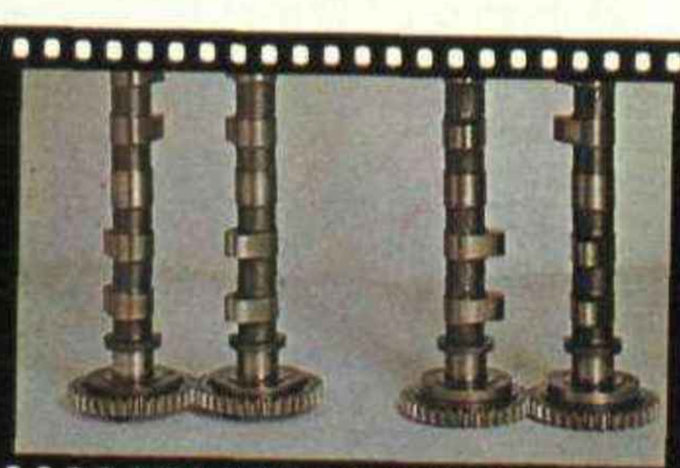
For 200 miles Alan Rollinson laps at an average speed of 123.87 m.p.h. Revs up to 10,000. Conditions far tougher than anything you could meet on the road.



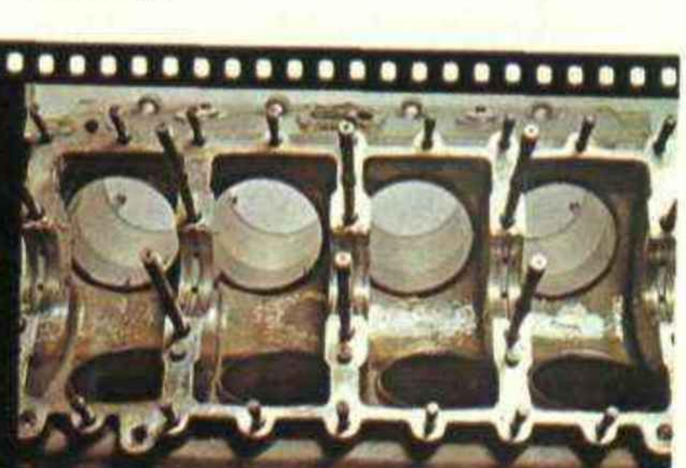
After the test the engine is stripped and examined by Race Engine Services Ltd. They report: piston rings were free, clean and bright.



Big end and main bearing shells were very good with no pitting or scoring. Pistons were in perfect condition with no sign of pick up or excessive heat.



Cam lobes were polished with no scuffing or pitting. There was no wear, scuffing or pitting on contact faces of valve stems.



Main bearings and crank pin were in perfect condition with no wear. The engine was in first class condition and in our view the test was therefore completely satisfactory.
Signed: A. J. R. SHORT Managing Director.

The Formula 1 Test is the latest and toughest challenge for Duckhams Q20-50.

In the world's hardest and fastest motor sport events, Britain's best selling motor oil has been proving itself for years.

With Duckhams Q20-50 in your engine, you can depend on the oil which has proved it will stand up to anything.



DUCKHAMS

One oil. Whatever you drive.



LETTERS FROM READERS

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

THE ANSWER TO INFLATION

Sir,

I wonder if you will allow me to give Mr. P. E. Porrett the answer to his problem of disaffection with the AA and the increase of subscriptions.

The answer is, RESIGN—it's as simple as that.

It is a great pity that the majority of the British people will not fight back, against increased prices and charges in particular, and the dictums of "Authority" in general. This failing, I regret to say, seems to manifest itself more among motorists than some other sections of the community.

What persuaded Mr. Porrett that he needed the AA in his life, in the first place, I cannot imagine, because although the AA may have had good intentions of becoming the motorists' "watchdog" and champion, in its early formative years, I cannot remember a single instance (in my over forty years of motoring) when the AA have *successfully* opposed any Government anti-motorist legislation whatever. And there has certainly been plenty of that.

Their only claim to fame, so far as I can see, is to have become the owners of some very valuable blocks of property, built, no doubt, with the proceeds of their ever-increasing charges.

Had the AA been doing the job over the past forty years for which it was originally formed, and had it given its members value for money, there would have been no surplus funds for building palatial offices, and the motorists' lot today might be a much happier one than it is.

The answer in respect of Esso road maps is of course equally simple—don't buy them. Finally, I would like to assure any readers who may be interested, that it IS possible to go motoring without the AA and Esso road maps, I know—I've done it!

Chapel en le Frith. W. K. PARKER.

* * *

MOVE OVER, ROVER !

Sir,

We have long tolerated the middle-of-the-road driver, but now it appears British Leyland advocate drivers of Rover 2000s should drive in the third lane of an otherwise desolate motorway, or are we to imagine that there are two slower moving vehicles off the bottom of the page? I always enjoy your excellent magazine and appreciate the full-page colour adverts, but . . . .

New Milton. J. A. TOWNEND.

[We agree that the driver in the very effective advertisement appears to be setting a bad example, but you do not really know that the inner lanes of the M62 were not blocked just ahead of the speeding Rover, do you Mr. Townend? And now I suppose we shall have Sir Alfred McAlpine pointing out that if it was so blocked, it wasn't due to surface repairs or anything of that kind. But you have a sharp brain, Mr. Townend!—ED.]

* * *

NO CARS?

Sir,

Putting the current issue of your excellent magazine on one side the other evening to catch up with world events in the other press, my eyes soon alighted on a two-page spread in a weekly colour supplement which extolled the virtues of the new Victor Transcontinental Estate from Luton.

What immediately struck me, and also my non-motoring wife when I raised the point, was that in all the press announcements and advertisements not a single actual photograph of any of the new range of Vauxhall has been shown.

From recent scandals regarding artists' impressions of Spanish hotels in travel agents' brochures which have been incompleted before arrivals by un-suspecting holiday-makers are we therefore to assume that no new Victor exists at present, but some are planned for the coming season?

Cosby. R. W. POWELL.

[And this reader has sharp eyes!—ED.]

MOTORWAY MADNESS

Sir,

In "Matters of Moment" in the January edition, you found a new meaning of the expression "Motorway Madness". I believe that I have discovered yet another meaning.

My brother and I were going from St. Andrews to Edinburgh, by way of the M90. At the time there was a dense fog—we couldn't see 100 yards ahead of us—but none of the fog-warning lights were on! I have heard it said that sometimes these lights are used when they are not needed, and therefore some motorists do not pay proper attention to them when they are needed, but surely, when visibility is down to less than 100 yards, the lights should be switched on! This is certainly the worst case of "Motorway Madness" I have ever come across.

Edinburgh. ALAN LUCAS.

* * *

ARMCO AND RACING MOTORCYCLISTS

Sir,

When reading about the hyper concern of the Grand Prix Drivers' Association for the safety of its members on almost every circuit in every country, one can't help being astonished that one fact has been consistently overlooked from the start because the Grand Prix drivers aren't the only people who compete on the circuits concerned.

My older son is a professional racing motorcyclist contracted to a leading factory and I feel that it could interest the Grand Prix drivers to know that, however much more safe an Armco barrier may make a circuit for them, it constitutes one more appalling hazard for the racing motorcyclists.

One can hardly open a motoring paper now, without reading of the latest whim of the current Grand Prix drivers—a poor bunch if ever there was one—and one can't help wondering whether they or their doting fans do realise that motorcycle races and Grands Prix are frequently run on the same circuits. It wouldn't be so bad if the current GP drivers were of the calibre of Caracciola, Fangio or Nuvolari—but none of them are. They can, if they like, counter by saying that their opposite numbers don't include any Surtees or Hailwoods. True, but while the circuits are being made steadily more dangerous for them, they are the chaps who aren't complaining.

Even past Grand Prix drivers, who accepted natural hazards—and who were far better than this lot—weren't called upon to accept artificial ones.

And anyone who has seen, as I have myself, a racing motorcyclist collide with an Armco barrier, would be up in arms with the GPDA right away.

Ewhurst. CHARLES MORTIMER (SNR.).

* * *

ABOUT ALFA ROMEOS

Sir,

May I, through your columns, pass on the following information to owners of Alfa Romeo cars.

Having recently bought an Alfa requiring minor repairs and replacement parts, I, naturally enough, contacted the local agents for parts and was absolutely amazed at the prices of such parts. However, on noticing an advertisement in your publication, I contacted Messrs. E. B. Spares of Bradford-on-Avon, Wilts. and in many cases, the prices of the parts which I required were as much as 50% less than locally. Well, so far so good, I obtained the parts by return of post and was all ready to commence the repairs. Here is where I needed some assistance (much as I hate to admit it, I just don't understand the mechanics of a car). Here I was with all the necessary parts and not a clue how to fit them. In desperation, I phoned E. B. Spares for advice which was readily given in detail and in just six days I had 'phoned them some nine times for advice and nothing else. I began to feel that any moment the voice on the other end would tell me to take the car to a local garage and stop bothering him. Not at all, on every occasion I received nothing but kind, courteous and considerate service. So unusual is such service in this day and age that I feel it should not be allowed to drift away without praise. To E. B. Spares, thanks!

to Alfa owners, I would not deal elsewhere now and sincerely recommend E. B. Spares for all your Alfa requirements. (Including advice).

Finally, I would point out that I had never heard of this firm prior to reading their advertisement in MOTOR SPORT.

Stony Stratford. LAWRENCE P. BUTLER.

Sir,

Having noted with interest the recent correspondence from Alfa Romeo owners I should like to comment on what, I think, is the nicest looking Alfa produced since the war, namely the Giulietta Sprint.

My own Giulietta, a 1962 1290 model, started life in these parts and is still running remarkably well in the damp air of England.

With all the talk of reliability and otherwise, let it be known that this genuine little Gran Turismo car has only this year had to have new valves and pistons—readily supplied by E. B. Spares, of Bradford on Avon. Petrol consumption is around the 30-32 m.p.g. mark—something that certain popular firms in England might strive for with similar performance.

Certainly I think a Giulietta a more exotic buy than an old MG-B —and more reliable having an extremely tough and long living engine. However, anyone considering buying a Giulietta should take special notice of the body which is very prone to damp weather. The chassis seems to be strong enough, but front wings are just not up to 10 years of English salted roads.

My own Giulietta, which cost a mere £190, has a fair number of years to go. A specification designed in 1952 which is still modern, a beautiful 1950's Bertone body, seems to me, at any rate, to be far superior to the hardly designed BLMC MG-B GT which could be classed as its competitor.

Naturally my next car, if I can resist the temptation of a Lancia Aurelia GT 2500, will be a Giulia Sprint GT, but what a pity Alfa Romeo dropped the old Bertone GT body. Thanks for the most interesting motor magazine in Europe which once every month livens up the most badly cooked pasta!

Como, Italy. KERRY GILL.

* * *

FOR AND AGAINST THE RELIANT SCIMITAR

Sir,

Mr. Stone's letter "Scimitar sorrows" in your March edition prompts me to write to you, echoing his sentiments. Although the Scimitar is not the worst car I have ever bought, it is certainly very far from being the best, although (by quite a bit) the most expensive. Like Mr. Stone, I too have (1) replaced my driver's seat; (2) I am still waiting on door hinges; (3) cannot demist the windscreen due to a "design fault" in the heater blower; (4) find the general finish of the interior very cheap; (5) cannot, despite all possible adjustments, make myself comfortable in the driving seat.

However, the car goes very fast and holds the road well and I suppose I must be thankful for that.

Stirling. D. R. CHRISTIE.

Sir,

You were kind enough to allow me space in your April 1965 issue to say how satisfied I was with my 1600 Alfa Romeo Spider and to compare it favourably over the equivalent Lotus Elan, the bodywork of which was less waterproof and the final transmission was far less satisfactory. I still have the Alfa with its original hood and this is sufficient comment. I must now take up the cudgels on behalf of the Reliant Scimitar GTE. I have owned my present one for 3 years, and my son-in-law is on his second. I have been more than satisfied with the machine—the gearbox is not Reliant's fault—and the only inconvenience I have suffered was the earthing strap which worked loose in a thunderstorm. The rear side window leaked and this was dealt with by Reliants, who also fitted modified dampers. The delivery driver spun the car off and it arrived with a flat tyre, the track awry, and clods of earth trapped between tyre and rim. Reliants gave me a new Pirelli. I had a blown cylinder head gasket, replaced at no cost to myself, and a new front wheel bearing at 30,000 miles.

I would have no hesitation in ordering "the same again" but at the moment I see no need to replace a most satisfactory and relaxing form of transport which continues to please both my wife and myself. We do not always travel on smooth roads having to traverse Welsh farm tracks and minor roads at least once a month.

My sympathy must go to Mr. Stone in his ill-luck.

Tenbury Wells. LEWIN T. SPITTLE.

* * *

VW SORROWS

Sir,

Yes of course! I am old enough to know better but I suppose after two decades of absorbing every word of praise in MOTOR SPORT and admiring every compelling syllable of VW advertisements, there appeared only one answer. For our second car we required three qualities—mechanical reliability; an ability to withstand outdoor treatment; and a high re-sale value. Everything pointed to a VW. So in December we purchased from the distributors a new 1300 Beetle with the special metallic paint finish. The list price of this car on the road was £972.24.

Within a month or so it had covered about 600 miles and was due for its first free service. By this time unusual noises were coming from the transmission and the paint on both front wings had begun to blister. The distributors lent us free of charge another 1300 while they repaired our car and repainted the wings. It took three weeks by which time I had completely lost confidence in the car so I asked the distributors either to exchange the car for another new one or to refund my money. When they refused both requests I asked them how much they were prepared to offer me for the car as it stood, one month old and under 700 miles. Before me I have their quotation—£800. If this rate of depreciation were constant the car would be a complete write-off in six months!

The full page advertisements for VW headed "A few old reasons for buying a new one" which extols the resale values and "the car with the built-in garage" I find amusing enough but the latest one which finishes "and why no one's laughing louder than the man who buys one" just creases me.

Could this decline of standards coincide with the falling demand for the Beetle and for the encouraging figures from British Leyland?

Brixham. E. W. B. THOMAS.

* * *

AGAINST A JAGUAR MONOPOLY

Sir,

I must take exception to the remarks of your correspondent Mr. Reddie, expressed in the March issue, regarding Rover drivers. Over a period of years I have owned a number of elderly Rover cars, the present one being a 1959 105 "S" model. All of these vehicles have given endless pleasure and the quality of their construction has endeared me to the *marque* to the exclusion of all else.

The 2000 and 3500 V8 range will continue to be beyond my means for at least the foreseeable future and whilst I feel that there has been some decline in standards of construction, that does not, I feel, detract from the vehicles' other qualities. Surely Mr. Reddie cannot consider the Jaguar 420G a more sporting vehicle than the 3500 "S"?

These observations however are incidental to the main point, which appears to be the basic difference between Jaguar and Rover owners. Both are quality cars, but that I would suggest is the only basis for comparison and the choice of prospective owners depends more upon personal characteristics rather than the qualities of the respective *marques*. Whilst in no way wishing to detract from Jaguar, particularly the splendid, but long awaited V12 E-type, it appears that on occasions owners feel a need to justify themselves and their choice of vehicle, a phenomenon I have not observed in Rover owners.

As regards MOTOR SPORT, I have not noted any preference for any particular *marque*, in fact it appears that any motor car deserving of comment, be it praiseworthy or adverse, receives its due. Therefore, let the format remain unchanged, as continued reporting on the somewhat limited Jaguar range would I suggest quickly result in complaint and accusations of bias.

Shifnal. ALAN LOWE.

Sir,

There is quite enough space devoted to Jaguars in MOTOR SPORT already. What with your Continental Correspondent's addiction to the *marque*, E-types are overrated! As for describing the (Jaguar) 420 as a "Sporting Saloon"—well ! !

Your balance between Veteran, Vintage and Sports articles is fine, please keep producing the best motoring magazine!
Buntingford. H. EDWARDS (911S).

Sir,

I write in defence of Ford Escort owners and other owners of "lesser cars" referred to in G. Reddies' letter in your March 1972 issue.

Perhaps he is unaware that the majority of your readers are not Jaguar owners and never will be (mainly due to lack of finance). Please continue with your existing choice of cars for road tests, etc.

Perhaps Mr. Reddie is envious of Ford's participation in motoring sport in general (I too would like to see Jaguar return to racing to compete with Ferrari, Alfa Romeo, etc!).
Bathwick. G. M. PROCTOR.

* * *

THE HOLDEN

Sir,

I have recently received, by grace of God and the Watersiders' Unions, the December 1971 issue in which W.B. states that he has not yet had the opportunity to drive a Holden. May W.B. indulge in a quick *resumié* of his blessings!

General Motors/Holden must surely lead the world in the production of agricultural camions. Holden performance is mediocre; handling can only be described as surprising; gear changes are generally effected by a three-speed "column shift" which evokes the sensation of stirring one's finger in a tin of baked beans, and general finish is a tribute to the wonders of the world of plastics.

The "bread and butter" model of Holden would better be described as "ship's biscuit and dripping"; and the more exotic models appear to be designed upon the American presumption that sexuality is directly proportional to size and vulgarity. In accordance with this precept, the greater the number of letters denoting the model type, then obviously the greater the virility of the driver. The epitome of this is the automotive misfortune known as the Holden Torana GTR—XU1.

However, many exciting conversions can be wrought upon the Holden. Imitation stick-on racing stripes are available, and even greater increases in performance are achieved by lowering the door handles and planing 10 thou. off the dipstick.

A final affront in the senses and blow against good taste was observed in the display window of a local purveyor of fine machinery: An Aston Martin DBS V8, an Aston DB6, Lotus Elan, Lotus Elan Sprint, Lotus Elan +2, and a Nausea Purple Holden Torana.

Please, W.B., spare yourself the trouble, and forget the truly unforgettable Holden.
Dunedin, New Zealand. K. MACD. HUNTER.

[I have, but my assistant didn't—and seems to have become Holden orientated. See p. 137, February issue.—ED.]

* * *

FERRARI EXPERIENCES

Sir,

For the past eighteen months I have been running a 1964 330 GT 2 + 2 Ferrari. I bought the car from Maranello Concessionaires, who had serviced it throughout its life with two previous owners. It had 49,000 odd miles on the clock, and the clutch had been renewed a few months previously.

It is an extraordinary car. One expects it to go, handle, and stop, all of which it does splendidly. The docility, reliability and lack of temperament are more surprising. The 330 engine is very similar to the 275, being of just under four-litres, and fed by three twin-choke Webers. Soon after I got the car a plug oiled; with some foreboding I replaced it, and since then the plugs have only been touched at routine servicing, every 3,000 miles.

All too much of my motoring is just pottering around locally; usually I use the DAF, an ideal practice car, but my wife has first call on this, so then I use the Ferrari, the only snag being the large turning circle. It never gets hot. Indeed, when I first got it I thought the electric fans must be faulty, and when they did not cut in in the traffic jam after *Daily Express* Silverstone I was sure of it; however, half-an-hour at a fast tickover with the bonnet covered eventually got the thermometer high enough, and all three fans started to work. The next time they did so was on a hot June day stuck for a couple of hours in a fiesta in Granada, and then it was only for a moment, and the engine opened up absolutely cleanly as soon as we got clear of the traffic.

Soon after I got the car a rear-spring leaf was found to be broken. It was removed locally, and a new one made by a specialist firm, and has proved entirely satisfactory. The gear lever suddenly came loose in my hand, due to a small bolt shearing, but a call at Egham for a new one, which was instantly forthcoming, had the car mobile the next day. The overdrive refused to stay engaged, but this was an electrical fault remedied in a few minutes. The brakes have had new rubbers throughout, and the front exhaust pipes have been patched to take me through the winter, when new ones will have to be fitted.

This is the sum of repairs done. The car now has just under 60,000 miles behind it, and goes as well as ever. Fuel consumption varies with use, 14 or so in town, though after three hundred miles up to Scotland in 5½ hours, only 15 gallons filled the tank again. In 2,500 miles last summer through France, Spain and Portugal I just used up a gallon can of oil.

Yes, Mr. Thomas, I am sure you would enjoy a Ferrari, and you would probably find it reasonable to run. However, I suppose it is unwise to run any second-hand car that one could not afford to run when new. Any major work must be expensive, tyres cost a lot, insurance is heavy, and if you want to respray the car, a first-class job is essential, and so on. But then Life would be very dull if we only did the wise things!

In conclusion, may I say how much I enjoy MOTOR SPORT. Apart from the War, I have hardly missed a copy for over forty years. Good luck to you, and thanks for all the pleasure you have given me.
Dunstable. G. E. PINKERTON, (DR.).

Sir,

Having owned two 250 GT Ferraris in recent years, I was puzzled by Mr. J. L. M. Cotter's story of a 275 GT-B (closely related to the 250) which constantly oiled-up its plugs: this is something that a properly-set-up GT Ferrari virtually never does. Mr. Cotter suggests that the trouble may have been connected with his six-carburetter version of the engine, but I should have thought that this was very unlikely and would bet strongly on the fault having been somewhere in the ignition department. This is not to cast any slur on the excellent Marelli ignition equipment.

I bought my first 250 GT when it was seven-years-old, and it provided many thousands of miles of trouble-free motoring on long journeys across Europe and shorter traffic-clogged ones in UK. Except for the fault I mention below, the only plug trouble it ever gave was on one occasion when a contact breaker gap started to close-up due to my foolishly having allowed the cam lubrication pad to get dry. My present car, a 1960 short-wheelbase Berlinetta of more or less "competition" specification, is again entirely free from plug trouble: after ticking over or inching forward in prolonged traffic jams, it gathers way without even a perfunctory cough when asked to do so. Both cars, however, gave quite a lot of plug trouble when I first acquired them, and in each case this was due to electrical leakage, particularly in damp conditions, through the perished insulation of the plug leads which run in metal conduits. Once new leads had been fitted in an open harness and the conduits thrown away (which Ferrari and most other makers have now done) all plug trouble ceased. Perhaps this was one of the gremlins in Mr. Cotter's car?
Kingston-upon-Thames. CLAUD POWELL.

Sir,

A belated contribution to the discussion of used Ferraris.

I bought my 1963 250 GTE from the estate of its elderly first owner (less than 14,000 miles in 5 years, much of it in traffic). I added another 4,000 miles, mostly long high-speed drives to remote spots like Sun Valley, Idaho, with the needle often 100-120 m.p.h. One day the bottom of the radiator split open (too little solder, apparently) and while I switched off before seize-up, two pistons (5 and 6) had started to disintegrate.

The engine was rebuilt by a mechanic who had never seen a Ferrari before but had rebuilt Alfa's, Porsche and even an Aston (which he considered the Ferrari engine far surpassed). New bearings from

Vandervell, two pistons, all new rings were fitted. We found the clutch badly worn; also the tappet adjusters and the stem tips of some valves had suffered from being run too loose.

Two lessons emerged. The price of parts in the U.S. (and in England) is more than double the retail price in Italy. A gasket set cost about £20 in Italy, £45 in New York. It is worth waiting until friends can pick things up. Secondly, information is hard to come by and often inaccurate. No workshop manual in available. Different distributors have different numbers for torques. It took several months before the engine was reassembled and replaced. The exercise cost about £400. I believe it would have been twice as much (including freight) if shipped to an authorised repair place.

Subsequent to re-build the car has done another 3,000 miles and runs excellently. It has never oiled a plug (NKG's are fitted). Top speed is 130 at 5,000 ft. above sea-level. Since power drops 2-3% per 1,000 this seems to coincide with the 143 mentioned in the instruction book.

I would hesitate to buy a new 12-cylinder Ferrari (should it be possible) because I suspect that outrageous repair costs are a deliberate policy to keep the car a status symbol of the rich. I am also discouraged by a factory which would not answer my request for torque information but sent instead the name of a non-existent dealer 2,000 miles away. Finally I suspect new Ferraris are more temperamental than the well-tried 3-litre engine, which has given me no trouble.

On the other hand I get more pleasure driving the Ferrari than any other sports car. Everything is exactly right about it—sound, smell, feel and looks. It satisfies every emotion. My Gullwing Mercedes was a more efficient car, but I always had to check the speedometer before approaching a corner because one couldn't judge the speed. With the Ferrari you always know the speed without looking—just like a Vincent Black Shadow.

For everyday family use there is nothing in my view to beat a Mercedes, particularly the carburetter 280. It is the only make, of very many owned, that can only be replaced with another of the same.

Calgary, Canada. RODNEY TOUCHE.

* * *

A LOTUS S2 EUROPA IN CANADA

Sir,

I notice that Lotus has not been mentioned in your correspondence columns for some time and I thought you may be interested in my experiences of two years with an S2 Europa in this isolated area of Canada. The car has been in daily use in my practice and I find it an extremely rapid means of transport on house calls! I have now completed almost 21,000 miles of very enjoyable and reliable motoring.

I must say I am amused sometimes to read the problems some of your correspondents have with British cars in England. Here, my nearest Lotus dealer is in Winnipeg, 450 miles away to the west and the main distributor is in Toronto—950 miles to the East. The Toronto company is Sportscars Unlimited and the Winnipeg firm—Burnell Motors. On the rare occasions that I have needed their assistance the service has been tremendous. A phone call and a part has been on the plane either the same day or the next.

Fortunately I have an excellent mechanic in the town who does routine servicing and repairs for me and the car has run excellently in the time that I have had it.

Our winters here are long from December through to April, and in January and February temperatures may drop to 20 or 30° below zero. On occasions with the wind drill factor this can be equivalent to 50 or 60° below zero. The car is fitted with a block heater and, of course is "plugged in" overnight in these conditions, but it has never failed to start and is used daily all through the winter.

In the time I have had the car the following repairs have been required: the bracket supporting the gearshift linkage re-welded twice, the second time considerably beefed up and adjusted properly, since then no problems and once set up properly the gear changing is not difficult. Anti-roll bar replaced and mountings beefed up—it broke twice at attachment points after fitting Koni shocks, and one new battery. These are all the problems I have had with the car, which in my opinion is excellent. Fortunately both times the gearshift failed I was in town and it was repaired the same day. I have used the car on long journeys of over 2,000 miles and I find it most restful over 600-700 miles a day—figures easily achieved on our traffic free roads in this part of the world.

I have only two complaints, in the winter the heater keeps the windshield defrosted and thats about all. Secondly, there is a dreadful draught that comes in around the accelerator pedal and in spite of closing off every orifice that I have been able to find, I have been unable to cure this. I am sure you realise the affects of this when driving in the winter.

If you or your readers have any answers to these two problems I would really appreciate hearing from them.

Thunder Bay, Canada. ROBERT E. WALKER. M.B., B.S., C.C.F.P.(C.)

DATSUN CHERRY—continued from page 496

electric washer, heater, steering lock, reversing light, electric fan, sealed in anti-freeze and an alternator.

Our car was also fitted with the optional disc brakes which are probably to be recommended as one tends to drive the little Cherry with the same verve and enthusiasm as one would a Mini. The engine works hard and Datsun claim a top speed of 87 m.p.h. We did not fit a fifth wheel, so do not know the accuracy of the speedometer, but we did see 100 m.p.h. downhill with the wind behind us. Considering this is the cheapest car in the Datsun range we were impressed with the general finish of the car and, under the bonnet, the engineering looked very sound and accessibility was good.

Like the Fiat 127, mentioned above, the Datsun Cherry is a very interesting addition to the Mini market and should appeal to British motorists considering cheap and reliable transport.—A. R. M.

Ford 100E Owners Club

This club has created an Associate Membership category open to owners of all side-valve Fords, to supplement the main membership of 100E and 107E Fords, the last SV model. Thus owners of Ford E93As, 103Es, V8 Pilots, Y-types and SV specials, etc. can join. It would seem that post-war side valves are the cars mainly in mind. Following last year's well-supported National Ford Sidevalve Day at Twickenham, a more ambitious rally on the same lines will be held at Beaulieu on August 5th. Details from the Membership Secretary at 14 Sutherland Grove, Southfields, London SW18.

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MRS. GOLDIE GARDNER, whose late husband broke Class G records in 1939 driving an MG, was guest of honour at a recent reception to mark the opening of the L. F. Dove (M. & R.) Ltd., Sports Car Centre in Croydon, Surrey.

Goldie Gardner's record-breaking K model MG was on display together with the one-off McLaren M6 GT and other well-known models, and to announce the winner of a customer competition was Tecno F1 and sports car ace Derek Bell. The Sports Car Centre is situated at No. 1 Brighton Road, Croydon, Surrey, telephone number 01-688 3656.—H. G.

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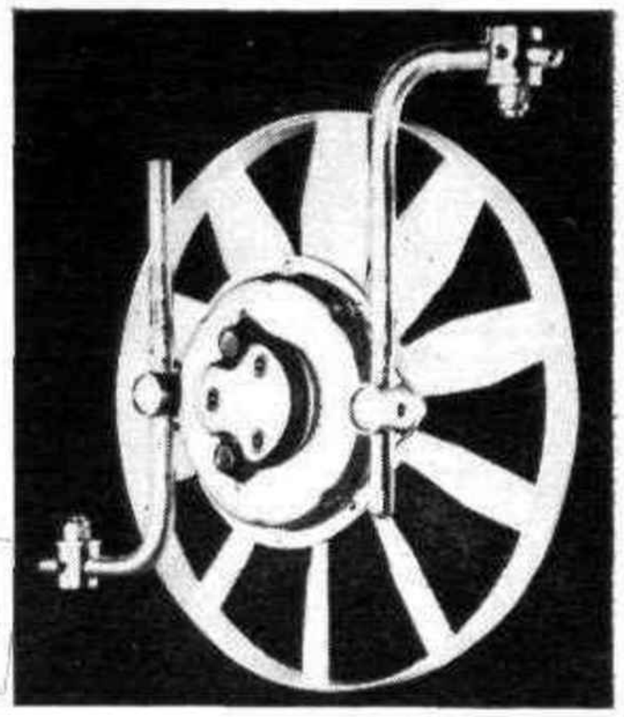
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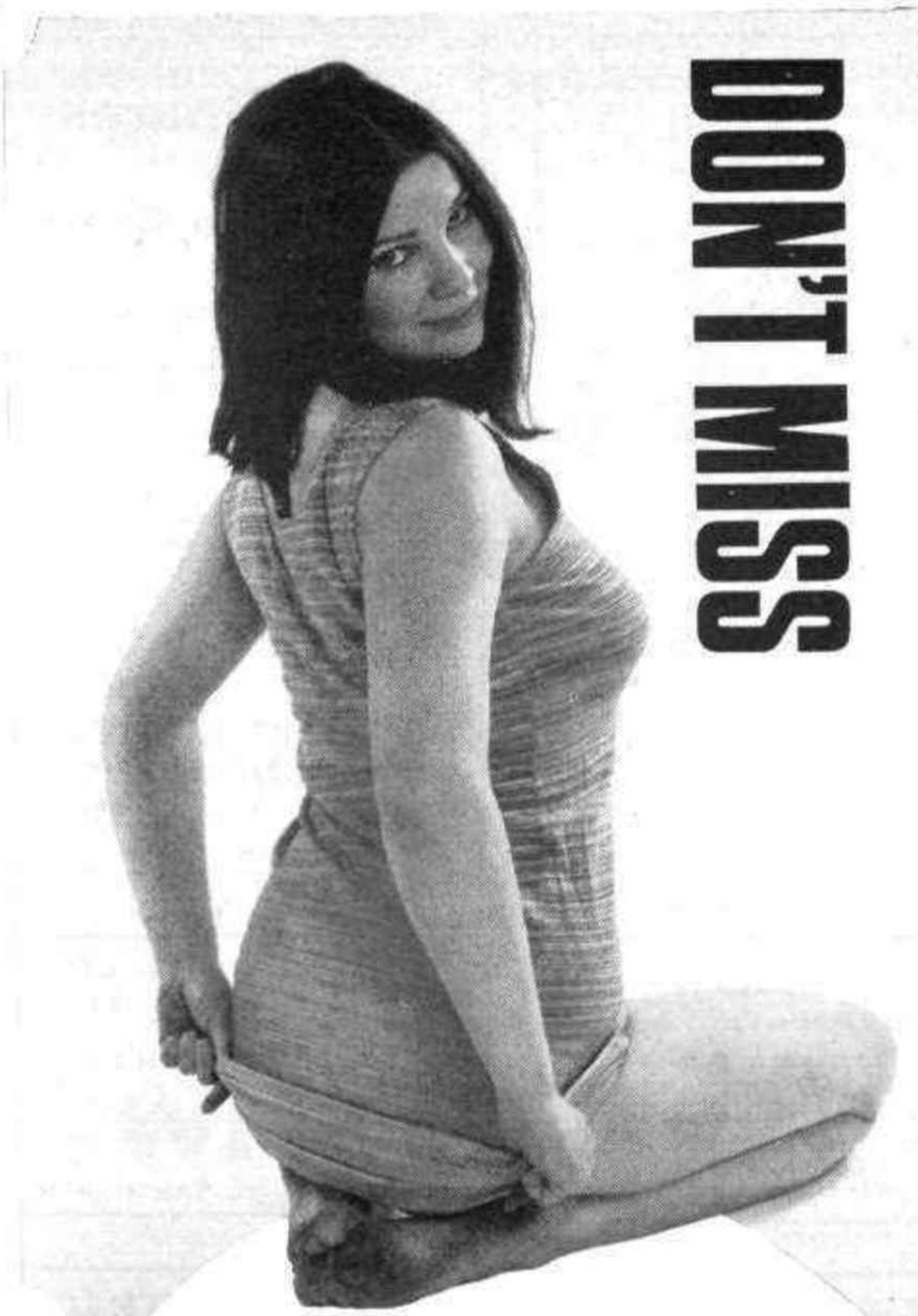
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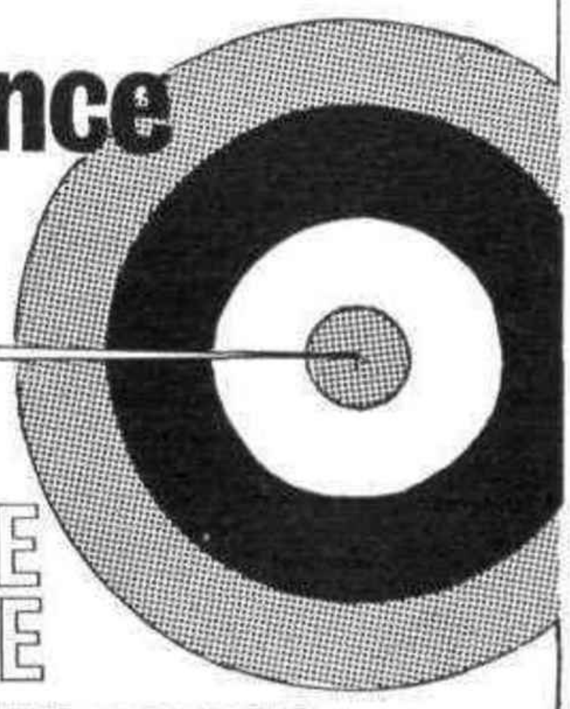
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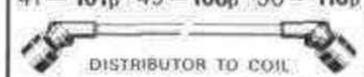
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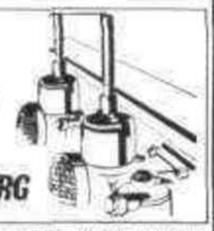
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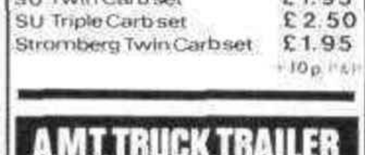
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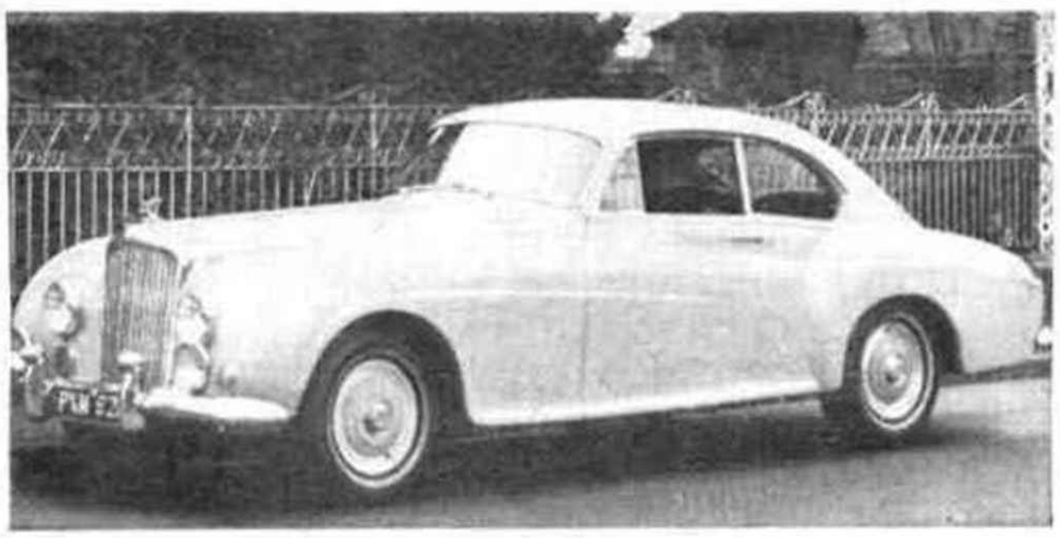
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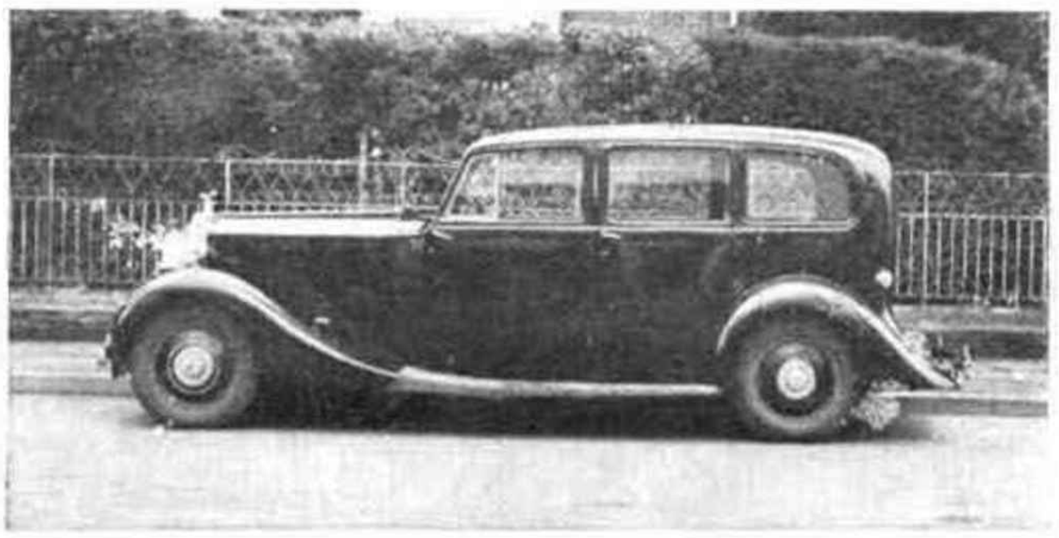
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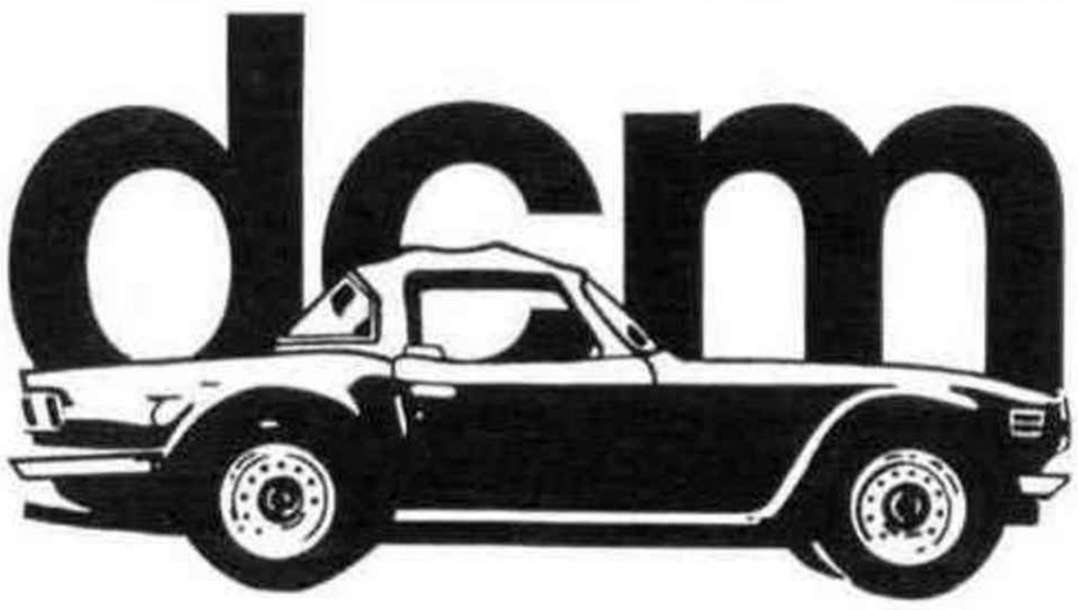
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1966 AUSTIN HEALEY 3000. Finished in Ice blue; radio; wire wheels; undersealed; 34,000 miles from new. The car is in impeccable condition and must be the best example being offered for sale. £1,000. Tel.: Tunbridge Wells 20227. (5068

DAIMLER SP250B. One owner. Only 29,000 miles. Unbelievably near perfect example. Many extras including hard-top and tonneaux and almost unused hood. Nearest offer to £1,000 above £800. Tel.: Offley (Herts.) 295 (home), Harpenden 62101 (office). (4996

GRAND PRIX LOTUS 18, 1960. Formula One car, ex-BRP (UDT/Laystall), driven by Allison/Taylor/Moss. FPF Climax engine but no gearbox, otherwise complete and with some spares. Detail work required to finish. Sensible offers only, with telephone contact number please to Box 3249. (5050

ASTON MARTIN, DB5, Aug. 1965. (KPP 4C), Blue saloon; chrome w/w; Sundym; electric windows; radio; air conditioning; h.r.w., etc.; new clutch; shockers; tyres; manufacturers oil pressure; M.o.T.; Nov. 1972. £1,495. Consider part exchange. Tel.: 043-275 223. (5062

AUSTIN BIG 7, 1938. Good condition; in daily use; taxed, M.o.T. 1973. £160 o.n.o. 25 Moelwyn Ave, West, Kinmel Bay, Rhyl, Flintshire. (5063

JAGUAR E-TYPE, 1964. Open. Immaculate white, black interior, radio; mechanically excellent; 62,000 miles guaranteed; one previous lady owner. Taxed until October. Reluctantly £795. Tel.: 021-353 2018. (5065

DECEMBER 1967. Mk. IV Austin Healey Sprite. Basilica blue; M.o.T. November, 1972, taxed January 1973; hard/soft-top; wire wheels; rally seat covers; wood steering wheel; spot lamps; radio; new tyres; fully BLMC serviced. £500. Mr. Poynton. Tel.: Thame 2341 (office). (5067

TR3A £325. Fine example; wide wires; h/s-tops; tonneaux; w/rim; recent rebuild; best materials, other extras; family forces sale, 91 Berry Hill Lane, Mansfield, Notts. (5069

GILBERN GENIE, 1969. Excellent; o/drive; elec./wind; sun-roof; p/button radio. £1,049. Tel.: Braunston (Rugby, Warwickshire) 138. (5070

SPITFIRE, Mk. III, 1967. White, hard-top; 25,300 miles; one owner; radial tyres. £575 o.n.o. Tel.: Reading 63100. (5071

MINI DE LUXE, 1964. M.o.T. one year; mechanics, bodywork very good; inertia seat belts; interior adapted for driver's comfort. £165 o.n.o. Tel.: West Forest (Berks.) 5771. (5071

LANCIA APRILIA, 1954. £200 o.n.o. XK 150, S3.8 overdrive; d.h.c. about £240. Tel.: Gateway 3172 or write G. S. Scall, 8 Erith St., Dover (for details). (5073

FOR SALE—continued

LOTUS SUPER SEVEN. Cosworth 1500. Full weather equipment, 5½ Js; roll-over bar; strengthened rear axle. Immaculate condition. £699. Tel.: Gerrards Cross 85910 (after April 15th). (5074

BRISTOL 405, 1955. Good body and mechanics. Usual extras; M.o.T. Seen Reading. £450. Tel.: 0734 82044. (5076

RILEY 1½-LITRE, 1953. New roof; engine and interior need attention. Offers, Penfold. Tel.: 01-242 0916. (5077

LANCHESTER 10 with handbook. Regd. 1946 HXC 111; mech. sound but body needs attention; taxed. £45 o.n.o. Tel.: Formby (Lancs.) 71264. (5079

LOTUS ELANS S3, SE. One f.h.c.; Lotus yellow, E regd. £875. One d.h.c. Electric blue; "F" reg. £925. Private Sale. Tel.: 021-354 3169 (Midlands) (5080

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MORGAN PLUS 4. Four-seater, 1966 (red); new engine; clutch. Front suspension completely o/h by makers; 4 new ZX tyres. One owner from new. £900. HP could be arranged. Wright. Tel.: Wadhurst 2433. (5084

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TRIUMPH TR4, 1964. Red, black interior. Excellent condition throughout; 4 new G800s; M.o.T. £380. Must sell, any offers considered. Brown, 4 Dolphin Way, Bishop's Stortford. Tel.: Harlow 29531, ext. 346 (office hours). (5090

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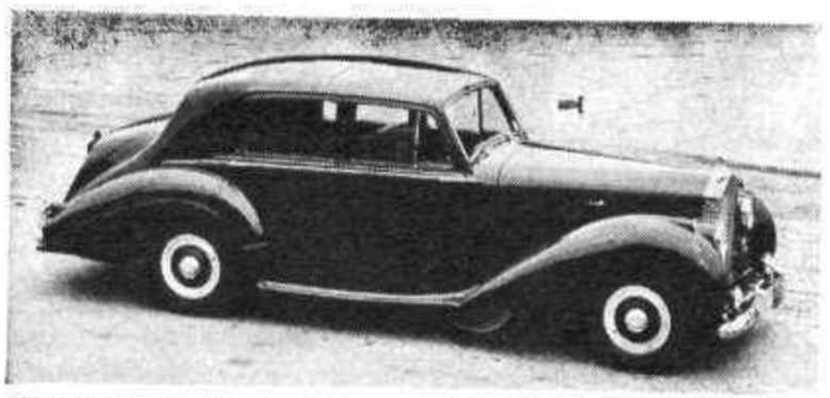
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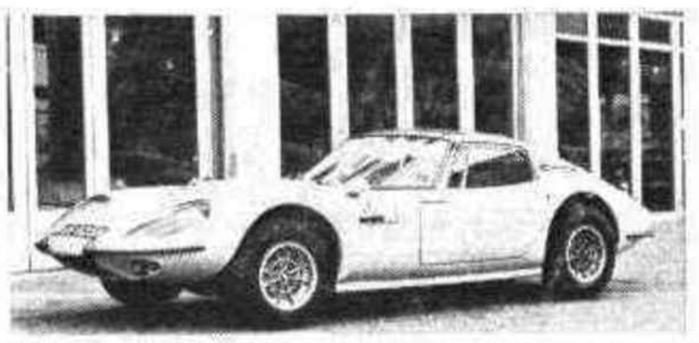
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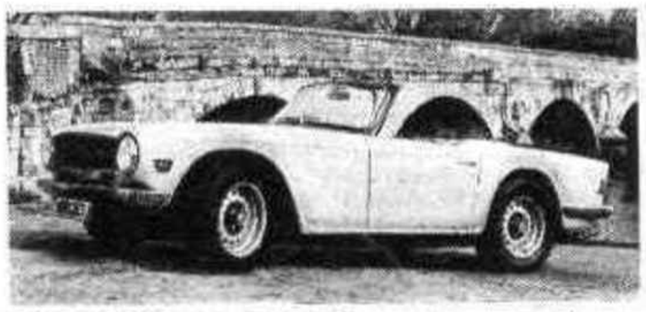
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1966 AUSTIN HEALEY Sprite. O.E. White, black trim. Radio, luggage rack, twin spots... **£495**

The following part exchange bargains have not had any pre-sales attention and are available for inspection to callers at our premises.

1967 'F' Reg. JAGUAR 420G, Auto, P.A.S.... **£895**
1965 (Oct.) JAGUAR 3.8S. O/D, P.A.S. ... **£545**
1965 'E'-Type 4.2. Primrose, black trim ... **£895**
1966 MINI Cooper 1275 S. Tartan red ... **£395**

PART EXCHANGES. Any car, van, motorcycle, 3-wheeler, etc., taken in. **HP** accounts settled. **HP** Very attractive terms offered for all cars. **INSURANCE** No problem to us. Free **DELIVERY** to any part of UK. **EXPENSES** Customers' fares refunded. **GUARANTEE** Three months' written guarantee on all cars.



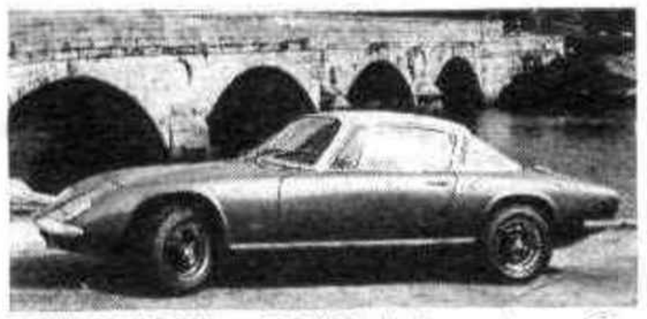
1971 TRIUMPH TR6 PI roadster, similar to above. 14,000 miles. Overdrive, rec. seats, radial tyres **£1,425**

1970 TRIUMPH TR6 PI roadster. Damson. One owner. Overdrive, wire wheels, twin spots **£1,295**
1969 TRIUMPH TR6 PI roadster. Hard and soft tops, radio, twin spots **£1,195**
1969 TRIUMPH TR6 PI roadster. White, black trim. Radio, heater, seat belts... ... **£1,195**
1971 TRIUMPH GT6 Mk. III. One owner. Saffron. Overdrive, h.r.w., radio **£1,245**
1970 TRIUMPH GT6 Mk. II. One owner only. Overdrive, heated rear window, radio tyres... **£1,045**
1968 TRIUMPH TR5 PI coupe, 'G' Reg. One owner. Jasmine. Overdrive, tinted screen, radio, Surrey top **£1,065**
1968 TRIUMPH TR5 roadster. Royal blue. Overdrive, wire wheels **£1,065**
1971 TRIUMPH Spitfire Mk. IV. One owner. 10,000 miles. White, black trim, radio ... **£895**
1967 TRIUMPH TR4A coupe. Conifer green, black trim. Overdrive, wire wheels, radio... **£845**
1967 TRIUMPH GT6. Royal blue. Fitted sunroof, radio, twin spots... ... ... **£695**
1967 TRIUMPH Spitfire, 'F' Reg. Fitted Bermuda hard top, soft top and wire wheels **£665**
1963 TRIUMPH TR4 roadster. Conifer green. Overdrive, wire wheels, radial tyres... ... **£545**
1965 TRIUMPH Spitfire, Mk. II. Signal red. Radio, luggage rack, tonneau cover **£425**
1966 PORSCHE 912 coupe. Midnight blue, black trim. Fitted 5-speed gearbox, rec. seats ... **£1,395**
1971 FORD Escort Mexico. One owner. 13,000 miles. Fitted bucket seats, wide rim wheels, spots **£1,045**
1967 ASTON MARTIN DB6. Sunroof, chrome wire wheels, tinted electric windows, radio... **£2,295**
1968 SCIMITAR GT, 3-litre V6. Silver streak, black trim. Overdrive, radio, rec. seats ... **£1,025**
1969 LOTUS Cortina Mk. II. Dragoon red. Fitted sunroof, mag. alloy wheels, radio ... **£895**



1969 RELIANT SCIMITAR GTE, similar to above. Opalescent silver blue. Overdrive, rec. seats, radial tyres **£1,595**

1970 JAGUAR 'E'-Type roadster Mk. II. 2,000 miles only. Midnight blue. Chrome wire wheels, radio **£2,645**
1970 'E'-Type 2+2 Mk. II. Auto. 19,000 miles. Primrose, p.a. steering, sunroof, chrome wheels, h.r.w. **£2,645**
1970 'E'-Type 2+2 Mk. II. Auto. 'J' Reg. 12,000 miles. Chrome wheels, tinted glass, radio, tape deck **£2,595**
1970 'E'-Type f.h.c. Mk. II. 'J' Reg. One owner. Fitted chrome sculptured wheels, heated rear window, radio **£2,395**
1970 'E'-Type f.h.c. Mk. II. 'J' Reg. Fitted chrome wire wheels, heated rear window, radio ... **£2,395**
1970 'E'-Type roadster Mk. II. One owner. 8,000 miles. Chrome sculptured wheels, radio ... **£2,345**
1969 'E'-Type 2+2 Mk. II. 'H' Reg. Chrome wire wheels, sunroof, tinted glass, h.r.w. **£2,045**
1969 'E'-Type f.h.c. Mk. II. Signal red. Chrome wire wheels, heated rear window **£1,895**
1968 'E'-Type f.h.c. 'G' Reg. Midnight blue. Fitted Sundym glass, h.r.w., radio **£1,745**
1968 'E'-Type 2+2, open headlight model. Opalescent silver grey with red trim **£1,595**
1967 'E'-Type roadster. Carmen red. 35,000 miles (same owner since 900 miles from new), recent new clutch **£1,445**
1967 'E'-Type f.h.c. Golden sand. Chrome wire wheels, h.r.w., radio **£1,395**
1965 'E'-Type roadster. Suede green. Fitted radio, chrome luggage rack, twin spots ... **£1,045**



1971 LOTUS Elan +2S 130, similar to above. One owner. 10,000 miles. Sunroof, power windows and radio **£2,195**

1971 LOTUS Elan Sprint DHC. One owner. 6,000 miles. Gold Leaf colours **£1,595**
1970 LOTUS Elan S4, f.h.c. SE. Burnt sand. 16,000 miles. Power windows **£1,295**
1969 LOTUS Europa S2. 'H' Reg. French blue. Cosmic mag-alloy wheels **£1,145**
1968 LOTUS Elan +2. Signal red. Power windows, k.o. wheels, radio **£1,295**
1969 LOTUS Elan S4, f.h.c. SE. Fitted power windows, knock-on wheels, radio **£1,095**

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Lotus +2S 130. Lagoon blue, silver roof, fitted heated rear window and radio. List.
Lotus Europa Twin Cam. Lagoon blue, oatmeal trim, fitted Brands Lotus wheels. List.
Lotus Europa Twin Cam. Pistachio with black trim, fitted Brands Lotus wheels. List.
Lotus Europa Twin Cam Colorado with black trim (in component form). List.
Lotus Elan Sprint d.h.c. Regency/white (in component form). List.

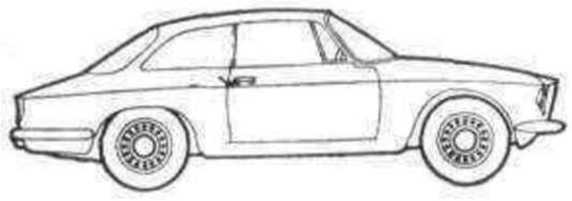
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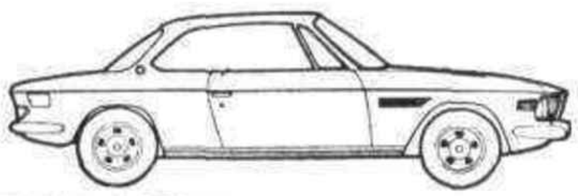
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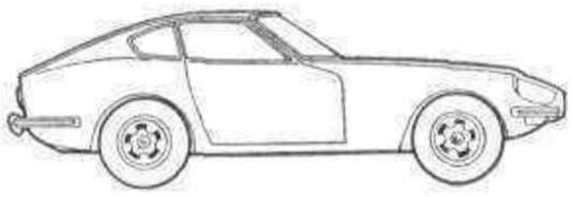
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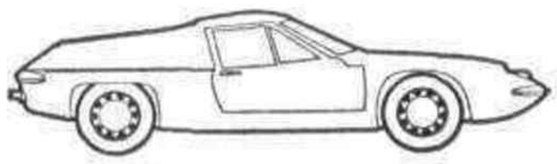
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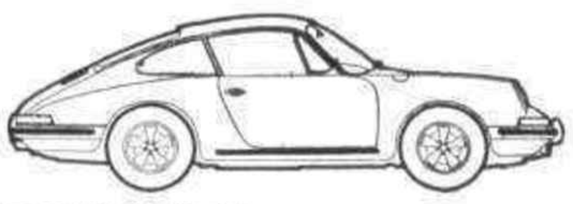
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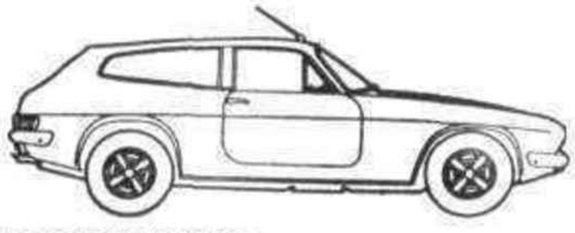
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100A 4-DOOR — BLUE
1200 SALOON — WHITE
1200 ESTATE — GREEN
1800 SALOON — BRONZE



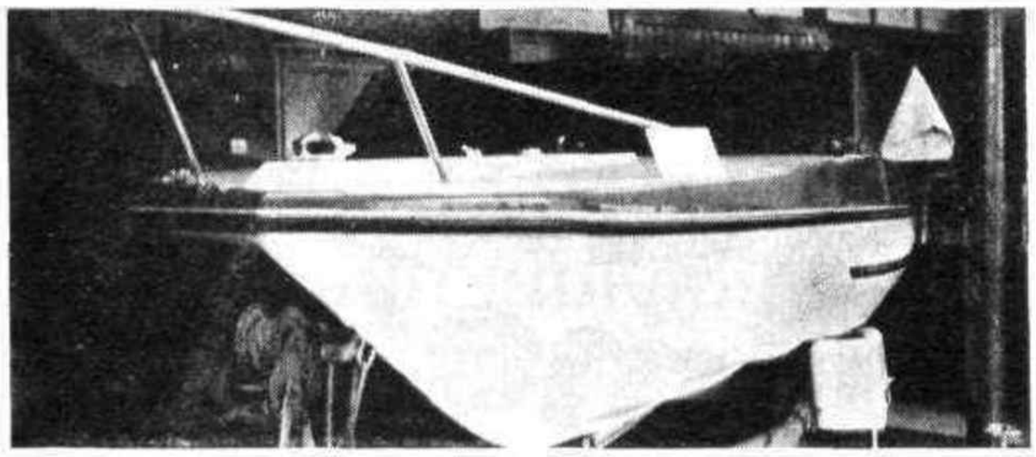
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A.C. Cobra 427. "Blueprinted", 7-litre solid lifter cross-bolted main bearing engine. Two four-choke Holley carburetters. Finished in silver with black leather trim. Just 2,000 miles from new. Further specification on request.



1960 JAGUAR XK 150 3.8 drop-head coupe, similar to above. Rebuilt by us for a customer at a total cost of £1,700. Finished in Jaguar sable brown with dark tan trim, fitted overdrive, chrome wire wheels, radio and stereo. Quite magnificent. **£1,795.**



1971 PORSCHE 911S, finished in white with black trim, fitted electric sun-roof, Recaro seats, 10,700 miles. **£4,445.**

1971 ('K' Reg.) RANGE ROVER, finished in Tuscan blue with tan trim, fitted sun-roof one owner, 9,500 miles. **£2,150.**



1971 ALFA ROMEO 1750 GTV, finished in white with red trim, fitted *heated rear window, this lovely one owner* car has covered just 10,000 miles. **£2,145**

1970 ALFA ROMEO 1750 GTV, finished in ochre with black trim, fitted heated rear window, push button radio, one owner. **£1,795.**

1971 ALFA ROMEO 1750 Berlina, finished in Alfa red with black trim, one private owner, 12,000 miles. **£1,645.**

1970 ALFA ROMEO Giulia Super, finished in quarry beige with pigskin trim, fitted radio, one owner, 19,000 miles. **£1,295**



1971 ASTONMARTIN DBS V8 automatic, finished in dark blue with tan trim, fitted power steering, radio and stereo, one owner, only 6,500 miles. **£6,250.**

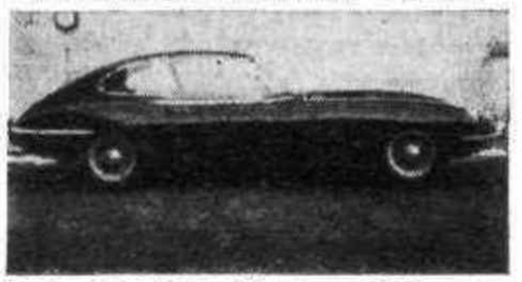
1970 ASTON MARTIN DB6 Mk. II, finished in white with blue leather trim, fitted power steering, air conditioning, Sundym glass, chrome wire wheels, radio, one owner. **£3,595.**

1971 BMW 2500 automatic, Atlantic blue with black trim, one owner, 12,000 miles. **£2,595.**

1972 FERRARI Dino, finished in burgundy with tan trim, just 2,000 miles. **£5,195.**



1972 MUSTANG Mach I 351 Ram Air automatic, finished in freudian gilt with pigskin trim, fitted power steering, heated rear window, push button radio, only 1,200 miles. **£3,395.**



1970 JAGUAR 'E'-Type 2+2 automatic, finished in Cotswold blue with dark blue trim, fitted power steering, chrome *disc wheels, push button radio, one* owner, 21,000 miles. **£2,445.**

1971 JAGUAR 'E'-Type fixed-head coupe, finished in indigo blue with dove trim, fitted heated rear window, chrome wire wheels, radio, one owner, 10,500 miles. **£2,495.**

1970 JAGUAR 'E'-Type fixed-head coupe, finished in primrose with black trim, fitted heated rear window, tinted *screen, chrome wire wheels, electric aerial,* radio and slot stereo unit, 14,000 miles. **£2,295**

1970 JAGUAR 'E'-Type fixed-head coupe, finished in white with dark blue trim, fitted heated rear window, chrome wire wheels, one owner, 16,700 miles. **£2,295.**

1969 JAGUAR 'E'-Type fixed-head coupe, finished in primrose with black trim, fitted chrome disc wheels, whitewall tyres, radio, electric aerial, 24,000 miles. **£1,895**

1970 JAGUAR 'E'-Type roadster, finished in Cotswold blue with dark blue trim, fitted power steering, chrome wire wheels, 14,300 miles. **£2,295.**



1971 TRIUMPH 2.5 PI, finished in white with tan cloth trim, fitted SAH engine conversion, overdrive, heated rear window, one owner, 5,950 miles. **£1,695.**

1970 ('J' Reg.) TRIUMPH Vitesse convertible, finished in damson with black trim, fitted overdrive, this immaculate one owner car has covered only 10,500 miles. **£945.**

1971 TRIUMPH Spitfire Mk. IV, finished in Valencia blue with tan trim, one owner, 6,000 miles. **£895.**



1972 model RELIANT GTE automatic, finished in Mediterranean green, fitted radio, one owner, 7,000 miles. **£2,145.**

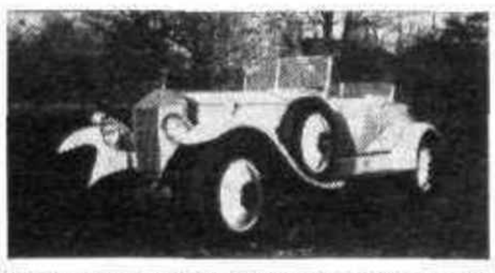
1971 RELIANT GTE, finished in Acacia green with black trim, one owner, 8,000 *miles.* **£2,045.**

1970 RELIANT Scimitar GTE Mk. II automatic, Mexican red with black trim, fitted sun-roof, heated rear window, push button radio. **£1,795.**



1969 M.G.-C GT, finished in sandy beige with black trim, fitted black vinyl roof, *overdrive, heated rear window, chrome* wire wheels, radio. **£1,195.**

1969 M.G.-B GT automatic, finished in British Racing Green, fitted wire wheels, radio, one private owner, 25,000 miles. **£1,095.**



1928 ROLLS-ROYCE Phantom 1, with touring body by Tony Robinson. New aluminium body over ash frame. Twin V *windscreens. Car stripped down to last* nut and bolt and rebuilt to concours condition at a cost of over £4,000. Finished in white with brown hide trim, and black weather equipment, stainless steel hood frame, etc. **£5,995.**

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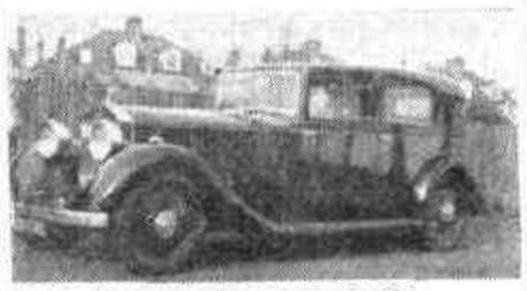
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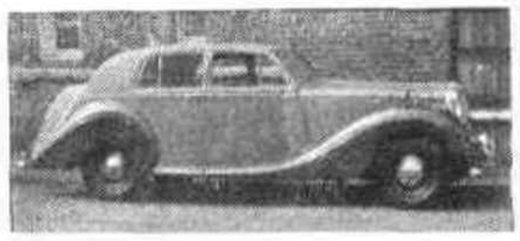
1933 ROLLS-ROYCE sedanca de ville by Barker. Burgundy over black. In outstanding condition.



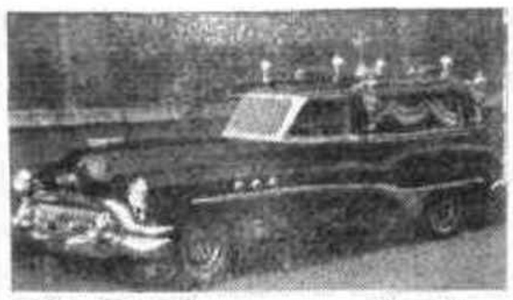
1936 ROLLS-ROYCE 20/25 sports saloon by Barker. Deep maroon over black. Very good mechanical order.



1957 BENTLEY S1. Sand over sable. In immaculate order throughout.



1949 BENTLEY Mk. VI sports saloon by James Young. Possibly the finest example available today.



1949 BUICK hearse. Marvellous transport for any body.



1952 ROLLS-ROYCE Silver Wraith by James Young. Velvet green with brown hide interior. A fantastic car.

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FOR SALE—continued

HEALEY 3000, Mk. III, 1965. Blue, overdrive, 72 spoke wires; Konis, q.h. four headlamp system; reversing light; 5 p.b. radio; boot rack; short and full length tonneau; immaculate condition throughout. £750. Tel.: Emsworth (Hants.) 2538 (evenings). (6271

OFFERS INVITED: Lots of spares for 1939 Fiat 500, inclusive. Reconditioned engine. Tel.: Bollington (Ches.) 2067. (6273

1965 LOTUS Cortina. Original condition. £395 or sell engine carb's etc. £185. Tel.: Sandy 80093. (6274

DAIMLER SPORTS saloon, E20, 1936. Excellent mechanical condition, aluminium body; taxed and M.o.T. Tel.: Wolverhampton 39314. (6275

TR6, APRIL 1970. Red/black; special reg. no; o/drive 2nd, 3rd and 4th; p.b. radio; electrical aerial; immaculate condition throughout; mechanically maintained to high standard. £1,295 o.n.o. Tel.: Saffron Walden 2636 (office) or Newport (Essex) 610. (6276

SPRITE MK. III, 1966. V.g.c., recent new engine; clutch; springs; king pins. Regretably selling to make way for "Moggie". £400. Tel.: 01-351 0819 (after 6.30 p.m.). (6277

TRIUMPH ROADSTER 2000. First reg. 1948. Extremely sound bodywork and upholstery and excellent mechanically. Complete mechanical rebuild under 5,000 miles ago. Could easily be made concours; taxed until November. A sound investment and very reasonably priced at £350 o.n.o. Tel.: Bromsgrove 73659 (evenings). (6278

ALFA ROMEO 2600 Sprint, 1965. Maroon; new clutch, steering box; tyres; Halogen lights; Konis; radio. Excellent condition. £700. Tel.: Colchester 76984. (6280

RELIANT SCIMITAR GTE, May 1970. Caribbean Green; one owner; immaculately maintained; 34,000 miles; radio; overdrive. £1,700 or offer. Dr. Greaves. Tel.: Ramsey (Huntingdon) 2243 (daytime), 2305 (evenings). (6320

BENTLEY MARK VI, 1950 Genuine 87,600 miles, well maintained by titled owner. A very reliable car, midnight blue; needs respray. Recent 10,000 miles service and brake overhaul. Bills for this job available £130. Drive away cash £385. Private Sale. Tel.: 01-699 8538 (Forest Hill, London) (9 a.m. to 5.30 p.m.). (6321

TR COLLECTORS. 1954 TR2 in very fair original order. Low mileage. Details, Box 3282. (6322

LOTUS ELAN, S4SE. D.h.c., "H" reg. late 1969. Light fawn with Sundym glass front/sides; p.b. radio; tonneau; about 25,000 miles. Fully documented service history from new. Just back from Ian Walker's where had tune and full road test. Invoice shows excellent condition of car. £1,125. Tel.: 01-794 8989. (6323

LANCIA FLAVIA saloon 1962, regd. 1964 (CBL 5B). Silver grey, tan interior as new. Two owners only (Father and Son); G'teed mileage 58,000. Fully equipped silent luxury car for only £300. Tel.: Fleet (Hants.) 21786. (6324



1935 ROLLS-ROYCE Phantom II Sports saloon continental by Barker. Completely restored and in absolute pristine condition, as new.

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FOR SALE—continued

AUSTIN CABRIOLET 10/4, 1937. Recent M.o.T.; nice buy for around £125. Tel.: 01-692 7463. (6326

"E"-TYPE, 2 + 2, 1967. Perfect in bronze with chrome wires; 36,000 miles; Radiomobile; Intertech leather wheel; heated window; nudge bars. £1,175, consider exchange. Tel.: Sunbury 88481. (6327

FIAT 125 "F" registered. Immaculate white/black, new engine 2,000 miles; Cinturatos; many extras. £635 o.n.o. Tel.: 01-330 4277 (Cheam, Surrey). (6328

GT6. TRIUMPH 1968. 33,000 miles; Primrose/black interior; damaged but now repaired; excellent order. £500. Part-exchange cash and cheap transport. 177 Birmingham Rd., Bromsgrove, Worcestershire. (6330

FROGEYE SPRITE, 1960. Extremely smart, original bodywork. Good m.p.g./low insurance; very tidy. £250. 177 Birmingham Rd., Bromsgrove, Worcestershire. (6330

BENTLEY 3½ Hooper saloon. One owner last seven years. Restoration bills around £1,300 on mechanics and body. In daily use until end March pending restoration of Daimler therefore body needs tidying. Best offer over £850. Tel.: Macclesfield 23417 (after May 7th.) (6331

1300 GT JUNIOR Alfa Romeo, 1967. L.h.d. Beautiful metallic silver pearl with burgundy upholstery. Passenger full harness and Britax baby/child seat. Garage maintained. Only 48,200 miles; new Cinturatos. Offers to: Price, 34 Drakes' Way, Portishead, Nr. Bristol. (6453

ELAN S4 Special equipment. Late 1970. Beautiful blue d/h; Radiomobile and stereo. £1,250 o.n.o. Tel.: 01-629 4652 (Friday) or 01-624 5666 (Saturday). (6455

TRIUMPH GT6. "F" registered. Dark blue/black; o/d; immaculate Konis; Cibies. £565. Tel.: 01-849 2851 (evenings). (6456

LANCIA FULVIA coupé, 1966. Webasto; radio; exceptional condition. £650 (Exchange?). Tel.: 01-428 5919 (Harrow). (6457

LANCIA FLAVIA LX saloon, 1969. One owner, 23,000, p/steering; h.r.w.; radio; as new (Exchange?). £1,100. Tel.: Uxbridge 32624. (6457

M.G.-C, 1969. Beautiful, low mileage sports in flame red with chrome wires; XAS's; radio, etc. Perfect example. Offers around £950. Tel.: Redhill 64474. (6458

BMW 2002. 1968 Granada red, black interior; radio. Excellent condition; 47,000 miles only. £1,100. Tel.: Warwick 41854. (6459

ELAN 1968. F.h.c., white S/E, absolutely superb throughout. One of the very last S3s. Low mileage; radio. £890. Ireland. Tel.: Slough 23838 (office). (6460

GENUINE 1923 Humber 8/18, 2-seater dickey; in original excellent condition. Beaded edge tyres; requires new clutch. Offers over £850. Tel.: 061-485 6802 or 061-432 4927 (Manchester). (6461

TR4A. IRS. 1967. Red, black interior. Wire wheels; overdrive; P.A.B.S. New clutch; brake pads and linings, rear shockers. Just resprayed. £720 o.n.o. Tel.: South Shields 3831. (6464

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ROLLS-ROYCE 20/25, 1935, tourer. Body by Hooper, Brooks trunk. Auster rear screen. Fully restored and mint. Cherry red over black. **£3,950.**



ALVIS two-seater Firebird, 1933, fabric-bodied tourer. Restored to very fine order with host of spares. **£850.**



BENTLEY 'R'-type, 1953, all aluminium 4-door body by James Young. Two-colour green. Nominal mileage, extremely fine order. **£1,395.**

1949 ROLLS-ROYCE Silver Wraith L.W.B. limousine with all aluminium body by Park Ward. Folding extra seats. Glass divider. Finished in black. An elegant fine car with history. Mechanically superb. **£1,675.**

1950 ROLLS-ROYCE Silver Wraith L.W.B. limousine, body by Hooper. Electric divider. Extra folding seats to rear. At present undergoing repaint. About £1,500 when finished. Colour to choice if desired.

1951 Mk. IV BENTLEY Freestone & Webb. Fully restored to pristine condition. Full documentation available. Finished midnight blue over shell grey. Biscuit upholstery. Possibly the finest Mk. IV on offer. **£1,900.**

1951 HUMBER Super Snipe hearse. All aluminium body in fine order. Quite ready to work. Not our usual stock, so any reasonable offer accepted.

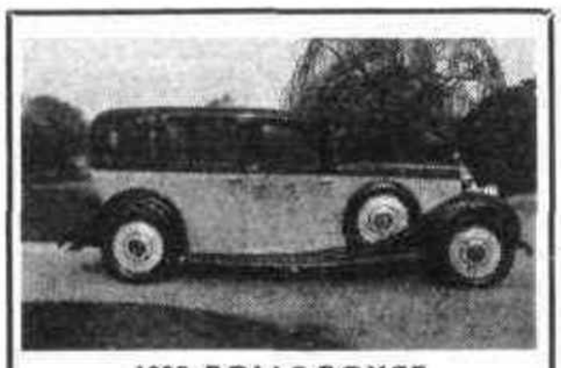
1968 PORSCHE 911S. Unmarked in Porsche yellow; 38,000 miles only. Condition as new. **£2,550.**

1967 (F) ALFA ROMEO 1600 GT. Engine completely rebuilt by Alfa (to be run-in). Finished in the new *Verde Englese* (English green). **£985.**

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FOR SALE—continued

TVR VIXEN, S3, November 1971. Only 5,000 miles; flame red; alloy wheels; Astrali wheel; spare still unused, save £140 at £1,275 o.n.o. Tel.: 021-440 4163. (6044

PORSCHE 356C, November, 1964, 63,000; v.g.c.; White, black trim; M.o.T. 1973; radio; recent battery, silencer and brake pads. Good radials. Carefully maintained and used. A very reliable car that is a real pleasure to drive. Recent service records, including A.F.N. In view of its very superior condition, only substantial offers over £800 will be considered. Colin Maddox, 5 Barnfield Drive, Sheffield 10. Tel.: 304371. (6045

NOVEMBER 1970, Triumph Vitesse Damson; 16,000 miles; undersealed; radio; alloy wheels; excellent condition. £845. Tel.: Fleet (Hampshire) 21128 (evenings/weekends). (6046

AUSTIN SEVEN, 1931. De luxe saloon reconditioned engine; king pins and bushes, body excellent. Requires only a little work to finish full restoration and pass M.o.T. £200 o.n.o. Tel.: 061-437 3962. (6047

ALVIS 4.3-LITRE, 1938. Superlative condition throughout; bodily and mechanically; extensive recent work in interior, coachwork; engine; new tyres; exhaust; rare and exceptionally impressive motor car. Viewing by appointment only. £2,500. Tel.: Saffron Walden 2330. (6048

RALLY ESCORT, 200 h.p. 3.5 engine; 5-speed gearbox and Salisbury axle. Minilite wheels and Goodyear rally sport tyres; full instrumentation; 4 spot lights and reversing light; taxed. £1,450. Contact Richard Miles. Tel.: Brackness 23183. (6049

+4 MORGAN, 1952. Flat rad. extensively rebuilt; impending marriage forces sale; offers invited for this beautiful Morgan. David Barker. Tel.: Maidenhead (STD 0628) 29312. (6050

SALE 1937, 2-LITRE Aston Martin saloon. Rough, less engine. £175. Tel.: Benenden 469. (6051

LOTUS ELAN, S3, "F" registration; f.h.c. Special equipment; electric windows; knock-ons; h.r.w.; X.A.S.'s; taxed; M.o.T. 1973. Maintained in superb condition, full history available. Will haggle around £800. Tel.: Rye (Sussex) 2507 (evenings). (6052

AUSTIN-HEALEY 3000, Mk. III; wires; overdrive, radio; new hood, excellent condition. £675. Tel.: Oakley (Beds.) 2048. (6053

BUGATTI T37, 1926. Recently rebuilt, requires painting and upholstery. £4,750. Weeks, 275 Firtree Rd., Epsom, Surrey. Tel.: Burgh Heath 57963. (6054

TR2, 1956. Hard-top, soft-top; o/d; wires; Tax, M.o.T. £165. 41 Eastbury Ave., Rochford, Essex. (6060

LOTUS ELITE, S2. Superb example; white; Coventry Climax engine; ZF box; re-carpeted black; headlining; sunshine roof. £595. Offers invited. Tel.: Bournemouth 39120. (6062

M.G.-B ENTHUSIAST spent months finding this all black 1967 rustfree specimen. Superb low-mileage engine, gleaming wires. Invest £710 o.n.o. Tel.: 01-286 4760 (St. John's Wood) (evenings). (6068

SAAB 96, V4. De luxe, 1968 "G" registration; M.o.T.; red; v.g.c. £620 o.n.o. Tel.: Stoke Mandeville 2568 (evenings). (6069

RILEY 1953. 1½-litre; very good mechanical condition; rebuilt engine; new brake linings; two new tyres; long M.o.T.; roof needs recovering, a beautiful motor car. £145. Tel.: 01-946 5459 (evenings). (6070

M.G.-B, 1969 (July). B.R.G.; radio; tonneau. Avons; original owner, above-average mileage but well maintained; nice example which performs well. £865. Guest, Fairhaven, Rotherfield, Sussex. Tel.: 01-788 1687 (office hours). (6071

AERO MINX, 1934. Two owners from new. Excellent original condition; M.o.T., taxed; spares. Sensible offers around £700. Box 3270. (6072

TR4A, 1966. Surrey tops, 5½J wires; Blaupunkt radio; servo, etc. Possibly the best example of its year available. £630. Mr. Cook. Tel.: Chelmsford 56141 (work), Braintree 742 (home). (6073

BRISTOL 401. A really exceptional example. Rebuilt 100 series engine and gearbox; new tyres; clutch; chrome. Re-sprayed metallic blue. £395. Tel.: Droitwich (Worcs.) 4185. (6074

T-TYPE FORD Tourer. Suitable for restoration. Engine and gearbox overhauled. Tel.: Lindfield 2333. (6075

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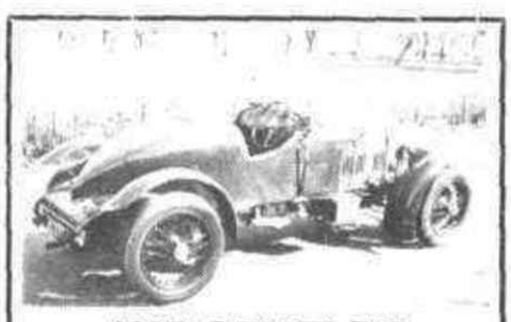
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Y-MODEL FORD, 35 circa. Sale due to foreclosure; one titled owner. Investment at £300, HTV 1 at £90 o.v.n.o. Old Morris stock to it free. Tel.: Potters Bar 59315. (5112

RARE TICKFORD Humber Snipe convertible, 1949. M.o.T., taxed. Requires some work on body, only £125 cash or exchange best vintage motorcycle offered. Jones, 5 St. John's Rd., Westcliff, Essex. (5113

TR4A, 1967F. White; radio; Rostyles; 27,000. First viewer will buy this beauty. £695 o.n.o. 80 Crathorne Ave., Oxley, Wolverhampton. (5122

M.G.-C GT, 1968. Exceptional condition. Finished in Porsche orange with black vinyl roof and black interior. Fitted reclining seats and 72 spoke w/wheels. Nearly-new radials, racing mirrors, o/drive radio, etc. £850 o.v.n.o. Tel.: Stratford-on-Avon 66893 (daytime). (5138

M.G. MIDGET "J" regd. (Nov.). Usual extras; 16,000 miles; Midnight blue; H.P. arranged; wife pregnant not car. £700 o.n.o. King, 1 Caldervale, Bodenham, Hereford. Tel.: Leominster 2951, ext. 38. (5144

M.G.-B ROADSTER. Iris blue, 1965. Immaculate throughout; wires; radio; tonneau; taxed. M.o.T.; genuine car. £520. Tel.: Warninglid (Sussex) 245. (5145

1969 **SPITFIRE** red; wires; undersealed; Konis; air horns; GB00s; Motorola p.b.; twin spots; twin reversing lamps; taxed June; new M.o.T.; 34,000; immaculate £650. Tel.: Leeds 636835 (evenings). (5146

1954 **WOLSELEY** 6.80. M.o.T. £150 o.n.o. Details. Tel.: Stenigot (Lincs.) 673. (5147

DELLOW 1954. Good body, some mechanical attention necessary. Offers £150 plus. Tel.: Roche (Cornwall) 389. (5149

1961 **A40 COUNTRYMAN.** Good condition; M.o.T. Feb. 1973; reg. JT 28. Tel.: Bingham (Notts.) 2828 (after 6 p.m.). (5150

LOTUS ESCORT "K" regd. built by professional engineer to twin-cam specification. 9,500 miles, never rallied or raced. White and black; 5 x 5½ J Lotus rims with Cints undersealed, extras. Will accept £975 cash or P/E plus cash considered. Pete Turner. Tel.: Cosham (Hants.) 70911, ext. 3454 (before 3 p.m.). 5153

1965 **MERCEDES**—300SE. Left-hand drive; 1-shot lubrication throughout; radio, sliding roof; one spare set of spiked ice tyres. Fitted with new engine two years ago, and new gearbox. Price £950. Tel.: 01-508 3838. (4639

DAIMLER SP250. One of the last original June 1964 "C", in very good condition. Only genuine buyers. £975. Tel.: Tadworth (Surrey) 2085 (evenings). (5103

MINI COOPER "S", Mk. III, first registered July 1971. White with black sun-roof and black vinyl surround. Hopkirk shoulder high reclining seats, detachable headrests. New 5-push-button radio with roof aerial. Thermostatically controlled engine fan, twin tanks, oil cooler; five new Michelin XAS tyres. Carefully driven, 18,000 miles but like new. Reluctant sale, owner suddenly going abroad. Cost £1,300, accept £950. Tel.: Kidsgrove 2204 (STD 07816) (S.E. Cheshire). (5104

15 LOB Reg., 1964 model Ford Corsair de luxe, 4-door. Bucket seats, floor change, seat belts; full service, well maintained, M.o.T. One owner. One of the best cars I've driven; offers. ROB 378, Reg. 1949 A40 Dorset, 2-door, full service de-coke, new exhaust 2,000 miles, good condition, M.o.T. Sept. 1972. Offers. Tony, Tel.: 021772 2617 (day), 021772 2480 (evenings.) (5107

SUNBEAM TIGER V8 4.2-litre, 1966. Excellent condition, low mileage. Polar white, hard-top, soft-top, tonneau, alloy wheels, radio. £720 o.n.o. Tel.: Derby 361552. Baby forces sale. (5111

BRISTOL "401". Sound body and mechanics. Long tax/M.o.T. £350. Mrs. Sipkin, Tel.: Pudsey 70703 (office hours). (5140

PORSCHE 911T Sportomatic, 1968. Red/black, 39,000 miles, two dedicated owners. Tinted windscreen, Blaupunkt push-button radio; recent new heater system. Excellent condition, £2,000, no haggling. Tel.: Ayr 60878 (evenings). (5141

ONCE IN A lifetime. Morgan +4, owned for 15 years and rebuilt to 1960 standards by the Morgan Motor Co. Ltd. For complete details and history contact: Blackburn (Mrs.), 11 Hinderton Drive, Lower Heswall. (5142

RILEY 1½, 1955. Really excellent condition; M.o.T.; one owner 14 years; 47,000, genuine. £375. Tel.: 01-953 2807. (5143

1953 **RILEY 2½** R.M.F. Crank ground, new bearings and clutch. New roof. M.o.T. £320 o.n.o. Tel.: Dorking 2968. (5151

M.G.-B GT, Nov. 1966. White/black. Overdrive, undersealed from new, wires, Webasto roof, Motorola. Excellent condition throughout, maintained regardless of cost. Must sell due to purchase of new house. Details: Tel.: St. Ives (Hunts.) 62790. (5152

BENTLEY S.1 Automatic, May 1959. One registered owner. 130,000 miles. Full history. Shell grey over steel blue metallic. Blue leather. Power steering, electric windows, wireless, sliding roof, heated rear window, new Dunlop whitewall tyres. Taxed, tested until July. All tools, instruction manual, old M.o.T. certificates. Coachwork, interior, mechanically in superb faultless condition. Always fastidiously maintained, cherished from new. An appreciating asset. £1,490. H.P. possible. Would accept smaller car in part payment. Tel.: 01-346 4464 (day), 01-346 3918 (evenings/weekend) (North London). (5268

1939 **B.M.W. 326** saloon. Good oil pressure, sound condition, excellent tyres; required throughout. Recently repainted light blue, brakes overhauled. Taxed, tested, insured. £200 o.n.o. Oliveira, "Ingleden", Weaverham Road, Sandiway, Cheshire. (5271

RELIANT SCIMITAR f.h. coupé 3-litre. M.o.T. June, 29,000 miles. Needs slight body attention. £595. 1967. Tel.: 01-205 2100. (5274

FOR SALE—continued

M.G.-B GT, 1969, fitted overdrive, wire wheels. Under 30,000 miles. Excellent condition throughout. Year M.o.T. Cheaper car considered in part exchange. H.P. could be arranged with low deposit. Can deliver anywhere in U.K. Very realistic price of £1,050 for quick sale. Tel.: 061-437 7462 (evenings) or 061-273 5742 (day). (5272

E-TYPE ENTHUSIAST must be found to buy my immaculate 4.2 "J" reg. f.h.c. manual, 16,000, chrome wires. New G800s. Sundym windows. Red with black trim. Motorola. £2,100. Martin, Tel.: Goudhurst 327. (5273

LANCIA FULVIA Rallye 1.3, 1969. Frontal damage. £450. Tel.: 01-205 2100. (5274

M.G. PA, 1934. Immaculate, original condition. Truly exceptional car. Numerous spares. £900. Serious enquires only please. Tel.: 01-647 9989. (5275

M.G.-C, 1969, excellent condition, low mileage; overdrive, w/w., etc. £935 o.n.o. Tel.: Syston (Leicester) 3547. (5276

1929 **AUSTIN** Arrow two-seater tourer, partly restored, dismantled. Needs work to complete. Seen Norfolk. Offers. Box 3257. (5328

1935 **RILEY** Falcon, M.o.T., £175; also 1946 Austin Ten, one owner, low mileage, £75. Tel.: Worthing 39735/31400. (5329

SP250. "Met." blue, black hard-top. New "Cints". Good condition. Offers over £445. Tel.: Southport (Lancs.) 57504 (evenings only). (5331

1964 **SPRITE** Mk. III, M.o.T. Jan. 1973, taxed May. Red. £275, or exchange Mini or Morris 1000. Harbron, Whinnerah, Gosforth, Cumberland. (5332

M.G. TA/Recon. TC engine; 4,000 miles. Recent bills for £200. Fkrst class condition. £400. Fiat B, 104 Wells Rd., Bath, or Tel.: Bristol 26310. (5333

1954 **CONTINENTAL** Bentley. J. H. Mulliner, 74,000 miles. Details can be obtained from Rolls-Royce. Immaculate condition. £3,000, no offers. Tel.: 657 3424. (5335

M.G.-A 1600 coupé. Good condition, tax, M.o.T. Recent respray. Owner abroad. £270 o.n.o. Tel.: Porthtowan 357 (Cornwall). (5337

MORGAN 4/4. Red. 1960. Taxed, M.o.T. £325. Tel.: Watlington (Oxon.) 599. (5338

ALFA ROMEO 2.6 Spider, 1967, two owners, 34,000. Good condition. Very desirable four-seater open sports car, £575 o.n.o. 33 Tweskard Park, Belmont, Belfast. Tel.: 63345. (5339

BRISTOL 407, dark blue, upholstery grey. Engine overhauled. Long M.o.T. Many extras. Superb condition. £875 o.n.o. Please Tel.: Bristol 44868. (5358

ALVIS Grey Lady d.h. coupé, 1955, £250. For full history and description write: Peterson, Lower Farm, Easton Royal, Pewsey. (5372

PORSCHE 356C, November 1964, champagne yellow. Low mileage. New ZX tyres. Blaupunkt radio. AFN serviced, excellent condition. £900. Horley. Tel.: South Benfleet 53731, Bishop's Stortford 502384. (5376

BELIEVED UNIQUE. Very special 1962 Gilbern. Hand-built 1,622-c.c. B.M.C. engine, twin-cam bottom end, overlap cam. H.R.G. alloy head, large valves and twin 42DCOE Webers. Alloy flywheel, competition clutch and ZF 4-speed gearbox. Servo brakes disc front, wire wheels and RS5 tyres (two new). Engine recently rebuilt and front wheel bearings just renewed. Many extras, genuine mileage under 23,000, with original owner. M.o.T. to June. Tel. 01-989 6081 if you have around £750 to offer (evenings only). (5460

M.G. TF. Professionally restored, engine rebuilt. Car as new. Gleaming. M.G. C.C. member. Will sell, £950 o.n.o. Tel.: 01-670 2101 (W. Norwood) (day). (5461

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BENTLEY, 1948, standard saloon for sale; only one owner throughout. Just been completely overhauled mechanically by Rolls-Royce with new engine and new gearbox, and overhauled and resprayed by coachbuilder. What offers? E. L. C. Pentecost, Cropwell Butler, Nottingham. Tel.: Radcliffe-on-Trent 2224. (5463

1936 **MORRIS** 8 h.p., Series I, 4-door sunshine roof saloon. Maroon and black cellulose. In really superb condition. Body, chassis and mechanics excellent. Interior first class. Taxed, tested, insured, and in daily use. Ideal family transport. £260 o.n.o. Tel.: Epsom 25972. (5464

BENTLEY 3½-LITRE, 1934. Park Ward sports saloon. Good all-round condition. £800 spent over last six years. Recently completely serviced by Bentley expert. £1,150 o.n.o. Tel.: 01-977 1930 (during office hours). (5466

TF 1500. Has been lovingly stripped to last nut and bolt, and then completely restored to its original condition. New hood, sidescreens, hood bag, tonneau, Connolly hide seats, all interior panelling and carpets. Also all chrome re-done. Full engine and mechanical rebuild. Must be seen. Offers. Write or 'phone: A. Franks, 45 Cheam Rd., Ewell, Surrey. Tel.: 01-393 1747. (5467

BRISTOL 400, 1948. Rare. Good condition throughout. £250 o.n.o. Tel.: 01-858 4732 (evenings). (5468

XK120 D.H.C. Rebuilt. Excellent condition. Not used for one year. Needs some attention. Offers to Dr. Tominey, Tel.: 387 9300 (London). (5469

RILEY 2½-LITRE R.M.F., 1953, exceptionally fine example. Black, red interior. Very original. £400 o.n.o. Tel.: Saffron Walden 2330. (5540

LOTUS CORTINA, June 1969, white; 22,000 miles. New GP70s; full service history. Superb example. £820. Tel.: Byfleet 43175. (5541

1937 **ROLLS-ROYCE** Phantom III. Aluminium body by Hooper. Excellent condition throughout. Chauffeur compartment. $5,500. Mr. Rutter, 13 Feilden Way, Newmarket. Tel.: Newmarket 4945. (5542

1927 **ROLLS-ROYCE** 20 Park Ward tourer. M.o.T. tested and ready for the road. Original and in excellent condition. £3,250. McGuire. Tel.: Barnetby 278 (Lincolnshire). (5547

FOR SALE—continued

TR5, NOVEMBER 1968, 31,000 miles, one owner I.A.M. Meticulously maintained and never driven hard; red with black leather; twin mirrors, wire wheels, tonneau cover, overdrive, radials. No town driving; recently renewed underseal. £1,050 o.n.o. Tel.: Llangarron 262 (Herefordshire). (5549

OPEL, 1910, open tourer. Low mileage, only 2,400 Swedish miles. A really rare example in excellent condition. In very good running order. £6,500 is the price for this fine car. The Veteran Cars Club, Box 3057, 7003 Orebro, Sweden. (5551

ALVIS TD. Series II, automatic. First registered Oct. 1963, 88,000 miles, one owner. Carefully maintained and good mechanical condition. £495. Box 3258. (5558

THE FULL EQUIPE. Lancia Flaminia hitched to 1-ton car trailer. Lancia on new "X"s. Year's M.o.T. Trailer new low-load 4-wheeler. All lights, ramps, winch, etc. Ideal set-up for getting your car to the circuit, or general car transport. £450 the lot, or split at £250 each. Jim FitzGerald, Tel.: Riseley (Beds.) 296. (5559

A.C. ACECA-BRISTOL. Nov. 1957. Recent rebuilt 100D2 engine; ditto gearbox. New high-ratio diff. New drive shafts, suspension pins and bushes, rear spring, rear chassis sub-frame. New ally panels in rear interior. Present owner since 1966 (runs Vintage Rebuilding Business—hence all the aforementioned). Taxed Nov. M.o.T. £700. Jim FitzGerald, Tel.: Riseley (Beds.) 296. (5559

1951 BENTLEY. Very rare lightweight all-aluminium coachbuilt body by H. J. Mulliner. Black. In good condition. Tel.: Bath 5764. 5 Saxon Street, Chippenham, Wilts. (5560

1926 FIAT 501 coupé, special aluminium body (possibly unique). Completely restored and in superb condition. £1,100 o.n.o. Tel.: Mobberley 3203. (5561

A.C. 2000 saloon, 1951. Engine recently line bored all mains and big-ends, crank ground, etc. New pistons, new king-pins. Bills shown. Very original. Taxed, M.o.T. Feb. 1973. £195 o.n.o. Consider swap Mini or 1100. Tel.: Bedworth 314181, or call: 160 Heath Rd., Bedworth, Nr. Coventry. (5562

1960 XK150 f.h.c. Rebuilt engine and body. Beautiful example. Must be seen. Tel.: Epsom 21009. (5613

XK150S 3.8, 1960, f.h.c. Grey. Immaculate. March M.o.T. All bills. £690. Box 3264. (5612

1934 BENTLEY 3-litre, reconditioned engine. Body needs some attention. No offers, £1,000. "Cedar Court", Warrington Rd., Hoole Village, Chester. Tel.: Mickle Trafford 231. (5615

ABSOLUTELY UNIQUE 1911/12 car for sale during next few months. Best offer over £2,000. Box 3265. (5685

ROLLS-ROYCE, 1935, 20/25 Hooper limousine, blue and white. Engine, tyres, mechanical very good, body and interior good. £1,175. Purdy, 85 High St., Great Abingdon, Cambs. Tel.: Linton 455. (5687

GILBERN 1800 GT. Completely rebuilt 1971. Rebuilt engine, transmission, brakes, suspension. Re-upholstered red resprayed white. Fitted four new radials; taxed, 10 months' M.o.T. This car has no known faults and must appreciate. £550. 20 St. John Rd., Wroughton, near Swindon, Wilts. (5689

MORGAN PLUS 4 Competition, 1966. Excellent condition and much cherished. TR4A engine. Dark B.R.G. with black wings. Multiple extras. £790 o.n.o. Tel.: Birmingham 554 5828. (5690

MORGAN 4-SEATER, 1970. Radio, leather upholstery, tonneau cover. Flame colour. Luggage rack, tow-bar, new tyres; 23,000 miles. Maintained by factory. £1,150. Tel.: Andoversford 563. (5690

AUSTIN 10-H.P., 1934. Reg. EG 1302. Excellent condition. Inc. current M.o.T. £300 o.n.o. Tel.: Woodstock 811310. (5691

1935 M.G. P.A. Supercharged. Complete, dismantled; requires rebuild. Owner buying house. Offers. Box 3294. (5693

DAIMLER SP250, B Series, April 1961. Cream, tan upholstery, wire wheels, tonneaux, radio, very many other extras. Owned by the advertiser for nine years. Offers are invited around £575. Oldfield Tel.: Ecclesfield (Sheffield) 3131 (day). (5696

IMMACULATE 1937 Morris Eight, four-door saloon. Beautiful coachpaint/mechanics. Fully restored. Taxed July, M.o.T. April 1973. Very attractive reliable motoring. £220 o.n.o. Also wanted, anything for B.S.A. three-wheeler. John Sumner, 34 Chelwood Ave., Liverpool, L23 2UX. Tel.: 051-924 5309. (5698

TRIUMPH TR3A, 1959. Metallic blue and black. Overdrive, hard-top, soft-top. Konis. Halogens; new steering, suspension, exhaust, etc. £380. Write: Benjamin, 35 Holybrook Rd., Reading, Berks. (5699

ROLLS-ROYCE Silver Wraith converted into distinguished reliable estate car (as seen in Motor Show issue of Telegraph magazine). Ideal family use; long distance travel in comfort. Aluminium body, mechanically very sound. £950 o.n.o. Tel.: 01-858 7211. (5709

JAGUAR 340 saloon, one owner, registered June 1968, below average mileage. Overdrive, heated rear window, push-button twin-speaker radio, SP radials, inertia reel seat belts, quartz halogen headlamps, etc. Lustrous paintwork and chrome, mechanically superb. Probably the finest example of this classic high-performance saloon available. Sensibly priced at £885, part exchange a possibility. Please Tel.: 01-658 3221 (evenings and weekends). (5712

ALFA ROMEO 1600 Sprint GT. A superb example of this desirable thoroughbred. Maintained regardless. Mechanics recently rebuilt. Must be seen. Extras. £575. Tel.: Horsham 64502. (5714

LOTUS EUROPA, "K" Reg., 3,500 miles. White/black trim, air horns, electric windows, etc. Showroom condition. £1,360. T. Howson, Burford, Claronden Rd., Whally Range, Manchester. (5716

DAIMLER SP250, April 1964, 27,000 miles, Ivory/black, hard/soft-tops. One owner. Virtually new. £1,050. Tel.: Eastbourne 54665 (evenings). (5717

1967(E) **M.G.-B GT.** Extras. £810 or H.P. Tel.: 051-426 3270. (5720

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1937 AUSTIN Big Seven. Immaculate original condition. Genuine 34,000 miles. M.o.T. August. Two owners only. Any trial. £250 o.n.o. Normington, Marsh End, Tetsworth, Oxon. (5721

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M.G. ZB, 1957. Externally rough, mechanically sound. Workshop manual. M.o.T. Jan. 1973. £70. Tel.: Runfold 2175. (5741

1952 BRISTOL 401, good condition but king-pins need attention. £155. Yates, 21 Onslow Gdns., Wallington, Surrey. Tel.: 01-669 2415 (evenings). (5742

MINERVA, 1920, "Coupé-Chauffeur", also Bugatti collection, Belgium. Details, Tel.: 01-399 1622 (London). (5743

M.G. VA tourer in green, fully restored, 1937. About £600 required. 73 Honeysgreen Lane, Liverpool 12. Tel.: 051-228 9244. (5744

BRISTOL CONVERTIBLE: Pinin-Farina on 401 chassis. One of six ever made, sound order, M.o.T. Offers around £350. Blair, 11, Pan Ha', Dysart, Fife. (5745

SUNBEAM TIGER, 1965. H. & S. tops, radio; low mileage, perfect. £599. Tel.: Stock (Essex) 231. (5746

FIAT. Immaculate 124 sports coupé, 1438, March 1971; 7,000 miles; twin o.h.c., five forward speeds. Canary yellow. £1,495. Tel.: Benington (Herts.) 230. (5747

1950 WOLSELEY 6/80, straight six o.h.c. saloon, completely original, mint condition throughout. Engine recently rebuilt, new tyres, new M.o.T. Two owners from new. £250 o.n.o. Tel.: Huntingdon 52801. (5748

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B.M.W. 1800, 1968, left-hand drive, "J" registration, excellent condition. £725. P. Broqle, 42 Oakland Ave., Farnham, Surrey. Tel.: Aldershot 22913. (5754

SPITFIRE Mk. II, 1965, wires, new radials, aux. inst., tonneau. M.o.T. Tel.: Ware 3420. (5755

1938 ROVER 10, in excellent condition. Recently valued at £750. Genuine enquiries only. Tel.: 0632 875122. (5756

SUNBEAM TIGER, 1965, dark blue. Superb condition throughout, only two owners. Push-button radio, wing mirrors, seat belts, hard- and soft-tops. £650 o.n.o. Tel.: 01-977 9812 (after 7 p.m.) (5760

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DROPHEAD COUPE Riley 2½-litre, 1950, similar to photograph page 162 February edition, superlative condition throughout, black hood, dark green coachwork, recent engine overhaul. Present owner five years. Serious offers invited. Tel.: Saffron Walden 2330. (5794

ALVIS 12/50 duck's-back bodied two-seater sports, M.G.-A twin cam roadster. Offers. Tel.: Hathersage 414. (5795

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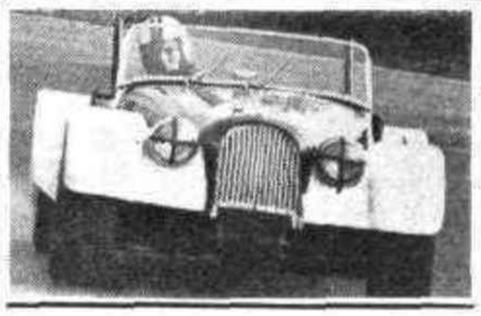
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LOTUS 7, S2, 1962. V.g.c.; new G800s; 1,200 c.c.; M.o.T. £445 o.n.o. 49, Birchwood Ave., Nr. Hackbridge Station, Surrey. (6490

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NSU 1200TT, 1968. Excellent; radio and other extras; 41,000 miles. £550 or exchange Estate or anything interesting. Tel.: Guildford 62209. (6495

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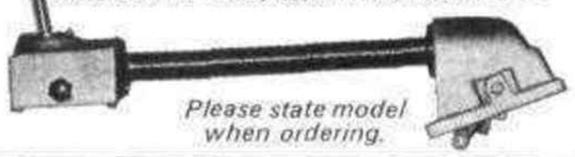
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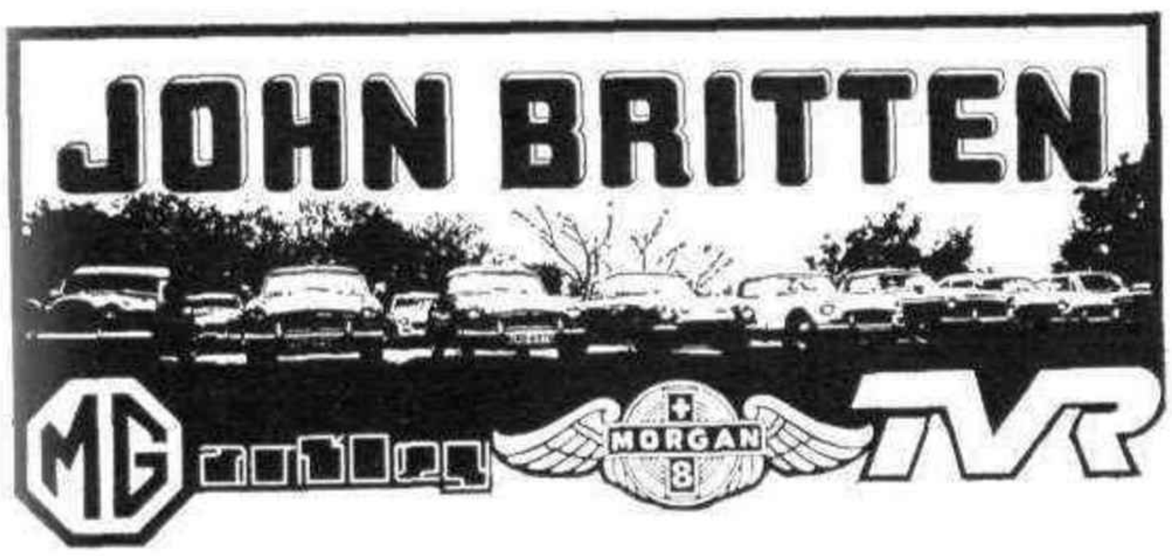
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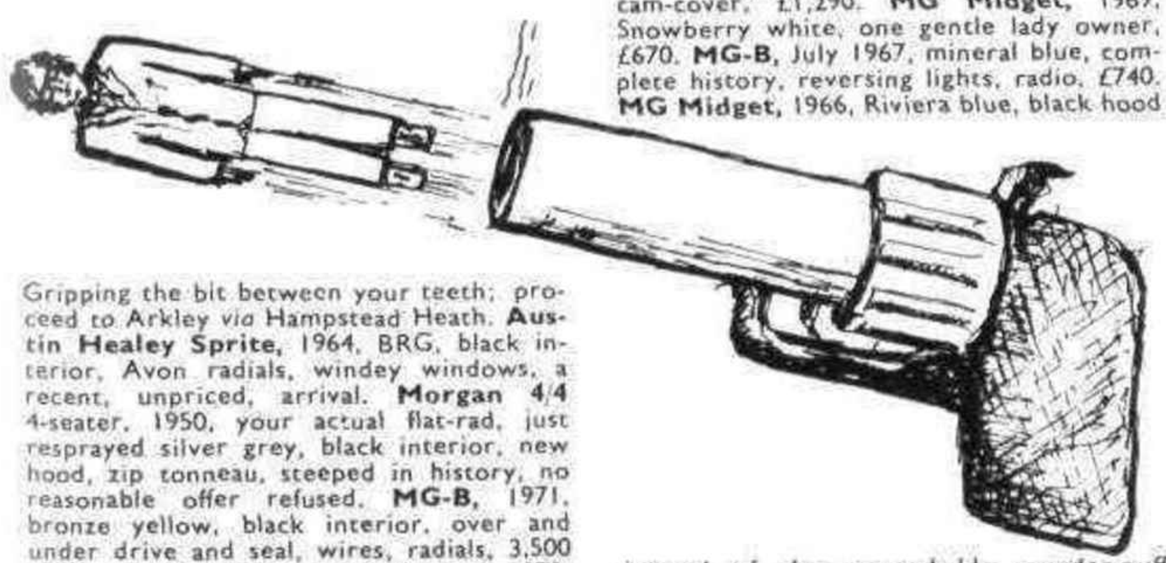
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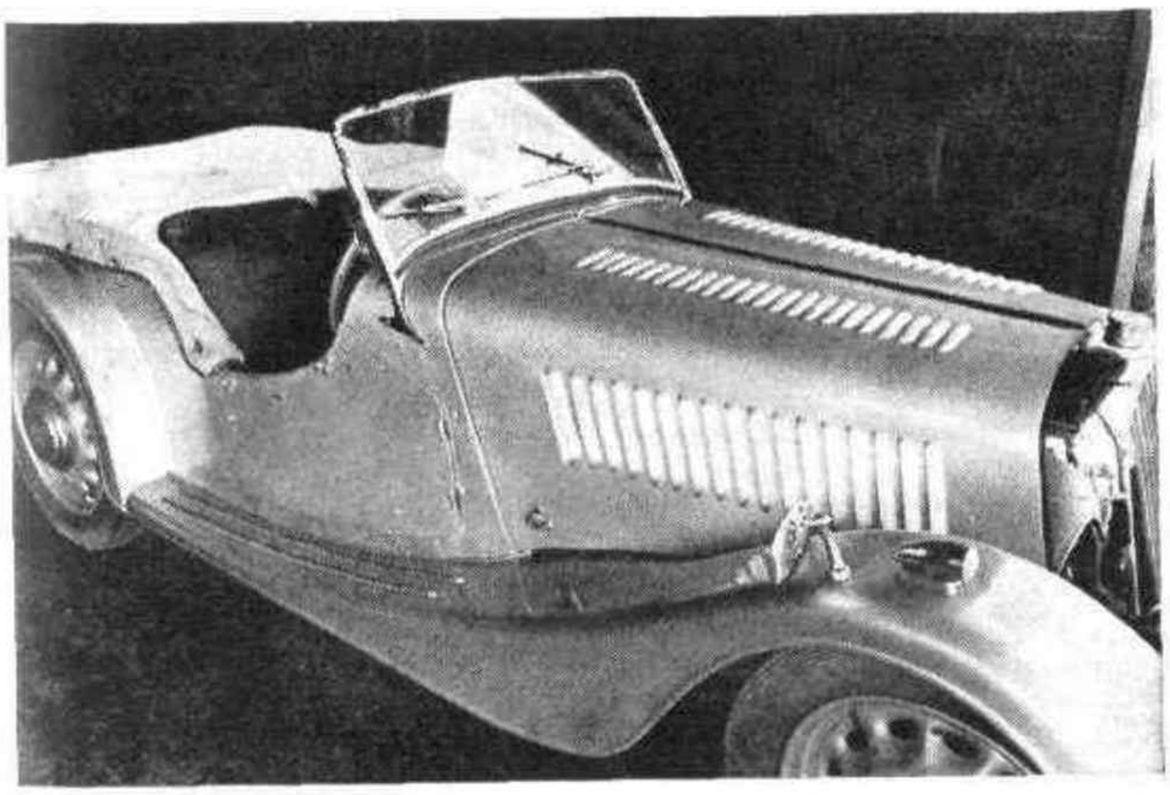
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Gripping the bit between your teeth; proceed to Arkley *via* Hampstead Heath. **Austin Healey Sprite,** 1964, BRG, black interior, Avon radials, windey windows, a recent, unpriced, arrival. **Morgan 4/4** 4-seater, 1950, your actual flat-rad, just resprayed silver grey, black interior, new hood, zip tonneau, steeped in history, no reasonable offer refused. **MG-B,** 1971, bronze yellow, black interior, over and under drive and seal, wires, radials, 3,500 miles, £1,245. **Morgan 4/4** 4-seater, 1970, red, related to Peter Morgan (it says on our stock-list, and who am I to disagree?). **Lotus Europa S2,** late 1969, Lotus yellow, push-button radio, SP Sports, minimal

£790. **Lotus Elan S4,** convertible, 1970, silver grey, radio, knock-on wheels, red cam-cover, £1,290. **MG Midget,** 1969, Snowberry white, one gentle lady owner, £670. **MG-B,** July 1967, mineral blue, complete history, reversing lights, radio, £740. **MG Midget,** 1966, Riviera blue, black hood instead of the unspeakable powder-puff blue one you normally get with this colour, wide Rostyle wheels, brand new ZXs, special exhaust, mildly modified motor, radio, £475. **Morgan 4/4** Comp., 1968,



miles, £1,050. **MG Midget,** 1966, Old English white, very wide wire wheels in flared arches, fat tyres to match, £495. **Arkley SS,** *cafe* with *noir* interior, *au lait* hood, newly built by us, 1,275cc chassis, front bumper, 7in. rims and Firestone Torinos, £850. **Austin Healey 3000 Mk III,** white with black sides, black leather, 1967, "F" Regd., overdrive, wire wheels, £975. **TVR Vixen 1800,** 1968, white, wire wheels, MG-B power unit, 45DCOE Weber, £860. **Triumph TR6,** 1970, damson, beige interior, overdrive, late-type wide wheels with red spot centres, multi-trumpet air horns, radio, SP Sports, one owner, £1,290. **TVR Vixen S2,** 1970, flame red, alloy wheels, leather rim, one careful, £1,095. **MG Midget,** 1970, flame red, wire wheels, you must be very, very quick as we have plans to *Arkley* it. **MG-B,** 1967F, blue, wires, radio, oversize ZXs, Weber, chrome grid, leather rim, console, electric fan, twin exhaust, £675. **Arkley SS,** Indy white, black hood and interior, 1,275cc chassis, now being completed. **Morgan Plus 8,** 1970, indigo blue, black interior, one owner, dual exhaust, £1,495. **Triumph Spitfire,** 1969, Spa white, black trim, wire wheels, £690. **Triumph TR4,** 1962, signal red, detachable black hard-top, soft-top, overdrive, radio, radial plies, wing mirrors, leather rim, £425. **Austin Healey Sprite,** 1970, Mk 4½, bronze yellow, matching Classic Bermuda hard-top, soft-top, underseal, leather rim, indigo blue, small deposit taken so won't waste too many words on it. **MG-B,** 1970 but "J" registration, blue royale, overdrive, one owner, radials, £1,140. **Morgan 4/4** 2-seater, 1970 model (rocker-switch dash and suchlike), radio, rear bumper, chrome wheel trims, Cints, £1,215. **Arkley SS,**



newly built car from all new parts will be ready in mid-May. **Morgan Plus 8,** 1970, glacier white, radio and other extras too numerous, I believe the expression is, to mention; £1,595. **Morgan 4/4** 4-seater 1970 model, broken white, one owner, Cinturatos, £1,250. **MG-C,** 1969, mineral blue, overdrive, wire wheels, Classic Bermuda hard-top, soft-top, radio, £980. **MG-B,** 1971, glacier white, headrests, radials, left-hand mileometer figures have never stirred nor will they till another 1,600 miles have been done, £1,150. **MG Midget,** 1970 but, sad to say, a 1969 model, wire wheels, push-button radio, luggage rack, one owner, Snowberry white, reclining seats, £720. **TVR Tuscan V8,** 1968, Spl. Equipt. model with the solid lifter 4-barrel Cobra engine, dark purple, black interior, centrelock Minilites, SP Sports in XJ6 size, late property of the M.O. at B.H., detailed history and specification upon request, £1,950. We may be able to offer the registration number **TVR 8** to go with it. **Morgan 4/4 1600 Comp.,** 1968G, wire wheels, 74.6% sold. **Morgan 4/4** 2-seater, 1971, orange, chrome wheel trims, lockable bonnet, Cinturatos, the owner of this car is the ultimate do-it-yourself man, built his own house, brews his own beer, but he *says* he bought the 4/4 in the normal way. **Triumph GT6,** June 1971, brown, overdrive, heated rear window, £1,290. Many more arriving all the time. Also **Honda N360,** 1969; **Ford Escort** 1971, a really terrible '66 Mini and a '65 Rover 3-litre running on 4.76 cylinders; last two trade only. Cars up to 5 or 6 years old have thorough service and safety check, fresh oil and filter, defective brake pads and linings, batteries, steering/suspension and exhaust components discarded and replaced with brand new, written guarantee with no proprietary component exclusions, welcome to bring your lawyer/AA man/doctor/priest. We have **new MGs** for you, MG-B roadsters and '72 Midgets in stock, MG-B GTs round the corner but possibly in stock



by May 1st. The new **TVR 2500M** and **1600M** are now in production (see photograph), spare wheel lives under the bonnet, giving oodles of luggage space behind, other models continue unabated, we have one **TVR 1300** left at the old price, colour white. Then of course we have the **Morgan** crisis. Having just had a batch of Air Letters along the lines of "Arriving London Airport June 5th meet me with new Export Morgan on



Runway 17" and another one saying "I work for Ford Motor Co so shall require *at least* 12½% discount", I realise that the shortage of new Morgans is not generally understood. Frankly, chaps, they're like gold dust. You must try and order as far ahead as possible, even though we do try to keep some stock orders in the pipeline. We only promise not to juggle with orders to suit our own dastardly ends, and would be very happy to consult with you. We have some cheap 165-14 Dunlop SP68s, wings and bonnet lid off Arkleyed Midgets, a slightly nibbled Arkley front end (*not* off a Midgeted Arkley). Must sell my C-Craft inflatable plus Brit. Anzani any time after May 17th, no reasonable . . . We require a sports car odd-job man, handy with the polish and rags, must be able to drive. Also a fully skilled mechanic. Open to 7pm, closed Sundays. Sending our man over to the next page to find out what's going on; let you know next month!

Rural dept: JOHN BRITTEN GARAGES
Barnet Road, Arkley,
Barnet, Herts.
01-449 1144

Town dept: JOHN BRITTEN GARAGES
31 Moscow Road,
Bayswater, London W2.
01-727 2707

FOR SALE—continued

JENSEN CV8, 1963. Recorded mileage 49,000; agents' respray Caribbean Pearl from fibre-glass upwards last year £204; stored six months since; new Turbospeeds; battery; alternator; starter; M.o.T., tax; h.r.w.; reclining seats; twin radio etc.; agents' suggested price £1,150 but any offers considered as car rarely used; owner abroad, again, till May 7. Tel.: Whaley Bridge 3196. (6462

1953 RILEY, 1½-litre. Green, taxed; tested. Complete mechanical overhaul. Offers, "Dairylands", Hall Lane, Haughton, Tarporley, Cheshire. (6463

M.G.-B GT, 1966. Red with black leather, wires; radio. Exceptional condition. £695. Tel.: Southampton 69582 (evenings). (6465

BENTLEY S1. Unmarked black and silver finish with leather interior; automatic transmission; radio. Two distinguished owners from new (1956) and a genuine 61,000 miles; full history available. Any examination invited. £1,295. HP arranged, exchange possible. Tel.: Highcliffe (Hants.) 5051 (evenings). (6319

ASTON MARTIN, DB4. Superleggera, 1962. Reg. no. 111 DLC; silver grey; red leather; overdrive; electric windows; Radiomobile. Low mileage car in exceptional condition. £975. Tel.: Parbold (Lancs.) 2070. (6466

MODEL "A" FORD, 1929/30. Ex-tourer converted for use on land. Basis for restoration with good spare engine; gearbox; axles; wheels, etc. £100. Tel.: Parbold (Lancs.) 2070. (6466

SCIMITAR GTE, 1969. White; overdrive; radio. New house forces sale, so only £1,295. Tel.: Hassocks 5343. (6467

KARMANN GHIA Drophead coupé, 1968. L.h.d.; blue with black top; eight track stereo; perfect condition. £695. Tel.: Hereford 66632. (6468

OFFERS PLEASE. 1933 Vauxhall, CG 5579; fitted with 14 h.p. engine; rewired; numerous spares. Mount, Silver Crest, Hogmoor Rd., Bordon, Hants. Tel.: Bordon 2827. (6469

1949 ROVER 75. Good original condition. Radio; sun-roof; long M.o.T. £160. 19 Whites Drive, Sedgley, Nr. Dudley, Worcs. Tel.: Sedgley 4014. (6470

PORSCHE 912. 1968 November, 69 series. Orange, black interior; 38,000 miles; radio; electric aerial; h.r.w.; XAS tyres; history from new. £1,850. Terms arranged. Tel.: 01-446 0235. (6471

AUSTIN MINI, 1968. Twin carbs.; rally seats; new tyres; M.o.T. £300. Tel.: 01-581 1576 (evenings). (6472

RILEY "9", 1932. Complete rolling chassis; concours condition; including new tyres; carbs.; magneto; etc. Manual gearbox. Best offer accepted. 9 Raddington Drive, Kinetongreen Rd., Olton, Solihull. Tel.: 021-707 0585. (6473

SUNBEAM STILETTO. 1968. Claret. Excellent condition, not raced or modified. £445. Temple, 11 Crossley Close, Mirfield, Yorks. Tel.: Mirfield 4184. (6474

DAIMLER SP250 (Dart), "B" spec. in exceptionally good condition. Most major units recently replaced. Present owner, elderly gentleman, past six years. £650. Dewhurst, "Venlaw", Wyatts Rd., Chorleywood, Herts. Tel.: 2073. (6475

SPITFIRE MK. III, 1969. White with black interior; one lady owner; undersealed from new; S.A.H. rear spring; 5½Js with new radials; radio; heater; tonneau, etc. Excellent condition. £690 o.n.o. Tel.: 021-440 3400 (evenings). (6476

LOTUS ELAN, S4/SE. F.h.c., 1969, French blue; Radiomobile; knock-on wheels; alarm. Complete maintenance records. Recent Lotus overhaul. Outstanding specimen. Quick sale, hence £1,100. Tel.: Weobley 387 (anytime). (6479

TVR VIXEN, S2. Regd. May 1970. Pearl black; B.R.M. twin cam engine; 1,600 c.c.; 22,500 mileage; stereo radio. £1,300 o.n.o. Specialist maintained. Tel.: Bolton 24927 (day), Bolton 27546 (Night). (6480

E-TYPE JAGUAR convertible, 1968. Red with black leather; chrome wires; radio; eight track Motorola slot stereo; steering lock; works hard-top; Peco exhaust; 12 months M.o.T.; SP sport and E70 UR tyres. £1,500. Tel.: 021-559 4433 (daytime). (6481

AUSTIN 7, 1929, 2-seater, twin cowled scuttle, dropped axle; Bowdenex brakes; cycle wings; slab tank; aluminium head. Running order £250. Tel.: 021-472 0080/2350. (6482

1955 BRISTOL 405 in excellent condition. Full service history from 1964. Re-conditioned engine 100 B2; overdrive; front spring and suspension. Bills for spares from Bristols. Excellent Cinturatos; disc brakes; Kenlowe fan; one new Cinturato and numerous spares. £700 o.n.o. Tel.: Sheffield 56969. (6483

1933 RILEY Nine. Special series Monaco. Reconditioned engine fitted plus spare; all new glass; battery; carbs.; dynamo; tyres; lighting rewired. Over £200 already spent. Needs recover fabric roof; trimming and paintwork to complete. Lack of space and funds force sale. £190 o.n.o. de Winter. Tel.: 01-907 2457 (6484

TD21 ALVIS. Webasto roof, wire wheels; metallic grey; exceptionally beautiful car. £495 or thereabouts. Tel.: Oakford 379 (Devon). (6487

FIAT 2100, Saloon, new ZX tyres. New exhaust and brakes; white, blue interior. A very nice quality continental car. £195. Tel.: Oakford (Devon) 379. (6487

1938 AUSTIN. Big Seven, fair condition. Spare engine, gearbox; tools and handbook. Apply White, 74 The Common, Parbold, Lancs. Tel.: 02576-2440. (6488

M.G. MIDGET, 1969. £625 o.n.o. Palmer, 42 Ormonde Rd., Chester. Tel.: Chester 43002. (6489

FOR SALE—continued

FERRARI 330 GT, 1965. Red/black trim. Five-speed gearbox; electric windows; radio/eight track stereo. Reconditioned engine; recently fitted new clutch; exhaust system; tyres; brakes; carpets. A considerable amount of work has been carried out to make this probably the best on offer. £2,050. Exchanges considered. Tel.: Milton Abbas 411/675. (5856

MAGNIFICENT DAIMLER Barker special sports. Concours cup winner 1971. Recent costly expert renovation; new lined hood; tyres; brakes, etc; coach painted two-tone maroon; gold line. Immaculate. £495. Tel.: Newcastle upon Tyne 810087 (day) or 887249. (6039

"CHEAP THRILLS". New Morris Mini Scamp; 998 c.c., March 1972, "K" regd. Electric blue; white hood and side screens; roll-over bar; special seats; new G.800s, etc. "Amazing". Tel.: Walton-on-Thames 20013. (6092

RARE BENTLEY, 1954. R automatic; James Young 4-door alloy saloon, design C20, about 30 built; 27,000 miles on replacement engine. Surgeon retiring before car. £1,500 o.n.o. Tel.: Bath 23079 (after 6 p.m.). (6094

MARCOS 2-LITRE, Nov. 1969. Superb unblemished condition, must be seen. Porsche blue; 26,000 miles; engine beefed, revs; 6,500 thus greater flexibility. £1,300. Simon. Tel. 01-283 3821 (office). (6096

LOTUS ELAN, S4. Special equipment, drophead; metallic silver; matt black coachwork. 26,500 miles; maintained regardless of cost. Full years M.o.T., many extras. £1,145. Tel.: 0734-332 580 (after 6 p.m.). (6113

LOTUS ELAN Sprint convertible, 1971. Bronze yellow; 9,000 miles only; Motorola radio; tonneau. As new condition. £1,475. Tel.: Ascot 24501. (6114

1936 AUSTIN Nippy. Excellent condition; used as second car last summer; business commitments force clearance of garage. Price negotiable at £300. Tel.: 01-677 0476 (evenings). (6132

DAIMLER DART, B spec. Comprehensively restored; excellent condition. £750 o.n.o. Tel.: Hemel Hempstead 4833. (6133

GILBERN 1800 GT, 1963, 2 + 2 sports coupe. M.G.-B engine; o/drive, w/wheels; radio. Very good condition. £540 o.n.o. Tel.: Bedford 781517. (6135

1970 "J" REGISTERED. Series III, Lotus S7, red; 1600 GT. Full all weather equipment, including heater; 16,000 miles. £700 exchanges. Tidbury, "Happidais", St. Lawrence Bay, Nr. Southminster, Essex. Tel.: Tillingham 341. (6137

JAGUAR XK150. F.h.c. in superb condition throughout; new tyres; exhausts and braking system. Fitted with full harness seat belts. £800. Tel.: 01-504 7347. (6138



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Hooe, Battle, Sussex. Tel: Ninfield 259

1955 Arnott, 2-str-sports, Climax engine' **£600. 1936 Park Ward Bentley, £375' 1965 Gordon Keeble, £1,200. Regd, '54 Lancia Aprilia** with special Farina bodywork, **£80. 1958 300SL** being resprayed, colour to customer's choice. **1967 911S Porsche**, one owner, low mileage, **£2,175.**

FOR SALE—continued

PORSCHE SC, 1964. Yellow, black interior; Blaupunkt radio; spots. Recent engine overhaul; new bearings, pistons, cylinders. Excellent body condition. Porsche service maintained; M.o.T. £850 o.n.o. Tel.: Lytham 4464 (after 6 p.m.). (6139

TR4A, 1967 model. Surrey hard/soft-tops. Signal red; overdrive; Motorola; 37,000 miles; two sets wires; XAS radials; new exhaust. Superb £675. H.P possible. Tel.: Bedford 61409 (evenings). (6141

1923 ROLLS ROYCE, Doctors coupé with dickey. Rear wheel brakes only. Good condition but unrestored. Offers. Box 3271. (6142

MASERATI 3500 GT, Superleggera, 2 + 2 l.h.d. Aluminium body in bright red, black roof; engine overhauled; new clutch; tyres; radiator. Spots; vario fog lamp. 1962 mode, "F" regd. Offers around £875. Tel.: Horncastle (Lincs.) 3429. (6143

JENSEN CV8, Mk. II. Automatic, 1964. Californian sage, red hide. Maintained at Jensens by fastidious owner; exceptional condition with full specification and electric aerial; new tyres. Full service history. £795. Tel.: Shrewsbury 2173. (6144

1947 MORGAN Series One coupé. Dark green; rebuilt engine; new clutch; brakes; driveshafts; trim. To good home only. Offers around £500. Tel.: Weyhill (Hants.) 2817 (after 6 p.m.). (6145

LOTUS SUPER SEVEN, Cosworth 1500 engine. (Rebuilt 1970 by specialists, incorporating other modifications). Two twin carburetters; adjustable suspension; wide wheels. Lemon chrome/black bodywork; carpeted throughout; new weather equipment; undoubtedly amongst fastest/immaculate cars in Midlands. Marriage plans sale reason. £650 o.n.o. Bailey. Tel.: Studley (Warwickshire) 2295. (6146

SUNBEAM TIGER 260, 1965. Green, both tops; tonneau; boot rack; 5½Js; air horns. Taxed December. House purchase forces sale, £650 including some valuable spares. Please write: J. Garner, 119a St. Bernards Rd., Olton, Solihull, Warwickshire. (6147

FOR SALE—continued

1969 E-TYPE Roadster, Mk. 2, "H" reg. White, black trim; chrome wire wheels; tinted glass; radio. 24,000 miles. £1,675. Consider part exchange. Tel.: 061-432 4968 (after 6 p.m.). (6148

1970 LOTUS Elan, S4. D.h.c. Royal blue; 22,500 miles; knock-on wheels; push button radio. Excellent condition. £1,175. No offers. Tel.: 061-428 5970. (6150

XK150S ROADSTER, 1959. Magnificent car having had a lot of money spent on engine, body and brakes over last two years; tunnel mounted overdrive; completely original; one of the few sold in England. £1000 or nearest offer. Box 3295. (6151

MORGAN 4/4 Competition, September, 1969; 16,000 miles; B.R.G.; heater; tonneau; luggage rack; wire wheels, etc. £1,100. Tel.: Midsomer Norton 2335. (6152

ALFA ROMEO 2600, 1964. Metalflake gold; reclining leather seats; electric windows; 5-speed gearbox. £400. Tel.: 051-727 2617. (6154

M.G.-B COMPLETELY hand assembled throughout by Bill Nicholson. Beyond stage VI specification; one owner. Collector's piece. Superb condition. £1,000. Tel.: Harrold 652 (evenings). (6155

TR3A UNMARKED. All metal bodywork in white with black interior. This is not enough space to fully describe this delightful car, but to whet your appetite it has hard- and soft-tops; overdrive; wire wheels; servo etc. A truly superb car and being really genuine is one of the best 3As. Offers around £500. For full details Tel.: Stevenage 58222. (6156

BENTLEY Mk. VI. Replacement free-flow engine fitted; black, beige interior; mechanically and bodily in wonderful condition; full history since new in 1949, same owner most of this time. £850. Tel.: Pulborough 2607. (6157

TVR VIXEN, S3, 1971. 11,000 miles only. Flame red; alloy wheels; heated glass rear window; Piper sports cam; many extras. Condition as new, stork forces sale at £1,195. Tel.: Nelson 66875. (6169

FOR SALE—continued

AUSTIN 7 Ruby, 1938. Good condition; M.o.T. £150 o.n.o. A. F. Williams, 177 Western Way, Basingstoke, Hants. (6158

M.G. MIDGET, 1969. 41,000 miles; wires; XAS tyres; Motorola; garaged. £625 o.n.o. Tel.: Reigate 45036. (6159

FORD V8 Pilot, 1949. Excellent condition. Two owners; M.o.T. registration KCD 80. £200. Tel.: 01-531 3669. (6160

AUSTIN HEALEY 3000, Mk. IIA, 1963. Excellent condition throughout; engine and gearbox re-built 12,000 miles ago; 5½ x 72 spoke w/w; SP sports, Carello q.i. headlights; hard-top. £560. Tel.: Watford 39751. (6161

1920 ARROL-JOHNSTON 15.9 tourer for restoration. This rare car is virtually complete and sound. £460. Box 3272. (6162

M.G.-B, 1967. B.R.G. Overdrive; wire wheels; hard/soft-tops; tonneau; servo; radials. £680. Tel.: Ampthill (Beds.) 3756. (6163

MERCEDES 300C Limousine. Rare r.h.d. model built 1956; 55,000 miles only. M.o.T. £475 o.n.o. Tel.: Berkswell 32060. (6164

1926 AUSTIN Special. Originally built for racing, now road equipped; hydraulic brakes; rack and pinion; steering; M.o.T. £200. Tel.: Berkswell 32060. (6164

SUNBEAM Mk. III, 1955. Drophead; overdrive; Motorola radio; touring tonneau; original tool kit in boot lid; metallic grey with red upholstery; two local owners. £300 o.n.o. Pearson, Hollin, Tenterden, Kent. (6165

MERCEDES 190SL, 1959. Excellent condition, r.h.d.; black; hard-top/soft-top; radio; new carburettors, Dunlop sports tyres and exhaust system. Sound mechanically; low mileage. All extras and handbooks. £995. Tel.: Orpington 33286. (6166

LOTUS EUROPA, 1970. Extras; mint; yellow £1,125 Part-exchange perhaps. Tel.: Wymeswold (Leics.) 880067. (6168

1934 SS II saloon. Ripe for rebuilding. Garaged south of Bath. Full details Box 3273. (6170

JAGUAR XK140 d.h.c., 1956. One owner; only 75,000 miles on clock; mechanically excellent; body needs restoring; offers to Bevington. Tel.: Chichester 84455 (during working hours). (6174

PACKARD, 1929. 8-cylinder convertible coupé, model 733. Excellent original condition. Mechanically superb; M.o.T. £1,850. Will exchange for Rolls Cloud, 1956 to 1962, cash either way. Hill, 40 Sheridan Rd., London, S.W.19. Tel.: 01-542 0208. (6176

M.G. TC, 1947. M.G. CC. Excellent; sound example; reupholstered; resprayed; new hood. 4,000 since engine overhaul; crank; clutch. Some rechroming. Coulter, Salerno Coy.; Mons O.C.S., Aldershot. (6210

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1970 Lotus +2 'S', (TDG 529H). Pacific blue, black trim. Sunshine roof, h.r.w. **£1,850**

1970 Lotus +2 'S'. Aubergine, black trim. Radio, h.r.w., one owner. Recorded mileage 27,000.. **£1,795**

1968 Lotus +2. (VLU 4G). Black, black trim. One owner. Recorded mileage 44,000 ..... **£1,195**

1971 Lotus Elan Sprint Convertible. (WAR 140J). Yellow over white, black trim. Push button radio, etc. Recorded mileage 8,000 ..... **£1,565**

1971 Lotus Elan Sprint f.h.c. (GGF 16J). Colorado over white, black trim. Radiomobile combined radio and stereo. One owner. Recorded mileage 9,000 **£1,545**

1970 'J' Lotus Elan S/E f.h.c. Lotus yellow, black trim. Roll over bar. Well maintained. Recorded mileage of 20,000 ..... **£1,295**

1969 Lotus Elan S/E f.h.c. (VGX 780G). Bahama yellow, black trim. Well maintained two owner car. Recorded mileage of 27,000 ..... **£1,195**

1971 (Oct.) Lotus Europa Twin Cam. Colorado, black trim. Brand Lotus 5½ J wheels and Firestone low profile tyres. Recorded mileage 4,000 ..... **£1,545**

1970 Lotus Europa. (NNK 89H). Bahama yellow black trim. Well maintained two owner vehicle. Recorded mileage 15,000 ..... **£1,265**

M.G.

1971 M.G. 'B' GT. (WRU 944K). Green Mallard, tan trim. O/D, Rostyle wheels, h.r.w., push button radio. One owner. Recorded mileage 10,000 ..... **£1,395**

1971 ('K') M.G. 'B' roadster. Green Mallard, tan trim. O/D, Rostyle wheels, tonneau cover, push button radio. One owner car **£1,275**

1970 M.G. 'C' roadster. (YLY 740H). Red, black trim. W/W, reclining seats, radials. One owner **£1,045**

1970 M.G. Midget. (VBD 823H). Blue royale, black trim. Radio and radials. Recorded mileage 17,500 **£765**

TRIUMPH

1971 Triumph T.R.6. (XKR 633J). Saffron, black trim. O/D, push button radio, radial tyres. One owner. Recorded mileage of 14,000 ..... **£1,475**

1971 Triumph T.R.6. (FRC 323J). White, black trim. Hard top, o/d, push button radio. Recorded mileage of 12,000 ..... **£1,475**

1970 Triumph Spitfire. (VWK 10H). Signal red, black trim. One owner. Recorded mileage of 21,000 **£795**

AMERICAN CARS

1972 Mustang Mach 1. (New and unregistered). Choice of colours: Bright blue metallic, bright red and medium yellow gold **£3,750**

1972 Mustang Mach 1. (New and unregistered). Choice of colours: Bright lime, medium bright yellow, dark metallic green and bright red **£2,995**

1972 Mustang Mach 1. (New and unregistered). Grabber blue with black trim. 302 V.8 power unit, manual transmission, power steering, power brakes **£2,655**

1972 Mustang 2-door hardtop. (New and unregistered). Red with white vinyl roof. 302 V.8 power unit. Automatic, power steering, E70 × 14 whitewall tyres, power disc brakes and A.M. radio **£2,645**

1972 Mustang 2-door convertible. (New and unregistered). Choice of colours: Bright red, grabber blue, white and bright lime **£3,375**

1972 Mustang 2-door convertible. (New and unregistered). Choice of colours: Grabber blue and red, both with white interior and black hood **£2,925**

1972 Pontiac Trans-Am. (New and unregistered). Cameo white with white interior **£3,795**

1972 Pontiac Trans-Am. (New and unregistered). Lucern blue with blue interior **£3,850**

1972 Pontiac Firebird Formula 400. (New and unregistered). Cardinal red with black vinyl roof and black trim **£3,675**

1972 Pontiac Le Mans Sports Convertible. (New and unregistered). Monarch yellow with black hood and black trim **£3,375**

1972 Pontiac Grand Ville Convertible. (New and unregistered). Cinnamon bronze with beige trim.. **£3,695**

1972 Chevrolet Corvette Stingray Hardtop Coupe. (New and unregistered). Metallic silver with black interior **£4,395**

1972 (Jan.) Mustang Mach 1. Bright lime with black body tapes and black sports interior **£3,495**

1971 (1972 'K' Reg.) Mustang Mach 1. Dark metallic green with green sports interior **£2,445**

1970 Pontiac Firebird Formula 400. Red with black trim **£2,350**

1970 Mustang Fastback. Finished in marigold with black trim **£1,895**

1968 Pontiac Firebird Coupe. Black with black trim **£1,495**

MISCELLANEOUS

1967 Mercedes 230 SL roadster. Dark blue with grey trim.

1969 Aston Martin DB6 Mk. 2. Fuel injection. Platinum white with dark blue trim **£2,995**

1971 Fiat 124 1600 Coupe. (EYU 536J). Dark blue **£1,545**

1971 Series (Reg. Nov. '70) Fiat 124 1600 Sports Coupe. Lemon yellow with black and grey trim **£1,435**

1969 ('J' Reg.) Fiat 124 Coupe, left hand drive. (YNL 679J). Pale blue with matching trim **£995**

1971 Opel Manta Rallye Coupe. (EYY 44J). Red with black trim **£1,495**

1971 ('K') Morris Marina 1.7 TC Coupe. Blaze with navy trim **£1,045**

1969 Lotus Cortina. (YPD 249G). Red with black trim **£795**

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FOR SALE—continued

1971 **CAPRI**, 12,000 miles, immaculate Sapphire blue and black; GT, XLR, £1,175 or near. Tel.: Hayling Island 4832 (STD 070 16). (6208

AUSTIN-HEALEY 3000, Mk. 3 Red; o/drive, w/w; hard/soft-tops; tonneau; air horns; excellent condition. £695. Tel.: 021-454 6840 (after 7 p.m.). (6209

M.G. TD, 1953. Excellent condition throughout; seven years ownership, only two previous; fully serviced and maintained with complete records; heater; radio (concealed); luggage rack; lamps; original tool kit, jack, etc. Also other extras, new hood, screens and tonneau in canvas. £635. Also engine, dismantled; gearbox; rear axle and other spares, £115 or £700 car and spares. Dell, Tel.: Brighton 26014 (08.00-18.00 weekdays), (12.00 Saturday) or 27 Brunswick Street West, Hove, Sussex. (6211

1919 MODEL-"T" Ford truck. Recently imported from France (duty paid); very sound, original and complete; unrestored. £650. Has great potential. Tel.: Woburn Sands 2651 (day), 3578 (evening). (6212

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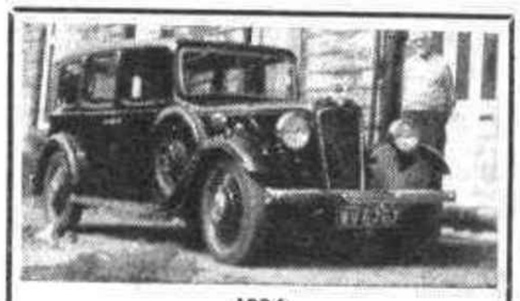
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MERCEDES 190SL, R.h.d. White. A fine example of this Classic marque. 1963 model, last year of production; two owners; 77,000 miles. £850. Tel.: Wickham Bishops 589 (062173 London code). (6522

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LOTUS ELAN, S4. S/E, f.h.c. Finished in Lotus white with black interior; low mileage; fitted with Weber carburetters; alternator; good SP sport tyres; Radiomobile, push button radio; air horns. This car is in exceptional condition throughout and must represent excellent value for £1,095. Tel.: Hathern (Leics.) 297. (6567

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LANCIA 2.6-LITRE, 3C by Carrotz Touring of Milan. This superb 2-seater GT is finished in metallic silver and fitted with hard- and soft-tops. Lancia road-holding, 90 m.p.h. cruising; discs XAS; I.h.d. Similar to car pictured on p. 392, April Motor Sport. £800. Major Jones. Tel.: Cadnam (Hants.) 2415 (evenings) (6569

M.G.B. OCT. 1963. Taxed, M.o.T. Recent engine overhaul; fitted radio; radials; reversing lights; colour navy blue; hood and carpet (tunnel) a bit tatty, otherwise in very good condition. £295. Tel.: 061-928 2922 (Cheshire). (6570

1956 ASTON DB 2.4, Mk II. Good mechanics; new tyres; carpets. £550 o.n.o. Tel.: Milford-on-Sea 2424. (6571

ALFA ROMEO Duetto Spider. Beautiful white 2-seater; five-speed box; radio. Carrycot will not fit in, so £925. Maltby, Roughton, Norwich. Tel.: Norwich 21800 (office hours). (6572

JAGUAR MK. 8. Automatic, 1957. Black, 2 owners; taxed; M.o.T. July, outstanding car; well maintained. Good tyres; radio, sun-shine roof. £260 o.n.o. Westrup. Tel.: Clerkenwater (Bodmin) 2869. (6573

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ALVIS TK 12/60 Beetleback, 1931. Reg. VC 9367. Original road test car. Big port head; good mechanical condition; excellent rebuilt standard bodywork; serious offers for good car. Huxley, Briestfield, Dewsbury, Yorks. Tel.: Flockton 505 or Dewsbury 5982. (6575

LOTUS ELAN +2, 1968. Excellent condition; French blue; radio; electric windows, etc. Average mileage; Konis. Reluctant sale at £1,095 o.n.o. Tel.: Dinnington (Yorks.) 3921 (6576

TRIUMPH TR6, 1971. Red; overdrive; radio. Many extras, lovingly maintained. £1,350. Tel.: 021-550 3046 (evenings). (6577

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1933 COWLEY 15/6. M.o.T.; new tyres; batteries, etc. Very gangsterish. £135. Tel.: Culgaith 285. (6578

M.G.-B, 1967, Excellent condition; service history; 43,000 miles; O/d; w/w; radio; Cints. £695. Tel.: 01-422 4528. (6579

1946 TRIUMPH, "1800" Roadster. Fine original condition Offers to: Oakes, 4 Clwyd St., Rhyl, Flints. LL18 3LF. Tel.: Rhyl 4581 (business hours). (6580

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MORGAN 4/4. Series I, 1937. Completely rebuilt, offered with many spares £400 o.n.o. Tel.: Horsham (0403) 5967. (6582

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JAGUAR XK150 3.8S. D.h.c., 1961. This car, one of the last to be made, has been maintained regardless of expense by a gentleman enthusiast who is now selling due to a recent operation. All bills available for inspection. £1,400. Tel.: 01-373 5748. (6587

1952 JOWETT Jupiter. Sound. M.o.T. Nearly new tyres and hood. £200. Tel.: 021-354 5765. (6589

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1970 ALFA ROMEO 1750 GTV. A well maintained example of this thoroughbred *marque*. Magnificent in white with black upholstery **£1,829**



1971 (K) ALFA ROMEO Giulia Super 1600 saloon. One-owner car, under 10,000 miles. Radio. Blue with tan interior **£1,499**

1967 ASTON MARTIN DB6 Volante convertible. Manual 5-speed gearbox, radio, Sundym glass. Blue with tan hide..... **£2,699**

1969 (H) DB6. Auto., p.a.s., radio, h.r.w., Sundym and air conditioning. Silver with black hide..... **£3,149**

1969 AUSTIN HEALEY Sprite Mk. IV. A very nice example of this most popular sports car, with traditional sporty looks in red. Practical black interior **£629**

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1972 B.M.W. 2002 TII. An immaculate example of this high-performance fuel-injection model. Red with grey interior. 2,000 miles..... **£2,199**

1968 BOND Equipe 2-litre GT. Stylish fibre-glass bodywork based on reliable Triumph Vitesse components. Easy servicing. Great performance and room for all the family. Wire wheels. White with black interior..... **£649**

1970 Regd. CHEVROLET Camaro coupé. Auto., p.a.s., radio. Magnificent performance. Beautiful appearance in tangerine with black int. **£1,999**



1970 FIAT 850 Sport coupé. Beautiful fastback styling, with practical 2+2 accommodation. A 'GT' car in miniature. Beige with tan trim..... **£849**

1966 FIAT 1500 cabriolet convertible. Rare R.H.D. model in pale blue with beige interior, 5-speed gearbox, radio. Bodywork styled by Pininfarina... **£699**

1971 FIAT 124 Sport coupé 1600. One-owner car. Immaculate in red with black trim. 14,000 miles..... **£1,599**

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1969 FORD Capri B.D.A. Fitted with Twin-cam 16-valve engine, XL spec. and wide Ro-styles, radio. Red with black trim..... **£1,299**

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1965 JAGUAR 'E'-Type 4.2 fixed-head coupé, finished in green with matching interior trim. Chrome wires, wing mirrors **£899**

1969 JAGUAR 'E'-Type coupé. Really magnificent car, fitted with chrome wires, radio/stereo, headrests and h.r.w. White with black upholstery..... **£1,899**

1971 JAGUAR 'E'-Type V12 2+2. Auto., p.a.s., h.r.w. and radio. Light blue with dark blue interior..... **£3,499**

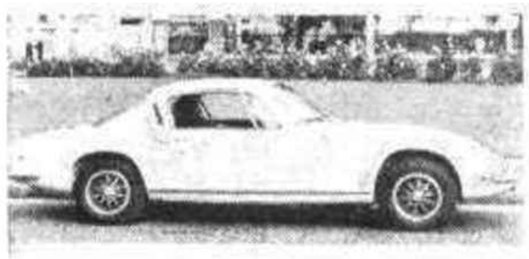


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1968 LANCIA Fulvia GT sports saloon, offering 4-door, 4-seat bodywork, with true GT handling and performance. Blue with matching trim **£799**

1969 LOTUS Elan S.4 d.h.c., in blue with black trim. First-class example of this remarkable, and incredibly fast, soft-top sports car..... **£1,149**

1970 LOTUS Elan S.4 Special Equipment d.h.c. This pristine specimen finished in red, with black upholstery, is in truly magnificent condition..... **£1,299**



1968 LOTUS Elan S.4 fixed-head coupé. The Special Equipment version of the already comprehensively equipped model. Green with black trim. Radio **£1,099**

1969 LOTUS Elan f.h.c. Attractive in Lotus yellow with black trim. A superb sports car, with coupé comfort, and the usual scintillating performance... **£1,129**

1968 LOTUS Elan +2, a good family sports car, with generous +2 seating, and thoroughbred handling and performance. White with black trim **£1,169**

1969 LOTUS Elan +2. A magnificent example in metallic green with black interior. Tinted windscreen and radio. Useful occasional rear seats..... **£1,399**

1971 LOTUS Europa. Exceptional car, with Hermes tuned engine. Cosmic alloy wheels, twin fuel tanks, and radio. Finished in line, with black..... **£1,399**

1972 LOTUS Europa Twin Cam. Our own Director's car. Factory built and P.T. paid. Lotus yellow with black trim. 1,300 miles only.

1969 MARCOS 3-litre, a good-looking car in blue, with black trim. Overdrive and alloy wheels. Very desirable vehicle **£1,399**

1971 (K) MARCOS 3-litre Volvo. A pristine example, in silver with black interior, fitted with radio, alloy wheels and sun-roof **£1,699**

1969 M.G. Midget Mk. III, perhaps the most popular model of small sports car. This lovely example in red with black trim. Tonneau cover..... **£649**

1969 M.G.-B sports, a one-owner car, in red with black upholstery, and fitted with wire wheels. Must be seen **£999**

1970 M.G.-B sports, finished in British Racing Green, with black interior. Fitted radio, spotlamps, wing mirrors... **£1,129**

1967 M.G.-B GT coupé, a sports car with draught-free fixed-head bodywork, and lots of luggage space. Overdrive and radio. Red with black..... **£829**



1969 M.G.-B GT. A nice car with wire wheels and overdrive, finished in mineral blue with black upholstery..... **£1,099**

1970 M.G.-B GT. Ro-style wheels, overdrive and radio. Attractive beige bodywork with black upholstery. Superb throughout **£1,249**

1966 MERCEDES 230SL coupé. Auto., p.a.s. and radio. Beige bodywork with brown upholstery..... **£2,349**

1969 (H) MERCEDES-BENZ 280SL. Automatic, hard- and soft-tops, p.a.s., radio, slot stereo. Pale blue with grey trim. Two owners and genuine 17,000 miles **£3,899**



1968 MORGAN 4/4. Needing some attention but a great opportunity for a handy enthusiast. Blue with black interior **£699**

1969 PORSCHE 911E. Finished in Bahama yellow with black interior, 5-speed gearbox, radio, etc. A very winning motor car..... **£2,999**

1968 PORSCHE 912, a one-owner car, fitted with radio, and finished in yellow with black int. Very attractive car **£1,899**

1968 RELIANT Scimitar GT 2.5-litre coupé. Fitted with radio and overdrive. Silver coachwork, black upholstery **£899**

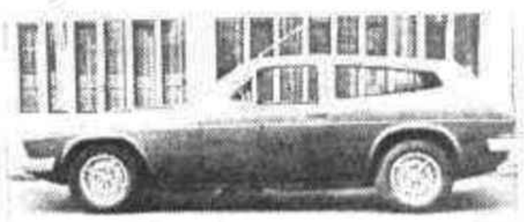
1968 RELIANT Scimitar GTE. Manual gearbox with overdrive. Radio. Estate car carrying capacity. Red with black upholstery **£1,499**

1969 RELIANT Scimitar GTE. In grey with black upholstery. Manual, overdrive and radio. Grand Touring luxury and performance..... **£1,599**

1970 RELIANT Scimitar GT coupé. One of the last coupé models, this car has overdrive, radio and h.r.w. Impressive in gold with black interior **£1,399**

1971 RELIANT Scimitar GTE. Manual with overdrive. Alloy wheels, radio and h.r.w.; 9,000 miles. Nevada yellow with tan trim..... **£2,199**

1966 SIMCA 1000 coupé. Rear-engined 2+2 with Bertone-styled fastback bodywork in silver grey with black interior. Very attractive..... **£499**



1965 SUNBEAM Alpine GT with coupé hard-top in bronze over black bodywork, upholstery in red. Manual with overdrive. Good-looking car **£599**

1968 TRIUMPH Spitfire, attractive in Wedgwood blue with tan upholstery. Fitted with hard-top and luggage rack. A favourite with the ladies..... **£599**

1970 TRIUMPH Spitfire Mk. 3. A one-owner example of this popular sports car, fitted with radio. Blue with black upholstery **£829**

1970 TRIUMPH GT6 Mk. 2. A high-performance GT of compact size. A splendid car with overdrive and h.r.w. Blue with tan interior..... **£1,049**

1968 TRIUMPH TR5. Powerful fuel-injection engine. All independent suspension, overdrive, wire wheels and Surrey top. Blue with black..... **£999**

1970 TRIUMPH TR6. Petrol injection engine, overdrive, radio, spots, etc. Green with black trim..... **£1,329**

1972 TRIUMPH Stag Automatic. Convertible model with p.a.s. and radio. Red with black upholstery. Low mileage **£2,349**

1966 T.V.R. 1800S. Overdrive, wire wheels and radio. Eye-catching in orange with black trim. Above average for the year..... **£749**

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1971 T.V.R. Vixen Mk. III, 1,600-c.c. engine. Alloy wheels. Magnificent condition and eye-catching appearance in tangerine with black trim..... **£1,249**

1971 T.V.R. Tuscan 3-litre, one-owner car, fitted with overdrive. Bodywork in silver with black trim. Shattering performance **£1,599**

1971 (K) VOLVO P.1800E. Immaculate car, in 'as new' condition, finished in yellow ochre, with black. H.R.W., headrests; 2,500 miles..... **£2,149**

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1964 ROVER 100, one owner, genuine 30,000 miles; in immaculate burgundy red. Original tools, etc. **£495**

1958 ASTON MARTIN DB3, in reasonable condition **£495**

1969 ASTON MARTIN DB6 Volante. Automatic, p.a.s.; metallic silver; 30,000 miles **£3,995**

1971 BMW 2000CS, 'K' registered, 3,000 miles, metallic silver, radio, etc. **£3,250**

1971 BMW 2800CS, midnight blue, 7,000 miles **£3,995**

Plus a varied selection of second-hand BMWs.

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1937 **AUSTIN RUBY.** Completely overhauled; retrimmed. £275. Tel.: Brighton 773055. (6075

1936 HILLMAN Minx saloon; good condition; 91,700 miles; same family last 22 years; taxed, long M.o.T. Offers, 410 Hythe Rd., Ashford, Kent. (6076

ALFA ROMEO, 1969. GT Veloce; yellow ochre, radio, 29,000 miles in beautiful condition throughout. £1,495. Tel.: 01-670 3484. (6077

CONCOURS WINNING Spitfire, 1963. Hard/soft-tops; 5½Js; low mileage; must be seen. Offers, Mike Orentas. Tel.: 061-633 2887 (evenings). (6079

MORGAN 4/4, four-seater, 1971. Orange with black leather; immaculate; owned by Morgan enthusiast. £1,450. Only reason for sale, plus eight. Tel.: Newtown (Montgomeryshire) 418 (office). (6080

PORSCHE 1600. Super 1959, red. Recent front suspension and engine overhaul by specialists. Fine example of this famous marque. Safe, swift motoring for £385. Also available quantity of good used spares. Tel.: Huntingdon 52675. (6081

M.G. TC, 1947. Mechanically good; bodily very sound; with new wheel arches; woodwork, etc.; taxed, M.o.T.; many spares. £345. Tel.: 061-980 7091 (Altrincham). (6082

AUSTIN ATLANTIC, in black; hard-top with beige leather interior. In superb condition; taxed 1973 and M.o.T.; radial tyres; 100 m.p.h. and 30 m.p.g. at 60 m.p.h. £500. No offers. Broster, 58 Whitburn St., Bridgnorth, Salop. (6083

MARCOS 1600, "G" regd.; Minilite mag. wheels; 25,000 genuine miles; beautiful specimen. £1,050. Milford House, Llangefni, Anglesey. Tel.: Llangefni 3373. (6084

RILEY 1935. Kestrel minus engine/box. Body poor, spare 12/4 engine and p/s box, axles, springs, etc. £65 o.n.o. PR, 600 in. x 18 in. Dunlops, £20; pre-war Singer and Atlanta: i.f.s., 5 and £10; Morris 10M, engine, £7.50. Many M.G. parts; M.M.M., U.A., S.A., M.G.-A; Z.B. and Mk. III Shepstone, Twickenham, Clevedon, Somerset. S.a.e. please. Tel.: Nailsea 3662. (6085

AUSTIN-HEALEY 3000, Mk. III, 1966. Wire wheels; o/drive; radio; spots, etc.; 47,000 miles; replacement engine; 20,000 miles. Exceptional condition. £850. Tel.: 0772-61 2086 (Preston). (6086

RARE, AERO MINX, 1935. Four-seater tourer; Brooklyn Sports body; very good original condition; M.o.T. £350 o.n.o. Beard, "Langford", Longhope, Glos. Tel.: Longhope 602. (6087

DAIMLER SP250. During a 14-month layup, this car has been completely renovated; engine overhaul; shells, rings, valves, etc.; new clutch; gearbox; steering box and linkage; new hood, tonneau, carpets; battery, etc., at present undergoing respray (cost £150). Offers around £750. Tel.: Chandlers Ford (Hants.) 61397 (evenings). (6088

1933 FORD Greyhound tourer. Regd. No. AJJ 100. Unoriginal but interesting; photo available. Offers. 72, Stanborough Green, Welwyn Garden City. (6089

M.G. PA spares. Engine; axles; body parts. 10 Woodland Lea, Helpston, Peterborough. Tel.: Glinton 585. (6091

ALFA ROMEO, Giulia Super. Red, April 1967. 2-speaker radio; belts; mirrors; continentals; servicing history; outstanding condition. £670. A. Taylor, 104 Muswell Hill Rd., London, N10 3JR. Tel.: 01-883 4525. (6097

JOWETT JUPITER, 1952. Suitable for rebuilding. Offers. Jones. Tel.: Burry Port (Carmarthenshire) 762 (after 7 p.m.). (6098

AUSTIN HEALEY, 3000, Mk. II, 1962. Very good red bodywork; excellent mechanics; tyres, etc. Interior needs tidying. £395. Morrison. Tel.: 01-733 9166 (evenings). (6099

VINTAGE MORRIS Minor, 1930. Crimson, with brass radiator, lights, etc. £400. Tel.: 021-550 4505. (Halesowen, Worcs.) (6102

ROVER 10, 1936 saloon complete for renovation. Best over £30 and 2-seater Austin 7 tourer, 1936. Bodyshell and chassis and bits. Would prefer to sell together. Tel.: Woking 66812. (6103

ASTON MARTIN. Near perfect DB 2/4, Mk. III; red/black interior; rebuilt 12,000 miles ago. New works engine and works overhauled gearbox; overdrive. Bills for over £1,000. Stored through winters. £1,050. No offers. Sqdn. Ldr. Doggett, R.A.F. Wittering. Tel.: Stamford 4501, ext. 519. (6104

ALFA ROMEO, Spyder Duetto, 1967. "E" regd.; white; 1600 c.c.; red, immaculate trim; new hood; exhaust; tyres and battery; M.o.T. April 1973. £925. Tel.: Langwathby 227. (6106

1934 BENTLEY 372 drophead. Good original condition. £1,395. 35 Charles Cres., Lane Estate, Taunton. Tel.: West Monkton 454 (6107

1964 ELAN. Hard-top, soft-top, tonneau, tax, M.o.T.; electric fan, £575 o.n.o. 24 Mottistone Close, Cheylesmore, Coventry. (6109

RILEY 1½-LITRE, RME, 1953. Mechanically excellent; recent engine overhaul. £220 o.n.o. Tel.: 01-771 0660. (6110

AUSTIN HEALEY Sprite, Mk. 1, 1961. Maroon; new clutch; good engine/gearbox; radio; 4 good tyres; M.o.T., heater; v.g.c. throughout. £230 o.n.o. Mr. Parker. Tel.: Boston 2435 (after 6 p.m. weekdays). (6112

STANDARD VANGUARD Phase 1, 1953. Genuine 57,000 miles, 50,000 with one remarkable owner. £15 would put body in new condition. Undersealed. In last 2,000 miles engine rebuilt, complete new exhaust, king-pins, battery. Interior as new. Ashtray missing. Spares include two new tyres. Genuine sale reason. £215 o.n.o. Tel.: Towcester 8934 (evenings, weekend). (5154

HIGH, WIDE, long and handsome. Original coachbuilt station wagon body on 1952 Austin Sheerline L.W.B. chassis, seats seven. Used daily. Long M.o.T. Offers. Tel.: Stansted (Essex) 3248 (evenings). (5611

TRIUMPH ROADSTER coupé. First licensed 2/3/48. Only done 6,000 miles. Still reaches 80 to 90 m.p.h. with ease. Re-cellulosed about 10 years ago. Kept in garage. New hood fitted last month. New battery two months ago. Original radio set, but removed. Five good tyres. New exhaust pipe and silencer year or two ago. £350. Coveney, 2 The Rest, Crabbe St., Aldeburgh, Suffolk, IP15 5BN. (5692

1800 TRIUMPH roadster, 1948. Black. In good condition. Original specification. M.o.T. to end of March 1973. In present owner's possession since 1950. Offers and enquiry to: H. Danks, 31 Park Lane, Shifnal. Tel.: 246. (5616

BRISTOL 403, 1954, in very nice condition. Silver grey. £400. Tel.: Crowthorne 5228 (Berks.). (5708

TRIDENT TYCOON. Fuel-injected Triumph engine with automatic gearbox. First registered October 1971. As new with balance of maker's warranty. 8,000 miles. Sun-roof, stereo sound, etc. Cost £3,500. Part exchange larger car, XJ6, etc., or accept reasonable offer. Tel.: Charsfield 359 or write, Grove House, Dallinghoo, Woodbridge, Suffolk. (5777

1950 RILEY 2½, good runner, M.o.T. December. New tyres, etc. £115 o.n.o. Tel.: Cheadle (Staffordshire) 2895. (5778

TR4 DOVE, B.R.G., 1963, wires, overdrive, Kenlowe, M.o.T., tax. £500. Offers, part exchange considered. Allen, 5 Stenders Court, Mitcheldean, Glos. (5779

M.G. TD (1950). Stage 5 tuned. Shorrock supercharged and fitted Laycock overdrive. Many refinements. Engine and bodywork in excellent condition. Many spares. Good home required. Enthusiasts only please. Price £1,250. Box 3269. (5783

1933 ALVIS Firefly sports saloon. Body and interior good but engine requires work. Cheap to clear at £75. Tel.: Bishops Cleeve 3071. (5784

ROLLS-ROYCE, 1938, 25/30, Rippon limousine, outstanding condition, used daily; tested 1973 and taxed. Private sale, £1,550 spent, offers or might p/exchange. Tel.: Leeds 628663. (5785

EDWARDIAN-TYPE open car, make unknown, partly restored. £500. Tel.: Leeds 628663. (5785

MARCOS MINI GT, "J" Reg., 1275 GT engine. Built new parts, Pearce wheels, fully finished. £550 o.n.o. Tel.: Leeds 665473, Darlington 67633. (5793

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ROLLS-ROYCE, 1936, 25/30 limousine by Mayfair Carriage Co. Black with leather interior in very good condition. Must sell, £850. Thornton, Walker House, Darley, Harrogate. Tel.: Darley 306. (5819

LOTUS ELAN S4/SE d.h.c., Sept. 1970, Reg. No. FGT 8J. Lotus yellow, 3.5 diff., p./b. Radiomobile, electric aerial, American "Slot Stereo" 8-track, modified front apron with pair of "square 8s", air horns, new exhaust system, voucher serviced and regularly tuned by V.R.M. from new. Oil changed every 1,500 miles. Documented history. Mint condition. Taxed Sept. £1,350. Fauchon. Tel.: 01-340 1736 (London). (5820

LOTUS EUROPA, 1971, yellow; 11,000 miles only, as new condition, not a mark or blemish on the whole car. Extras, radio, tape player, aerofoil, Weber carburetter. Not the usual tatty Lotus. First to see will buy, £1,200. Tel.: 021-454 5602. (5821

LEA-FRANCIS 1,863-c.c. four-door saloon, 1949. All appears original. Spares freely available. £95 o.n.o. Ryerson, 52 Mollison Drive, Wallington, Surrey. Tel. (Ansafone): 01-647 6183. (5822

ALVIS TA14 Brooklands estate. Two owners, second 17 years; almost as original in excellent working order. M.o.T. tested and modified, new tyres, chains; handbook, spares. Offers invited. Tel.: 01-393 1795. (5823

RARE DAIMLER Conquest Century 2-seater roadster. 1957, 2½-litre. Needs tidying, but regrettably my funds are required elsewhere. First offer over £400 secures. Hayward, 5 West Hill Hall, Harrow, HA2 0JQ. Tel.: 01-422 0429. (5825

RILEY 1½-LITRE, 1951. Black and grey. Excellent condition, original log book. New roof. M.o.T., taxed for 1972. £350 o.n.o. Please write Box 3267. (5826

M.G.-A 1600 roadster, 1960, red. Radials. £375. Tel.: Woking 65012 (home), 01-546 1050, ext. 356 (office). (5827

1934 MORRIS Ten-Six saloon. Mechanically sound, 52,000 miles recorded. Re-sprayed original black. Offers to Tel.: Ropley (Hants.) 3413. (5828

"E"-TYPE ROADSTER, 1966. Perfect mechanics and totally unmarked bodywork and chrome. Extras include c.w.w., radio, works hard-top, Sundym glass, Q.I. headlamps, leather wheel, new hood, etc. Very low mileage and looks beautiful. £1,195. Mr. Lingard. Tel.: Epsom 26140, ext. 15 (office). (5829

GORDON KEEBLE, an investment for the discerning buyer. These cars are fast becoming collectors' items. Only 100 made. 5.3 Chevrolet V8. Space frame chassis. De Dion axle. Special alloy wheels with new Dunlop ER70VR15 radials. Glass-fibre body, four seats. Electric windows and aerial. Triple air horns. Metallic blue finish. Whole car in exceptional condition. "Cars and Car Conversion's road test, 0-100 16.1 sec., max. speed 145 m.p.h. Spares still available. £1,775 or offer. Tel.: 073-121 264. (5830

CITROEN DS21 Pallas, 1969. Metallic grey with red jersey interior. Twin speaker radio. Heated rear window. Swivelling and self-levelling headlights. Hydro-pneumatic suspension. Hydraulic gear-change. Power steering. Power brakes. Fantastically comfortable car in well above average condition. Any inspection invited. Offered at around £1,300. For more details Tel.: 073-121 264. (5830

TWO PLUS 2 Jaguar "E"-Type (Sept. 1966). There can be but few offered in such outstanding condition as this. Truly resplendent in deep blue with pale blue trim. One professional owner for all but six months of its life. Fitted full-length Webasto sun-roof with deflector, heated rear window, chrome wire wheels, new SP HRs, new p.b. Motorola leather wheel, etc. Admired wherever it is seen. Present sale due to loss of licence. £1,350. No police or court officials please. Finance and part-exchange if required. Paul Griffith. Tel.: Dursley (Glos.) 2533. (5831

1947 M.G. TC, 1,350 c.c., Shorrock Stage V, 16-in. radials, many new parts (see page 89, Autosport Annual FAK-57). Spares include complete balanced engine, tyres, wheels, block, carbs., plus good alloy and steel trailer. £575. Box 113, Menwith Hill Station, Harrogate, Yorkshire. (5832

1946 M.G. TC, restoration begun, good wood and mechanics, many extra bits plus complete 1949 M.G. TC parts car, £300. Would prefer to sell these cars together with competition 1947 also advertised. Box 113, Menwith Hill Station, Harrogate, Yorkshire. (5832

1954 M.G. TF. Black. Twin cam engine, disc brakes, Cinturatos, quartz iodine headlights, Radiomobile, tonneau. £150 just spent on engine. Beautiful condition and very fast. Serious offers around £800. Tel.: Mr. Dalton, 01-736 7502 (evenings), 01-603 3939, ext. 5 (9 a.m.-5 p.m.). (5833

1967 COOPER. Mechanically perfect, unmarked blue and white bodywork, completely rust free, new brakes, good 5J Daytona tyres, many extras. M.o.T. one year. £400. Mrs. Adlam, Tel.: 01-570 6030. (5834

T.V.R. TUSCAN, 4.7 V8 S.W.B. Red. Needs minor attention but basically sound. £1,250 o.n.o. Tony Morgan, Tel.: 01-407 7600. (5835

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TR5, 1968. Beautiful example in Valencia. Tonneau, hod cover, radio, wires, new Cinturatos. Recent injectors and exhaust. Lucas spots. 48,000 miles. New house forces sale. Will haggle around £875. Mason, Newport, Mon. Tel.: 59999 (office). (5843

AUSTIN HEALEY 3000 Mk. III, 1965. Overdrive, 5-p.b, radio. Body/mechanics excellent. £750. Also T.V.R. Vixen S3, 1971(J), 8,000 miles, as new; 5-p.b. radio, mag. alloy wheels; £1,150. Dr. Dewhurst, Tel.: Preston 718411. (5845

ASTON MARTIN DB6 convertible, 1967 (Sept.). Automatic, p.a.s., power hood. Radiomobile tinted glass, plus many other extras. Metallic grey, dark blue hood and interior. Excellent condition throughout, and good value at £2,750 o.n.o. P/exchange or H.P. possible. Tel.: Cleckheaton 3264. (5846

BOND EQUIPE GT. Triumph 2000 engine. "H" reg. Silver grey. 33,000 miles; wireless. Licensed to June 1972. £775. Dr. R. Littledale, Luckhurst, Pluckley, Kent. (5847

LOTUS SUPER 7. 1,500-c.c. Cosworth, 2000E gearbox. Magnificent example. Very potent motor. £500. Tel.: Marshfield (Bristol) 504. (5848

AUSTIN HEALEY 3000, Mk. III, 1967. Fine example in gold/black trim, overdrive, wires, radio, etc. £995. Tel.: Plymouth 78050. (5850

LANCIA FLAVIA coupé, 1.8, Nov., 1964, fitted Konis, p.b. Motorola. £200 spent. £545 o.n.o. Tel.: Yattendon 403 (Berks.). (5851

ALVIS TD21, 1963. Five speeds. 66,000 miles. £100 just spent. £675. C. Bond, Tel.: Sheffield 20041. (5852

LOTUS SUPER 7. 1500 Cosworth engine just rebuilt; c.r. box. New chassis body, fitted by coachbuilder. Aluminium doors, sliding windows. Excellent hood and tonneau. £575 o.n.o. Lancaster Hotel, Weston-super-Mare, Somerset. Tel.: 21248. (5853

FIAT VIGNALE Gamine, 500 c.c., Pacific coral, "K" Reg. Many extras, inc. hard-top. £445 o.n.o. Tel.: Uffington 646 (Berks.). (5859

1969 GT VIVA. Blue. Low mileage, good condition. £560 o.n.o. Tel.: Luton 24077. (5860

M.G.-B GT, 1966, white; black interior. Overdrive, wire wheels, V.G.C. £600. Webb, 26 Moor Lane, Woodford, Cheshire. (5861

M.G. TF 1500. "Concours" winner. Restored regardless of cost, to pristine condition, by first class professional men. £1,500 for regretted sale. No time-wasters please. Full history available. Please telephone: Hartlepool 66454. (5862

1971 TR6, saffron. Overdrive, hard/soft-tops, unmarked. £1,425. Anker, Tingrith, Beds. Tel.: 052-552076. (5865

TR5, 1968, white/black trim. Hard-top; 29,000 miles. Good condition throughout. Shortage of space forces sale at only £875. Tel.: Southwaite 266. (6035

ROLLS SILVER WRAITH, 1948. Hooper touring saloon. Black, red leather. Excellent recent history and condition. £1,450. Tel.: Guildford 61839. (6036

1951 MK. 6 BENTLEY two-door saloon by James Young, finished in grey. Beautiful condition. Full history. Offers: Dr. H. Price, 47 Oakleigh Park North, London, N.20. Tel.: 445 9985. (6037

ALVIS TD21 Convertible. Metallescent blue/grey hide/blue hood; wire wheels. Good condition in all respects. Would accept part exchange. Tel.: Rothley (Leicester) 2415. (6038

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1970 ALFA ROMEO 1750 GTV. One owner and only 18,000 miles from new. Fitted radio, reclining seats and head rests. This is a very fast but economical Sports Saloon, which will return approximately 30 m.p.g. It is finished in yellow ochre with black interior. Excellent value at **£1,795.**

1970 MERCEDES BENZ 280 SE. This vehicle is a genuine 17,000 miles only. It has been kept in the absolute peak of condition by one elderly owner. Finished in Basilica blue with matching interior. It is fitted with radio, an electric aerial, auto transmission, power steering, heated rear window. **£3,199.**

1968 JAGUAR 'E'-Type 4.2 fixed head. Previously owned by well known restaurateur, and covered a believed genuine, 44,000 miles. It is fitted with chrome wire wheels, heated rear window, and radio. It has recently had a new clutch fitted. Finished in metallic silver with red interior making this a very attractive car indeed. **£1,595.**

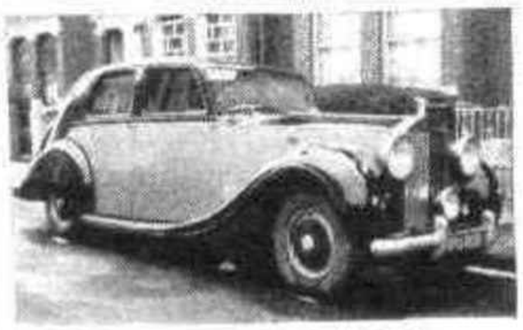
1964 SUNBEAM Mk. IV Alpine GT. Automatic with 8,000 miles only. The property of one elderly lady from new. Finished in royal blue. The entire car is as new. Never to be repeated. **£895.**

1953 TRIUMPH Mayflower. Reconditioned engine fitted in 1970. This was originally a very expensive motor car and still today retains lines of modern day design. Because of pressure of work upon our workshop, this vehicle is offered at the low price of . . . **£185.00** to enable someone to carry out the minor renovation required.

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BENTLEY Mk. VI Standard Steel saloon. Big bore. Full-flow. Silver in colour.
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SUNBEAM 1935, centre gearchange; touring limousine; aluminium body; thoroughbred. Good tyres, sound mechanical order. Offers above £450. Tel.: 01-788 7641 (after 7 p.m.). (6283

SPITFIRE MK. III, 1967 in gleaming white. Guaranteed 45,000 miles; 1/r wheel, 2 new radials; servo. Fast and dependable £435. M. G. Rich. Tel.: 01-930 7311 (daytime), 01-289 2719 (evenings). (6285

TR4 DOVE GT, 1965. Wedgwood blue; o/d; wire wheels G800s; very good order throughout; taxed, M.o.T. £485 o.n.o. Milner, Crowley, Northwich, Cheshire. Tel.: Arley 212. (6289

TR3A 1962. Among last six made. Excellent original condition; Textbook oil pressure; new hood; tonneau; sidescreens; ZX tyres; discs; centre track; six rebuilt wire wheels; radio; spots, etc. Top price offers only. Tel.: Wallingford 3555 (office hours), Wallingford 2504 (home). (6290

GILBERN GT, 1965. Green; o/drive; new 1800 5-bearing engine; 19,400 miles. New exhaust system, new head and side lights. Lic./M.o.T. Dec. 1972. Excellent condition £500 cash. Tel.: 061-748 3742 (evenings). (6291

1937 ALVIS Silver Crest. 17 h.p.; 3 carbs. All syncro gearbox, saloon body; good running. £100. Also 1928 Austin 7, magneto engined needs rebuild £100. A. E. Birch, 63 Lime Grove, Eastcote, Ruislip, Middx. Tel.: 01-868 6634 (day), 01-459 2635. (6310

FROGEYE SPRITE in absolutely unbelievable condition. This car has had a considerable amount of time and money expended on it in order to make it one of the finest Mark I Sprites on the road. Vynil covered Ashley GT hard-top, soft-top and tonneau. Coachwork unmarked and interior excellent. Professional conversion to give 2 rear seats (for dwarfs); long M.o.T. Must be an investment at £350, since it could easily be mistaken for a 1972 model. Tel.: 021-353 3493. (6312

MID-ENGINED HEEREY. GTM. Tinted windows; alloy wheels; 100 b.h.p. engine; SC/CR gearbox; appearance, roadholding, performance comparable Lotus. Genuine 2,000 miles. £950 o.n.o. Tel.: Aston Clinton 8166. (6313

MARCOS MANTIS, 1971. 2.5 PI Triumph. Radio; electric aeriel; 8-track stereo; electric windows; overdrive on 2nd, 3rd and 4th gears. Very fast and economical; 17,000 miles. £2,375. Tel.: Wakefield 72177 (9 a.m. to 5.30 p.m.). (6314

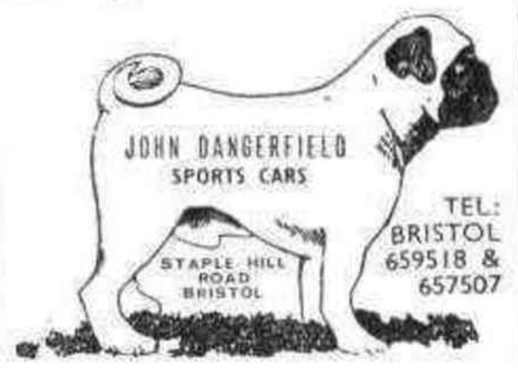
1930 "M"-TYPE M.G. Highly interesting car in excellent condition; fitted rare special body; 4-speed box; racing instrumentation, etc. £395 o.n.o. Will accept equally good Y-type saloon in part exchange. Dunn, 8 Oak Tree Close, Headley, Bordon, Hants. Tel.: Headley Down 3470. (6315

"R"-TYPE BENTLEY, Nov. 1954. Absolutely original and in beautiful condition. Works overhaul 14,000 miles ago. This car has been in the family for 15 years and has been maintained regardless. Complete with all original tools; h/book; radio; sun-roof all immaculate. Finished in two-tone grey; taxed and M.o.T. until 1973; Manual gearbox. Sale due only to purchase of S3. Offers around £1,000 (Land Rover considered in part exchange). Tel.: 061-430 5340. (6316

JAGUAR 2.4 Manual overdrive, 1963. New clutch; tyres; brakes. Maker's oil pressure. £165 o.n.o. Tel.: 021-308 3314. (6317

HELP! Firm's car forces sale. 1970 "J", TVR Vixen, S3; 18,000 miles. Yellow alloys; immac. £1,050 (haggle). Tel.: York 72755 (after 6 p.m.). (6318

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SPITFIRE Mk. 4. Saffron. Overdrive. wires, tonneau, etc. Immediate delivery ..... **List**

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1970 GT6. Maroon. Overdrive, etc. One owner **£1,100**

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1968 TR5. White. Overdrive, wires, new SP tyres; one owner; choice of two **£1,100**

1965 ALPINE Series 4. Dark blue. Three owners. Overdrive, hard/soft-tops, wires. New ZXs, clutch, exhaust system, camshaft, etc..... **£675**

Two others similar in red, **£475 & £550**

1953 M.G. TD. Red. Please phone for full details. Original log and handbook **£1,000**

GTE Manual, in Mexican red, black interior, Webasto sun roof. List price.

1971 FIAT 124 sport. Red, one owner, radio, heated rear window, towing attachment, 5-speed box, etc., 16,000 miles **£1,625**

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AUSTIN 10, 1932. 2 seats and dickey. Totally restored; green and black. £375. Tel.: 01-373 7420. (6590

COOPER 1275 "S", Mk III, May 1970. Red with white and black top; over £200 of extras including: alloy wheels, special tyres; fully instrumented dash board; Corbeau racing seat; leather steering wheel; push button radio; sports exhaust, etc. Showroom condition; 12,000 miles only. One of the last of these fantastic cars. £900. Tel.: 01-387 8267 or Wokingham 1643. (6591

MASERATI 3500 GTI Vignale convertible; immaculate rustfree red coachwork; white leather interior; excellent hood; fuel-injection; dual-ignition; electric windows; alternator; 5-speed ZF box; good Cinturatos; p.b. radio plus many extras, long M.o.T.; in outstanding mechanical condition after £600 overhaul by concessionaires. Genuine thoroughbred vehicle maintained regardless of expense by Maserati enthusiast, must unfortunately be sold due arrival historic sports Maser. £995 o.n.o. Wanted: one Borrani to fit Quattroporte. Tel.: 01-723 7523 (home) or 01-486 1991 (office). (6593

AUSTIN-HEALEY Sprite, 1969. Tartan red; tonneau etc.; v.g.c. £625. Contact Guest, "Hollycroft", Ratcliffe Road, Leicester. Tel.: Leicester 703496. (6594

EXECUTORS SALE. PPA 10 on Magnificent 1950 Dodge Coronet saloon. Immaculate original condition; superb rust free chrome; good tyres; automatic gearbox; heater; radio; r/h drive; M.o.T. Best offer over £250. Tel.: 01-669 3991. (6595

M.G.-B GT, 1970. Antelope/black trim; o/d; radials. £1,150 o.n.o. Tel.: 01-440 1971. (6596

DAIMLER 2½-LITRE, V8, 1967 series, but "K" registered. Golden sand with red leather P.A.S.; radio. Excellent condition. £695. Tel.: Southampton 69582. (6597

ELITE, 1960. Stage II Climax; Twin S.U.; c.r. M.G. box; Pirellis; heater. Full harness; yellow. Wells, Wellsmarsh Farm, Rodden, Frome, Somerset. (6598

1924 STANDARD Kineton, 4-seat tourer. 1,100 c.c., o.h.v. engine; 3-speed crash gearbox; rear wheel brakes; new hood; coach enamelled. Yellow and black; retrimmend in black; immaculate appearance and in good running order. Offers around £900. Tel.: 021-453 3245. (6599

MORGAN 4/4. December 1971. Canary yellow; cost over £1,500. Immaculate; 7,000 miles; +8 interior. £1,450 (offers plus 8 wanted). Frederic Manby. Tel.: Skipton (Yorkshire) 3626. (6600

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ALVIS 12/70 saloon, 1940. Stored 10 years. Mechanically good; tyres; tubes; brake linings replaced £150. Part-exchange motorcycle. J. N. Gilbey, Compton Pauncefoot, Yeovil. Tel.: North Cadbury 362. (6604

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1948 BENTLEY Mk. 6. Excellent condition full flow engine; recent clutch; brake overhaul; history; taxed, tested. £325. Tel.: Wrexham 52360. (6619

SUNBEAM ALPINE, GT, 1964. Series IV. Hard-top, convertible; excellent condition throughout; taxed; M.o.T. £275. Tel.: Kidmore End (Reading) 3506. (6611

ASTON MARTIN, DB 2-4, Mark II. One of finest 3-litre examples in original gunmetal grey. £545. Tel.: Farnham (Surrey) 4383. (6613

TVR VIXEN, April 1970. Flame red; alloy wheels; excellent condition. £1,075. Tel.: Selby (Yorks.) 2276 (day). (6614

1936 ROLLS-ROYCE, 25/30 limousine. Body by Mayfair; taxed and tested in good running order. £750. Tel.: Halifax 31475. (6615

1934 MERCEDES limousine. Excellent condition. L.h.d. £2,600 spent in restoration. £3,000 o.n.o. Tel.: Crowthorne 5348. (6616

M.G. TD. Ex Archie Scott-Brown; 1,500 c.c. Very good condition, both mechanically and bodily; new hood; sidescreens; M.o.T. £395. R. Kaufman, Esq., 6, Riverside Rd., Staines, Middx. Tel.: Staines 57662. (6618

1960 XK150 Roadster. 3.8, white, red interior; extensive body repairs last year. Some attention still necessary. Mechanics superb. Genuine reason forces sale. Sensible offers for this rare marque. Tel.: Radstock 3130. (6619

MARCOS 3-LITRE, 1969. Tangerine; sunroof; Minilite wheels; electric windows; radio; new tyres; immaculate £1,145. Davis, Tel.: 051-428 1455. (6620

VANDEN PLAS / CRAYFORD Estate Car Conversion. Indigo blue. A 'one-off' fitted with Speedwell 1275S engine, lowered suspension and every conceivable extra from Golde roof to Dunlop 'MAG' wheels. Effortless 90 m.p.h. cruising and fantastic acceleration. Total mileage 44,000.
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LOTUS ELAN, S4, SE. D.h.c.; 23,000 miles. Excellent condition. Terms available. £1,175. Tel.: Nottingham 56101, ext. 3095 (daytime). (6701

JENSEN 541. De luxe, 1957. Truly magnificent appearance and mechanical condition; professionally rebuilt over last 10,000 miles at the cost of well over £800; virtually all parts replaced or reconditioned. Recorded mileage now 79,000. Must be one of the finest of these extremely rare and beautiful 130 m.p.h. four-seater rot-proof sports saloons in existence. Offers around £700 invited. For further details. Tel.: Whitstable (Kent) 5191. (6297

ROVER SPORTS saloon, 1939. Good sound specimen. £250. Thomas, 15 Lyttelton Rd., Edgbaston, Birmingham or Tel.: 021-454 5778 (office). (6173

M.G.-B, 1965. B.R.G.; radio; heater; reversing lamp; Piper cam. Well maintained. £510. Tel.: Derby 22963. (6295

JAGUAR "E" BARGAIN. F.h.c. Dec. '67. Immaculate throughout; 36,000; 2 owners; c.w.w.; new tyres. £1,195. Tel.: Luton 56816. (6293

GOOD HOME wanted for much modified Healey Sprite, Mk. I. £210 o.n.o. Tel.: Llandudno 75276. (6294

TR3A, MAY, 1961. New red re-spray; wires; full o/drive; new exhaust; carpets. Tonneau; radio; M.o.T. All bills. Good condition. £325. Tel.: Lee-on-Solent 550770. (6300

DAIMLER SP250, 1962. Immaculate condition throughout; bills for £200 recently spent on new rear axle, steering and gearbox; 12 months M.o.T. Reasonably priced at £695 o.n.o. Tel.: Reading 26446 (evenings). (6301

HONDA S800. Mk. II; soft-top; "H" reg. 19,600 miles. Illness forces reluctant sale. Exceptional value. £575. Peck. Tel.: Sheffield 66731. (6302

TR4A, DEC. 1966. Hard-top; one owner; taxed, M.o.T. Feb. 1973. £615. Tel.: Wallop (026 478) 381, ext. 402. (6303

GILBERN INVADER estate. June 1971, only 7,000 miles. Electric blue, fitted overdrive; Sundym glass; usual extras. £1,750 o.n.o. Tel.: Leeds 665604. (6304

1954 M.G. TF. Excellent condition with rebuilt engine; new clutch; radials and tonneau; taxed and M.o.T. £650 o.n.o. Tel.: Reading 27178. (6305

JAGUAR E-TYPE, 2 + 2; Webasto roof; Motorola radio; w.w.; 42,000 miles; h.r.w.; SP tyres; undersealed. All new pads; servo; master cylinder. New M.o.T., very nice condition. Tel.: Ascot 24501. (6306

LOTUS ELITE. Series II. "Dadio". Les Leston's famous racing Elite, stage III tune Climax 121b; Webers; new block; ZF box; alloy calipers; Borrani wheels; twin tanks. Almost new XAS's; resprayed yellow; taxed; recent M.o.T. Offers: Dr. Pybus. Tel.: Radcliffe Infirmary, Oxford. (6307

TR4A 1963. Hard/soft-tops; conifer/black; overdrive; wire wheels; p.b. radio; q.i fog/spot; Bray immersion heater; full history available. Immaculate throughout. Offers around £440. Tel.: Bayston Hill (Salop) 2039. (6556

MUST SELL M.G. YA, 1951. Completely original; many spares; solid body; good mechanics, nice interior. Needs minor attention to be a runner. No reasonable offer refused. Alexander, 12 Victoria Rd., Sittingbourne, Kent. (6548

SPITFIRE, MK. III, 1968. Pimento red; soft-top; wire wheels; undersealed; one owner. £525. Ward, 2 Godscroft Hall, Godscroft Lane (off Frodsham/Helsby Rd.), Cheshire. (6549

DAIMLER SP250; "B" special, 1961; Motorola; heater, etc.; new pads fitted; fast example. £350. Tel.: Horsforth (Leeds) 6315. (6551

TR3A. Hard/soft-tops; red; M.o.T. December. £250 o.n.o. Tel.: 0482-884022. (6552

AUSTIN HEALEY, Mk. III. One fastidious owner; 40,000 miles guaranteed; ice blue; dark blue trim; wire wheels; overdrive; tonneau, spots. Absolutely immaculate. £1,145. Tel.: 024-366 3456 or 024-357 2472. (6553

M.G.-B 1966. Overdrive; hard-top; heater, etc. Blue. £450. Tel.: Horsforth (Leeds) 6315. (6554

PORSCHE 1600C, 1965. F.h.c. In good electrical and mechanical condition having been regularly serviced; body structurally sound but needs some attention. Offered at well below its normal market value, this is a bargain for the Porsche enthusiast. £650. No offers. Tel.: 01-583 9666, ext. 404 (day) 01-727 0066 (evenings). (6560

TRIUMPH TR5 PI. December 1968, conifer green; overdrive; 5 p.b. Radiomobile; tonneau; S.P. sports; tinted screen; 31,000 miles. Unmarked condition throughout. First to see will buy. £945 o.n.o. For further details Tel.: 01-622 0190. (6561

PORSCHE CABRIOLET L, 1965. Enthusiast maintained. Regularly serviced by Porsche agents. No rust, black leather upholstery; new hood; radio. Fine example of this rare and beautiful car. L.h.d. Tel.: 01-736 0160 (after 6 p.m.). (6563

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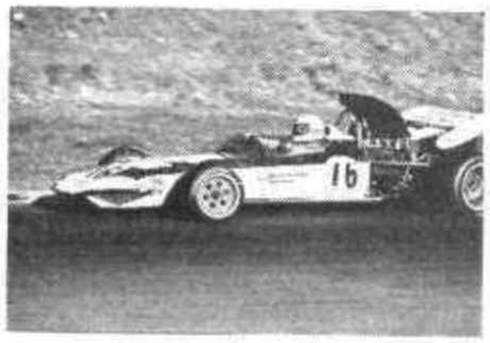
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FOR SALE—continued

1935 SINGER, Le Mans Special; 2 + 2; silver grey. Little restoration needed. Reasonable condition throughout. £250 o.n.o. Tel.: 01-422 5100 (Northolt). (6555

TIGER 1965. Immaculate bodywork and mechanics transistorised ignition; year's M.o.T., taxed £595. Tel.: 01-937 0644. (6562

M.G. TF, 1954. Excellent condition. White with black trim, hood and tonneau. Chrome and original wire wheels. A much admired example in first class order. £950. Tel.: Northampton 32548 (office), 39124 (home). (6686

COOPER S 1,275 c.c., 1968 (late), Mk. II, 5½J mag. wheels, radio, spotlights; only 29,000 miles from new, not rallied. Excellent condition. £575 o.n.o. Tel.: Northampton 32548 (office), 39124 (home). (6685

SPITFIRE, 1964, white, hard/soft-tops, radio, G800s. Taxed. H.P. arranged. £320 o.n.o. Tel.: 01-520 5204 (day), Ingatestone 2785 (evenings). (6684

MIDGET, 1970, 17,000 miles. White. Soft-top, black trim. Immaculate condition, one owner. £725. Holme, 13 Caernarvon Close, Spondon, Derby. Tel.: 672428. (6687

1924 CITROEN Cloverleaf, good order. £450. 1927 Oakland roadster, running. £325. Want Austin 20/6 engine, rad., bits, literature. Tel.: 01-834 9225, 32 Carlisle Mansions, S.W.1. (6281

SUNBEAM-TALBOT Supreme, 1939, 4-litre, 4-door saloon. Superb untouched condition. Private. £500 o.n.o. Tel.: 01-428 1217. (4641

LOTUS CORTINA Mk. II, 1968. 37,000 miles, one owner. Red, black flash. Oil cooler, radio. Engine well maintained, bodywork sound, interior in excellent condition. Offers £600 and over. Tel.: Sheffield 0742-305982 (evenings). Box 3292. (6292

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LANCIA FULVIA 1.2 coupé, 1967. Must sell, £700, or exchange modern family saloon. Cash either way. Tel.: 061-439 2016. (6298

M.G. YB, 1952, v.g.c. M.o.T. Dec. 1972. £85 o.n.o. Tel.: Wickford (Essex) 62779. (1010

M.G. MIDGET, August 1968, white, wire wheels, anti-roll bar, new clutch and hood. Excellent condition. £55, H.P. possible. Mr. Chapman, Tel.: Northampton 36436 (business hours). (6299

MORGAN +4 2-seater. Excellent. 2.2 TR engine. Taxed. M.o.T. £500. Birmingham. Tel.: 021-445 4868. (6308

LAGONDA LG45 saloon, 1936. Motor Show exhibit. Fitted Gardner diesel; 35+ m.p.g. £650. Bentley Mk. VI, 1948, very sound. £200. Offers considered. Can deliver. Stewart, Seton Mains, Longniddry (Tel.: 2114), East Lothian. (6673

AUSTIN 7, 1934 (pre-Ruby), used regularly to January. M.o.T. Many spares. £220. Tel.: Doncaster 62972. (6681

PROTOTYPE BENTLEY chassis of 1933 available. Suitable for restoration. Phone or write: John Little, "Holly Lodge", Danesbury Park Rd., Welwyn, Herts. Tel.: Welwyn 4350. (6682

TR4A, 1967. Superb condition. Royal blue. Soft-top, overdrive, power brakes, twin spots; other extras. £745. Tel.: Derby 819774. Mr. George, Bridge Cottage, Tonge, Melbourne, Derbys. (6691

FOR SALE—continued

JAGUAR E-TYPE, Late 1970 "J", fixed head coupé. Willow green coachwork with matching interior; recorded mileage 23,000; extra's include Motorola radio; chrome wire wheels; heated rear window; reclining seats; twin spotlamps; etc. Taxed until February 1973. Superb throughout. £1,995. Tel.: 01-850 7542. (5911

DAIMLER SP250, Regency red; new interior trim; 2 new Pirelli's; new hydraulics; pads, etc. Re-bushed suspension. Very good mechanics. All bills. Price around £580. Box 3296 (5912

TWO-PLUS-TWO, E-type; automatic 1967. Low mileage; metallic green with tan trim. Absolutely immaculate. £1,295. Tel.: 01-892 5767. (5913

ELAN +2, 1968. Blue; v.g.c. £1,100. Marriage and company car sole reasons for reluctant sale. Rumboll. Tel.: 01-549 4691 (working hours). (6746

ALVIS 3-LITRE, 1951 saloon. £35 just spent on engine and clutch; brakes overhauled; resprayed black over red. M.o.T. 11 months. Taxed £150. Tel.: May Hill (Gloucestershire) 269. (6747

AUSTIN HEALEY frog-eyed Sprite. Good dark blue deseamed body; engine and 3.9 back axle reconditioned within 3,000 miles. Janspeed head; new carpets; hard-top; tonneau cover. £265 o.n.o. Tel.: Marston Magna 526 (6748

1939-41 **ALFA ROMEO** mid-engined open track car. The coachwork is of a special aerodynamic nature, presumably constructed for some sort of experimental work; centre steering wheel; 18 in. tyres; possibly a Tipo 512 or some other one off. Vendor has no idea of what it actually is. £1,500, accept Ghost or Phantom car or chassis in part-exchange. Talbot, Willow Lodge, Church Rd., Warton, Nr. Preston, Lancashire. Tel.: Freckleton 633320. (6750

M.G.-A 1600, Mk. 1, d.h.c. registered 1962. Good body excellent mechanics. M.o.T. November. £295. Tel.: Maidenhead 30624. (6751

RILEY RME, 1953 1½-litre. Two owners; 52,000 certified; new M.o.T.; engineer maintained; black with buff leather, green carpets (one slightly worn). Shell bearings; naked lady mascot; excellent condition throughout. Toolkit; enthusiast owner going abroad. First offer over £300. Box 3297. (6752

M.G.-B 1967 Roadster Green; wire wheels; hard-top; one careful owner. £725. Tel.: Lichfield 52115. (6753

1967 **HEALEY** 3000; 54,000 miles; Indigo blue, in immaculate condition. Genuine reason for sale. Tel.: Radwinter (Essex) 368. (6755

ALLARD P1 saloon, 1952. This beautiful car has been 90 per cent restored; aluminium body, sandblasted to bare metal; repainted Jaguar white; undersealed; reconditioned Ford V8 engine covered 5,000 miles; brakes overhauled; new clutch assembly; five good tyres; taxed end August, tested April. Almost original except sealed beam headlights and flashing indicators. Seat upholstery rather shabby, otherwise very fine. Investment at £195. No offers. Tel.: Sheffield 364143. (6756

HUMBER PULLMAN, 1951. MTF 14. Only 3 owners; present 7 years. Ideal family transport; 7-seater. Sale due to change family requirements. £125. Tel.: 051-489 2664. (6757

SUNBEAM ALPINE GT, 1725. Extras include radio and Webasto roof. £350. Tel.: Derby 22460. (6758

BRISTOL 400, 1949. Three owners, 403 engine; many new parts including wings; brakes; steering. £350. Also many 400/401 spares; engines; half shafts, diff, etc. Send for list. Thomson, 21 Winton Lane, Glasgow, W.2. Tel.: 041-334 3244. (6759

PORSCHE TARGA 911, 1970. Excellent condition throughout, radio; taxed; any test or trial. £3,250. Tel.: 01-579 3538 (London). (6760

XK140 F.H.C., 1956. Mechanically excellent, new tyres. Body requires attention but is complete. £275. Tel.: Earls Colne (Essex) 2702. (6761

E-TYPE JAGUAR 4.2 (LOE 9F). This beautiful car is in first class mechanical condition. Four excellent tyres; h.r.w.; c.w.w. Fitted aerial and racing mirror; open lights. White with black trim. £1,500 o.n.o. Tel.: Bradenstoke 377 (business hours, except Mon. and Sun.). (6762

BENTLEY MK. VI, 1950. Black over bronze; tan interior. Full M.o.T.; in excellent all-round condition. £745. Campbell. Tel.: Reading 55981, ext 345 (office). (6763

DAIMLER SP250 "B", 1962. Beautifully finished in maroon; hard/soft-tops; tonneaux; new XAS's; much money spent to keep in top class condition; gearbox and new brakes recently. Sensible price. £595. Tel.: GI-393 8910. (6765

HOLBAY/SCEPTRE, 1,725 c.c., 1966. Little mileage since "Midland rally team"; engine conversion; gleaming midnight-blue exterior; twin choke Weber; overdrive. Goes like stink. £575. Daimler Conquest, 1956. No registration. Standing in garage since 1967, make good hen-coop. Any offers? Sutton, 135 Cambridge St., Rugby. Tel.: 6877. (6766

LOTUS ELAN, 1968. S/E, S3, d.h.c. Radio. £895. Jones. Tel.: 01-681 0393 (home), 01-688 2161 (office). (6767

ROLLS, PHANTOM 1 chassis; minus engine, for spares or complete. Tel.: Redhill 62419. (6768

AUSTIN HEALEY 3000, Mk. II convertible, registered in Oct. 1963. This is the later (BJ7) version, with twin carbs. curved windscreen, short gear lever, wind-up windows and wire wheels. Price asked, £445. Tel.: Stoke-on-Trent (0782) 69688. (6770

FOR SALE—continued

M.G.-B. 1966. Blue; overdrive; wire wheels; radio; hard-top; tonneau; XASs; M.o.T. September. Immaculate. £605 o.n.o. Tel.: Market Deeping 2674 (evenings). (6769

M.G.-A 1600, Mk. II, B.R.G. Registered NYJ 111 in June 1962. Has hard- and soft-tops. Price asked, £395. Tel.: Stoke-on-Trent (0782) 69688. (6770

ASTON MARTIN, DB6. Vantage 1967. Manual gearbox; usual extras; 59,000 miles. £1,900. Tel.: 01-643 7819. (6771

M.G.-B GT, 1970. "J" superb example. Dark blue; 17,000 miles; overdrive; radio; h.r.w.; underseal etc. Must be seen. Tel.: Windermere (Westmorland) 2165. (6772

1935 FORD 8, 2-door; fair condition. Used daily. £340. Box 3298. (6773

1935 FOUR-DOOR Ford 8; Y model. Completely restored; high gloss finish; engine rebuilt; upholstery in fair condition; M.o.T. until June, 1972. Not used since June 1971. Drive away at £325. Mr. D. Andrews, 68 Cherry Way, Hatfield, Herts. Tel.: 68970. (6774

ALVIS 3-LITRE. A superlative, Oct. 1962 model in "Golden Sand", ivory leather interior; maintained regardless of cost. £900 o.n.o. Tel.: Cheltenham 32863. (6775

PORSCHE 912. The original road-test car (1965). 62,000 miles since new; one private owner; concessionaire maintained throughout regardless of expense. Reconditioned engine; just run in and bodywork; both by A. F. N. White; red interior; 5-speed gearbox; radio. Probably the best available example. £1,500. Box 3299. (6776

1969 GILBERN, Genie finished in Caribbean blue. Electric windows; alloy wheels; overdrive; excellent condition. £850. Tel.: Woking 65535. (6777

1933 AUSTIN 7 saloon. Completely restored as new. M.o.T. March 1973. Tel.: Shurdington 430 (Glos.). (6689

MORGAN +4, 1952. Recently retrimmed and painted. 15-in. wheels and disc brakes. TR4 engine, and other modifications. £450. Tel.: Earl Shilton 42173 (Leics.). (6688

UNT 1 on 1960 Anglia. Offers. Warner, 2 Rural Cottages, Bomere Heath, Shrewsbury. (6690

LOTUS CORTINA, 1965, low mileage, immaculate body and interior. Engine rebuilt, rebored, balanced 2,000 miles ago. Adjustarides. Radiomobile. Recent bills for £175. Must sell. £465 o.n.o. Tel.: 061-740 1282. (6692

M.G.-B GT, 1969(H). Red. Wire wheels. In excellent condition. Possible H.P. Must sell for genuine reason. Asking price £1,000. Tel.: Briton Ferry 812341 (office hours); Clydach (Swansea) 2648 (evenings). (6693

PORSCHE 911, 1967, low mileage, two owners. Superb condition throughout, meticulously serviced, radio, sunshine roof. Only £1,840 o.n.o. Tel.: Lingfield 534. (6694

1935 ROLLS-ROYCE 20/25 saloon by Rippon Bros. Good sound condition throughout with new tyres, running-boards and wings resprayed. £875. Tel.: Chelmsford 56588. (6695

20/25 RUNNING chassis complete with bonnet, wings, instrument board, etc. Limousine body available if required. Superb engine. £550. Tel.: Chelmsford 56688. (6695

LANCIA AURELIA. Fast 2-litre GT. Re-upholstered crimson leather, rewired, rechromed; Q.I.s; seat belts. R.H.D. Full M.o.T. £260 o.n.o. Tel.: 021-429 1234. (6696

ALPINE, 1966, 12 months' M.o.T., three months' tax. Offers. Wilson, The Spinney, Oakamoor, Staffs. Tel.: Oakamoor 416. (6697

LOTUS EUROPA, 1970, "J" registration, S2. Servo assisted brakes, Lotus yellow; only 14,000 miles. Taxed to October 1972. £1,100. Tel.: Sheffield 60500 (most evenings 6.30 p.m. to 8 p.m.). (6698

MORGAN SUPER Sports Aero, J.A.P. tourer, restored to "concours", original. Open to offer. Box 3303. (6694

JENSEN 541S, 1961. Metallic grey/blue, grey interior. Fibreglass body. 4-litre. Manual gearbox. Overdrive. Maintained regularly. Good mechanical condition. Hidden trailer hitch. Best offer over £375. Hepburn. Tel.: 01-834 0754 (office); 01-542 3874 (home). (6699

ALVIS TD21, 1960. Grey. New wings 1971. Immaculate interior, excellent mechanically. Radio. £500 o.n.o. Tel.: Lincoln 51115. (6701

SUNBEAM ALPINE, 1968, wires, overdrive, radials. £650 o.n.o. Tel.: Newcastle (Staffordshire) 562642. (6702

1959 MORGAN +4, taxed, M.o.T. B.R.G. Excellent all round condition, maintenance record. Broken leg forces sale! Hence must go a little untidy. Morgan, Tel.: Kinglassie 331 or Kirkcaldy 62708 (before 7 p.m.). Delivery possible. (6703

RELIANT SABRE 4, Recent overhaul. Wire wheels, Stage 2 tune. Tel.: Birmingham 7773470. (6706

ROVER 100, 1962. Grey, red interior. 58,000 miles. New boots. Drives beautifully. Excellent throughout. £325 o.n.o. Tel.: Blackmore (Essex) 821565. (6555

LOTUS ELAN S2, 1965. White with black trim. Soft-top and tonneau. Radio, new tyres, air horns. Very good condition. £600. Tel.: Braunston (Northants) 776. (6564

TALBOT 105, dismantled, plus very many boxes of extra spares. No body parts. Excellent for rebuild to Brooklands Replica. Rare opportunity to obtain complete Talbot collection. Offers at £500. Tel.: Woodley Park 6526 (Reading). (6617

LANCHESTER LD10, 1951, Barker body. Two owners from new, last owner 17 years. Exceptional condition. 49,000 miles. M.o.T. end of October. £250 o.n.o. Also 1954 Mk. 7 Jaguar, good condition. £100 o.n.o. Tel.: Westbury (Wilts.) 2328 (during day), Warminster 3988 (evenings). (6622

R.H.D. 2600 ALFA Bertone, 1965, electric windows, recliners; sound bodywork. Major overhaul; three twin chokes, oil cooler, 5 speeds speedboat hitch. Taxed, tested. Buying house, need £425. Tel.: Northwich 0606 75379. (6623

FAST LUXURY—Thunderbird 5.2-litres Automatic, 1959. M.o.T. Radio. Very good engine body. Reasonable offers. Tel.: Northwich (0606) 75379. (6623

FOR SALE—continued

M.G.-B, 1965. Blue. One owner. Wire wheels, radials; low mileage. Owner emigrating. £530 or near. Tel.: Stebbing 262 (evenings). (6621

1955 SUNBEAM Mk. III saloon. Body, interior very good condition. Excellent mechanically. M.o.T. Oct. 1972. Radio, tools, spares. Photos available. Offers. Tel.: Winscombe (Somerset) 3438. (6624

GILBERN GENIE, 1967F, V8, overdrive, silver black trim. Minilite mag. alloy wheels. SP Sports, Motorola. Factory serviced, immaculate. £900 o.n.o. Tel.: Cardiff 64944. (6625

LOTUS ELAN, 1966, Lotus yellow, hard-top, soft-top, radio, knock-ons, SP tyres. Excellent condition. £760. Tel: Liss 3284. (6628

M.G.-B, RED. Overdrive, wire wheels, new gearbox, radio. Excellent order. £445. Tel.: Liss 3284. (6628

RS1600 ESCORT, March 1971(J). Standard detuned production road model (120 b.h.p.). Never raced or rallied. Maintained by same R.S. Agency throughout. P/b. radio, triple Maseratis, Rostyles. 17,000 miles. Genuine private sale. Nearest offer £1,200 secures. Wilson, Tel.: Bristol (0272) 421877. (6629

JOWETT JUPITER, E2-SA 653R. Good condition throughout, used daily. Must be seen. £285. Also many Jav./Jup. spares. Tel.: 021-373 1411 or 1011. (6630

XK150 F.H.C. Old English white. Wire wheels, twin spots; new tyres, spare engine. Superb looker at £590 o.n.o. Tel.: 01-4608797 (evenings). (6631

1929 AUSTIN Ulster. Modified in the thirties—including hydraulic brakes and Nippy engine. Rebuilt in 1961. Engine rebuilt February. £420. Write: M. Harper, 17 Brocklebank Rd., Southport, Lancs., or Tel.: Southport 4860. (6632

M.G.-B, 1969G. White. Hard-top, folding hood, reclining seats, integral headrests, overdrive 5½Js, G800s. £920. Tel.: Chippenham 4558. (6633

TR4, 1963. White. Surrey, chrome w/wheels, overdrive. Excellent condition. £425. Tel.: Eaton Socon 550 (Hunts.). (6634

GENUINE one-owner Sunbeam Tiger, 1966. Forest green with black interior, spare wheel and soft-top never used, radio, new Dunlop SP Sports. 42,000 miles. Faultless throughout. £850, would consider part exchange. Tel.: Lowestoft 4163 (daytime). (6635

TIGER MK. II, genuine 4.7 L.H.D. export model. Carnival red with black interior. Hard- and soft-tops, radio, 8-track stereo tape player, new Cosmic wheels and tyres; 52,000 miles, in beautiful original condition, a collector's piece at £1,000. Photograph on request. Would consider part exchange on Porsche or Shelby Cobra Mustang. Tel.: Lowestoft 4163 (daytime). (6635

1966 GILBERN 1800 GT, o/d., s/r., w/w., 53,000. "Concours" winner two years. Must be seen. £900. Tel.: Ringmer 812487. (6636

MIDGET, 1971, blaze, ZXs. Maintained regardless of expense. £850 or exchange Morgan 4/4. Addison, Tel.: Bristol 44996. (6637

LANCIA FLAVIA coupé, 1963; long tax, M.o.T. £275 o.n.o. Tel.: Swansea 69510. (6638

1930 ROLLS-ROYCE 20/25, with replica touring body just completed. Red hide interior and full weather equipment. Taxed and M.o.T. Tel.: Hereford 4491. (6639

TR3A, 1960, hard- and soft-tops, tonneau, overdrive, wire wheels, radio, heater. Mechanically excellent. Highest offer. Tel.: 061-432 2882. (6640

KAL 222 on 1948 M.G. Y. Recent brake, engine overhaul. Offers over £100. Platts, 5 Kennedy Ave., Long Eaton, Nottingham. (6641

LOTUS 6, circa 1955, green and yellow. Rebuilt original motor, VW wheels with Cinturatos. Good example of a rare model. £250 o.n.o. Tel 051-677 4275. (6642

HEALEY 3000 Mk. III, 1965, blue/silver, red leather interior. Overdrive, 6-in. 72-spoke wires, new SPs, flared arches, half exhaust system new, luggage rack, tonneaus. Very impressive car. £750 o.n.o., or exchange family saloon. Tel.: Colne (Lancs.) 5397. (6643

FROGEYE SPRITE, 1960, soft-top. M.o.T. Dec. 1972. £185. Tel.: 01-554 0281. (6645

T.V.R. VIXEN S3, 1971(K), 6,400 miles. Silver fox. Sun-roof. Immaculate. Offers to Barraclough, Hungerford House, Halifax Rd., Edgerton, Yorks. Tel.: Huddersfield 23374 (after 5.30 p.m.). (6648

1954 PLYMOUTH Savoy four-door sedan, short-chassis straight-six, 3.77-litre, left-hand drive. Automatic. Only 25,830 km. Two owners a French Vicomte and my sister (retired school mistress). The interior, chassis and tyres are very good, the body a little less good, and immediate inspection is necessary as the owner desires speedy sale at realistic price, say £310. Tel.: 01-668 3180 (Purley) (evenings). (6649

TR4, WHITE, 1964. Surrey h/s tops, overdrive, chrome boot-rack, Michelin ZX tyres, reversing lamp. Taxed, M.o.T. H.P. possible. £485. Tel.: Redditch (Worcs.) 65207. (6651

M.G. MIDGET, 1966, B.R.G. Very nice car with few sensible extras, including radio. In good all round condition, £400. Tel.: 01-670 2087 (evenings). (6652

A.C. ACE, VPG 6. Resprayed, retrimmed, fitted TR4 engine, gearbox and overdrive. Aston Martin DB2/4—beautiful body, chassis, fitted bearings, rings and brakes. One car must go, £550 each o.n.o. or W.H.Y.? Wanted, all Lotus 47-Europa spares. Mr. Taylor, Tel.: Blackburn 56962. (6653

MAGNIFICENT yellow and black (Lonsdale) Daimler limousine by Barker, in faultless order. 1936 Straight "8" Royal Mews model. Probably the only one of the marque in existence. Recently re-coach-painted. Serious offers only please. Owner can personally deliver in Europe or U.S.A. John T. Sage, Crown & Anchor Hotel, Longton, Stoke-on-Trent, England. Tel.: Stoke-on-Trent 39343. Consider exchange more modern Rolls. (6654

LOOKS LIKE a Bentley; but better performance and cheaper to run. Classic Mk. V Jaguar, mint condition, used daily by professional gentleman. Complete spare car with body removed provides plenty of spares; or could be used for making a vintage style tourer. Offers around £300 and £100 invited. Rees, 19 Pilley Rd., Tupsley, Hereford. (6656

FOR SALE—continued

HEALEY 100/6, 1958, royal blue and silver. Beautiful bodily, excellent mechanics. All extras. £450 o.n.o. Tel.: Bristol 38481, 33534 (evenings). (6658

GINETTA G4, White. Very quick car. 0-50 m.p.h. 5 sec. Good condition, well maintained. Ford 1,500 c.c., twin Webers, 6½Js. Reluctant sale but original Ginetta now repaired! £690. Tel.: 01-727 1578. (6659

SP250, November 1963, "C" spec., two owners. Hard- and soft-tops, silver-grey; 24,000 miles from new, new XAS tyres all round; very nice condition. Offers around £850. 17 Watermans Way, Wargrave, Berkshire. Tel.: Wargrave 2008. (6660

XK150, 1959, f.h.c., o/d. Well-known car in beautiful condition. Chrome w/w., luggage rack, radio; new tyres and exhaust system. £1,295. Tel.: Shaftesbury 3429. (6661

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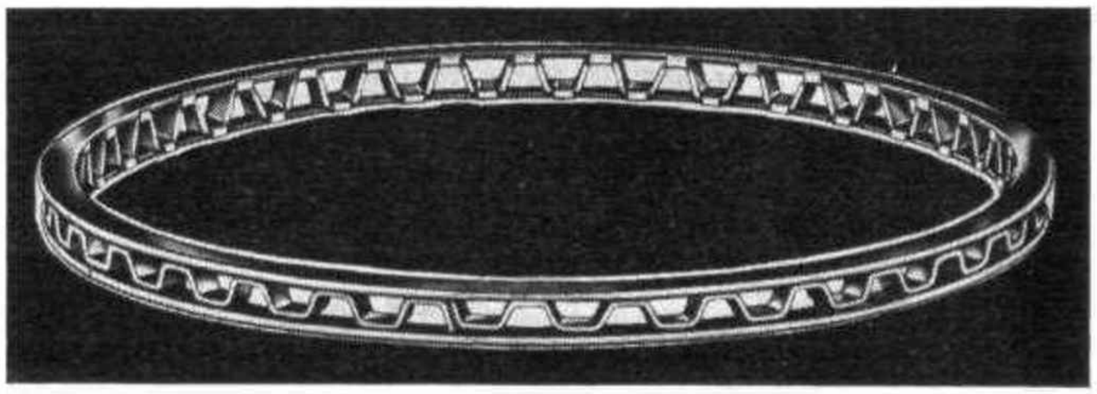
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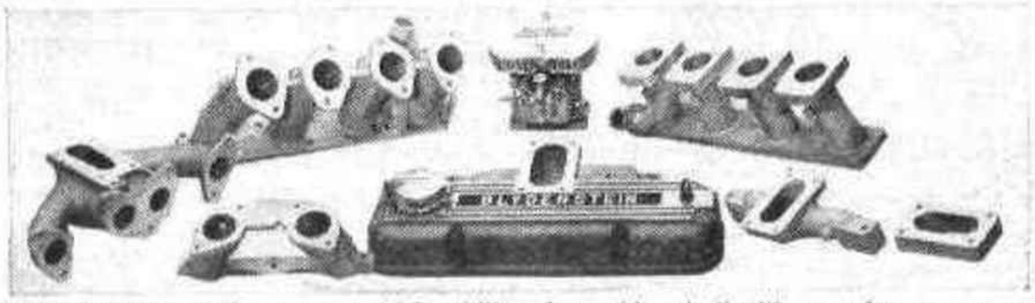
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AUSTIN 10, 40th Anniversary. The Austin Ten Drivers' Club presents its 1972 National Rally at Beaulieu, on Sunday, July 9th. Details of Club from Mrs. E. Winney, 8 Standring Rise, Boxmoor, Herts. (6296

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THE XK CLUB is holding a meeting at Tatton Park, Knutsford, Cheshire, from 11 a.m., May 21st. This is your chance to see the best of the "Big Cats". Secretary, Phil Henshall, 178 Moor Lane, Woodford Stockport, Cheshire. (1011

4 AGO Registration No. on 1960 Wolseley. Taxed, tested. Offers. Tel.: Colne (Lancs.) 5363. (6665

JAGUAR XK Workshop Manual, £2. Original M.G. YA handbook (tatty), £2. Original Riley 1½ handbook, £2.50. Many M.G. Y spares (some new). S.A.E. lists. 12 Victoria Rd., Sittingbourne, Kent. (6749

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ALFA WOBURN 7th May. The Alfa Romeo Owners' Club will be holding its annual meeting at Woburn on Sunday, 7th May, starting at 11 a.m. "Concours d'Elegance", AGM, Buffet Lunch, Gymkhana. Details of membership and this day out for Alfa owners from M. L. F. Ford, 27 Goffs Park Rd., Crawley, Sussex. (6825

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MISCELLANEOUS—continued

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JENSEN OWNERS Club and Register. Founder members required, full range of activities including sporting, spares, information, etc. Club to be run under R.A.C. regulations. For information and entry forms write to Hon. Sec., Len Jackson, 40 Station Rd., St. Margarets, Nr. Ware, Herts. Tel.: Stanstead Abbotts 16. (4119

THE MASERATI CLUB for all owners and enthusiasts of this marque and O.S.C.A. Details from the Secretary, Richard Crump, Hunters Pot, Aldbury, Tring, Herts. (4820

BREAKING S.S. JAGUAR 1½-litre saloon, 1938. Write Small, Wickfield Farm, Shefford Woodlands, Newbury, Berkshire. (4973

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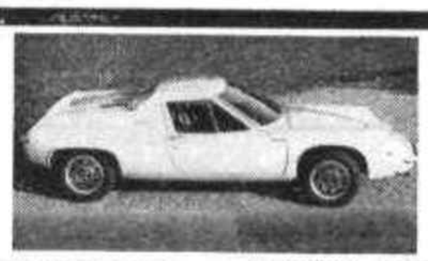
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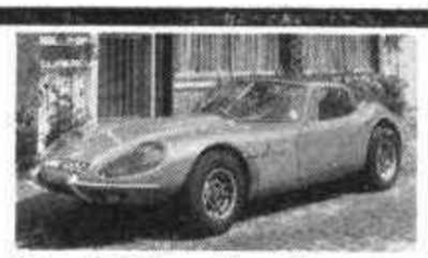
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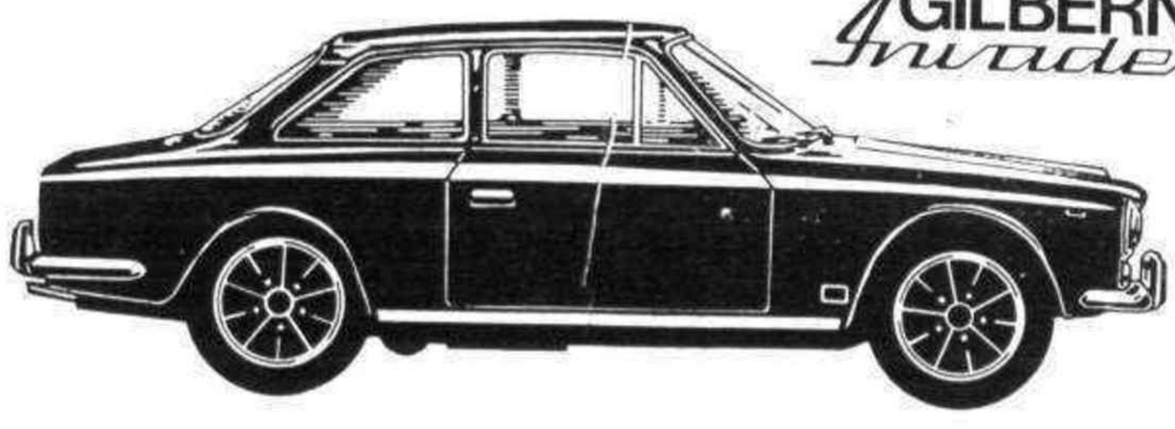
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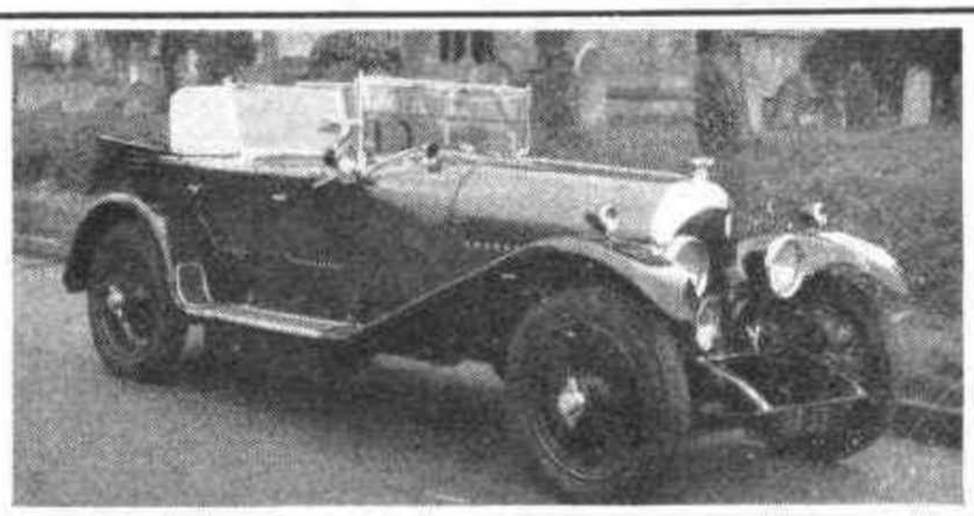
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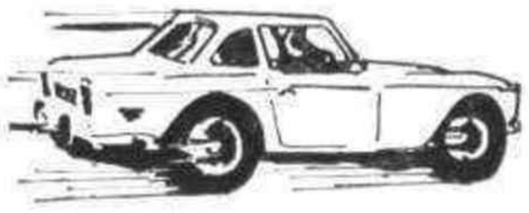
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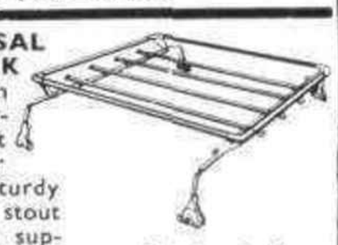
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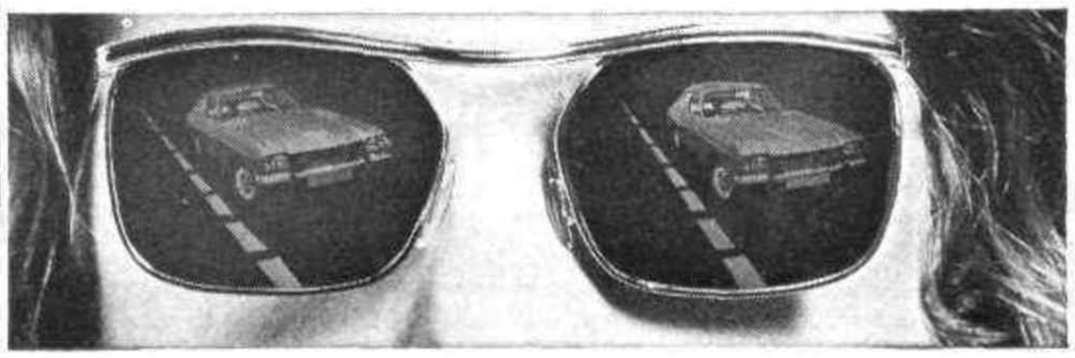
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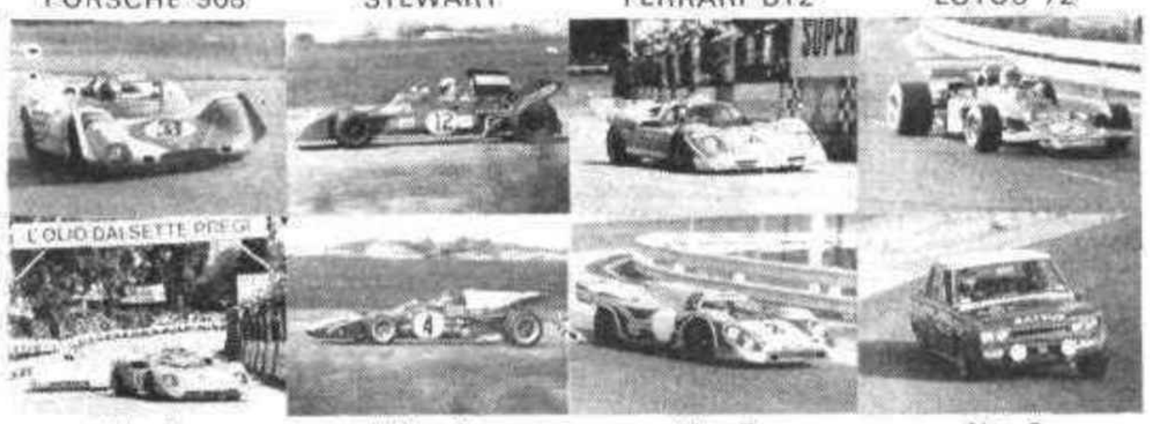
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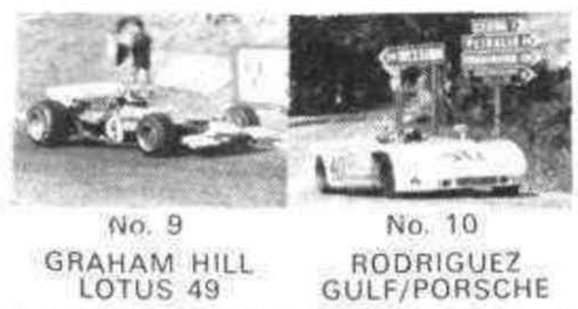
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ALFA ROMEO, BMW, MERCEDES, MGB	£34	£44
LOTUS, TVR, TR6, E-TYPE	£47	£68

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BENTLEY, 1953, 'R'-type, manual shift with Continental styled 2-door coachwork by Abbott. Finished in sand and sable with tan hide trim, nice example of this rare coachbuilt model.



LANCIA, 1967, Flavia coupé, pretty open 2-door 4-seater sports roadster with economical 1,800-c.c. fuel-injected 4-cylinder engine. Recorded mileage 42,000, two owners. Finished in Arctic ivory with red trim, radio, hard- and soft-tops, Cinturato tyres, wood-rim wheel. Ideal family car ready for luxury open summer motoring.



BENTLEY, 1956, S1 Automatic sports saloon, two owners, recorded mileage only 50,000. Exceptional coachwork in silver grey and astral blue with grey hide trim, fully fitted lambswool rugs, tinted screen, full Webasto sun-roof and just fully serviced. A rare opportunity to acquire a magnificent low-mileage example of this popular and economical model.



ROLLS-ROYCE, 1958, Silver Cloud I, high-compression engine, power steering. Two owners from new and recorded mileage of only 76,000. Virtually unmarked throughout in suede over sage green with deep velvet green hide trim. Just fully serviced and undoubtedly ready for some superb motoring by the meticulous person wanting an outstanding specimen of this series.

ROLLS-ROYCE, 1958, Silver Cloud I, high-compression series with power steering. Virtually a one-owner specimen with extensive Hythe Road history. Painted in sand over sable with natural tan hide trim. Just fully serviced and in excellent all round condition.



MATCHLESS, 1925, 1,000-c.c. V-twin, nicely restored. Painted in olive green, new tyres, etc.; passenger not included.
MATCHLESS, 1937, 250-c.c. sports single with upswept exhaust, good original order.
VINCENT, 1950, 500-c.c. Comet, engine rebuilt, excellent all round condition.
SCOTTS. Choice of several. All in restored condition.
ROLLS-ROYCE, 1935, 20/25 4-door close-coupled sports saloon with very rakish Park Ward coachwork. Very good interior with sound and tidy coachwork. Mechanically quite good although stored for many years.



ROLLS-ROYCE, 1949, Silver Wraith, owner-driver, close-coupled touring saloon with elegantly proportioned coachwork by Park Ward, recorded mileage of only 55,000 by two owners; superb duo-tone pearl over storm grey cellulose with impeccable tan hide interior trim, all original tools, radio, etc. Just completely serviced, potentially a *concours* winner in all respects and eminently suitable for the most fastidious perfectionist.

LANCIA, 1956, Appia Series II, 4-door pillarless sports saloon, superbly restored regardless of cost finished in Lancia blue with black trim.

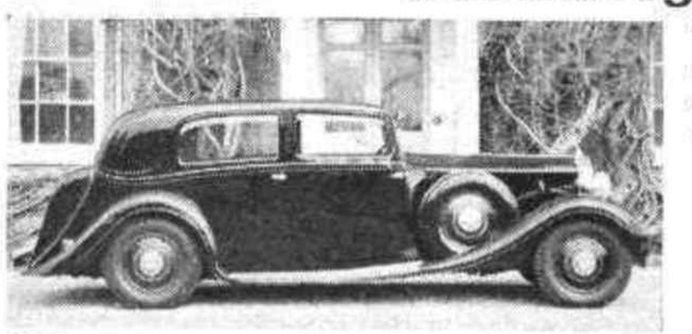
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1937 ROLLS-ROYCE P. III close-coupled limousine by Hooper. Black with brown leather trim to front, cloth to rear. Division, telephone, scent bottles, etc. 48,000 miles. Superb condition.



1970(J) JAGUAR 'E'-Type f.h.c. Signal red, black trim. Wire wheels, radio. Low mileage.

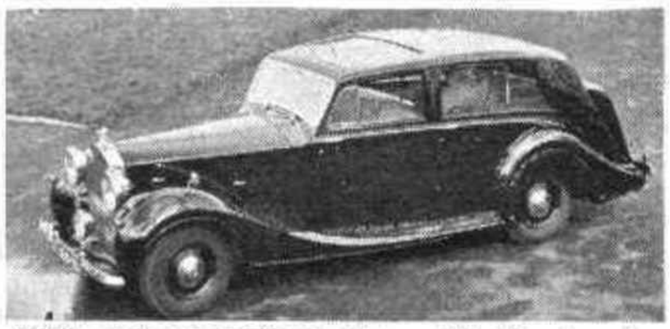
1930 BUGATTI Type 49 'Faux Cabriolet'.
1934 ROLLS/ROYCE 20/25 f.h.c. by Rippon.
1936 ROLLS/ROYCE 25/30 limousine by Hooper.
1937 BENTLEY 4¼ saloon by Thrupp & Maberly



1965 LAMBORGHINI 350 GT. Silver. Rare R.H.D. example.

34 DODGE 'Surrey' caravan, Eccles body.
1938 ALVIS 4.3 2/4 seater conv. by Whittingham & Mitchell.
1952 FERRARI 212 'Export' with '57 Scaglietti body.
1968 M.G.-B GT, B.R.G. O/d., wire wheels.

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1949 ROLLS-ROYCE Silver Wraith touring limousine by Hooper & Co. Black, beige leather trim. Division, cocktail and picnic cabinets. Late property titled owner. 32,000 miles.



1970(J) RELIANT Scimitar 'GTE'. Manual/overdrive. Caribbean green, black trim. Rear window wiper/washer, radio.

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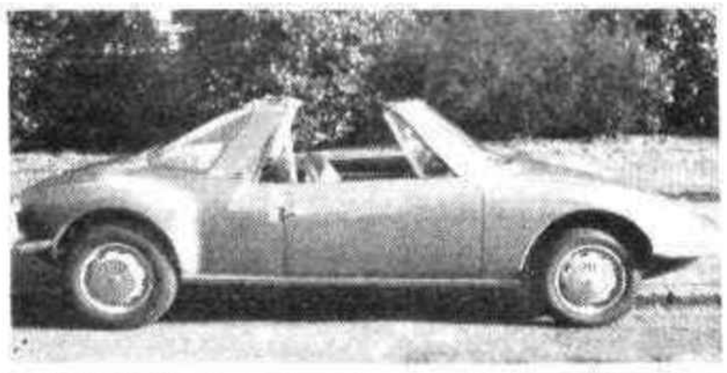
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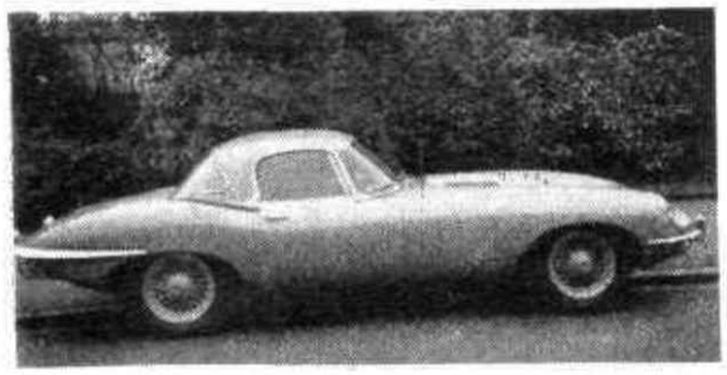
1967 TRIUMPH TR4, in royal blue, fitted wire wheels, overdrive, radio, an above average example ... **£795**

1970 MARCOS 2-litre (*illustrated*), in Bahama yellow, fitted mag. wheels, one owner from new, mileage 26,000, a very nice example... ... ... **£1,295**



1971 'K' M.G.-B GT, in blaze with black trim, fitted Rostyle wheels, overdrive, mileage 12,000 ... **£1,350**

1969 (Dec.) UREN Savage, in aubergine with black trim, fitted Rostyle wheels, radial tyres, sunroof, radio, recorded mileage 23,000. A beautiful example ... **£1,095**



1970 JAGUAR 'E'-Type drophead (*illustrated*), in light green, fitted matching works hardtop, tinted screen and radio, a fine example of this famous marque ... **£2,095**



1968 TRIUMPH TR5, in white with black trim, fitted wire wheels and overdrive... ... ... **£945**

1965 PORSCHE 365C, in red with black trim, this must be one of the nicest examples about today, represents value at **£850**

1968 RELIANT Scimitar 3-litre GT, in light metallic blue, fitted overdrive, radio, heated rear window, Cints. one owner from new, recorded mileage 14,000. A beautiful example **£995**

1966 PORSCHE 912, in Porsche yellow (*illustrated*). This fine example is fitted with radio, slot stereo, electric aerial, spotlamps, new radials, maintained regardless of cost with full service history from new, must be seen... ... ... **£1,395**

1968 M.G.-B GT, in mineral blue with black trim, fitted wire wheels, overdrive, radio... ... ... **£895**

1969 LOTUS Cortina, in white with green flash, a well cared for example, recorded mileage 22,000 ... ... **£795**

1968 ALFA ROMEO Spider Veloce (*illustrated*), 1,750 c.c., in off white, a nice low mileage example. (Hardtop available, £45.) **£1,295**

1968 M.G.-C roadster, in B.R.G., fitted wire wheels, overdrive, radio **£795**

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1966 JAGUAR 'E'-Type + 2, in opalescent metallic green, fitted chrome wires, heated rear window, radio, far above average condition **£1,195**

1967 JAGUAR 'E'-Type drophead, in green, fitted chrome wires, radio, a very nice example **£1,325**

MATRA. Brand new **2 + 2 sports car** (*illustrated*), from the famous racing stable, a fine example of engineering and design, very comprehensively fitted, including roof removable in one or two sections which stow in bonnet leaving an attractive 'Targa' type appearance, mid-engine 1,750 c.c. Ford approx. 35 m.p.g. The rear wrap-around screen is adjustable, upholstered in black with reclining seats which are just about the best designed seat we have yet tried, pop-up headlights, clock, cig. lighter, and all the creature comforts, fantastic roadholding, come and have a great road test, offered road taxed, registered and on the road with no extra charges.... ... **£1,995**

1966 RELIANT GT, in olive green, fitted wire wheels, overdrive, radio, this car must be seen **£725**

1967 ASTON MARTIN DB6 (*illustrated*), in mink with leather trim, fitted automatic transmission, power steering, power brakes, Selectaride suspension, refrigerated air conditioning, Sundym glass, chrome wires, p.b. radio, electric aerial, a beautiful example of this classic marque **£2,150**

1969 TRIUMPH Spitfire, in primrose fitted wire wheels, works hardtop, one owner from new... ... ... **£695**

1969 JAGUAR 'E' Type drophead, in sable with tan interior, fitted chrome wires, tinted screen, radio and slot stereo, one owner from new, a well cared for example **£1,875**

1967 'F' TRIUMPH TR4A, Surrey top in white with black trim, fitted wire wheels, overdrive, and radio, mileage 39,000, far above average condition **£795**

1968 M.G.-B GT, in beige with black trim, fitted wire wheels, and overdrive **£925**

1969 M.G.-C GT automatic, in grampion grey with black trim, fitted wire wheels, a well cared for example **£995**

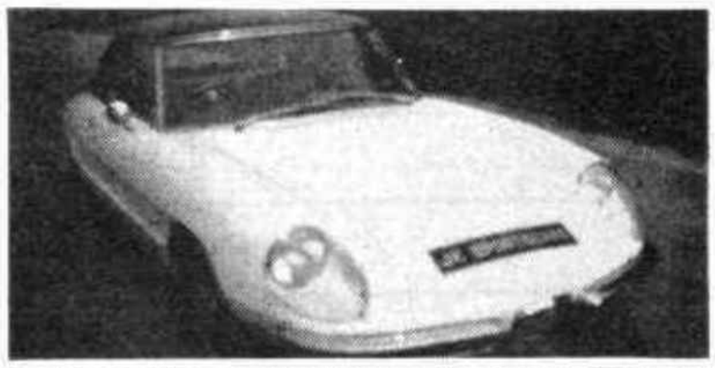
1968 ALFA ROMEO Spider Duetto drophead, in red, (hardtop available, £45), a very clean example **£995**

1971 LOTUS Sprint f.h.c., in Lotus colours red/white, one owner from new, this fine example is fitted with heated rear window and push button radio **£1,475**

1968 JAGUAR 'E'-Type drophead, in metallic green, fitted chrome wires, radio, history known, many extras **£1,575**

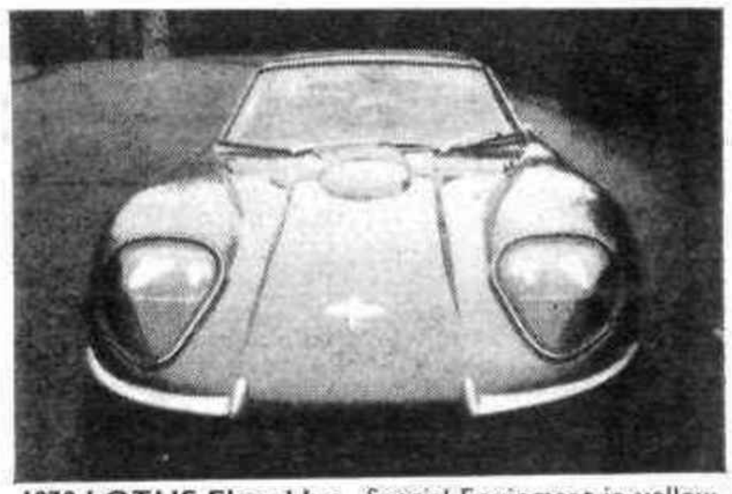
1969 JAGUAR f.h.c., in light blue with black trim, fitted chrome wires, radio, heated rear window, one owner from new **£1,825**

1970 LOTUS Elan +2S, in white, fitted heated rear window and radio, one owner from new, low mileage **£1,750**



1970 M.G. Midget, in royal blue, fitted wire wheels and hardtop **£795**

1970 TRIUMPH TR6, in damson, fitted wire wheels, overdrive, low mileage **£1,325**



1970 LOTUS Elan d.h.c., Special Equipment in yellow, fitted radio, low mileage **£1,250**

1968 M.G.-B roadster, in white, fitted wire wheels, overdrive, nice clean example **£845**



1970 T.V.R. Tuscan V6, in blue, fitted overdrive, mag. wheels, and radio, low mileage **£1,295**

1969 RELIANT Scimitar GTE, in red, fitted overdrive, radio, sunroof **£1,495**

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BENTLEY S.I, 1956 (Sept.). Regal red with matching red hide upholstery and trim. Fitted with radio, fog and spot lights, wing mirrors, etc. Make motoring a pleasure once more for a very modest outlay. **£895.**

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M.G.-B, 1966 (March). Blue with black trim, one owner, 33,000 miles, radial tyres, fitted radio... ... ... **£595**

BENTLEY S.I, 1956 (April), finished in light grey. 96,000 miles believed genuine, 82,000 history with distributors. Illustrated last month but price omitted in error. **£965.**

The following vehicles will be available shortly, possibly by the time the advertisement appears. Please write or phone for details.
ASTON MARTIN DB4 drop-head coupe, 1963 (Jan.)
BENTLEY Mark VI, 1956 (April), razor-edge saloon by H. J. Mulliner.

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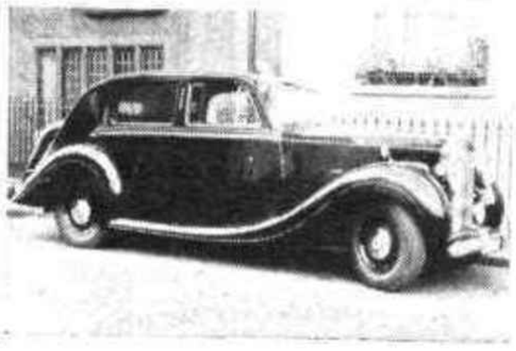
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Unfortunately the beautiful Wraith pictured right is not for sale as it has already been purchased by a discerning buyer. However, there are other Rolls-Royce and Bentley motor cars — equally as beautiful — just waiting for other discerning buyers. These are as follows:



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1959 SILVER CLOUD I. Black over gold. Exquisite order... ... ... **£1,795**

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1936 ROLLS-ROYCE 4-door sports saloon. P100s. Very beautiful and unusual—super chassis **£1,395**

1936 ROLLS-ROYCE 20/25 Wraith—good average example **£1,250**

1948 SILVER WRAITH by James Young **£1,895**

1949 SILVER WRAITH by Park Ward. Black over café au lait. P100s. Very pretty aluminium body. Reconditioned engine (full-flow). Full history... **£1,975**

1960 SILVER CLOUD II, excellent order throughout... ... ... **£1,695**

1954 BENTLEY "R"-Type Auto. Green and simply beautiful **£895**

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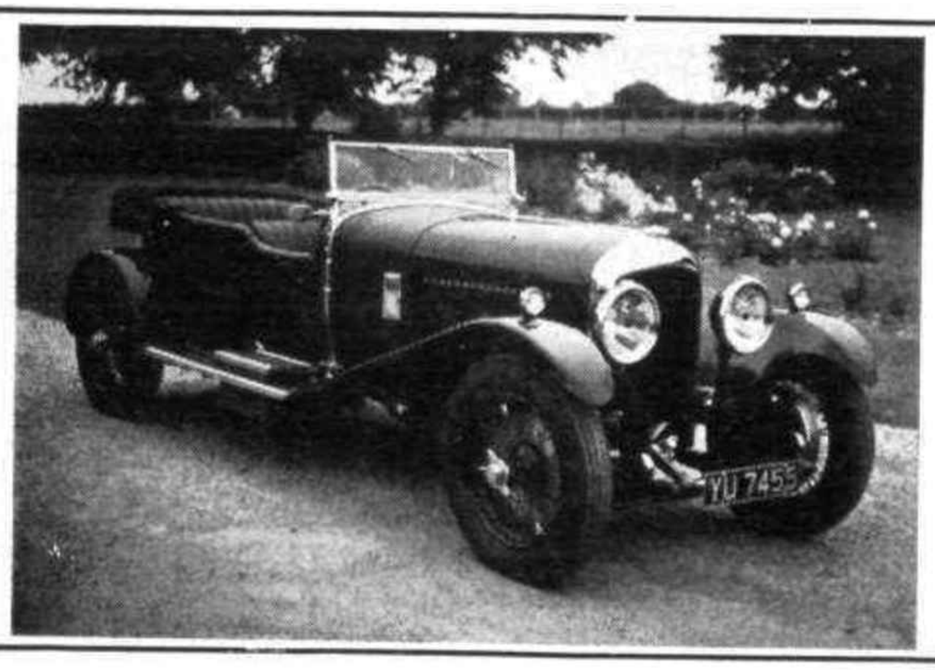
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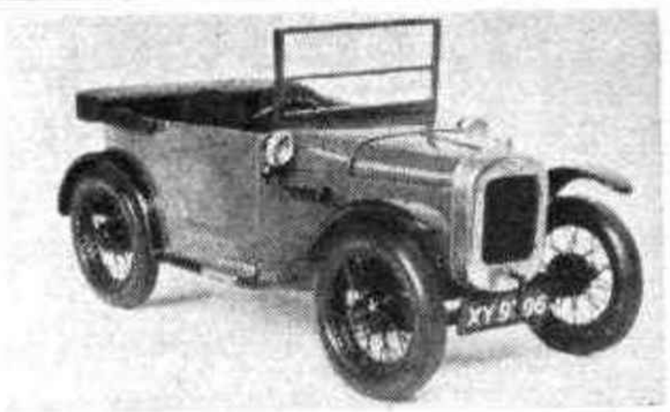
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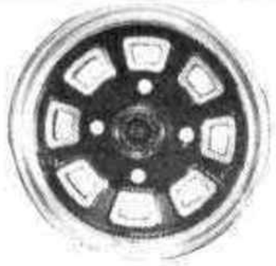
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SUNBEAM ALPINE Mk. I, 1954. Outstandingly eye-catching example in **ebony black** over **silver mist** cellulose. Re-upholstered in **Cardinal red** with **white** piping. New carpets to match. Much mechanical restoration and careful attention to detail makes this vehicle most desirable.

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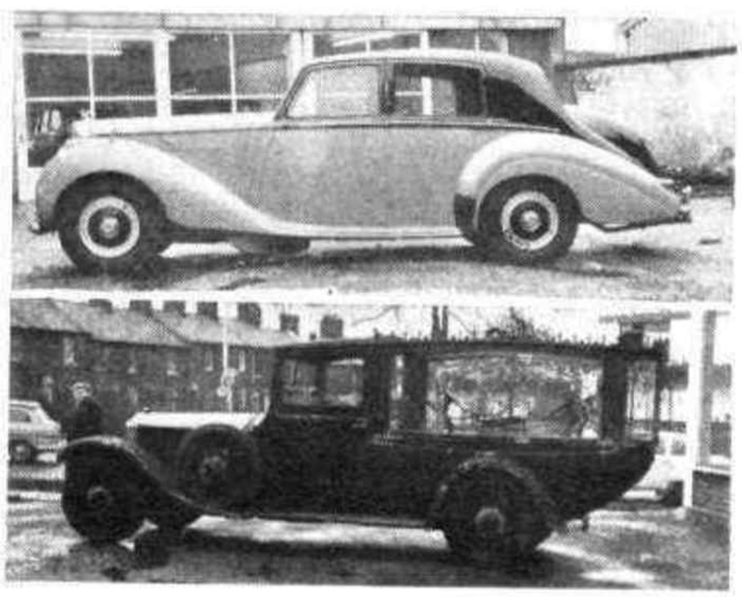


(*Left*) **BENTLEY S Series Continental** by Park Ward, 1956, automatic, dark blue with grey interior, indicated mileage approx. 118,000 believed genuine, supplied by us 4 years ago; repainted approx. 2 years ago and has been well maintained and is an excellent specimen. **£2,275**

(*Right*) **BENTLEY 'R'-Type,** manual change, Oct. 1952, black and golden sand, new clutch just fitted, exhaust and brake overhaul, etc., new tyres, very sound mechanically, present paintwork fairly recent and quite good but there are blemishes, nevertheless altogether an above average car for its year. **£790**

(*Left*) Remarkable **REO Flying Cloud,** 4½-litre 6-cylinder r.h.d. sedan, 1928, completely original as to lights, equipment, etc., nicely restored coachwork smoke blue with grey leather interior, all plating renewed etc., mechanically very sound and ready to drive away. **£1,075**

(*Right*) A more remarkable **ROLLS-ROYCE Silver Ghost** hearse, 1923 series, with full R.R. f.w.b. equipment, all original lamps, instruments, straight-sided tyres, etc., 1 private owner until 1932 when fitted with present body by Woodall Nicholson; this can truly be called elegant with its elaborate etched glass, curved rear doors, interior ornaments, etc., virtually stored since 1938, it would appear to have covered a comparatively low mileage.



ROLLS-ROYCE 20/25 Barker sloping-tail sedanca, GOH Series late 1935, highly original car with a genuine mileage believed to be approx. 100,000 and believed only two owners. In store since 1959, considerable mechanical work done by us and the coachwork renovations including repainting, retrimming where required, replating, etc., are expected to be completed by mid-May. The colour is ivory with black waist-band and the completed price will be approximately **£2,000**

ROLLS-ROYCE 25/30, 1936, in good running order with excellent hearse coachwork highly suitable for conversion to estate or caravan, on good tyres and ready to drive away. **£650**

BENTLEY S.1, 1958, automatic, power-steering, sand and sable, serviced by us over past 3 years, in very sound mechanical order and we are doing necessary coachwork renovations. Completed price will be approximately **£1,200**

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(*For photograph see last month*).

Very rare **LANCIA Aurelia Spyder GT,** 1956, red with dark red trim, indicated mileage 55,000 and considerable mechanical and coachwork repairs have now been completed; this car is most attractive both to look at and to drive, and is certainly unusual. **£675**

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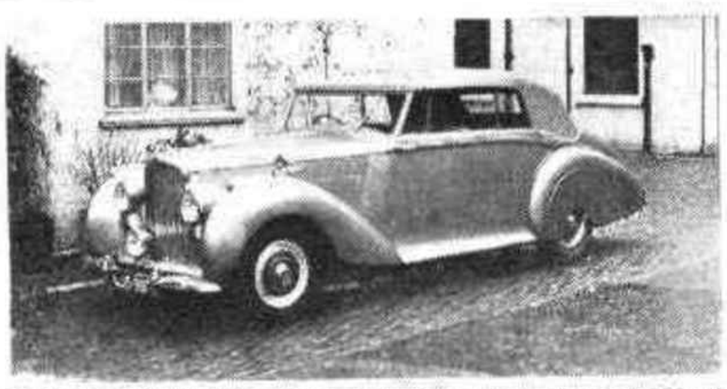
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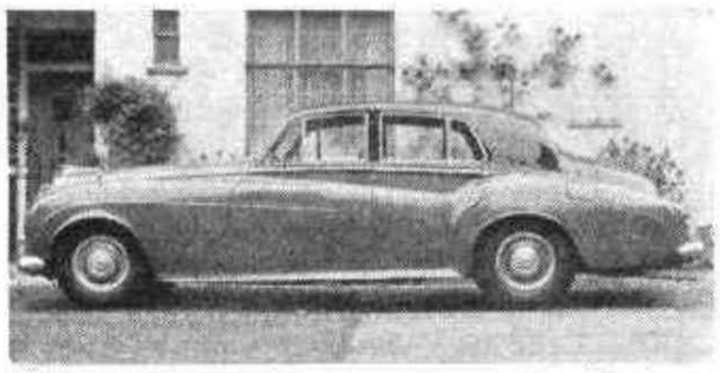
1929 BROOKLANDS RILEY, 2-seater, full restoration in progress.



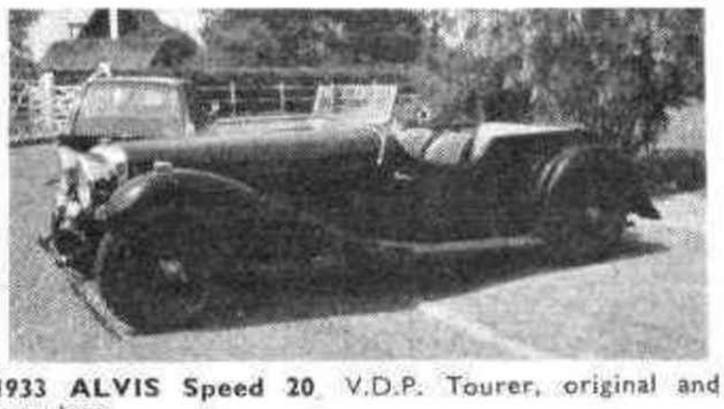
1949 BENTLEY Mark VI, drophead coupe by Park Ward, excellent example.



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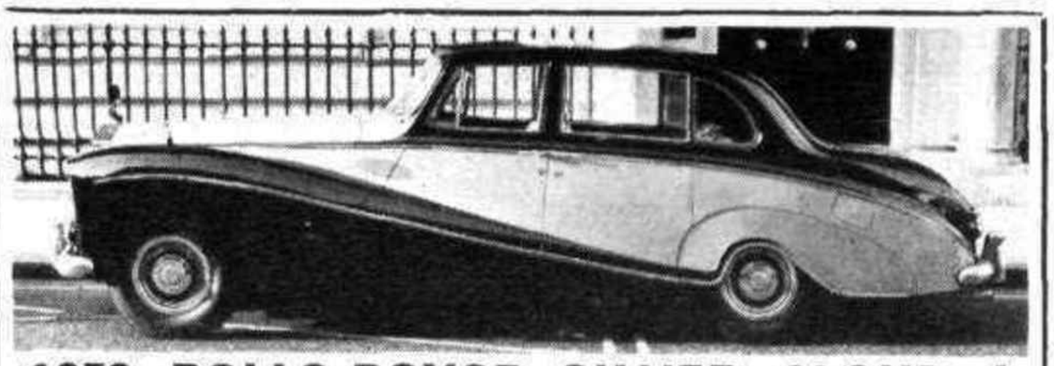
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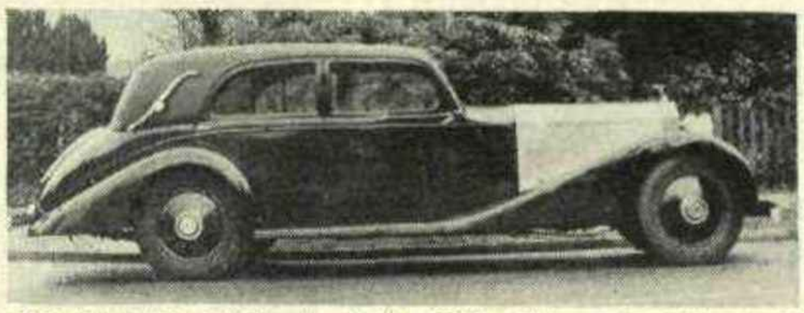
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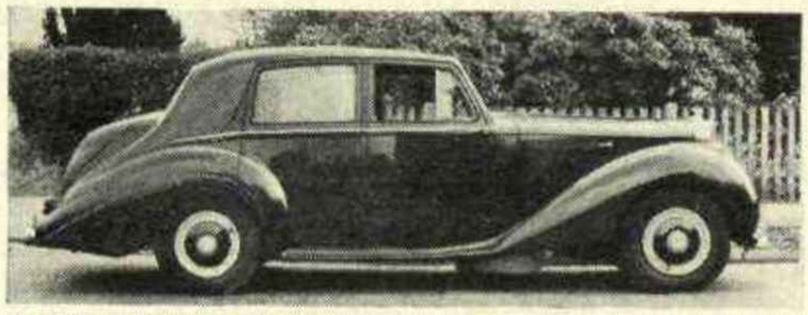
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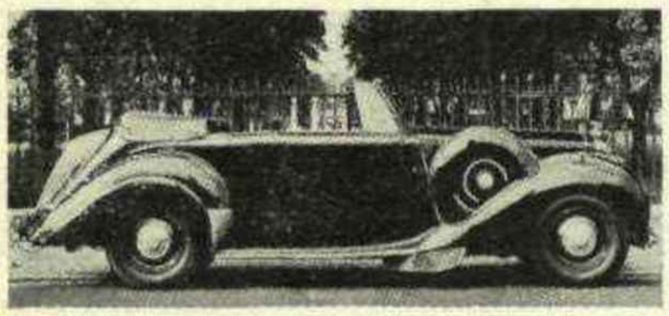
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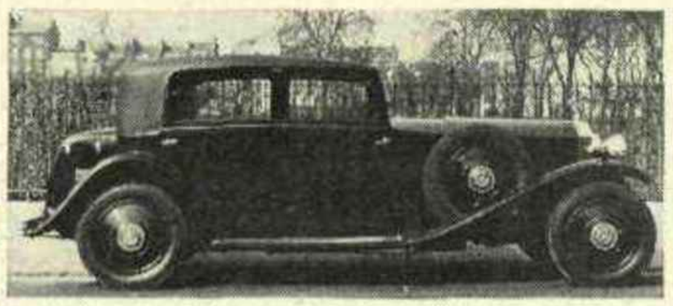
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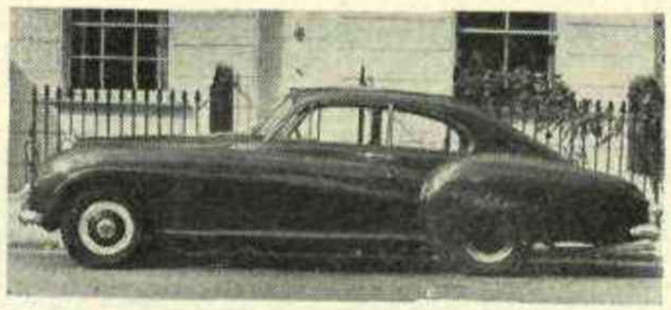
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1949 BENTLEY Mk. VI power convertible by Park Ward. Mechanically exceptional. Can be two-toned to buyer's choice.



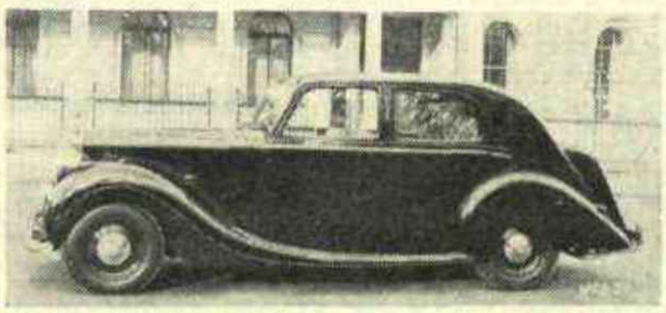
1932 ROLLS-ROYCE 20/25 sports saloon by Freestone and Webb. Burgundy over black: Restored and motors beautifully.



1953 BENTLEY 'R'-type Continental with centre gear-shift. Moss green metallic with pearl grey hide. Recently subject of considerable expenditure and in exceptional order throughout. Choice of two cars.



1953 BENTLEY 'R'-type "lightweight" saloon by H. J. Mulliner. Synchromesh. Believed three owners only. A very good example indeed.



1949 ROLLS-ROYCE Silver Wraith sports saloon by Park Ward. Two owners from new with recorded mileage of 72,000 only. Metallic green with light tan hide, sun-roof. Exceptional.



1959 BENTLEY Continental 'S'-type by James Young. P.A.S., 4.9-litre. Recently subject of considerable expenditure and now deep velvet green with light tan hide.

1954 BENTLEY Continental 2-door fastback saloon by H.J.M. Velvet green.

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1962 ROLLS-ROYCE S.C. II, Special LWB by James Young. No division—a very rare car in pristine condition.

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