February 1974 Vol. L No. 2 20p

MOTOR SPORT

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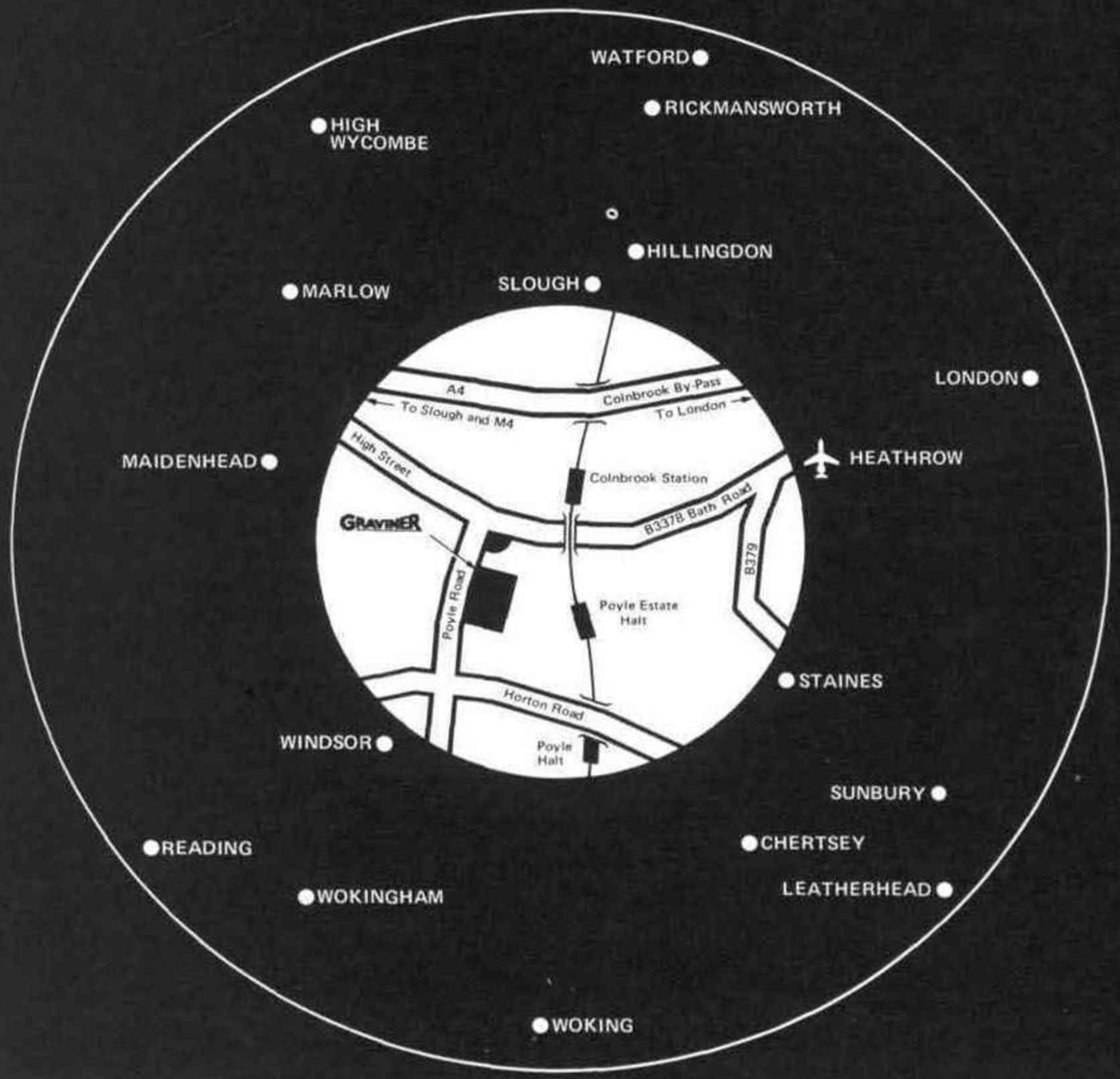
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If you live a considerable distance from Colnbrook don't hesitate to ring or write us for information or advice concerning Graviner equipment. As the people who pioneered and developed in-car fire protection and life-support equipment, we'll be only too happy to help!

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Please telephone for latest stock and location.

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1969 Elan +2S. Red. One owner; s/roof, radio.
1971 Elan Sprint f.h.c. Yellow/white, radio.
1971 (K) Elan Sprint f.h.c. Red/white. Many extras.
1970 (H) Elan S4 S/E d.h.c. Bahama yellow, 22,690 recorded miles.
1970 (J) Elan S4 d.h.c. Black/gold, Sprint stripes.
1970 (J) Europa S2. Bahama yellow, Cosmic wheels, radio, USA Spec.; low mileage.
1969 Elan S4 d.h.c. White, radio.
1967 Elan S/E f.h.c. Dark met. blue, radio, stereo, h.r.w.

TVR

1973 3000M. Lime green, radio, s/roof.
1972 2500. BRG, radio.
1972 2500M. Yellow, s/roof; one owner.
1970 S2 Vixen 1600, alloy wheels, radio.

OTHER CARS

1970 Jensen Interceptor Mk. II, s/roof, *radio, auto.; one owner.*
1972 V12 Jaguar 'E' roadster. Dark blue, chrome w/w., radio.
1971 V12 Jaguar 'E' f.h.c., auto., one owner. Burgundy. 14,000 recorded miles.
1973 Mustang convertible, L.H.D. V8-351 engine, auto., P.A.S., power hood. Light pewter metallic; electric windows, stereo radio, servo disc, full interior specification, 'E' marked.
1972 Alfa Romeo 2000 Spyder Sport. Green, radio.
1970 Scimitar GTE. Manual, overdrive, red, 40,000 miles, radio.
1969 Marcos 3-litre, s/roof, alloys. Lime green.
1971 TR6 roadster. Red, overdrive, radio; one owner.
1972 (L) Clan Crusader. Yellow, one owner, warrants 14,000 miles, s/roof, alloy wheels, tinted screen, radio.
1971 Ginetta G15. Orange, s/roof, alloy wheels.
1971 Ginetta G15. Tangerine.
1960 Austin Healey 3000. Red, wire wheels, overdrive.
1964 M.G. Midget. White, Ashley hard-top, *trade sale.*
1963 M.G. Midget, w/wheels.
1971 Mini Clubman, one owner, warrants 21,000 miles.
1970 (J) M.G.-B GT, w/w., o/d., s/roof; one owner.

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Meanwhile we've persuaded classic metal kit maker John Day to allow British enthusiasts to buy his kits (most have previously gone for export) and now we're the only shop in the UK with them. Style and scale are as per the Allard and detail is superb. They are die cast metal, easy to make, authentic and easy to store (15 in the space of one 1/12 scale model). "L'Automobile" have hailed JD's models as the most important ever for enthusiasts and now for the first time you can collect them. Partial list is below and a full one appears in our metal car catalogue (20p) complete with driver details and painting colours. All these kits bar one are £2.80 plus 20p per order p.p. and i. Order now or send for list. . .

130 Ferrari TR250 (Testa Rossa), 1958 Sebring
131 Mercedes 300SL, 1952 Le Mans
132 Mercedes W25, 1935 French G.P.
133 Fiat, 1922 French G.P.
134 Auto Union A Type 1934
135 A.C. Shelby Cobra 1964 roadster
136 Auto Union D Type 1939 French G.P.
137 Porsche R.S.K., 1959 Targa Florio
138 Cunningham "Le Monstre" Le Mans 1950
139 Mercedes W154, 1938 German G.P.
140 Lotus 72 John Player Special, 1972 UK G.P.
141 BRM-Yardley P153, 1970 Belgian G.P.
142 Ferrari 250MM, 1953 Sebring
143 Ferrari 158, 1964 British G.P.
144 Ferrari 330 TR, 1962 Le Mans
145 Marlboro BRM P160, Monaco G.P. 1972
146 Lancia D50 Monaco G.P. 1955
147 Ferrari 801, 1957 German G.P.
148 Tyrrell Ford 005, 1973
149 Bugatti Type 59 G.P. 3.31, 1934
150 Ferrari 250GT Berlinetta, 1957 Mille Miglia
151 McLaren Yardley 1972
152 Tyrrell Ford 003/2 and 004
153 Maserati 450S Spyder, Sebring 12 hours 1957
154 Ferrari TR61, 1961 Le Mans
155 Rover BRM turbine, 1963 Le Mans
156 Shelby Cobra Daytona Coupe, 1965 Sebring
157 Ferrari 246 Dino G.P., 1958 British G.P.
158 Bugatti type 57, 1939 Le Mans
159 D Type Jaguar, Ecurie Ecosse 1957 Le Mans
160 Eagle Weslake V12 G.P., winner Belgian Gp 1967
162 1912 Peugeot, winner French G.P. and Indianapolis 500
163 Talbot Lago, 1952 Le Mans
165 Marmon "Wasp" 1911 Indianapolis 500 Mile race
166 Morgan Plus 4 open sports 1966
167 Nash Healey – Le Mans 1952
168 Ferrari 250 TR Le Mans 1958
169 Lola T290 "Gitanes" team car
170 1932 Alfa Romeo Le Mans
171 Frazer Nash Le Mans Replica – 1949
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173 U.O.P. Shadow F1 G.P.
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TRIUMPH

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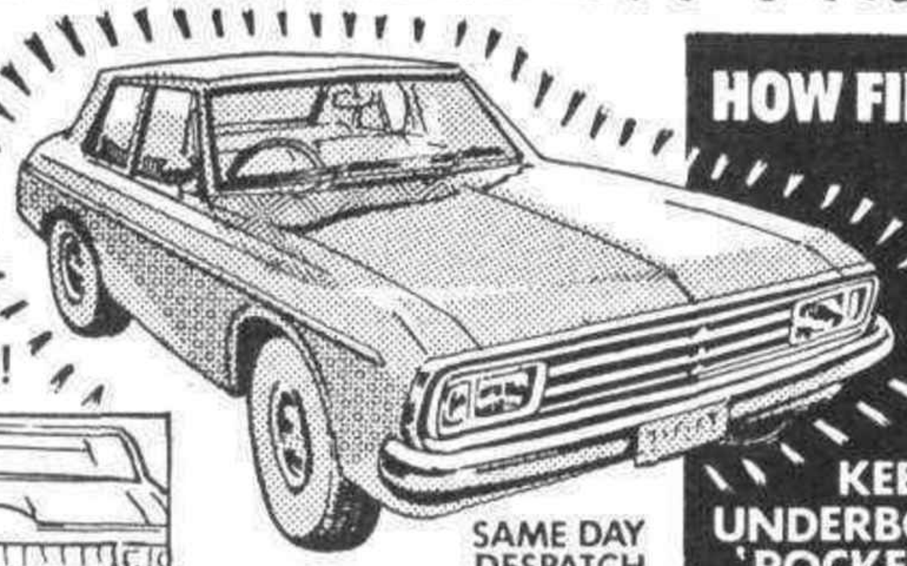
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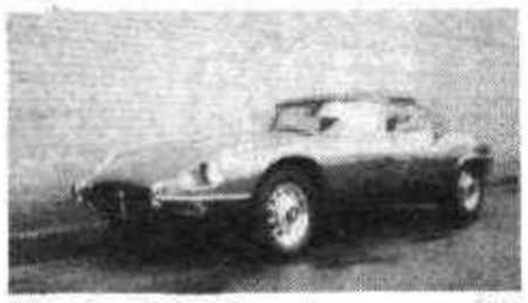
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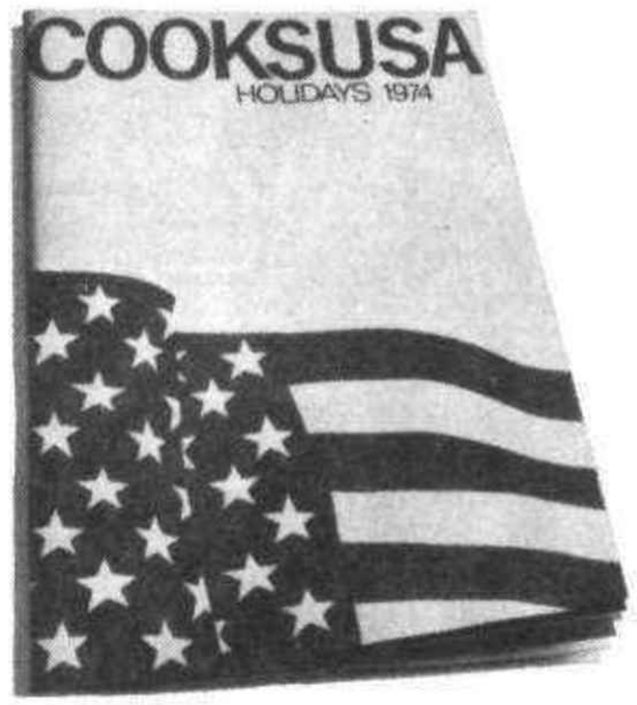
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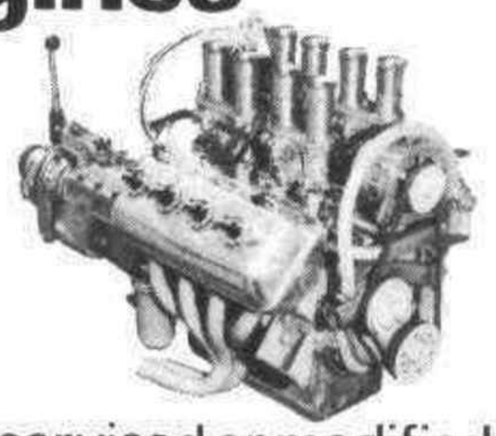
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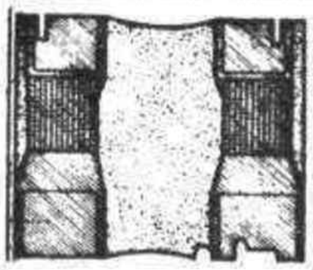
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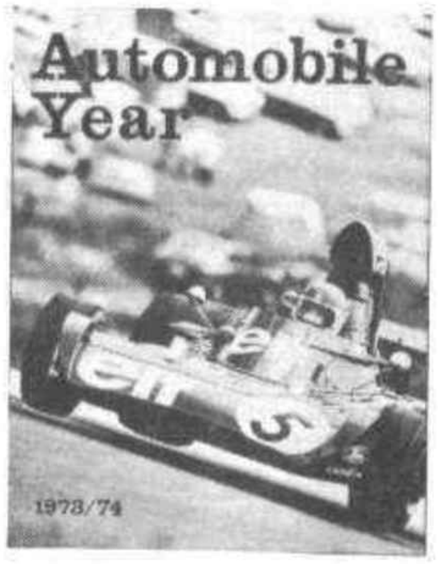


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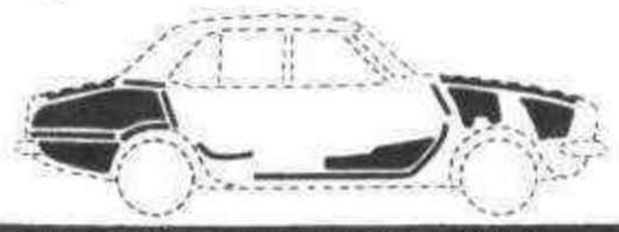
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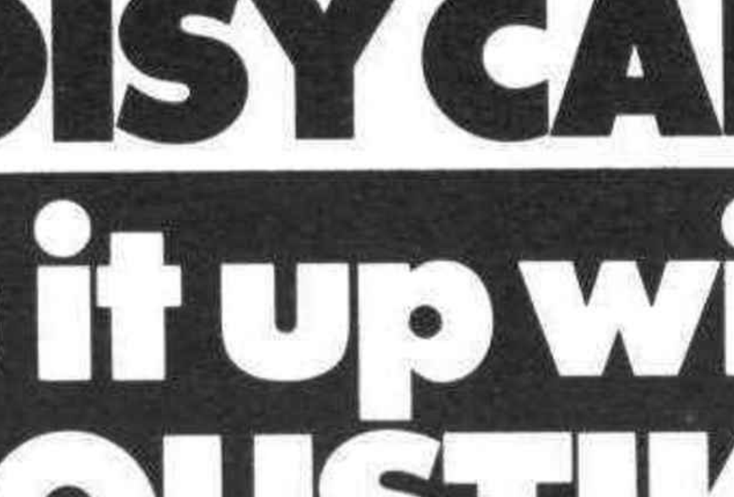
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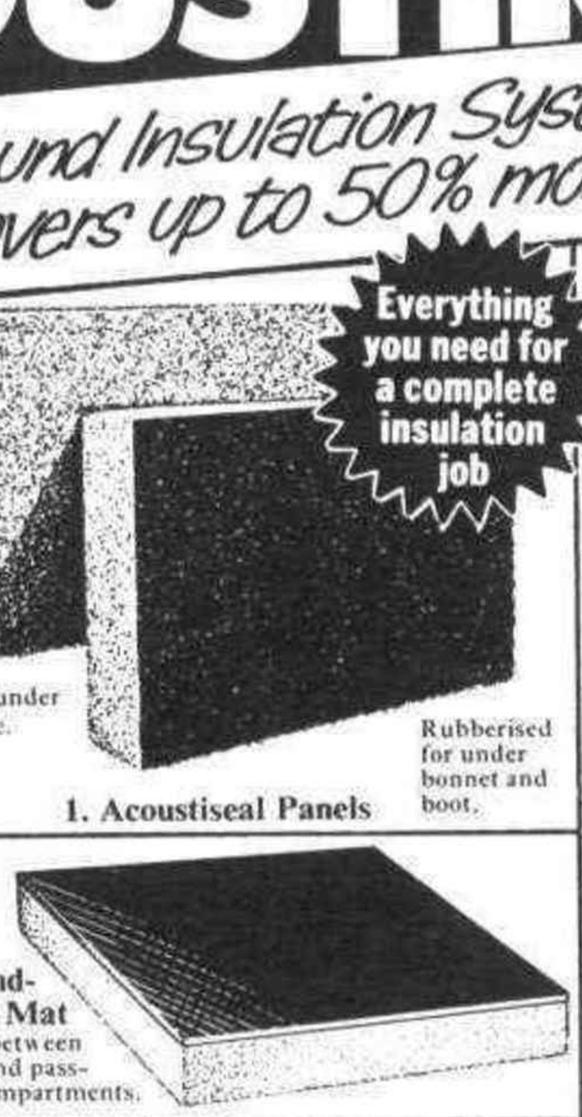
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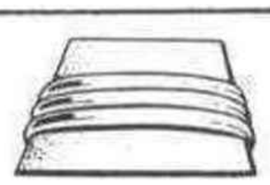
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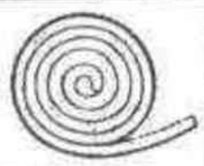
2. Soundmaster Mat
Barrier between engine and passenger compartments.



3. Vibrapads
To reduce panel vibration



4. Sealsound
To block holes etc.



5. Foamaseal



6. Adhesive and Spatula

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FRONT-COVER PICTURE: MAJOR SPONSORSHIP tie-up for 1974 is between Marlboro cigarettes, Texaco fuel and McLaren Racing. We picture one of the McLaren M23s in its new colours, with Emerson Fittipaldi at the wheel and Denis Hulme sitting on the side radiator. Mechanics Kevin Stone, David Luff and Alastair Caldwell stand together behind the car.

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MATTERS OF MOMENT

■ THE 50 MPH SPEED LIMIT

We are not, thank you St. Christopher, politicians. But we are prepared to believe that there are good reasons for carefully conserving fuel of all kinds. Whether or not petrol is properly rationed by the time these words appear in print, the high cost of this essential spirit makes personal conservation of it of considerable moment to most of us.

Having said that, we still feel it debatable whether a compulsory blanket 50 m.p.h. speed-limit helps the petrol shortage. The motoring organisations were quick to point out the savings of fuel that driving at never over 50 m.p.h. should ensure. Their figures, which we hesitate to term facts, were probably based on the fuel-consumption records for different types of cars *driven at a constant pace*. Even with the 50-limit, this is never possible in normal driving, except perhaps on deserted Motorways. Indeed, a more mature reasoning seems to show that while *some* cars may use less fuel at 50 than at, say, 45 or 60 m.p.h., others *use considerably more*. Our own experience with a BMW 520i, checked over 380 miles of varied driving since the introduction of the dismal-50, has been that with very light footwork on the accelerator and other aids to sheer economy, an overall petrol consumption of just over 36 m.p.g. is possible. Yet before the imposition of this ridiculously sedate speed-limit, this car was doing closer to 40 m.p.g., because coasting goes on longer from higher speeds and overtaking at them calls for less clinging to the lower gears. As we have said, some cars actually show a quite serious increase in fuel thirst when confined to the "learner's pace" which is now mandatory over the whole of the British Isles. The fuel-injection system with which the BMW is endowed clearly contributes to exceptionally good fuel conservation and it also gives extremely prompt winter-conditions cold-starting.

If there was some excuse for the "panic-50" being imposed by the Government which is (was?) doing its best to avert petrol rationing, this restriction in speed is typical of the thought behind motoring restrictions in official circles. Whether it is safety or economy, speed is always the scapegoat!

In fact, apart from the terrible waste of enormously-costly Motorways, the 50-limit is causing unpleasant bunching on them, now not only on the fast lane but in the overtaking lane also, bunching which even at this modest speed could produce nasty results in fog. Nevertheless, it was most commendable to note how law-abiding (or fuel-price conscious?) all drivers seem to be. Observing during our Christmas travels, about the only vehicles to overtake us on the M4 were big commercials and we even saw a Maserati Bora being passed by a long-distance motor-coach. What troubles us among so many prevailing anxieties is not so much whether the 50-limit is justified in the present State-of-Emergency, as whether it will ever be repealed? The longer it is imposed, the more reluctant will be Authority, in the persons of those who are appalled that the motor-car was ever allowed to slip past the horse onto our roads, to rescind it. We must fight for its removal as soon as petrol flows at all freely again, as we must fight for our motoring sport this year.

The longer everyone crawls around at low speeds, the more dangerous will motoring become when we try to go somewhat faster—but don't tell that to the anti-motor-car lobby!

■ THE FUTURE OF RALLYING

In times of crisis and strife we are said to be a nation of stalwarts capable of putting up incredible displays of resilience, both defensive and offensive, against alarming odds. When our petrol supplies were threatened with the closing of the tap, it was not out of national character that thoughts turned away from personal interests and towards the national one. Various forms of sport accepted curbs in order to reduce energy consumption and it was not unnatural that sports using motor cars should be among them. But the haste with which the RAC announced its total ban on rallying bordered the dictatorial and gave the completely false impression to the public that rallyists had to be forcibly prevented from continuing their sport. Nothing could be further from the truth, for no rally enthusiast would argue against the wisdom of calling a temporary halt to the sport, but the announcement could at least have been made in a manner which did not tend to paint rallying a faintly disreputable colour.

Continued on next page

Continued from previous page

To say publicly on television, as Dean Delamont did, that the whole question of rallies was under review anyway was tantamount to welcoming the opportunity to bring it all to a (temporary) halt and was not at all in keeping with the RAC's position as the accredited national voice of thousands of motor sportsmen.

When the RAC announced its ban on rallies it was not made clear whether it was its own decision or whether it came from the Department of the Environment. The RAC administers, and issues permits for, all forms of motoring sport, but in the case of rallies it also acts as the agent of the Government to process all applications for authorisation under the provisions of the Motor Vehicles (Competitions and Trials) Regulations. Which hat was the RAC wearing when the ban was announced, its own or the Minister's? The vagueness and the hint of secrecy are in keeping with an air of mystery which has always shrouded the inner sanctums of Belgrave Square, and it is high time the whole administration of our sport should be brought firmly and squarely into the democratic open.

To cap it all, within a short time of the stoppage the RAC published what is called a "consultative document" on rallying. It contained proposals for the future of the sport, in particular those events which do not rely on private road special stages for the bulk of their competitive content. Such "road rallies", as they have come to be called, form the basis of all rallying in Britain; they are the forerunners of modern rallying and exist today in large numbers since they represent the cheapest and most popular form of the sport and certainly the easiest on which beginners can cut their teeth. Unfortunately they are also easy targets for those with complaints to hurl and it is towards this type of event that most criticism, justified and unjustified, has been directed.

It was not surprising, in view of the defeatism emanating from Belgrave Square, that all manner of restrictions were proposed for rallies which used public roads, but completely disheartening to realise that the representatives of the sport's participants were taking such a negative attitude. Rallying enjoys immense popularity and to see sackcloth and ashes in a document published by those who ought to be leading the fight for its complete preservation must have been totally demoralising for all Britain's rallying people.

Confidence in the RAC, notwithstanding the respectability oozing from its Gentlemen's Club status, as a competent and representative governing body for British motoring sport has been diminishing for some time and the recent happenings have accelerated that drop. Indeed, there is presently a movement to oust it from its position and to seek the support of British competition licence holders so that the CSI may be asked to recognise a completely new body as Britain's national club, or at least the existing one with its ties to the parent RAC completely severed.

An important factor in the success of any such new development would be the degree of democracy adopted by the new régime. The present RAC Competitions Committee is appointed, not elected, so that there is no real representation of the people in the current administration. A change of system in that respect would be taken by motor sportsmen as a sign that a new body is prepared to acknowledge its prime *raisons d'etre*, to represent the participants and followers of the sport, to govern and administer fairly and openly and to stand up and fight when the need arises instead of backing down in the face of what might be called political pressure.—G.P.

■ THE PEUGEOT 404 DIESEL SALOON

Last month MOTOR SPORT had a good deal to say about diesel-engined private cars and cited the Mercedes-Benz 220D and new 240D as being available on the British market. Peugeot remind us that their 404 saloon is available with the XD88 diesel engine. This is a 1,948 c.c. 88 × 80 mm. four-cylinder power unit developing 57 DIN b.h.p. at 4,500 r.p.m. It has a Bosch injection pump. A fuel consumption of 34 m.p.g. is claimed, with a top speed of 81 m.p.h. and this manual-transmission diesel-powered Peugeot sells for £1,850.65, inclusive of purchase-tax and VAT.

■ STARTOMATIC

The present panic over fuel shortage or, more accurately, the panic about stretching the personal petrol allocation as far as possible, has resulted in a flood of advice and odd ideas, such as making fuel from pig-manure, etc. Toric Accessories International Ltd. of 35, Wates Way, Mitcham, Surrey, are offering an electronic gadget called a "Startomatic" which was originally developed as an anti-pollution measure but which is now suggested as a fuel-saver. It enables the engine to be stopped by button and re-started with the merest feathering of the accelerator pedal, which is claimed to be less laborious and fuel-consuming than switching-off and switching-on with the ignition-key. The idea is that this will encourage stopping the engine during traffic halts. Toric say that tests with a Wankel-engined car in weekday Central London traffic showed a petrol consumption improvement of some 50%, the car giving better than 19 m.p.g, whereas under these conditions it normally returns about 12½ m.p.g. The device costs £24.50 plus VAT, however, and would take some 1½ hours to fit.

This "Startomatic" seems to be less gremlin-orientated than the pre-war Lucas "Startix", which obligingly re-started a stalled engine without the driver's intervention. It was intended to make nervous drivers less so, should they inadvertently stop the motive power in traffic. But, if the ignition was left on, it could exhaust the battery of the luckless car-owner who had left his or her car locked up in a car-park and gone away, allowing the obliging "Startix" to get the engine to run intermittently, until he or she returned, the hot manifolding causing stalling after a few moments' running, which the "Startix" would be quick to rectify! Until the battery quickly ran down . . . I also remember an embarrassing time with a pre-war 2½-litre Opel cabriolet which had developed a clutch that refused to free, while it was on road-test. Normally it would have been not too difficult to drive the car home on the ignition switch but on this occasion the "Startix" intervened all too frequently (separate starter-button in those days) which made matters somewhat fraught. Indeed, an Opel salesman, irate at the manner in which I had quickly parked the over-eager Opel as soon as I had got it off the road, ran it into a wall when "showing me how to park it properly".

This "Startix" device was nevertheless quite frequently encountered in the mid-1930s, on Morris, Standard, Wolseley, Franklin, Hudson, Willys and other cars. Does anyone recall it and are any still in use on restored cars?—W.B.

■ GETTING IT RIGHT

This time it is the Assistant Editor's turn to be embarrassed by the mis-setting of original copy and ignoring of editorial corrections on proof pages by the printers. When writing for the last issue both C.R. and his typewriter were well aware that Jaguar manufactured a 3.8S-engined XK 150 roadster but did not make a "3.85-engined roadster", nor did Bill Lyons liner down a 1½-litre SS to 1-litre nor a 3½-litre Mk. IV Jaguar to 3-litre. Nor do BMW market a CLS. The caption to one of the Aston Martin DBS V8 photographs should have credited the 5.3-litre engine with a consumption of 10 to 15 m.p.g., not 10 m.p.g. (nor 10 m.p.h. which the typesetters set originally!), for the lower figure is applicable only under continuous traffic use or high-speed autoroute work.

■ FORD-COSWORTH 3.4 V6

While motor sporting pessimists were spreading round gloom and despondency, Ford provided a morale-booster for wilting motoring journalists by holding their annual competitions plans announcement meeting during the first week of January. Stuart Turner was in fine form in the chair, the worries of his dual role as Director of Motor Sports, Ford Europe and "Commander-in-Chief" of Ford Advanced Vehicle Operations having done nothing to blunt his sharp and droll wit.

Instead of worrying about the present, Ford are looking forward to the future a few months hence when the energy crisis should have abated. Accordingly they have formulated a full programme of activities, of which the piece of ironmongery displayed at the front of the meeting gave a fine foretaste. A four-overhead-camshaft, 24-valve version of the Ford 60-degree V6 "Essex" Capri/Granada engine producing well over 400 b.h.p. is the latest result of that long-standing Ford/Cosworth relationship and when installed in Michael Kranefuss' Cologne-built works Capris is intended to win back the European Touring Car Championship from BMW.

To be accurate, Ford should claim that the new engine's block comes from the Capri RS 3100, this standard-stroke, larger-capacity model putting the Capri into the over 3-litre class for Group 2 and allowing further overboring, to a total of 3,412.5 c.c. As dictated by the regulations it retains the same stroke of 72.42 mm. as the production 3.1-litre and 2,994 c.c. engines, but the bore is increased from the latter's 93.66 mm. to

Continued on page 119

The Argentine Grand Prix

Buenos Aires, *January 13th*

FOR THE THIRD consecutive year, the World Championship series started in sun-soaked Argentina, all the regular Grand Prix teams air-freighting their cars out to this event and then keeping them in South America until after the two Brazilian Formula One races. Although the first race of the new season took place barely three months after the last race of the old, there were a good number of fresh and revised Grand Prix cars to look at, while scarcely a single driver seemed to have stayed in his 1973 berth.

Of the three teams who did the Grand Prix winning in 1973, Team Lotus looked much the same as they have for the past season. The Swede, Ronnie Peterson, remains with Colin Chapman's organisation, continuing in the position of number one which he developed in the latter part of last season by the simple expedient of driving consistently quicker than his "joint number one" Emerson Fittipaldi. As the Brazilian didn't manage to retain his World Championship title last year, and obviously thought that Chapman had been a little ungentlemanly in not "allowing" him to win at Monza instead of Peterson, Fittipaldi decided to go elsewhere. Thus Chapman replaced him with the former Ferrari team leader Jacky Ickx, who finally had become fed up with the lack of results in his 12-cylinder car.

Still sporting their black and gold sponsorship livery from the John Player cigarette company, an arrangement which is entering its third year, two Lotus 72s had been brought to South America. Peterson's car was 72/R8, the one he used as a spare during 1973, while Ickx was equipped with a brand new machine carrying the chassis plate of 72/R5, the car written off by Fittipaldi during practice for last year's Dutch Grand Prix. New regulations formulated over the winter demand that rear wings be placed a maximum of 100 centimetres behind the centre line of the rear wheels, so the complicated assembly which hung far out on the back of the Lotus last year supporting wing and oil tank had to be abandoned, the wing taking a slightly more conventional position with the oil tank straddling the gearbox. Otherwise the two Lotuses were identical in specification to last year's cars, but no spare chassis was available. Anticipating Chapman's forthcoming new Formula One car, two Lotus 72s were sold to South Africa. Now the new Formula One Lotus is not ready yet, while South Africa's ban on motor racing means that the sold cars now sit in crates, unwanted and unused.

Having lost Cevert in the accident at Watkins Glen, and Stewart taking the decision to retire, Elf Team Tyrrell were starting again virtually from scratch. South Africa's Jody Scheckter, who spent a good proportion of 1973 crashing works McLaren M23s, was snapped up by Tyrrell as a likely lad for the future, whilst French Formula Two driver Patrick Depailler joined the team as number two. Incidentally, Tyrrell reaffirmed that his choice of Depailler was his own, not a decision thrust upon him by Elf's vested interest in the team. Unfortunately, Depailler broke his leg very badly on a "scrambles" motorcycle last September, and still limps badly, so this could hardly help things in the heat of Argentina.

Stewart's regular chassis 006/2 was reserved for Scheckter, Derek Gardner having fixed up torsion-bar rear suspension in recent testing, in an effort to make the car more controllable over bumpy surfaces. Depailler drove 005, the car which was used by Amon in Canada and the United States at the end of last year, although it remains in front-radiator guise.

Big sponsorship changes meant that three McLaren M23s appeared at Buenos Aires, two painted in bright red and white colours as a result of a new arrangement with Marlboro and Texaco, while the third carried the familiar Yardley colours. A certain amount of legal strife has been going on between Yardley and McLaren Racing's directors, but it seems to have been reconciled in time for Mike Hailwood to take his place behind the wheel of M23/1. Emerson Fittipaldi joined Hulme in the Marlboro part of the operation, this pair using M23/5 and M23/6 respectively. Gordon Coppuck has increased the wheelbase and widened the rear track of all three cars, the former by means of a spacer just in front of the gearbox, in order to improve their traction out of slow corners.

The crowds at Buenos Aires obviously cheer for Carlos Reutemann, their local hero, and for the third consecutive season the swarthy South American has stayed with the Ecclestone Brabham team. This year they have new cars, developments by designer Gordon Murray of last season's BT42s, and the team's number two driver is a Formula Three competitor, Richard Robarts. The cars show no indication of outside sponsorship, so it is not known precisely how the inexperienced Essex driver secured a place in this works team.

Another team without a major sponsor is BRM, and to judge by some of the comments made recently by the Chairman of their Board of Directors, they probably won't find one again. Marlboro finally got fed up with the lack of results and general interference from this same Chairman and decided to take their bag of dollars to an eager McLaren Racing. Both Gianclaudio Regazzoni and Niki Lauda decided they were not prepared to stay with the Bourne team, so they went off to form a fresh Ferrari twosome, which left BRM apparently high and dry. They are still using the same cars as for the past three seasons, and while this is merely a compliment to the designer when considering a race winner like Chapman's 72, with BRM it seems a matter of economic necessity. When the three BRMs were seen to be starting 1974 painted in their old familiar green colour as they loaded them onto the plane at Gatwick, patriotic hearts stirred, but this virtue was no thicker than the paint on the car's flanks when decals for the French Motul Oil concern sprouted on the British machines. When it appeared that Jean-Pierre Beltoise was to drive P160/09, Henri Pescarolo P160/10, and Francois Migault P160/05, it became clear that the cars had been sold to their third sponsor in four years. Completely unchanged, except for oil tanks now mounted on the right-hand side of the engine, the cars have undergone no development since they last raced.

Another patriotic team which has avoided commercial sponsorship, though no doubt it could attract it if need be, is the Ferrari outfit. Fortunately a Ferrari always seems to remain a Ferrari, they are one of motor racing's constants, and the whole team seems to have been re-invigorated by the return to the team of Regazzoni. The mechanics are very loyal to the determined Swiss, who is close enough to pure Italian to satisfy the Monza crowds, which is all that really matters. An intensive development campaign has been carried out with the 312B3s, and two revised machines appeared in Argentina. Regazzoni handled No. 011 and Lauda No. 012, both cars having had their driving positions moved farther forward and slight changes to the rear suspension geometry as well as sporting the currently fashionable tall, slim airbox, a trend pioneered by Hesketh designer Harvey Postlethwaite.

March Engineering produced a brand new Formula One car, designated the 741, with many detail similarities to last year's chassis. It has a wide monocoque which tapers forward to be narrower at the front end, while conventional wishbone suspension at the front and parallel links plus radius arm and top link at the rear is employed. The rear wing is a huge affair, with massive sideplates shrouding the oil coolers on each side and a long nose similar to that seen on Hesketh's March in practice at Austria last year. Unfortunately, Robin Herd hadn't done his calculations quite accurately, the new 741 proving to be a few centimetres too wide when it was scrutineered. Mosley was thus left with the task of obtaining the approval of all the other team managers before it raced. Drivers were Howden Ganley in 741/2 and the young German, Hans-Joachim Stuck, son of the pre-war Auto Union ace, in 741/1. BMW Competitions Director Jochen Neerpasch was watching Stuck closely, but many people read too much significance into the fact that this March sported the colourful BMW streak across its nose.

Having got sick and tired of waiting for McLaren and Yardley to patch up their differences, Peter Revson left to join the UOP Shadow team managed by Alan Rees, and had the first of the 1974 Shadows, DN3/1A, to drive in Argentina. Jean-Pierre Jarier suddenly decided he didn't like March Engineering after they'd given him the equipment to win the 1973 European F2 Championship, and chose to buy himself out of the balance of his four-year contract with Max Mosley. By the satisfied expression on Mosley's face, we concluded that privilege must have swallowed most of his retainer from UOP. Jarier used Oliver's car from Watkins Glen, DN1/6A, in Argentina, as the second 1974 Shadow will not be ready until the European races.

Frank Williams arrived with a single car, IR/03, for his new recruit, Arturo Merzario, with larger radiators and a selection of nose sections to choose from, while Surtees has started with a fresh sheet of paper and is looking for better luck with his TS16 which has certain family resemblances to his Formula Two chassis. Brazil's Carlos Pace had TS16/02 with the up-and-coming German, Jochen Mass, in TS16/03.

Privateers using "production" cars included James Hunt in March 731/3, the highly developed Hesketh Racing machine which shamed the factory team last year, the private team waiting for the new Hesketh car which will probably be practised in Brazil, while

North London car dealers, Hexagon of Highgate, have bought the ex-works Brabham BT42/2 for John Watson. This car has been rebuilt by Alan McCall with slight revisions including a different nose section, new rear wing and bigger brake cooling ducts. Rikky von Opel continues with a fresh Ensign chassis, similar to last year's example, but with different rear suspension geometry and numbered MN02.

Finally, Eric Broadley's Lola firm is once more represented on the Grand Prix grids, having been absent in works-supported form since 1962. Graham Hill's links with Embassy called for a fresh chassis after the unsuccessful spell last season with Shadow, so Lola came up with the brand new T370 after being commissioned to build it. Graham Hill handled 370/HU2 and the second car, 370/HU3, was entrusted to F5000 driver Guy Edwards, who had some success with a Lola T330 last season. A conventional, rather heavy car, it was too new to have anything great expected of it in Buenos Aires.

The 2.12-mile number nine circuit combination in the Parc Almirante Brown, used for the past two Grands Prix, was eschewed in favour of the longer 3.8-mile number 15 complex. This was last used for the 1972 Buenos Aires 1,000-km. sports-car race, so the only yardstick of performance for 3-litre cars was the 1 min. 58.39 sec. lap record established by Wisell in a Lola T280-Cosworth V8 prototype. Quite predictably, the whole Grand Prix field eventually qualified inside that figure, although a few of the stragglers only just managed it.

Practice was split into four sessions, two on Friday and two on Saturday, the earliest session starting at 3 p.m. Emerson Fittipaldi, who won last year's race in his Lotus, set the pace from the start with 1 min. 53.92 sec., but the new McLaren "team leader" was only settling into the car, so there was obviously plenty to be shaved off this. Despite the fact that most of Firestone's consignment of tyres for Argentina were lying, impounded by the Customs, at Buenos Aires airport, with the result that the fastest rubber wasn't available until the second day, Hunt took his March round just 0.2 sec. slower and Niki Lauda was up there trying like mad with his Ferrari on 1 min. 54.15 sec.

The Lotus duo was having some difficulty adapting to the lastest, even larger diameter, offerings from Goodyear, both Peterson and Ickx having to throw away all pretence towards style and hurl their cars around in great opposite-lock slides. Peterson's efforts resulted in 1 min. 54.25 sec., while Mike Hailwood was absolutely revelling in a car which went exactly where he placed it, being close behind the Swedish Lotus driver on 1 min. 54.68 sec.

The inexperience of the two Tyrrell drivers was showing up, Scheckter trying as hard as he knew, but only being able to record 1 min. 54.83 sec., not being at all sure whether the new suspension arrangement was an improvement or not as he hasn't the experience to judge. With Depailler getting a bit breathless in his efforts to keep up, the Tyrrell organisation was feeling the loss of Stewart and Cevert very keenly from the point of view of experience.

Regazzoni spent some time in the pits having his Ferrari adjusted to his liking, and in the second session turned on the power and roared round in 1 min. 50.96 sec., to be the only person under the 1 min. 51 sec. barrier on the first day. Revson, delighted with the fast and stable handling of the new Shadow, recorded 1 min. 51.30 sec., while Reutemann demonstrated confidence on his home circuit with 1 min. 55.5 sec., although his team-mate Robarts was just getting used to his BT44 after a fuel blockage in the first session resulted in his having to use the team's spare BT42/3.

Both the Lotus drivers were well down in the second session, Peterson now quite convinced that something was wrong because the car over-steered far too much for his ease, while Hunt fell away during this session as well with only one set of tyres to rely on. Things really didn't look at all promising for BRM, for Beltoise was scratching around in the middle of the field, expending a lot of effort for very little result, while Pescarolo and Migault were even further down. Ganley complained that the March wobbled about the road too much, so the bib spoiler beneath the nose section was removed, and Stuck just sat in the pits while the New Zealander sorted the bugs out and was only permitted seven laps right at the end.

John Watson's Hexagon Brabham BT42 displayed far too much under-steer, while Jarier's best of 1 min. 56.08 sec. wasn't bad in the "old and uncompetitive" 1973 Shadow which Follmer and Oliver had complained about, bearing in mind that the engine was only firing most of the time on six or seven cylinders. It was changed before the race, but left the hard-charging young Frenchman a long way down the grid. Hill was doing a lot of laps to acclimatise himself to the Lola, while his novice team-mate Edwards just concentrated on keeping the car pointing in the right direction and getting used to his new environment.

With the heat on Saturday even more stifling than it had been on Friday, it seemed that few people would be likely to challenge Regazzoni's best. Times were appreciably slower, Hunt being quickest in the third session with 1 min. 52.74 sec., while Lauda did 1 min. 52.92 sec. and Peterson demonstrated that his car was now slightly better with a 1 min. 53.00 sec. lap. Most of the teams were waiting for the cool of the evening to bring out their "sticky" qualifying tyres and have a last crack at improving their times, and in the last hour a great flurry of wheel-changing took place with everyone darting in and out of the pits. Regazzoni and Lauda both went out together in an effort to improve their times, for Emerson Fittipaldi had shot right into the picture with a lap in 1 min. 51.06 sec. and Hunt was in amongst the "heroes" with an energetic 1 min. 51.52 sec. The Lotus team were leaving their challenge until right to the end of the session, and in the closing fifteen minutes Reutemann fired up his Brabham BT44 in the pits only to find that it wouldn't run smoothly between 7,500 and 9,000 r.p.m.; a valve was sticking in the metering unit, so any change of improving his time was gone.

Revson inavertently triggered the fire extinguisher, just as he was about to make a final effort, so it was left to Peterson to take three quick laps in the dying moments of official practice and trim Regazzoni's time by 0.2 sec., leaving pole position on 1 min. 50.78 sec. Thus most of the acknowledged aces were in the top ten, Hunt and Lauda pushing in as two rising stars, while Pace's Surtees was just outside although he'd been trying extremely hard in his new car. Scheckter and Depailler both qualified outside the select places, it being a very unusual sight to have both Tyrrells out of the top ten places.

On race morning, an unofficial session was allowed just before lunch, and it was notable that neither of the Lotuses bothered to come out, Peter Warr doubtless feeling that what they hadn't learned in the five hours of official practice wasn't going to be found in a quick "half-hour blind" on race morning. Scheckter's Tyrrell now had conventional suspension at the back, while Ganley's March enlivened proceedings by short-circuiting the wiring round its rear warning light and setting the rear end on fire. Damage was minimal and repairable.

President Peron arrived to watch the race from a special place of honour in the main grandstand, and the massive grandstands echoed to cheers for Reutemann. Peterson's

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	R. Peterson	Lotus 72/R8-Cosworth V8	1. 54.25	1. 52.28	1. 53.00	**1. 50.78**
2	J. Ickx	Lotus 72/R5-Cosworth V8	1. 54.84	1. 53.64	1. 54.16	1. 51.70
3	J. Scheckter	Tyrrell 006/2-Cosworth V8	1. 54.83	1. 52.87	1. 54.16	1. 52.47
4	P. Depailler	Tyrrell 005-Cosworth V8	1. 57.86	1. 54.69	1. 53.27	1. 53.85
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	**1. 53.92**	1. 52.18	1. 53.25	1. 51.06
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 55.31	1. 52.38	1. 53.43	1. 52.06
7	C. Reutemann	Brabham BT44/1-Cosworth V8	1. 54.71	1. 51.55	1. 53.69	1. 54.21
8	R. Robarts	Brabham BT44/2-Cosworth V8	—	1. 55.98	1. 57.85	1. 54.73
9	H.-J. Stuck	March 741/1-Cosworth V8	2. 28.30	1. 58.26	1. 55.19	—
10	H. Ganley	March 741/2-Cosworth V8	1. 58.46	1. 54.58	1. 55.78	1. 54.21
11	G. Regazzoni	Ferrari 312B3/011—flat-12	1. 54.76	**1. 50.96**	1. 53.08	1. 52.29
12	N. Lauda	Ferrari 312B3/012—flat-12	1. 54.15	1. 51.82	1. 53.50	1. 51.81
14	J-P. Beltoise	BRM P160/09—V12	1. 55.30	1. 53.84	1. 54.29	1. 53.18
15	H. Pescarolo	BRM P160/10—V12	2. 00.22	1. 54.88	1. 55.04	1. 54.67
16	P. Revson	Shadow DN3/1A-Cosworth V8	1. 56.76	1. 51.30	1. 54.39	1. 52.13
17	J-P. Jarier	Shadow DN1/6A-Cosworth V8	2. 00.64	1. 56.08	1. 55.82	1. 53.66
18	C. Pace	Surtees TS16/02-Cosworth V8	1. 58.72	1. 52.20	1. 54.02	1. 54.17
19	J. Mass	Surtees TS16/03-Cosworth V8	1. 58.24	1. 54.63	1. 54.57	1. 53.90
20	A. Merzario	Williams IR/03-Cosworth V8	1. 56.23	—	1. 56.28	1. 53.14
21	—	—	—	—	—	—
22	R. von Opel	Ensign MN02-Cosworth V8	3. 07.65	1. 59.59	1. 59.65	1. 57.86
23	—	—	—	—	—	—
24	J. Hunt	March 731/3-Cosworth V8	1. 54.11	1. 52.70	**1. 52.74**	1. 51.52
25	—	—	—	—	—	—
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 58.77	1. 57.02	1. 56.33	1. 53.90
27	G. Edwards	Lola T370/HU3-Cosworth V8	2. 01.87	1. 57.81	1. 58.20	1. 56.43
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 55.24	1. 54.85	1. 55.30	1. 54.39
33	M. Hailwood	McLaren M23/1-Cosworth V8	1. 54.68	1. 51.86	1. 54.06	1. 52.09
37	F. Migault	BRM P160/05—V12	1. 59.12	1. 57.74	1. 56.24	1. 55.43
8T	R. Robarts	Brabham BT42/3-Cosworth V8	1. 59.48	—	—	—

STARTING GRID

↑

11 G. Regazzoni (*Ferrari flat-12*) 312B3/011 1 min. 50.96 sec.	1 R. Peterson (*Lotus-Cosworth V8*) 72/R8 1 min. 50.78 sec.
16 P. Revson (*Shadow-Cosworth V8*) DN3/1A 1 min. 51.30 sec.	5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 1 min. 51.06 sec.
7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 51.55 sec.	24 J. Hunt (*March-Cosworth V8*) 731/3 1 min. 51.52 sec.
12 N. Lauda (*Ferrari—flat-12*) 312B3/012 1 min. 51.81 sec.	2 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 51.70 sec.
6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 52.06 sec.	33 M. Hailwood (*McLaren-Cosworth V8*) M23/1 1 min. 51.86 sec.
3 J. Scheckter (*Tyrrell-Cosworth V8*) 006/2 1 min. 52.47 sec.	18 C. Pace (*Surtees-Cosworth V8*) TS16/02 1 min. 52.20 sec.
14 J-P. Beltoise (*BRM V12*) P160/09 1 min. 53.18 sec.	20 A. Merzario (*Williams-Cosworth V8*) 1R/03 1 min. 53.14 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN1/6A 1 min. 53.66 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 005 1 min. 53.27 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/03 1 min. 53.90 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 53.90 sec.
28 J. Watson (*Brabham-Cosworth V8*) BT42/2 1 min. 54.39 sec.	10 H. Ganley (*March-Cosworth V8*) 741/2 1 min. 54.21 sec.
8 R. Robarts (*Brabham-Cosworth V8*) BT44/2 1 min. 54.73 sec.	15 H. Pescarolo (*BRM—V12*) P160/10 1 min. 54.67 sec.
37 F. Migault (*BRM—V12*) P160/05 1 min. 55.43 sec.	9 H-J. Stuck (*March-Cosworth V8*) 741/1 1 min. 55.19 sec.
* 22 R. von Opel (*Ensign-Cosworth V8*) MN02 1 min. 57.86 sec.	27 G. Edwards (*Lola-Cosworth V8*) T370/HU3 1 min. 56.43 sec.

* Non-starter.

Lotus dived into the pits at the end of its warming-up lap, the Swede announcing that his car had developed a misfire at the top end, but there wasn't anything they could do about it and he duly took up his position on the grid.

The cars quickly moved away from the dummy grid and were almost immediately flagged off, Peterson and Hunt making fine getaways from the right-hand side of the grid, while Regazzoni fluffed his start and allowed Revson to nuzzle alongside as they went into the first corner. Regazzoni, trying to hold his line, collided with the Shadow team leader as they went into the corner, both cars spinning wildly. Jarier piled into the confusion, ending up with both of the Shadows out of the race, even though Revson limped round to the end of the first lap to retire, while Merzario, Watson and Scheckter were also involved in the fracas but managed to continue. Merzario subsequently stopped to have his damaged nose cowling changed, only to pull up with his engine overheating later in the race.

Hunt took the lead halfway round that opening lap, but it wasn't for long. As he braked for the first hairpin on the infield, he found that his clutch wasn't functioning, so chose the long way round on the grass while he sorted the situation out. Thus it was Peterson who led at the end of the opening lap, with Reutemann, Emerson Fittipaldi, Hailwood, Ickx, Hulme, Pace, Lauda, Beltoise, Depailler, and the rest of the field in hot pursuit. Regazzoni completed the first lap in 20th position, driving the Ferrari with his usual cold determination and hell-bent on getting back up with the leaders.

Peterson was working hard, but it was only a matter of time before the tenacious Reutemann found a way through. One didn't have to see the Argentinian take the lead, one knew it in the same way as one knows that a Ferrari has taken the lead at Lesmo while sitting in the main grandstand at Monza. The cheers were deafening as the sleek white Brabham charged through to complete the third lap ahead of Peterson, while Hailwood darted into third place as Fittipaldi's engine started to misfire and the Brazilian dropped to eighth before coming into the pits. It appeared that a plug lead had come loose and the mechanics firmly pushed it back into place before he continued. Hulme took up the cudgels and passed Hailwood, while Lauda slipped his Ferrari in front of Pace, and already this bunch was pulling away from the rest of the field, led at this stage by the tenacious Beltoise, who makes up much of what he lacks in talent by sheer determination.

While Reutemann continued to pull away from his pursuers, Peterson gradually dropped back through that leading bunch and Hulme assumed second place, while Mass' Surtees, dicing with Depailler farther back, packed up with engine failure, then Hunt, who was carving his way through the tail-enders with great determination, watched his water temperature soaring across the dial and, with only eleven laps completed, stopped before anything worse happened to his Cosworth engine.

Regazzoni tore up through the field into seventh place by lap 15, thus becoming sixth place 13 laps later as Lotus lost the prospect of another good placing when Ickx, by now just behind Hulme, pulled into the pits with a deflated rear tyre. It was quickly replaced, but, although the Belgian got back into the race, he eventually stopped with transmission trouble after driving for many laps with an inoperative clutch. Fittipaldi had been further delayed with a second pit stop, the McLaren driver having accidentally switched off his ignition, and was now well down with the tail-enders although he kept on lapping consistently until the finish.

Scheckter's Tyrrell overheated after 24 laps, and Depailler was tiring quickly, so that Beltoise was getting away. Howden Ganley's March got the better of Pescarolo's BRM which was firing intermittently on ten or eleven cylinders, while Pace dropped out of the leading bunch when his engine overheated and he retired on lap 26.

Out in front, Reutemann had apparently no opposition. By lap 35 he was almost half a minute ahead of Hulme and the Texaco-Marlboro McLaren seemed to be making no impression on the Argentinian. The only slightly ominous sign was that the Brabham's cold airbox was gradually becoming detached from the streamlined rear body section, causing it to fall forward and hang over Reutemann's head. But it didn't seem to affect him unduly, and he maintained his comfortable advantage.

Regazzoni gradually wore down Hailwood, passing him on lap 35, while March's efforts became diluted when Stuck made a stop to replace a flat tyre and was unable to get going again as the clutch had packed up. Robarts lost 2nd and 5th gears, both needed badly on this circuit with its long straights and tight corners, so he stopped for good on lap 36.

Gradually Reutemann's lead steadied, and then dwindled by a few seconds. Most observers thought that the Argentinian was just easing up to conserve his car and stroke it home confidently to an overwhelmingly popular win in his home Grand Prix. But gradually the Brabham's engine note lost its crisp edge and Hulme started to make up ground. It seems a lead had come off the distributor, causing the engine to go rather flat, but it still looked as though Reutemann would make it. With five laps left, the tension in the stands must have been unbearable, for the Brabham was now cutting out on corners, all the symptoms of insufficient fuel getting through its system.

Almost unnoticed, Hill's Lola stopped with its engine overheating on lap 48, for Hulme was now catching Reutemann hand over fist. Going into lap 52 it was clear that the new Brabham wasn't going to make it, and as Hulme flashed past into his last lap, now in the lead, Reutemann staggered the very sick car past the pits in second place. To the unveiled disappointment of those thousands of spectators, the car finally ground to a halt halfway round the last lap, and Lauda, Regazzoni, Hailwood, Beltoise, and Depailler went by before the chequered flag came out, leaving the disappointed Argentinian a lowly seventh. Eighth was Ganley, having lost two places on the very last lap, when the March ran out of petrol, while Pescarolo's misfiring BRM kept ahead of Fittipaldi and newcomer Edwards, although the Lola only completed 51 laps of the race.—A.H.

Results :

THE ARGENTINE GRAND PRIX—Formula One—53 laps—Buenos Aires
5.968 kilometres per lap—316.314 kilometres—Very Hot

1st :	D. Hulme (McLaren M23/6)	1 hr. 41 min. 02.01 sec.—187.847 k.p.h.
2nd :	N. Lauda (Ferrari 312B3/012)	1 hr. 41 min. 11.28 sec.
3rd :	G. Regazzoni (Ferrari 312B3/011)	1 hr. 41 min. 22.42 sec.
4th :	M. Hailwood (McLaren M23/1)	1 hr. 41 min. 33.80 sec.
5th :	J-P. Beltoise (BRM P160/09)	1 hr. 41 min. 53.85 sec.
6th :	P. Depailler (Tyrrell 005)	1 hr. 42 min. 54.49 sec.
7th :	C. Reutemann (Brabham BT44/1)	1 lap behind—not running at finish
8th :	H. Ganley (March 741/2)	1 lap behind—not running at finish
9th :	H. Pescarolo (BRM P160/10)	1 lap behind
10th :	E. Fittipaldi (McLaren M23/5)	1 lap behind
11th :	G. Edwards (Lola T370/HU3)	2 laps behind
12th :	J. Watson (Brabham BT42/2)	4 laps behind
13th :	R. Peterson (Lotus 72/R8)	5 laps behind

Fastest Lap : G. Regazzoni (Ferrari 312B3/011) on lap 38, in 1 min. 52.10 sec.—191.664 k.p.h.

Retirements : J-P. Jarier (Shadow DN1/6A) on lap 1, accident; P. Revson (Shadow DN3/1A) on lap 2, after collision; J. Mass (Surtees TS16/03) on lap 11, engine; J. Hunt (March 731/3) on lap 12, engine; A. Merzario (Williams 1R/03) on lap 20, engine; C. Pace (Surtees TS16/02) on lap 22, engine; J. Scheckter (Tyrrell 006/2) on lap 25, engine; F. Migault (BRM P160/05) on lap 33, engine; H-J. Stuck (March 741/1) on lap 33, clutch; R. Robarts (Brabham BT44/2) on lap 37, gearbox; J. Ickx (Lotus 72/R5) on lap 37, transmission; G. Hill (Lola T370/HU2) on lap 46, engine.

25 starters — 13 finishers.

ROAD IMPRESSIONS

The Vauxhall Magnum 2300 Estate



The Magnum 2300 Estate is a sporting saloon with a practical and attractive dual purpose extension rather than a pure load carrier.

I FIND IT sad that mud continues to be slung from some inexperienced, ill-informed quarters on the name of Vauxhall, past failures having long since given way to a range of excellent performing, beautifully styled, value-for-money cars. My own once tarnished view of the Luton make has received much polishing over the last two or three years in the light of experience largely with the range of 2.0 and 2.3-litre Vivas and Firenzas. Tests of standard versions have been interspersed with those of slightly modified ones: the latter have impressed considerably, showing the models' true potential, while the former too have impressed, though with slightly more reservations.

For 1974 the Viva (except in its smallest-engined "fleet" form) and the Firenza, this not to be confused with the high-performance streamliner of the same name which made its debut at the Motor Show, have been renamed Magnum, a change of nomenclature which has been accompanied by numerous subtle and worthy modifications so that in reality Magnum means maturity.

In my eyes the Magnum Estate is the most pleasing design of the entire Vauxhall range and with the fatter, low profile, 175/70 x 13 in., more balanced-looking tyres of the 2300, this load carrier as tested is one of the handsomest of all small/medium cars. The low roof-line and sloping tail interfere with carrying capacity, though the same can be said for most modern estate cars, and the tail-lights protrude into the loading aperture, but the rear styling has one advantage in that the steeply-raked, heated rear window stays largely clear of road dirt, that bugbear of vans and estates, except up the edges directly behind the wheel lines. If sheer load-carrying capacity was the criterion at the price, then a Cortina Estate would be the obvious choice: the Magnum Estate is not a trades-



The tailgate lifts high, sidelights interfere with the loading area and trim is neat.

man's vehicle, rather a more practical and roomier option on the sporty and good-handling Magnum saloon.

This writer does not own a dog, but is sure the Editor's canine back-seat driver would be happy in the neatly carpeted rear, a purpose for which many people buy estate cars, for only a percentage of such purchasers have the specific requirement for a load-space the size of a Mecca ballroom. It is an ideal, compact, family estate car, with two doors to ensure a comfy rear-seat Colditz for the kids and an adequate space for slinging the shopping and the dog behind the rear seat. Once the rear seat has been folded flat, for which purpose the back-rest locks are released by a single lever in the centre of its rear after the front-hinged cushion has been folded forwards out of the way, the comfortable saloon is converted into an instant van which swallowed easily a kitchen table with two chairs and two stools. Perhaps it is the Magnum's very compactness which makes this estate car much more acceptable in its dual role than the average estate, for its design avoids that huge area of cold air which heaters designed for saloons are unable to warm and which usually endows the back of the neck with a permanent, cold, estate car feeling.

This ruby-coloured Magnum impressed from the start with the quality of its "Magic Mirror" acrylic lacquer coachwork, both in the consistency and accuracy of its application and in the surface sheen, more comparable to the finish of the Jensen tested elsewhere than to the majority of mass-produced cars. Other than for that ghastly plastic facia, almost acceptable in black, but horrible in the sort of anaemic coffee colour of the test car, the interior is excellently trimmed and extremely comfortable, far from utilitarian. Brushed nylon upholstery is standard and the reclining front seats well-shaped and comfortable—and the rear seat not much less so, which makes a change for estate cars. Deep pile carpet is spread generously, including in the luggage bay, as mentioned above, where it is secured by metal rubbing strips. The spare wheel stands vertically in the offside of the luggage bay, where it is camouflaged by a neat, shaped vinyl cover.

Door trims are much improved for 1974, incorporating full-length armrests, with upswept grab handles/door-pulls at their front ends in similar fashion to XJ6 and BMW arm-rests. Indeed, were it not for that nasty, moulded plastic facia, the interior would appear quite expensive, as it does at night, when subdued green lighting flows from seven instruments set in the panel immediately in front of the driver: designers dictated that the clock should be as large as the 120 m.p.h. speedometer, with trip meter, and 7,000 r.p.m. tachometer, and why second markings and a huge sweep second-hand should be considered necessary on a car clock defeats me; then there are subsidiary instruments for battery condition, oil pressure, fuel (connected to a 12 gallon tank, adequate for almost 400 miles at 50 m.p.h. or about 260 under more normal conditions) and temperature. A panel of practical, unavoidable but ugly warning lights is in the centre of the facia, there are eyeball vents at each end, the central heater controls are illuminated and easy to use, metal knobs controlling the clock and trip meter are likely to spear one's knees in the event of a crash, steering column stalks control the electric screen-washers and the two-speed wipers which additionally feature intermittent wipe facilities and lift off the screen at 80 m.p.h. and a button has to be pressed to enable the ignition key to be removed from the column lock.

The interior light is set in the base of the surprisingly non-dipping mirror stem, the brake and clutch pedals are set far too high off the floor making difficult the concurrent operation of the organ throttle (the sporty Firenza has repositioned pedals—why not the Magnum too?) and the steering column is set somewhat high and angled too far to the right, criticisms which are forgotten after a few days of acquaintance. Inertia seat belts which disappear into the side trim are

standard, as is a steering wheel trimmed in man-made material which feels remarkably like leather.

That lusty 2,278 c.c., single overhead camshaft, four-cylinder engine is part of this Magnum's beauty. Its configuration dictates that it must be a trifle rough, particularly at low speeds and the test car's engine was less well-balanced than most of its ilk, as was its propshaft, the vibrations from that being added to by a loose exhaust, this car having been thrown together very hurriedly to allow the Press fleet to be reformed with new models at the end of the strike. However, its torque is tremendous and as well as endowing it with remarkable top-gear performance in terms of acceleration and 105 m.p.h. maximum it offers particularly good scope as a tow car. Nevertheless, the gearbox has to be used more than one would expect simply to avoid the engine and sympathetic transmission vibration which occurs below 25 m.p.h. in top, less so in other examples than on the test car, I would suspect. The gearbox is less noisy than it used to be and the change reasonably quick but notchy, though I was glad that a knob less painful to the hand than the old mushroom one has been fitted at last.

Nobody should underestimate the handling of this range of Vauxhalls, which can be driven very quickly and very enjoyably indeed under practically all conditions. The steering is a trifle heavy but precise, the suspension quite firm to the extent that the ride can become quite choppy on rough roads, but is pleasant enough most of the time, a small concession to make to obtain its handling advantages and there is more understeer when the estate version is unladen. Roll is relatively subdued, even though the Estate relies on its uprated rear coil springs for roll stiffness while the saloon and coupé employ a rear anti-roll bar on the live rear axle. Stiffer rear suspension bushes are amongst the 1974 modifications.

Other modifications include the fitting of a constant velocity joint instead of a Hooke joint in the centre bearing of the split propshaft, the conversion of the rear drum brakes to automatic adjustment—and the servo-assisted disc/drum braking system is excellent—pegs to make sure that the Rostyle wheels sit square, stainless trims on these wheels, rubber-faced bumpers, a very powerful new four-headlamp system, an aluminised exhaust system and so on. The engine block has been stiffened, some changes made to the twin Stromberg carburation and ignition, a thermostatic valve has been added to the air cleaners and the 110 b.h.p. net is said to be consistent now that the unintentional valve shrouding affecting some of the heads on earlier models has been eradicated.

In all respects other than the rear end treatment and that anti-roll bar, the Estate is identical to the Magnum 2300 saloons and coupés. It retails at £1,529 inclusive of VAT (the 4-door saloon is £1,450, the 2-door £1,410 and the coupé £1,465), as such is remarkably well-appointed, and while the smoothness of its power unit is more agricultural than limousine it adds solidarity to a very rugged and attractive dual-purpose car of sporting performance and handling. —C.R.

MATTERS OF MOMENT

Continued from page 114

100 mm. Aluminium cylinder heads, identical bank to bank, carry one inlet and one exhaust camshaft per bank, driven by one belt per bank from the crankshaft. Each pent-roof combustion chamber houses two inlet valves (each 1.450 in. diameter) and two exhaust valves (each 1.25 in. diameter) and a single central position spark-plug, although the head is designed to accept three plugs per cylinder, in conjunction with Lucas Rita transistorised crankshaft-triggered ignition, and a distributor driven by the innermost (inlet) camshaft of the right-hand bank.

The cylinder heads have two separate cam carriers, again one casting to suit both banks, and have normal bucket tappets of sufficient diameter to fit down over the Terrys double valve-springs, saving over an inch on overall height of the cylinder head assembly. Oil drainage of the heads on this dry-sumped engine is external, via pipes which go direct into the twin pick-up chambers of the twin-rotor scavenge pump, driven by a crankshaft belt at half engine speed, as is the single rotor Hoburn Eaton oil pressure pump. The steel, cross-drilled crankshaft uses steel caps for its four main bearings, line bored 0.015 in. oversize and Vandervell bearings are fitted.

Full skirt, flat-top forged aluminium pistons have two compression rings and one oil control ring, 1 in. diameter, fully-floating gudgeon pins with circlip retention and connecting rods are shot-peened forged steel. The exhaust system has two banks of three primary pipes feeding into one tail-pipe each bank. The Lucas fuel-injection system has butterfly rather than slide throttles and curved, cross-over inlet trumpets to lower the engine and is fed by a Lucas high-pressure petrol pump driving in tandem with the oil pressure pump. The metering pump is located in the vee, driven by yet another Uniroyal toothed belt from the right-hand bank inlet camshaft.

Cosworth's chief designer Mike Hall has been largely responsible for the new engine, though the cylinder head designs bear Keith Duckworth's hallmark, similar to Cosworth-Ford FVA, BDA and DFV units. It weighs 385 lb. compared with 340 lb. for the DFV, develops its 400 plus b.h.p. at 8,500 r.p.m. compared with the DFV's 460 b.h.p. at 10,000 r.p.m., produces at least 280 lb. ft. torque at 7,000 r.p.m., runs on a 12 to 1 compression ratio, and was first tested on the dynamometer last July. One hundred such engines will be laid down and those which aren't kept for the works will be sold for less than £3,000 each, complete but unassembled, a remarkably low price because development costs are spread over 100 units.

Turner is excited about the engine, which he believes will prove competitive in F5000 if mounted in a good F2 chassis, and looking to the future, feels a new single-seater formula might be created around it.

Kranefuss has assembled a strong team for the Capris in which the engine is initially intended: current European Touring Car Champion Driver Toine Hezemans has been seduced from BMW, Jochen Mass (1972 Champion) and Dieter Glemser (1971 Champion) remain from last season, and Niki Lauda joins the team, having driven for BMW-Alpine last season. A further two big names are expected later. However, with the very real threat of a works BMW withdrawal from the ETC, their only opposition will be from privately owned CSLs.—C.R.

The new four-cam 24-valve Ford-Cosworth 3.4-litre V6.

NEW GRAND PRIX CARS FOR 1974

AFTER ALL THE "wheeling and dealing" was finalised and the paint shops put into action, new cars for 1974 began to appear, some being shown to the Press in metal and glass-fibre form, others in purely photographic form, but none-the-less the colourful Grand Prix scene looks like being as varied a hotch-potch of engineering, sport and big business as ever it was. While some teams are continuing with modified 1973 cars, modified mechanically that is, rather than merely changing the sponsor and his colours, others have produced entirely new models.

Bernie Ecclestone, who owns the Brabham organisation, introduced the BT44 to replace the 1973 BT42, and this new chassis follows the basic layout of the earlier design, continuing the knowledge and development of the past season. The major alteration is the front suspension which has variable rate characteristics and the layout of such that inboard front brakes could be used if deemed desirable. The basic monocoque is still of triangular section, giving a low centre of gravity for the fuel load and attention has been paid to avoiding the use of fuel lines in the cockpit, and likewise all tank access holes have been kept out of the cockpit area. The design of the BT44 is the work of Gordon Murray, who also designed the 1973 car, and a lot of thought has been given to airflow over the body, the cockpit surrounding continuing rearwards to form the air box over the Cosworth V8 engine, while the air intake for this box is angled forwards to keep it as far away from the rear aerofoil as possible, the latter component being mounted at the the rear wheel centre line.

The specification of the BT44 is as follows:—

Wheelbase: 95 in. Front track: 57 in. Rear track: 57 in. or 60 in.
Engine: Cosworth DFV 3-litre V8.
Gearbox: Hewland FG400.
Monocoque: constructed of 16, 18 and 20 s.w.g. aluminium alloy sheet with fabricated sheet steel bulkheads. The engine forms the rear part of the chassis.
Front suspension: Independent by double-wishbones and semi-inboard coil spring/damper units, with anti-dive features.
Rear suspension: Independent by upper transverse link and twin lower parallel links, twin radius rods. Outboard coil spring/damper units.
Brakes: 10½ in. diameter Girling discs with 4-pot light alloy calipers. Outboard at front. Inboard at rear.
Shock-absorbers: Koni light alloy telescopic.
Radiators: Twin Serck water radiators at front.
Wheels: Cast magnesium 13 in. x 10 in. front. 13 in. x 17 in. rear.

* * *

From Northampton came news of the new UOP-Shadow for 1974, the Mark II DN-3, to replace the 1973 DN-1 series. As with the Brabham team the Shadow people have produced their new car as a development of the earlier model, rather than a radical new approach, the lessons learnt in their first season of Formula One racing being fed into the new design. It is much slimmer and sleeker than the 1973 cars and the oil radiator is now at the front in a very elongated nose cowling, although the water radiators are still side-mounted to the rear of the cockpit. Total enclosure of the engine and rear of the car has been abandoned and the air box for the Cosworth V8 has obviously been copied from the Harvey Postlethwaite March design. By using a special bell-housing casting between the Cosworth V8 engine and the Hewland gearbox a very long wheelbase has been achieved, and the driver sits 4 inches further forward than before, a larger seat fuel tank being fitted in the space gained. Suspension is straight-forward and unspectacular, following standard practice with double wishbones at the front and single top link, parallel lower links and twin radius rods at the rear, and coil spring/damper units all round.

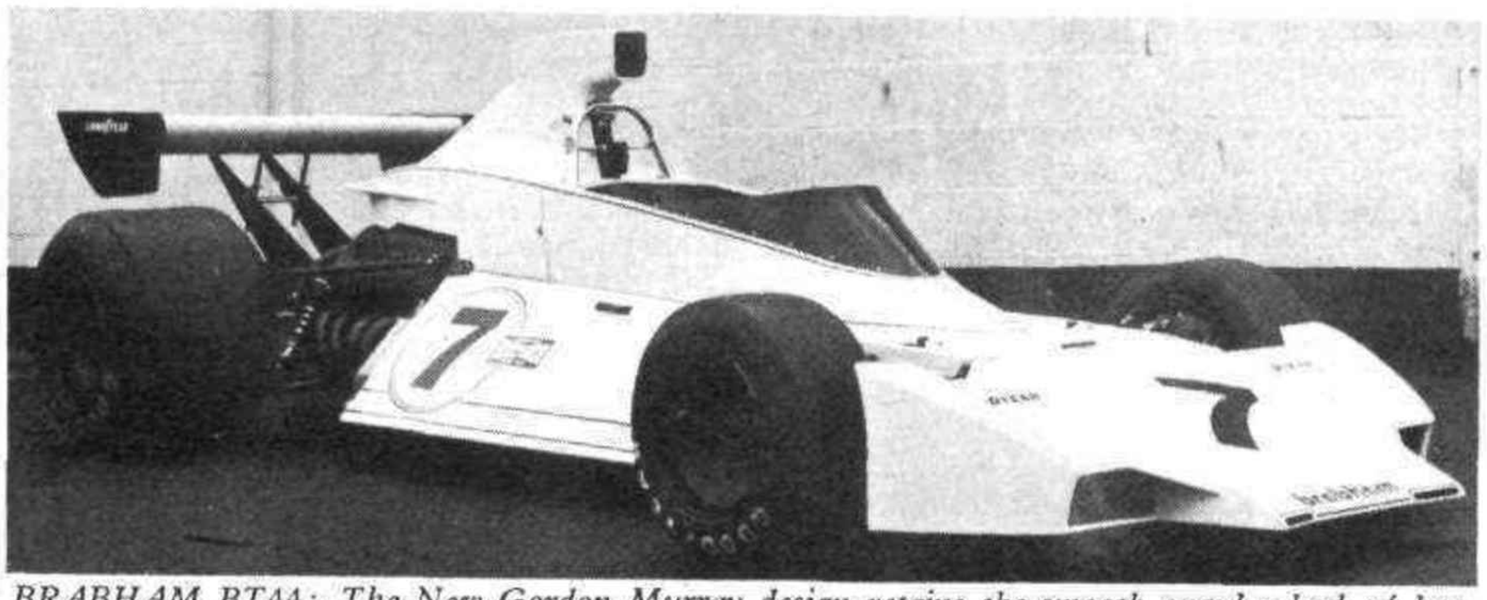
The suspension of the Shadow DN-3 is as follows:—

Wheelbase: 105 in. Front track: 58 in. Rear track 60 in.
Engine: Cosworth V8 DFV 3-litre
Gearbox: Hewland FL-200.
Monocoque: Aluminium panels, with fibreglass detachable panels; the engine forms the rear part of the chassis.
Front Suspension: Independent by double-wishbones and coil spring/damper units.
Rear Suspension: Independent by upper transverse link and twin lower parallel links, twin radius rods. Coil spring/damper units.
Brakes: Lockheed ventilated discs. Outboard at front. Inboard at rear.
Shock-absorbers: Aluminium double adjustable Armstrong telescopic units.
Radiators: Twin Marston Excelsior water radiators, side mounted.
Wheels: Magnesium 13 in. x 11 in. front. 13 in. x 17 in. rear. Alternative 12 in. x 10 in. fronts available.

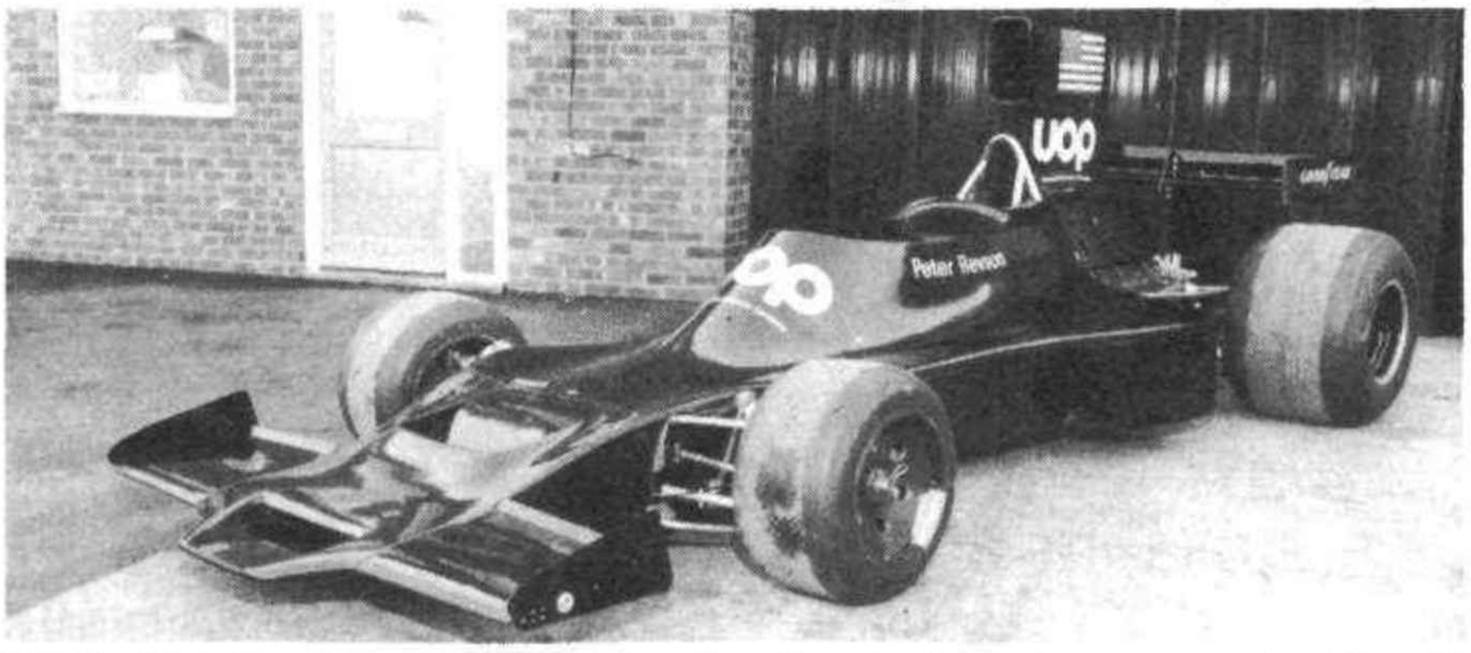
* * *

From John Surtees comes the news that his team cars for 1974 will be the TS16 models, following the general lines of the 1973 cars which were TS14 models. Nothing very revolutionary is noted about them, the design and construction following his well-proven lines of thought, and the McLaren works cars are the 1973 M23 cars modified here and there in detail. Most important to these two firms were the alterations in sponsorship and colour schemes. The Surtees team successfully upgraded their relationship with Matchbox toys from Formula Two to the Formula One cars, and McLaren have split their team of M23 cars, two going to a combined operation operated by Marlboro cigarettes and Texaco petrol and oil, and the third one staying with Yardley cosmetics.

Among the other cars due to appear in Formula One this year are a pair of Lola cars from Eric Broadley, with sponsorship by Embassy cigarettes, and a brand new design from Gordon Fowell for Chris Amon. Like the Brabhams and Shadows all these use Cosworth V8 engines and Hewland gearboxes, with variations in brakes, wheels, tyres, radiators and shock-absorbers. —D.S.J.



BRABHAM BT44: The New Gordon Murray design retains the smooth angular look of last year's cars and retains twin front-mounted water radiators. The monocoque cockpit section extends rearwards to form the air box over the Cosworth V8 engine.



SHADOW DN-3: The new Shadow designed by Tony Southgate features a very long "shovel" nose containing the oil cooler, with water radiators on each side to the rear of the cockpit.

INTERNATIONAL RACE RESULTS OF 1973—continued from January issue

GT CHAMPIONSHIP

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
April 1	Nurburgring—320 kms.	Germany	C. Ballot-Lena (Porsche Carrera RSR)	C. Haldi (Porsche Carrera RSR)	R. Simonsen (Porsche 911S)	153.400
May 13	GP of Paris—272 kms.	Montlhery	C. Ballot-Lena (Porsche Carrera RSR)	C. Schickentanz (Porsche Carrera RSR)	E. Bonomelli (Porsche Carrera RSR)	—
June 3	Imola—Two Heats	Italy	M. Parkes (De Tomaso Pantera)	C. Schickentanz (Porsche Carrera RSR)	C. Ballot-Lena (Porsche Carrera RSR)	155.062
June 24	Nivelles—Two Heats	Belgium	C. Schickentanz (Porsche Carrera RSR)	C. Ballot-Lena (Porsche Carrera RSR)	B. Ekberg (Porsche Carrera RSR)	201.096
July 8	Estoril—Two Heats	Portugal	P. Keller (Porsche Carrera RSR)	C. Schickentanz (Porsche Carrera RSR)	C. Haldi (Porsche Carrera RSR)	157.827
Aug. 5	Thruxton—152 kms.	Britain	C. Ballot-Lena (Porsche Carrera RSR)	C. Haldi (Porsche Carrera RSR)	C. Schickentanz (Porsche Carrera RSR)	134.413
Aug. 26	Hockenheim—Two Heats	Germany	G. Regazzoni (De Tomaso Pantera)	C. Schickentanz (Porsche Carrera RSR)	C. Haldi (Porsche Carrera RSR)	Addition of times
Sept. 2	Copper Inter-Europa—6 hrs.	Monza	C. Schickentanz/P. Keller (Porsche Carrera RSR)	J. Neuhaus/C. Schickentanz (Porsche Carrera RSR)	"Gero"/Gallo (De Tomaso Pantera)	198.808
Sept. 14/24	Tour de France	France	S. Munari/M. Manucci (Lancia Stratos)	J. Almeras/S. Mas (Porsche Carrera RSR)	D. Thiry/J. Henry (Porsche Carrera RSR)	—
Sept. 30	Montjuich	Spain	CANCELLED			

GT Champions: Porsche.

GROUP TWO SALOON RACES

Mar. 18	RAC Championship—85 kms.	Brands Hatch	F. Gardner (Chevrolet Camaro V8)	D. Brodie (Ford Escort 2L)	A. Rouse (Ford Escort 2L)	150.184
April 8	RAC Championship—94 kms.	Silverstone	B. Muir (BMW CSL)	A. Rouse (Ford Escort 2L)	F. Gardner (Chevrolet Camaro V8)	165.971
April 23	RAC Championship—94 kms.	Thruxton	F. Gardner (Chevrolet Camaro V8)	B. Muir (BMW CSL)	D. Brodie (Ford Escort 2L)	159.019
May 20	Castrol Championship—56 kms.	Silverstone	G. Spice (Ford Capri 3L)	T. Lanfranchi (BMW 3-litre)	J. Brindley (Ford Capri 3L)	144.616
May 28	RAC Championship—132 kms.	Thruxton	F. Gardner (Chevrolet Camaro V8)	B. Muir (BMW CSL)	D. Matthews (Ford Capri 3L)	158.955
July 14	RAC Championship—94 kms.	Silverstone	F. Gardner (Chevrolet Camaro V8)	D. Howes (AM Javelin)	J. Buncombe (Ford Escort 2L)	170.220
Aug. 27	RAC Championship—49 kms.	Brands Hatch (short)	F. Gardner (Chevrolet Camaro V8)	A. Rouse (Ford Escort 2L)	J. Buncombe (Ford Escort 2L)	135.893
Oct. 21	Simonize Trophy—85 kms.	Brands Hatch	B. Muir (BMW CSL)	A. Rouse (Ford Escort 2L)	F. Gardner (Chevrolet Camaro V8)	151.905
Nov. 4	Fuji TT—500 kms.	Japan	J. Mass/D. Glemser/A. Hezemans (Ford Capri 3L)	Moribe/Kono (Mazda)	Sujita/Sato (Toyota Celiça)	—

SPORTS/PROTOTYPE RACES

April 1	Le Mans 4 hrs.	Sarthe	H. Muller/G. van Lennep (Porsche Carrera RSR)	R. Tourel/J-P. Rouget (Porsche 910)	J. C. Andruet/B. Wollek (Ferrari 365 GTB4)	193.157
July 8	2-litre Race	Estoril	J. Lepp (Chevron-Ford FVC)	X. Juncadella (Chevron-Ford FVC)	M. Raymond (Chevron-Ford FVC)	—
July 29	Luanda 2 hrs.	Angola	R. Heavens (Chevron-Ford FVC)	J. Uriate (Chevron-Ford FVC)	J. Rowe (Chevron-Ford BDA)	150.717
Aug. 5	Nova Lisboa 6 hrs.	Angola	A. Fletcher/W. Tuckett (Chevron-Ford FVC)	J. Bell/I. Harrower (Chevron-Ford FVC)	M. Alberquerque/J. Pego (Lola-Ford FVC)	109.215
Aug. 12	Benguela—300 kms.	Angola	M. Cabral/A. Peixinho (Lola-BMW)	R. Fallo (Lola-Cosworth)	T. Birchenough (Lola-Ford FVC)	—
Sept. 16	Imola—154 kms.	Italy	D. Bell (Mirage-Cosworth V8)	R. Stommelen (Alfa Romeo—flat-12)	M. Casoni (Lola-Cosworth V8)	186.902
Nov. 3	Kyalami 9 hrs.	S. Africa	R. Joest/H. Muller (Porsche 908/3)	D. Bell/I. Hunt (Mirage-Cosworth V8)	J. Hine/I. Grob (Chevron-Ford FVC)	164.160

FORMULA 5000

Mar. 17	Rothmans Championship—106 kms.	Brands Hatch	P. Gethin (Chevron-Chevrolet V8)	B. Lunger (Lola-Chevrolet V8)	A. Dean (Chevron-Chevrolet V8)	178.138
April 8	GKN Trophy—117 kms.	Silverstone	D. Hobbs (Lola-Chevrolet V8)	B. Lunger (Lola-Chevrolet V8)	A. Dean (Chevron-Chevrolet V8)	212.594
May 13	Rothmans Championship—120 kms.	Oulton Park	T. Pilette (Chevron-Chevrolet V8)	P. Gethin (Chevron-Chevrolet V8)	S. Thompson (Chevron-Chevrolet V8)	169.673
Aug. 27	Rothmans Championship—129 kms.	Brands Hatch (short)	T. Pilette (Chevron-Chevrolet V8)	T. Belso (Lola-Chevrolet V8)	A. Dean (Chero n-Chevrolet V8)	156.750
Sept. 9	Rothmans Championship—120 kms.	Oulton Park	P. Gethin (Chevron-Chevrolet V8)	T. Pilette (Chevron-Chevrolet V8)	A. Dean (Chevron-Chevrolet V8)	184.173
Sept. 23	Jyllandsring—Two Heats	Denmark	I. Ashley (Lola-Chevrolet V8)	T. Pilette (Chevron-Chevrolet V8)	G. van Lennep (Lola-Chevrolet V8)	Addition of times
Sept. 30	Seattle—Heats and Final	USA	B. Redman (Lola-Chevrolet V8)	M. Donohue (Lola-AMC V8)	J. Scheckter (Trojan-Chevrolet V8)	170.323
Oct. 21	Motor Show 200—192 kms.	Brands Hatch	G. Edwards (Lola-Chevrolet V8)	K. Holland (Trojan-Chevrolet V8)	J. Watson (Trojan-Chevrolet V8)	177.736

USAC RACES

May 30	Indianapolis 500 miles	USA	G. Johncock (Eagle-Offenhauser)	B. Vukovich (Eagle-Offenhauser)	R. McClusky (McLaren-Offenhauser)	255.918
July 1	Pocono 500 miles	USA	A. J. Foyt (Coyote-Ford V8)	R. McClusky (Eagle-Offenhauser)	L. Ruby (Eagle-Offenhauser)	233.000
Sept. 2	Ontario 500 miles	USA	W. Dallenbach (Eagle-Offenhauser)	M. Andretti (Parnelli-Offenhauser)	M. Mosley (Eagle-Offenhauser)	253.735

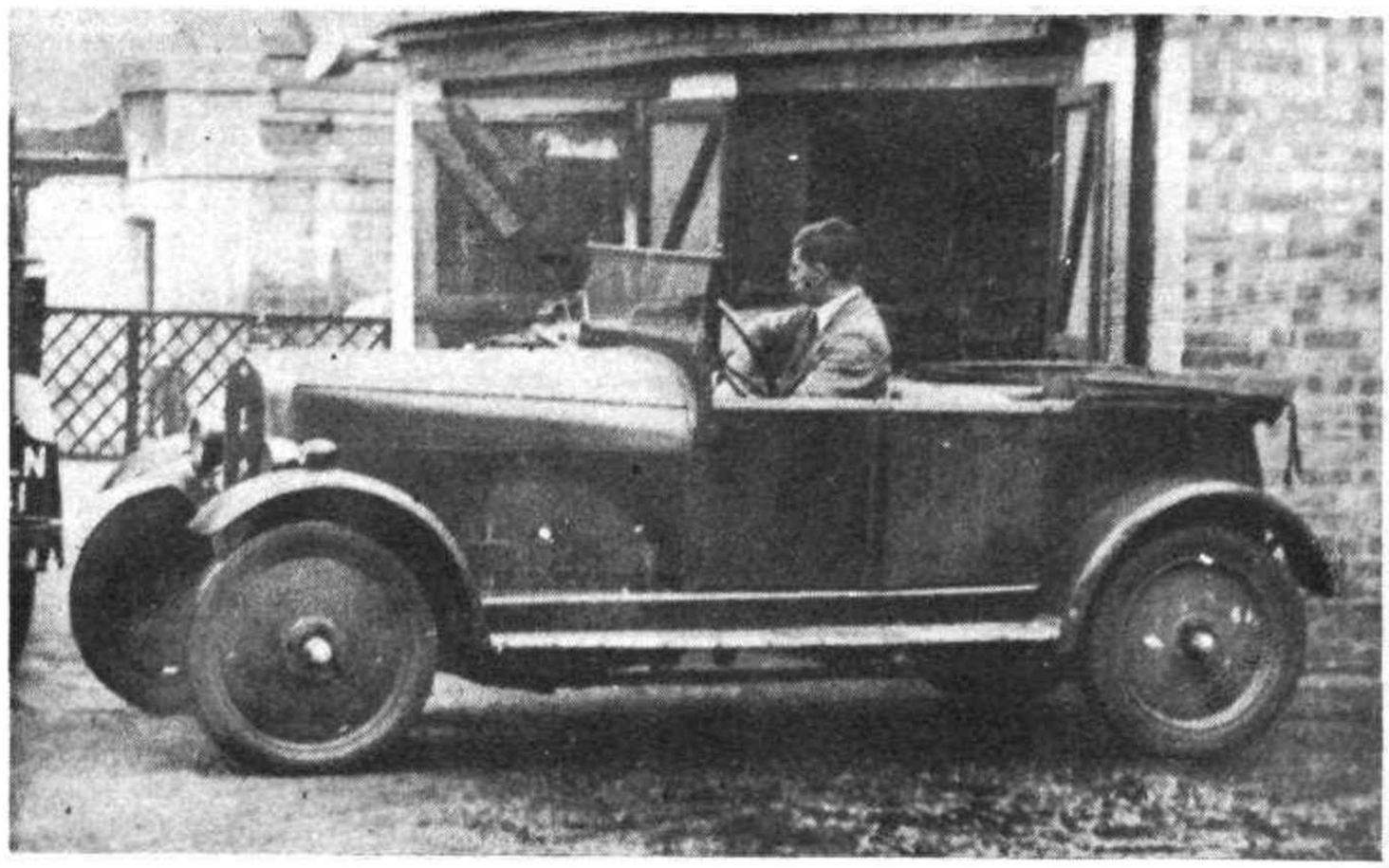
MOUNTAIN HILL-CLIMBS (European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Time
April 1	Ampus-Draguignan—6.8 kms.	France	J. Mieusset (March-BMW)	Y. Martin (McLaren-Ford)	M. Nesti (Chevron-Ford)	6 min. 48.6 sec.
April 29	Dobratsch—6.4 kms.	Austria	J. Mieusset (March-BMW)	H. Koinigg (Opel GT)	K. Reider (Brabham-Ford)	5 min. 51.25 sec.
May 20	Montseny—16.3 kms.	Spain	J. Mieusset (March-BMW)	Y. Martin (McLaren-Ford)	J. Fernandez (Porsche 908/3)	8 min. 55.67 sec.
June 3	Berchtesgaden—5.89 kms.	Germany	R. Joest (Porsche 908/3)	J. Mieusset (March-BMW)	R. Stenzel (Porsche Carrera)	3 min. 21.18 sec.
July 1	Trento-Bondone—17.3 kms.	Italy	M. Nesti (March-BMW)	F. Pilone (Abarth 2000)	V. Venturi (Abarth 2000)	10 min. 50.43 sec.
July 8	Cesana-Sestriere—10.4 kms.	Italy	M. Nesti (March-BMW)	Y. Martin (McLaren-Ford)	F. Pilone (Abarth 2000)	4 min. 59.4 sec.
Aug. 19	St. Ursanne-Les Rangiers—5.08 kms.	Switzerland	R. Salomon (March-BMW)	P. Moublanc (Chevron-Ford)	J. Mieusset (March-BMW)	4 min. 07.17 sec.
Sept. 9	Mont Ventoux—21.6 kms.	France	J. Mieusset (March-BMW)	P. Maublanc (Chevron-Ford)	R. Rua (Pygmee-Ford)	9 min. 03.5 sec.

Mountain Champion: J. Mieusset (March-BMW).

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



LONG, LONG AGO.—The Editor in his second personally-owned car, a 1922 overhead-camshaft Rhode, which provided precarious transport to and from the MOTOR SPORT offices, in spite of a propensity for discarding its valve rockers. Where is it now?

WHERE ARE THEY NOW?

THIS MONTH, what with all the 50 m.p.h. crawling and coasting and thrift and gloom, I am going to project you back to a time when there were so many unwanted vintage and even veteran cars about which no-one felt any affection for that you could have picked them up for very small sums of money indeed—some were even given away. In the latter respect I have been the recipient of much generosity, in the guise for instance, of a 1911 two-cylinder Renault, a 1927 long-chassis Jowett two-seater and that 1922 8.h.p. Talbot-Darracq with quite an interesting history which is now almost fully-restored.

In the happy days just before the Second World War and those grim years of the war itself there were old cars all over the place, for the asking. There was much less known about them then, of course, although both the VCC (formed in 1930) and the VSCC (born in 1934) were flourishing. Those fascinating issues of MOTOR SPORT which came out monthly in spite of Hitler's fanatical, hysterical efforts, with keen readers helping me produce it, did a great deal to put motoring history into clear perspective and foster the since-ever-expanding interest in such mechanical examples of it as remained.

Nevertheless, interesting old vehicles were then, as the saying goes, two-a-penny and there were *real* pennies to spend in those days! Indeed, there were so many unwanted cars about that we could afford to be casual about them. What I mean is, you could pick up something like a 3-litre Bentley, a 12/50 Alvis or an Austin Seven Chummy, discover that it didn't meet your requirements or that it needed too much work done on it to keep it running, and you would pass it on without a qualm, because almost literally round the next corner, in the next barn, or in the forecourt of the next garage you passed, there would be another, to replace the scrapped one. Happy days indeed! I had a series of quite serviceable 12/50 and 12/60 and 14/75 Alvis cars on this basis, paying I think £12 10s. for a 12/50 coupé and a fiver for a 1924 duck's-back 12/40-12/50 hybrid, and I believe I was *given* a 1926 beetle-back. I even discarded an original Gwynne Eight four-seater in the deserted forecourt of a Thornton Heath garage during the war, because it had disgraced itself among a concourse of virile Austin Sevens at a 750 MG hill-climbing frolic. It had some excuse, because in the war years it had been run by a previous owner on paraffin and its bores were a bit suspect—I was dunned for the garaging fee for some months afterwards but never saw this little car again. So where are they now, these unloved cars which we encountered almost daily then, but which are now, I am told, "collectors' pieces"? Let us look back and see what was about, thirty and more years ago. No doubt I should know the answers to where some of my discoveries are today, but if my memory has faltered, I am sure the present owners of any cars recognised will write to MOTOR SPORT and tell me.

This matter of "Where are they?" has always fascinated me. As long ago as 1925 the late W. F. Bradley had a most absorbing piece in *The Autocar* (it came out regularly every week then, as it continued to do throughout the war) which posed the intriguing question: "Where Do Old Racing Cars Go?" Whether or not this prompted that great veteran-car writer, E. K. H. Karslake, to pose a similar question in MOTOR SPORT five years afterwards, his memorable article leading him to compile those never-to-be-forgotten "Veteran Types" series, I do not know. From such activity sprung the existing stupendous interest in the older vehicles of all kinds and, alas, the advent of commercialism and speculation.

Never mind! Let's see what was about when I first became aware of the old-car way of life.... In 1937-38, when I was looking for an inexpensive and amusing form of motoring, I was told of a First-War Briton light-car available in the North of England for about 50/- and I refused a very nice Panhard-Levassor tourer which could have been bought in Bromley, Kent, for £10, as being too thirsty. In the same town a twin-cylinder Swift cyclecar was to be had for a fiver, but this I thought impractical for everyday use, although it was probably an Edwardian. A really beautiful 1925 Humber in mint condition, as the dealers would now say, was offered to me for a mere £3, also in Bromley, but I turned it down as it looked a big car, costly to tax and run.

What I did fall for was a red ABC four-seater with the later, sports twin-Zenith engine, found in a breaker's yard at Walton-on-Thames. It was offered for a fiver, after the wheels had been equipped with a set of inflated b.e. tyres. In my excitement I gave the man six one-pound notes and departed in triumph on someone's borrowed Trade-plates—but not for very far, as the engine promptly stopped. That first-ever personally-owned car lasted rather less than a week before a con-rod ventilated the crankcase when a friend and I were on our way to a BOC Prescott hill-climb, and it had to be abandoned in the village of Stokenchurch. I believe the car is known today to the ABC Register but presumably not with its original flat-twin engine, because I sold what was left of this to a Cambridge Undergraduate, delivering it in my ageing Austin Seven Mulliner coupé. There was a fraught moment when the propped-up power-unit fell out through the passenger's door of the Austin while I was rounding Hyde Park Corner. That was but one of several extraordinary adventures this ABC forced upon me, but the Police were very tolerant, in those days. . . .

I wonder whether this Mulliner Austin is on the Register of such cars, today?

I cannot recall its Reg. No. but it had had a later four-speed engine-unit installed before I disposed of it. The ABC was replaced by a 1922 overhead-camshaft Rhode, alleged to have a 1924 engine and close-ratio gearbox from the car used by Moss-Blundell in contemporary trials. It was pretty decrepit when purchased, in Dudley, Worcs., for £6 10s, and I have no idea what became of it. The Reg. No. was NX 2836 and in spite of its frequent discarding of its valve rockers, I remember driving it to the MOTOR SPORT offices in the City from South London at a time when the starter was inoperative and the starting handle had been lost. In those peaceful days you could park in any side road without being molested by "Graham Hill's girls" and any sporting passer-by would willingly give you the requested push-start—but I recall that the point-duty Policeman at the Bank got a bit concerned about the smoke-screen the ancient Rhode was

Continued on page 124

Dealer Team Vauxhall. It's yours as much as theirs.

The nice thing about Dealer Team Vauxhall, or D.T.V. as it's generally known, is that it's run by enthusiasts for enthusiasts.

It's a genuine and realistic test-bed for product developments.

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In fact you'll get an enthusiastic welcome from any Vauxhall dealer so why not test drive a Vauxhall today.

DTV
Dealer Team Vauxhall



Continued from page 122

laying. . . Incidentally, I see that I bought third-party insurance for the ABC, as a novice driver of a back-braked vintage car, for £6 9s, per annum, and that after I had gained a year's experience, this fell to less than £4 for an almost-equally-aged Austin Seven, and that spares for the Rhode were still available, from H. B. Denley, who had also driven this make of car in trials. The breaker from whom I bought my ABC all those long years ago is still in existence, at very much more imposing premises, with a one-man helicopter as an attraction, not far from Sunbury. At the time of the ABC transaction he also had a partially-wrecked Seabrook and a small Fiat with a sports 2-seater body, which I assume did not survive the war.

In 1938 there was a breaker in Cornwall who would have sold you a 14/40 MG for £8 and a Morgan 3-wheeler, taxed, for £6 and a GN was being sought by Naval ratings in that area. There was a 12/40 Alvis going for £15 at this time and I just missed buying a Hampton coupé for a fiver. It was being used by the Secretary of a golf-club in Gloucestershire before I located it and may be the one which is in Weybridge now? The garage where it had been languishing offered a slotted Blackburn Bluebird light aeroplane with full C of A for £150, as an alternative purchase, which I certainly couldn't afford, or fly.

In 1938 Rice Bros. of Horsham possessed a Rover dated as 1908. What happened to that I wonder? Not far away a GWK and a small Sizaire-Berwick had gone into a scrap yard, but the drummer in a dance-band was getting good service from an oil-cooled flat-twin Belsize-Bradshaw, an eight-cylinder ignition distributor with six of its contacts blanked-off being used in lieu of a magneto. A yard near Truro contained two Salmsons, the price for the pair of them £19, and a Grand Sport Amilcar, less its dynamo, was available for £9. I hope all three are still extant. The 7/12 Peugeot coupé and a Bébé Peugeot I found in a Surrey breaker's yard before the war may, possibly, be the one still seen recently in Weybridge, and the car restored by Ronald Barker, respectively—if not, I expect the owners will advise me.

I could list a great many more such "finds", but it is perhaps pretty futile, because I suppose most of them became casualties of the war-time scrap-metal drive. On the East Coast, as the outbreak of hostilities drew close, we encountered a T-head Austin and a big Renault, both landaulettes, the former having been recently in use, maybe as a taxi, and a Type R4, Series 10 Delage of 11 h.p. I had bought an almost exactly-similar Delage in Sussex and so I invested in this second one as a source of spares. War broke out before I could collect it. I wonder whether someone else snapped it up, in time to save it? The other 1913 Delage I had to dispose of when moving about during the war and Peter Hampton relieved me of it, the petrol-saving arrangement being that I should leave it in the car-park of a London cinema for him to collect. I never saw it again, but it must now be restored and in good hands. The Renault I mentioned as having been given, at the beginning of this discourse, I also had to let go during the war. But happily I encountered it again last year, at the VSCC Madresfield Driving Tests. I recall that when shifting it from Essex to Hampshire at the beginning of the war-time black-out, using my 12/50 Alvis coupé as tow-car, there was a funny episode. A fellow enthusiast, I rather think Pole, who had raced the aero-engined Mercedes at Brooklands, saw from the top of a trolley-bus this remarkable and dubious cavalcade moving through Isleworth and, without having time to explain to his wife, he rushed down the steps and into the road to converse with us, leaving his spouse to be wafted quickly and quietly away. . . .

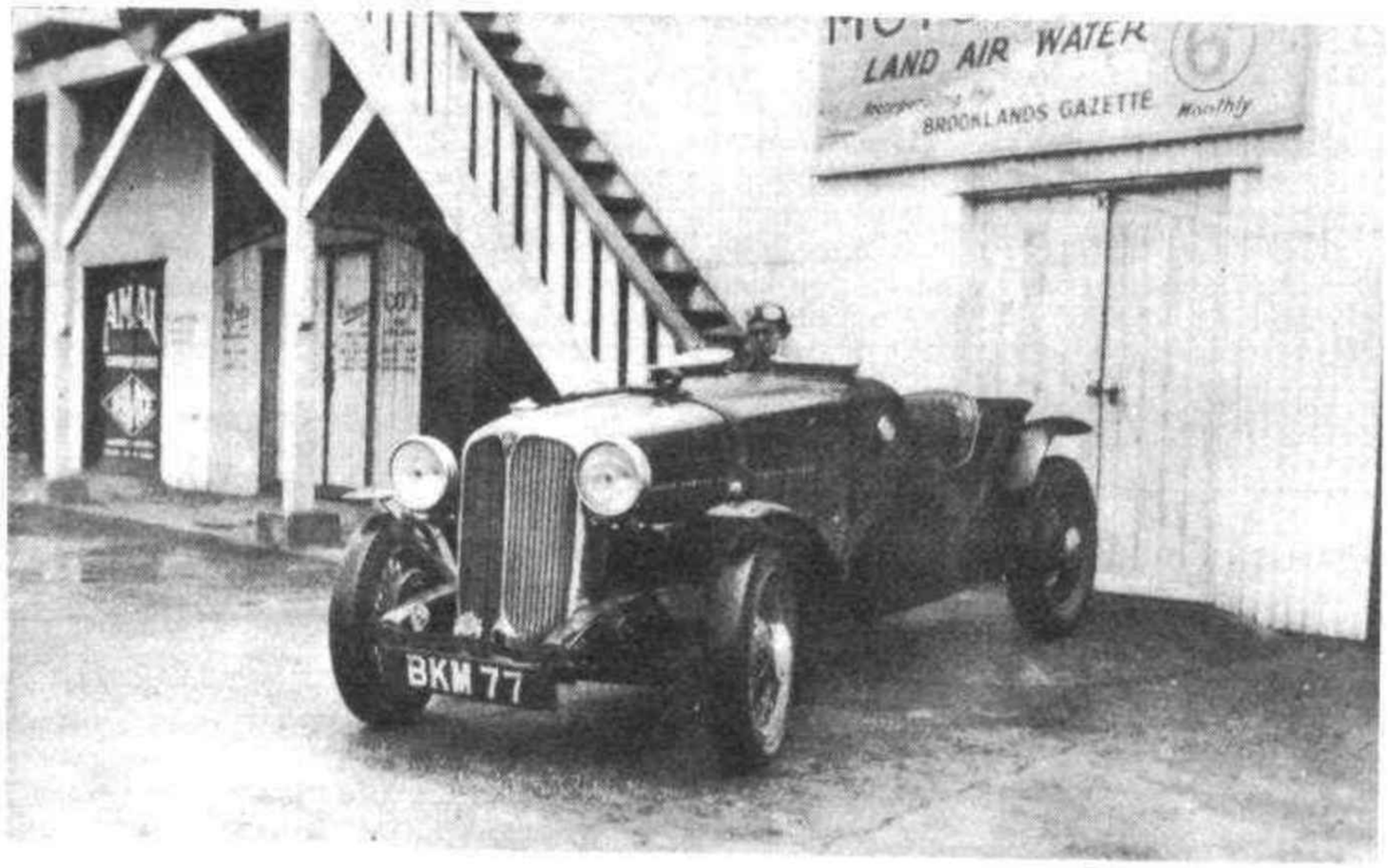
During the war, as I have hinted, I had a succession of Alvis cars, costing usually around £15 or less; and I hope they have all survived. Before that I was told by the friend who helped to keep me mobile that I must forget comic cars and go in for Austin Sevens. In self-defence, I did just that. I wish I could recall all those I owned, from the first, very queer-looking silver-hued Special and the Mulliner, through others, including a two-seater of never-identified body-make, until I used daily after the war a 1934 saloon which had no interest for anyone, as being anything out of the ordinary, even in the 1950s.

Thinking of 12/50s, I wonder what happened to the tourer with which a certain Mr. H. Whiteside entrusted me briefly, after he had driven it down from Hull to London so that he could go to the French GP of 1939? At about this period there was also a very effective Rover Ten Special built by R. E. Richards, which I tried for MOTOR SPORT. I suppose it has been gone these long years? But it is good to know that Peter Hampton has the 5-litre chain-drive Bugatti "Black Bess" which I tracked down to a shed in Derby before the war and whose history I unravelled, so that Col. Giles of the BOC decided to buy it. These were the sort of bargains you could pick up in the vintage-car field then, when a sound Ford V8 30 was to be had for around the proverbial fiver.

No doubt the war accounted for most of them, although I have often wondered whether a biggish 1907 Singer estate-car we saw during the war outside a garage on the lower road to Guildford from Farnham, which we could have bought for £7, was ever scooped up and restored? Why didn't we keen chaps have it? Because it had but one 880 × 120 tyre and was thought to be a damned sight too expensive, with three such tyres to find for it!

I confess to being slow when, led to a 4-litre de Dietrich with touring body which local children were gradually picking to pieces after it had been towed out of the Guinness estate in Surrey, I dismissed it as rather dull Edwardian, not realising that it was, in fact a sporting veteran. Fortunately, Francis Hutton-Stott knew better and moved in beating the metal-merchants tow-away truck. Wild horses will not drag from me the probable present whereabouts, in this country or abroad, of one or more Leyland Eights. But I imagine that the war-time scrap-drive accounted for the two chassis and a tourer *sans* engine, of this breed, which were at Thomson & Taylor's Brooklands premises just before the war? At the beginning of the war Whale's racing single-seater Calthorpe and its Meadows 4ED engine were definitely in a loft in Camden Town. They disappeared most mysteriously and have never been seen since, and a pre-1914 racing Hillman, said to be languishing in Boroughbridge, proved equally elusive. A breaker's heavy hammer definitely wrote off No. 2 Leyland Thomas and the racing Lanchester Forty single-seater, just before a postcard from Dudley Gahagen sent me hastening to Eastbourne as fast as an Austin Seven would motor, intent on saving them. Less upsetting, I just missed a Cluley light-car, in much the same way, but was able to save the chassis of one many years later.

Will any more historic cars, racing cars for instance, continue to be found? It seems unlikely, until you reflect that not so long ago Philip Mann discovered the 1914 GP-winning Mercedes, disguised with a touring-car body,



A LONG TIME BACK.—This Rover Ten Special, with the Editor at the wheel, is standing outside the shed which MOTOR SPORT maintained in the Paddock at Brooklands. The Rover was built by R. E. Richards. Where is it now?

Vintage Postbag

that Owen Wyn-Owen dug up "Babs", and that Bill Lake realised a few years back that a touring Mors in America was, in reality, one of the 1902 Paris-Vienna racers. I have an idea that a vast rotary-valve Itala may be hidden in Scotland, as those enormous De Dietrich were in London up to a few years ago, and that one day a vintage racing Austro-Daimler may turn up, apart from those missing aero-engined monsters I quoted in the December 1973 issue. You never know! Alas, if such exciting things do again see the light, the price put on them will almost certainly be prohibitive. Another car I was very generously given, after the war, was the ex-Forrest Lycett 1913 Alfonso Hispano-Suiza. This gave me much fun, until engine, gearbox and body began to fall apart. I was prevailed upon to cut my repair-costs by selling it to a wealthy private restorer for the perfectly fair price of £100. Some fifteen or twenty years later, following his death, his collection was auctioned. The Hispano-Suiza, as sad as when I had disposed of it, fetched well over £5,000. Times had changed, and now we are a very long way from the days I have been recalling, days, like the cars that were so frequently scrapped, which will never return. By the way, where is "my" Hispano, now?

W.B.

V-E-V Miscellany—If anyone needs side-curtains made or restored (not hoods) we know of a Herefordshire garage who can undertake this work. Cylinder head and other gaskets for vintage and similar cars are still made very carefully at the "Lion" works of James Walker & Co. Ltd., of Woking, Surrey (ask for Mr. Gibbs). The Hispano-Suiza Club is active, having had its film-show and buffet-dinner at Selfridge's last month, and continuing to publish its duplicated *Newsletter*. The VSCC hopes that its Driving Tests at Donington Park on February 9th will be possible. Its Frazer Nash Section has published a truly excellent account of last year's Alpine Raid, in its own *Chain Gang Gazette*. Adam McGregor Dick has presented his 1905 three-cylinder Rolls-Royce, the only one of its kind in existence, to the Royal Scottish Automobile Club, on condition that it does not leave Scotland and that it is licensed for at least part of a year and entered for suitable rallies—so much nicer than interment in a museum! The Talbot-Simmins referred to in these columns recently was first registered in 1925 and has an 8/18 engine and chassis with a 10/23 Talbot back axle and brakes and it originally had an airship-tailed body. The Rolls-Royce EC has its excellent, printed *Bulletin* out every month, last November's issue containing the Alpine Rally results (Top car—F. Watson's 1913 Alpine Eagle) and extracts from the Royce Papers which show Sir Henry Royce to have designed a single-sleeve-valve engine before Burt McCullum. The Historic Commercial VC has perhaps the most complete, duplicated *Newsletter* of any club. A reader in Essex is restoring a *circa* 1920 Garford 36 cwt. truck which has a four-cylinder engine with cast-iron pistons. It was saved from a scrapyard where it had lain from about 1932 until last year and so requires a great deal of work. Literature and photographs are urgently required to assist in this restoration.

A 1,000 h.p. Aero-Engine

Sir,

Having been a constant reader of your most interesting magazine since it was the days of *The Brooklands Gazette*, you will realise that I am no longer a youngster. On many occasions before now I have thought of writing this letter to you knowing of your interest in aircraft and aircraft engines.

As a young man, against parental advice I was fortunate enough to find my first job with Thomas Inventions Ltd., of 29 Spring Gardens, Whitehall, London. This company was operated jointly by the late J. G. Parry Thomas and his partner Major Ken Thomson. During my apprenticeship with this firm, and sometimes being in London, I noted a most handsome gentleman of Italian extraction whose name was Alanzo Rottispina (I trust my spelling is correct). He had been allocated space in the London drawing office, and had designed what I believe to be the first 1,000 h.p. aircraft engine by the name of "Stromboli". The prototype versions were manufactured by Messrs. Peter Hooker of Walthamstow and to the best of my knowledge the first engine was wrecked during Air Ministry tests. What eventually happened to any other engines manufactured or indeed the project in general, I have no idea. Perhaps there are other interested readers who may possess further information on this subject.

I continued to work at Brooklands in the workshop on the Byfleet side of the track. This was presided over by Ken Taylor from whom I learnt so much. Later I worked in the drawing office, seeing the Thomas Special "Flat Iron" finally completed. There were so many other interests in those days and so many interesting people one met every day. Later came the many modifications which resulted in "Babs". This ill-fated project went ahead by Parry Thomas in the face of much criticism by his many friends, who considered that the brute force from the Liberty aircraft engine was not in keeping with his genius for design. More especially was the unsuitability of its chassis and transmission. Perhaps the answer was the lack of capital, and the urge to remain competitive. When one looks at the many other works of Parry Thomas it is tragic, to say the least, that this particular vehicle was responsible for his death. The restoration of "Babs" is to be commended, and one day I hope to see the completed vehicle.

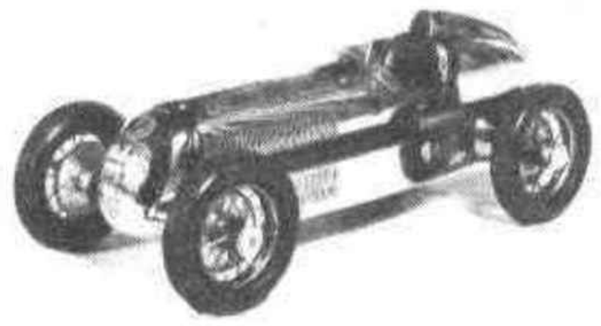
I think that my association with Brooklands was probably the happiest time of my working life, on which I can now look back with profound pleasure.

Norfolk C. E. MILLS

A March Model

Sir,

I have noted with interest your references to model cars of one's boyhood and wonder if you remember the 1934 or 1935 Grand Prix Mercedes which was once available from Messrs. March Models Ltd., Little Grosvenor Mews, Berkeley Square, London W1? My father made me a present of one of these cars approximately thirty-five years ago and I have treasured it ever since. The body is a hollow metal casting with embossed bonnet louvres and appears to be chromium-plated. The wheelbase is 2¼ in., track 1½ in., and overall length 4 in. The ribbed tyres on knock-on wire wheels are marked "Dunlop" and, although the car is not absolutely accurate as to scale, the general lines are pleasing.



March model Grand Prix Mercedes.

As with motoring matters—and music—nostalgia is a most potent force and I received a severe dose, Sir, when you mentioned the old tune "Just Like in a Story Book" some time ago. Quite delightful!

Little Bispham J. R. GOULBURN

[Yes, sir, I remember those rather deluxe March models, but mainly the earlier MG Midget and Ulster Austin, and I believe they also made half-models, rather like "Waterline" ship models. They were quite expensive, more so, surely, than clockwork Hispano-Suizas and P2 Alfa Romeos?—ED.]

A Rare Sunbeam

Sir,

In connection with your articles on Sunbeam racing cars perhaps the enclosed photo will be of interest?

I came across this car, claimed to be a 1918 Sunbeam, in a Bronx, NY car-park, in the fall of 1953. The owner/operator of the car-park, whose name I fail to recall, said he was an ex-race-driver. Could this be the Sunbeam that raced at Indy? You will notice that it has rear mudguards and that the body seems a bit narrow for the chassis. Perhaps one of your readers can supply additional information.

New York J. R. DEL COLLADO



Could this be the Indy Sunbeam?

Book Reviews

"The Guinness Guide to Formula 1 Motor Racing", by Jose Rosinski. 246 pp., 10¾ in. × 8 in. (*Guinness Superlatives Ltd., 2, Cecil Court, London Road, Enfield, Middlesex, EN2 6DJ.* £4.95.)

This is a big, beautifully-produced book which sets out not so much to contribute to the great bulk of reportage and history already available about top-class motor-racing as to explain, in not too non-technical terms, what this sport is about, to those not yet aware of it. In fact, this is the first of a new Guinness series covering the major sports and we should, perhaps, feel flattered that motor-racing at Grand Prix level has been chosen for number one. Guinness have expanded into publishing in recent years by way of their well-known Guinness Books of Records. It might seem worthwhile for them to look into the matter of a smaller work devoted to those members of the famous brewery family who made a name in motor-racing, namely, K. Lee Guinness and Sir Algernon Guinness, but so far I have been unable to convince them of this!

The present book will appeal on account of its lavish and very good illustrations, numbering 196 black-and-white and 55 colour pictures. Otherwise, it says what we should all know already, seen through the eyes of an ex-racing driver, the blurb says. But even the pictures lose-out to those of us who have admired many of them previously in Ami Guichard's "Annéé Automobile". Perhaps a book for the girls to be seen with in the pits during the World's great races, rather than for my, or your, book-shelves.—W.B.

"The Wight Aircraft", by Michael H. Goodall. 194 pp., 10 in. × 7½ in. (*Gentry Books Ltd., 2/2, Belsize Grove, London, NW3.* £6.50.)

This is an extremely dedicated book about the Aviation Department of the little-known Company of J. Samuel White & Co. Ltd., little-known that is in the aircraft context, because they were, before and during this venture, considerable ship-builders. The author has researched this history in a most professional manner and has obtained a quite remarkably complete collection of fascinating photographs and documents with which to illustrate it. Although the period covered runs only from 1913 to 1919, there is a great deal in this book about all the interesting machines built under the Wight banner. These include a great variety of seaplanes and subsequent land 'planes, including the remarkable Wight quaduplanes. For a writer not professionally connected with the aircraft industry Goodall has done a splendid job. Not only does he consciously uncover the obscure Wight history but he takes the reader back to old haunts, telling him what he can still see of the old factory buildings and hangars on the Isle of Wight, for instance, and what became of other haunts of this short-lived but ambitious aviation venture. Which is fascinating!

There is a very pleasing Foreword by E. C. Gordon England, who was Wight's first test-pilot of some pretty primitive machines! Which makes me wish that this ever-young pioneer would give us at least a monograph about his later exploits with ABC and Austin Seven racing cars. I see that W. O. Manning, whom I knew slightly during the war when he was at the RAE, but whom I respected far more because he designed the 1923 Wren motor-glider, and Marcus D. Manton, who wrote for MOTOR SPORT about aeroplanes when W. S. Braidwood was its Editor, were associated with the Wight machines.

The book abounds in three-view and engineering drawings as well as rare photographs and it has some interesting appendices, the latter about such matters as Wight double-camber wings and propellers, various types of guns built by them, how to handle a 200-h.p. Canton-Unne Wight, the links with William Beardmore at Dalmuir, notes on the Portholme aerodrome used by Wight's, and lists of their directors and staff. This is an expensive book but it contains information for students of aviation history not to be found anywhere else.—W.B.

* * *

The RAC has issued a booklet, "Motoring in National Parks", which is a plea for access by private car to our open spaces, instead of regimentation to them in public transport. It is available from all RAC offices.

CARS IN BOOKS

ANOTHER flying book which I am surprised we did not receive for review is "One Of The Few" by Gp. Capt. J. A. Kent (William Kimber, 1971), with a Foreword by Air Chief Marshal Sir Keith Park, GCB, KBE, MC, DFC. Although largely about the Battle of Britain, the detailed stories of sorties which I find rather dull, although they were anything but dull at the time, there is some very interesting peacetime flying described as well—when I appealed recently for this some time ago, I had no idea the call would have been so readily answered!

Kent is a Canadian but as he trained with the RAF here from 1934 there is plenty of pre-war RAF material in the book. I am glad, incidentally, that the young pilot's decision to enlist was through an advertisement in *The Aeroplane*. Before coming to England he had been taught to fly in Canada in DH Moths, after a first-flight in 1931 in a Cirrus-Moth belonging to the Winnipeg Flying Club. Thereafter he gained experience of Moths on skis, in a Desoutter Coupé, and so on. Then came experiments with home-built aeroplanes, including a machine powered first with a four-cylinder Henderson motorcycle engine, then with a two-cylinder Lawrence. The technical details of the latter are of interest. Later a small biplane was built from a kit of parts and given a 45 h.p. three-cylinder radial "Szekeley" engine, acquired under exciting conditions—I think a Siddeley is meant.

There is a good deal of fascinating material about training in England on Avro Tutor, AW Atlas and Bristol Bulldog aeroplanes, before graduating to Hawker Fury and Gloster Gauntlet. There is some very enthralling reading about life at the RAE at Farnborough both before and after the war, including accounts of those incredibly brave assaults on balloon cables and of how the author went solo in a Boulton and Paul Overstrand without previous twin-engined experience and much more of this kind, and there are fascinating analyses of the characteristics of various types. The whole book is most absorbing and I was interested to read of the Royal visit to Odiham Airfield, which I remember well, because about the last car permitted along the road from Winchfield Station on that occasion was my Morgan Plus-Four, which had arrived by a little-known route and been waved through reluctantly, so that the waiting crowds thought I was part of the Royal party as I drove rapidly down the narrow lane of waving humanity! The only motoring reference in "One Of The Few" concerns HRH The Duke of Edinburgh, who had been to the author's house when the latter was Commanding RAF Tangmere and was about to drive away. Gp. Capt. Kent's young son, aged six, remarked "I know what that is, it's a Jag." To which the Duke replied with a laugh: "Actually son, it's a Lagonda; I couldn't afford a Jag." Will someone now please work out the comparative costs of the current Jaguar and a David Brown Lagonda at the time when His Royal Highness acquired one of the latter? . . .

In the series about Royalty by Weidenfeld & Nicolson, the book devoted to King George V contains a well-known picture of the King when Prince of Wales riding in a Sheffield-Simplex during a visit overseas and a big plate of vintage or near vintage touring car taking girls to the Poll at the time of the institution of the "flappers' vote". I think this car, full of short-skirted femininity, is a Silver Eagle Alvis. But the radiator does not appear, so perhaps the Alvis OC or the 12/50 Alvis Register would like to comment? The hubs look odd, too.

In the first volume of Cecil Roberts' autobiography "The Growing Boy" (Hodder & Stoughton—1967), which centres in Nottingham, there is passing reference to the Birkin family and to Major Frank Halford, the latter given credit for evolving with Sir Geoffrey de Havilland the "Famous Moth pioneer plane . . . in the First World War". In fact, the DH Moth did not emerge until 1925 but its Cirrus engine, designed by Halford of motor racing memory, had Renault origins dating from the war days. The book refers to the hill between Bunny and Rempstone ". . . considered so steep that the automobiles then coming into use were taken there for a test by their proud owners. They 'crowed' if their wonder-cars got to the top". That was in 1907, when the author and his father were on a bicycling tour to trace the Roberts' ancestors. The boy rode a second-hand Raleigh, made locally, which had been bought for 20/-. I wonder if this hill still exists for the pleasure of 1970s owners of good Edwardian cars, or whether it has been by-passed? A later visit introduced the author to the Reverend Edward Boston, whose Cadeby light railway was mentioned in these columns some time ago.—W.B.

My Year's Motoring

The Editor looks back on the cars he drove during 1973



IDEAL PAIR.—A year ago MOTOR SPORT was in the thick of its popular discussion about ideal pairs of cars, in which our readers avidly joined. The Editor last year found himself making effective and satisfactory use of this "ideal pair"—Ford Consul 3000 GT and BMW 520i.

LAST YEAR was not quite so prolific from the driving-variety angle as some previous ones, and the road-test programme was affected towards the end of it by the dismal stop-go-stop fuel situation. However, I was not unduly distressed, because there was a good deal of interest and fun and I was able to console myself with the thought that, although I have not yet faced the onorous task of trying to tot them up, I suppose that in my time I must have driven more than one thousand different cars.

Road-testing for a motoring journal is still a very happy assignment, even in these days of congested roads, a narrowing band of completely different makes of cars, and, in this country, the overall 70 m.p.h. speed-limit. One thing we do have and that is a very high degree of reliability from the cars we put through their paces. This was not always the case. For instance, what of the 12/30 six-cylinder Talbot with which *The Autocar* elected to take a quick trip from Boulogne to Monte Carlo and back in the winter of 1922/23? Apart from a flaw in the axle casing, whatever that meant, which delayed the start, during the journey the pipe to the oil gauge broke, a windscreen pillar broke so that the entire windscreen came adrift, water leaked from the pump gland, the brakes required adjusting twice, and before the run was completed the drive to the back axle ceased and the car had to be abandoned in France—yet it was still described as "an exceedingly good little car" and it received "the full measure of praise it unquestionably deserves"!

Then there was the Brescia Bugatti which *The Light Car & Cyclecar* optimistically took on test to North Wales in a snowstorm in 1925. This £500 light car broke its brake pedal spring before Worcester, so that much of the lining of the transmission brake wore away, the foot brake was next to useless, all the plugs had to be changed, the petrol filter needed cleaning twice, and all the tyres gave trouble, resort being made to fresh tubes and blow-out patches, in the course of this 700-mile run. Yet the Bugatti was described as "a splendid touring car for the enthusiast". If Press road-test reports are now far more detailed and revealing, the cars we report on have also indubitably improved!

Consulting my Dunlop diary, I see that at the beginning of the year I was driving a Mercedes-Benz 280E which I had road-tested in 1972. It had the twin-cam engine but was not one of the newly-announced S-series cars. The first test of 1973 was with a **Mazda RX-3 coupe**, although before this happened I had been up to Longbridge in the BMW 2500, for a rather disappointing preview of the then hush-hush ADO 67, or Allegro, after which I got almost irretrievably lost in Birmingham, trying to tie-up some ancient Calthorpe history. On other occasions I had looked in at the *Model Engineer* Exhibition and gone to Coventry to converse with old Alvis employees, in the comfort and quickness of what I termed my "small-six from Munich".

The Mazda was used, among other chores, to cover the VSCC Measham night-rally. It proved to be interesting mainly on account of its provision of a Wankel rotary power unit at a highly competitive price but was otherwise thirsty for two-star fuel, noisy, lacked low-speed torque (not to be confused with smooth-running), and had a choppy, lurchy ride. The performance was good for a car of a nominal 1,964 c.c., especially if you "drove on the rev.-counter", the twin-rotor engine running up easily to some 8,000 r p.m. But the hard leaf-spring rear suspension was unfortunate, as was the poor rearward vision, made worse because the demisting could only be obtained by having the heater-fan on a noisy setting. I admit that a Wankel-engined car costing only £1,635 was not to be despised but the items criticised marred this Japanese offering, especially as I had been so impressed with their sporting 110S six years earlier. The test report had a sequel, when I was lunched at Rotor House, Oxted, and had to answer to the Mazda top-brass, including a Japanese representative, for my remark that the sporting Mazda had spent the last few years going backwards while other makes had advanced. This was less of an ordeal than finding the rendezvous, as I was mistakenly looking for a building of circular construction. . . . . I escaped eventually, re-joined my wife, and drove the long distance back to Wales in the comfortable luxury of a Ford Consul 3000GT, its sun-roof much appreciated on this blazing Spring day.

Next on the agenda was an **Austin Maxi Highline.** This improved-performance British Leyland product was very acceptable, especially as I had used a Special Performance version during some of the previous Motor Show period and had liked it so much I was reluctant to exchange it for the then-new Morris Marina. The oddly-named Highline promised something of the same performance as the tuned version, BL having endowed it with the long-stroke overhead-camshaft 1,750 engine in high-compression, twin-carburetter form. Actually, the urge was not as good as I had hoped and the car generally seemed noisy and old-fashioned. But its well-contrived five-door body was extremely useful and when snow fell the safe-handling of this Issigonis-concept, front-drive car was greatly appreciated. This likeable Maxi incorporated some improvements long overdue on the bigger front-drive BL models, but it was a thought disconcerting to discover that it was practically as fast in fourth as in fifth gear, although 85 m.p.h. in third speed was not to be sneezed at. I took this hottest of the standard Maxis to have a look at the National Motor Museum at Beaulieu and attend one of the Advisory Committee Meetings which Lord Montagu holds there. It was just as well, for many months afterwards I had a visit from the local Police, who wanted to know whether I had ignored a "ticket" on the windscreen of the BMW which had been parked for a whole *two minutes* outside the MOTOR SPORT office building (the postal reference of which they rendered incorrectly), where there were single yellow lines. This had taken place so long ago that I was no longer using that type of BMW, and, anyway, on the day in question I had been lunching at Beaulieu, arriving in the aforesaid Maxi. I told the polite young policeman that if he still thought I was the criminal it might prove rather expensive to subpoena Lord Montagu and Graham Hill, whom I had sat next to at lunch, as witnesses for the Defence! I think he thought I was joking, but I have heard no more of the matter.

After a visit to Gower Peninsular to stay with the well-known pre-war Bugatti racing driver Lindsay Eccles, for the purpose of looking at the excellent Penrice hill-climb course (where I still want to see a VSCC meeting held), and attendance at the opening of Tom Wheatcroft's equally excellent

Donington Racing Car Museum (to which I was happy to wear my 1937 Press Admission Badge), in the BMW, the next road-test car arrived, in the form of the long-awaited **Jaguar XJ12 saloon.** I had spent half a summer day in this splendid motor car and was now to have it over the Easter holidays.

First, of course, this absolutely splendid British car had to be demonstrated to all those present, in spite of the congestion along the roads to the coast which afflicts even Radnorshire at peak holiday periods. I then seriously assessed this vee-twelve luxury car which can be bought for such a modest price, waiting-lists apart. I decided that the steering was too finger-light for my taste, so that on difficult fast corners I was not quite sure who had more control, the driver or the Jaguar. There were a few minor irritations too, outlined in the road-test report. Otherwise, what a superb car this latest Jaguar is, so effortless, so supremely accelerative, so very quick if fully-extended. My worries concerned the chances of being lured into loss of driving licence on British Motorways by its ready speed, the spoilation of Continental average speeds on account of the frequent stops which would be required for re-fuelling, and the feeling of insecurity along winding English roads due to the aforesaid very insensitive power steering. Otherwise, this was the top-car tested last year and, as I remarked at the time, the luxury provided, the prestige of the vee-twelve, transistorised-ignition (Lucas Opus) 5.4-litre engine, and the quite unique value-for-money combine to put the XJ12 among the top cars, anywhere in the World. I still think that if the Silver Shadow did not have such an impeccable self-levelling ride, the Jaguar would cause much consternation in Crewe. As it is, I would very much like a coupé XJ12, except that the single-figure fuel consumption to be expected if it is driven at all quickly is at the moment rather chilling. . . . . And to drive it habitually at 50 m.p.h. absurd!

A rather different car came up for test next, in the form of the **Datsun Cherry.** This little 988 c.c. Japanese front-wheel-drive saloon proved a fast and generally attractive car, although noisy, both from the point of view of buzz from the transverse engine and gear whine, from which latter the Mazda RX-3's occupants also suffered. The Datsun 100A's economy factor was especially commendable and I found it no hardship to use it for my rather interesting cross-country route from home to Silverstone, returning the same day, although the insensitivity of the heater was rather a bore. Willing to sample another small car, I was then let loose in a **Renault 5TL**, which, although it did not match the Datsun Cherry's notable fuel economy, was a very comfortable, sure-footed, and thoroughly useful vehicle, the two-door body having a rear gate so that it is really a mini-estate-car. The steering, and the road-clinging on the Michelin tyres, met with my approval, the facia gear-change (like that of a Renault 4 or Citroën 2cv) was simplicity itself, and this well-contrived small car from Europe's largest importer, which I tried in 956 c.c. form, seemed an excellent proposition, particularly as a ladies' car or a second-car for a family.

I returned the Renault to the well-located Acton depot and there awaiting me was a **BMW 520i**, replacement for the well-liked 2500 of this illustrious make I had used until then as a personal car. I wrote about how well this smaller BMW and a **Ford Consul 3000GT** served me for the remainder of 1973, in last month's MOTOR SPORT, so there is little to add here, except to say that although of differing characteristics, both cars are most acceptable for local or long-distance work, the Ford because of its torque low down from the well-proven V6 engine, the BMW on account of outstanding controllability. Both cars proved almost 100% mechanically reliable and just recently, not having used the BMW for a week to conserve petrol (which it conserves pretty well of its own violation), I had confirmation of the excellent cold-starting properties of the fuel-injection o.h.c. engine. Since the aforesaid article was written the BMW has joined the Ford in blowing a fuse, thus temporarily losing flashers and horn, but this demonstrated the extreme accessibility of the under-bonnet fuse box, complete with a spare fuse.

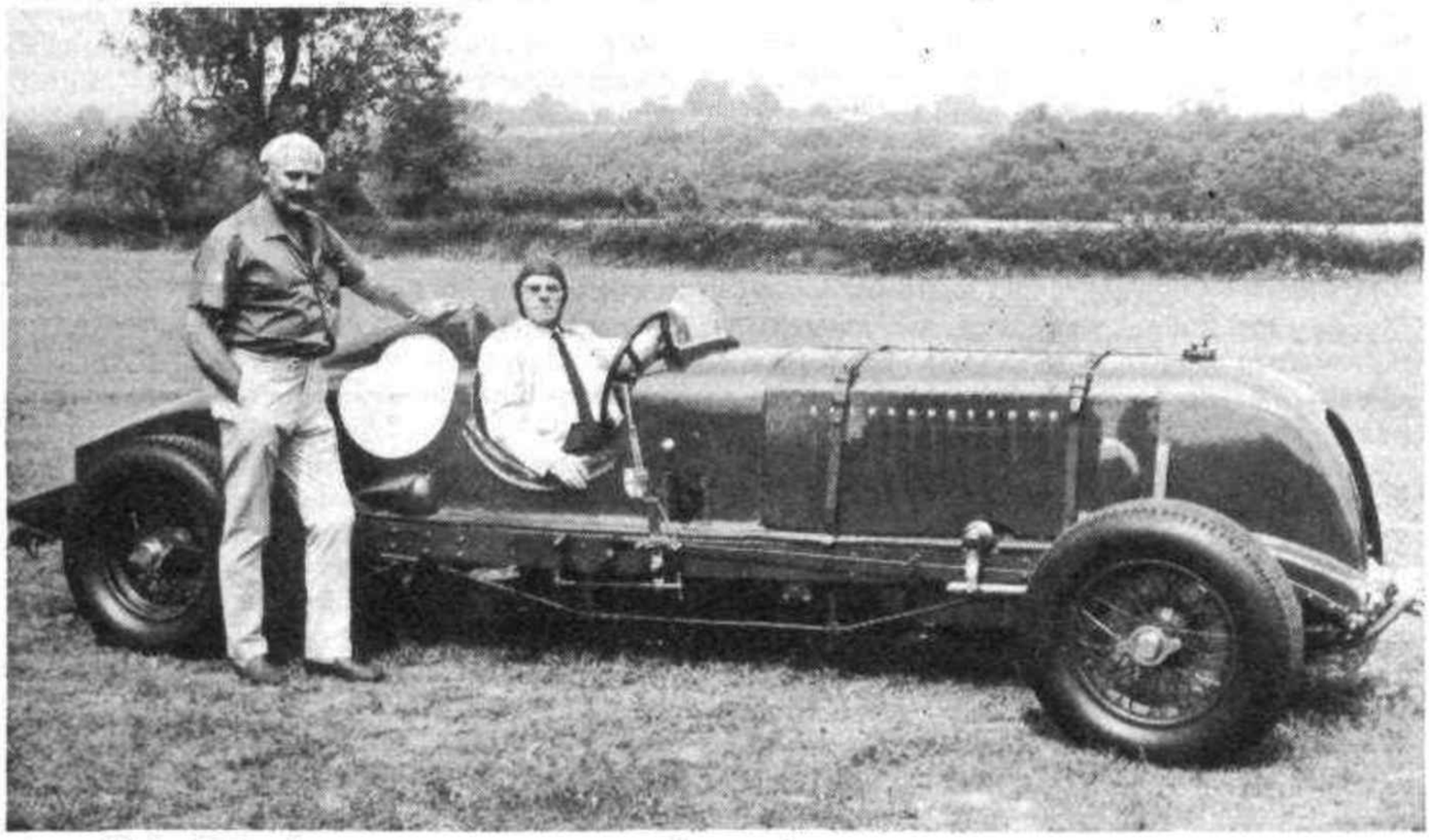
In due time the new BL wonder-car, *alias* Allegro, arrived for appraisal. Having done a great deal of driving in transverse-engined Issigonis-type BMC small cars, I have a considerable respect for them, and I found the



Austin Allegro 1750SS a generally acceptable package, able to give points to much-boosted Continental cars on a number of important aspects. On the other hand, I was dismayed to experience some cornering float, a baulky five-speed gearbox, an engine noisy until the fifth speed had been engaged, and some body shake. The sickly colour of the upholstery on the test-car also put me off. As for the Quartic steering-wheel, this, and a fluctuating fuel-gauge which made me wonder if I would get home, contributed to the *fracas* I had with a young member of the Police Constabulary who stopped me at midnight, in "mid-coast" (to save fuel, on a personal not National basis at the time) at the only roundabout on the A44 for many miles and refused me permission to park somewhere safer while I answered his questions. When I refused to tell him my age, which has nothing to do with driving a car unless you are under 17, he flung the book at me. A driving licence was easy to produce, but you try asking a Welsh police station to please telephone their counterpart in Longbridge to ascertain that the Allegro was, in fact, insured for me to drive!

Which is what I had to face the next day. . . . They would have been within their rights to refuse, although this centralising of Cover Notes by British Leyland is a sensible one, under the circumstances of the widespread use Press cars get. (Ford use the same system.) I am pleased to report that although I was unable to show them the piece of paper demanded, they were very co-operative and all eventually passed off without further acrimony.

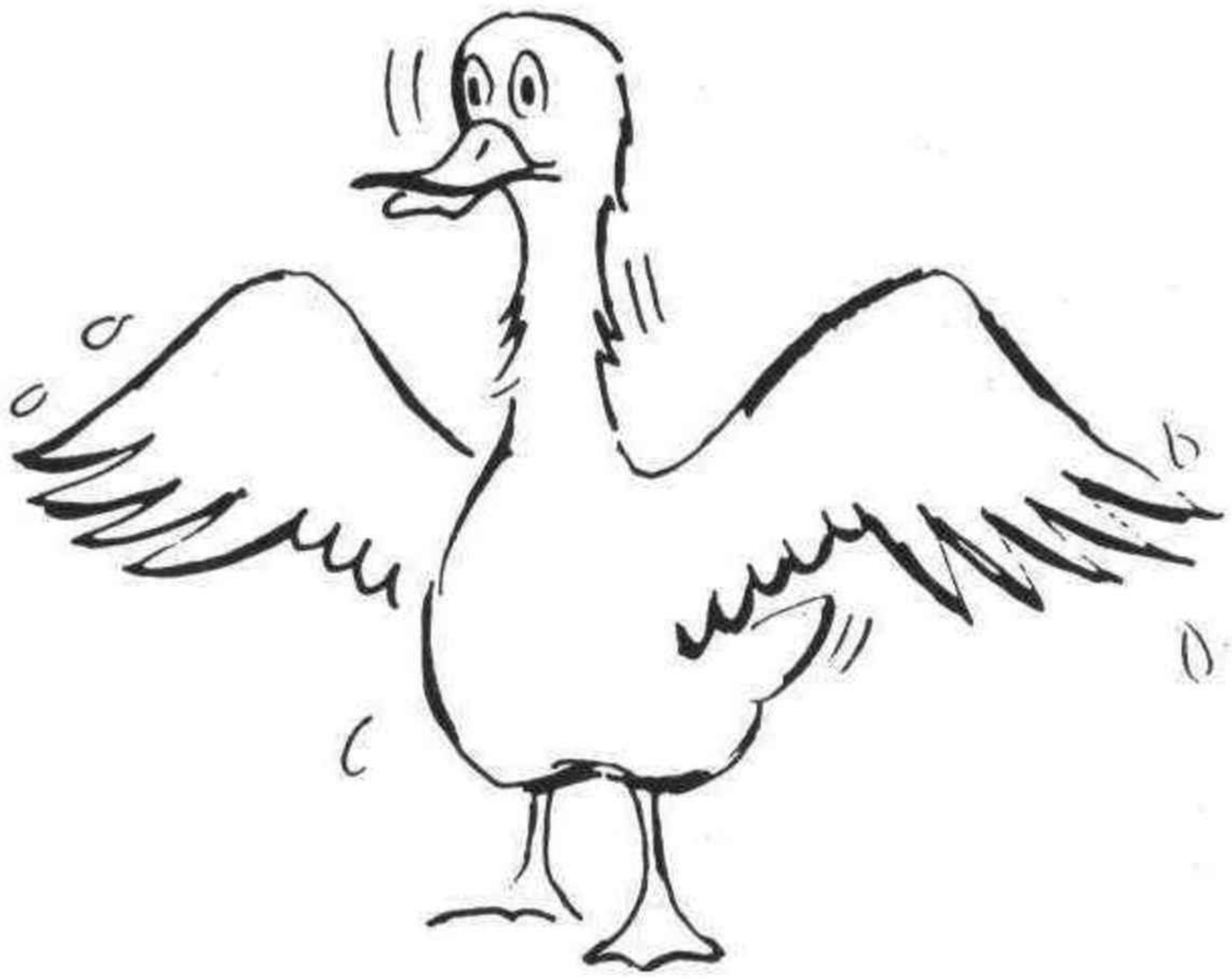
I had heard such glowing accounts of the



One of the Editor's most memorable experiences in 1973, *driving Russ-Turner's ex-Birkin blower 4½ Bentley single-seater.*



Audi-NSU 80GL saloon that I was eager to try one. After a frustrating drive from Wales to Luton, I was able to do just this, and was soon on the M1, bound for the office. Later I had experience of the small Audi on normal roads. It is remembered as a nicely finished car, pleasing to be in, with its fitted carpets, generous door and window areas, very responsive 1½-litre overhead-camshaft engine, nice gear-change, and no tricks to the front-wheel-drive. I confess I could not see the point of the "keep-straight" steering geometry in ordinary usage, which I also thought a



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trifle too low-geared. I did not like the confusing lamps' switches, and I found the engine noisy. To be fair, however, while this is obviously an attractive little car, as I said at the time, I think the Austin Allegro corners better and is quieter if proper use is made of its five-speed transmission. One up for maligned Britain!

Having greatly enjoyed myself in the past with Ford Mexico and twin-cam 16-valve RS1600 cars, the **Ford RS2000** two-door saloon, complete with speed stripes and the less complicated 2-litre Pinto single-overhead-camshaft 8-valve engine, just had to be sampled. Ford's AVO section and their many convincing rally victories ensure that the more exciting products from Ford-of-Britain have had the snags well and truly ironed out of them and this was definitely so with the extremely accelerative and quick RS2000, if you overlook the rear-view mirror falling off when I was on the M4, which necessitated looking over one's right shoulder in this left-hand-drive car in order to overtake and change-lanes safely. I thought that perhaps a larger fuel tank might have been provided but otherwise this was a car in the best sporting-Ford tradition. But a completely new conception of same, with better handling, softer suspension, and more powerful braking than the Mexico. As a fun-car it is excellent and I am sure Ford have many more future uses in mind for this adaptable single-cam power-unit.

The **Triumph Stag** which I tested in August came at my suggestion, as I had such a horrid time with the previous test-car three years earlier that I felt I should have another go. The British Leyland Press Office complied very promptly and I set off to revise my ideas about this uncommon and individualistic British V8. The steering, which could be called of the "power-on, power-off" kind, I found still marred the enjoyment for me. This was most disappointing, because the Stag was a very nicely-appointed car, even to electric window lifts, and this was the only serious fault I had to find with it.

Remembering some mild adventures we had had in Wales 25 years earlier when testing the latest Allard, I went over some of the same route again, in style and comfort, the Stag's smooth multi-cylinder acceleration being very acceptable and reminiscent of the now-defunct Sunbeam Tiger, which also had a vee-eight engine, but made by Ford. The mild adventure was repeated when attempting to re-trace the 1948 route, because I couldn't believe that the lane which had stopped the Allard was now a well-surfaced road with passing bays, so I took instead a wild forest gradient. This petered-out eventually, with a fine aerial-view of the road we had turned off. My lady companion threatened to get out, although it was pouring with rain, if I tried to turn the Stag on this ledge, so I was obliged to reverse back to the 'ard 'igh road, to the detriment of my neck muscles—but at my age it is as well to humour the birds. . . . It was a sad fact that parts of the route which, when we ventured there from Hampshire in the Allard, struck us as very remote and deserted, were now so grille-to-bumper with holiday traffic that we abandoned the full objective and made hastily for the comparative freedom of Radnor. All the time I was liking the Triumph Stag more and more. Indeed, I wonder now if perhaps I was a shade too critical of the not-nice steering, in my report. If you feel you would become acclimatised on longer acquaintance with the car, the Stag is worth serious consideration, for although it is expensive, it is also not very frequently met-up-with, so retains a worthwhile individuality. I only hope that British Leyland will not find itself with too many multi-cylinder engines and decide to discontinue this easy-running 146 b.h.p. 3-litre Leyland Eight.

Another Triumph followed immediately after the Stag, in the guise of the new



Triumph Dolomite Sprint. There is something rather indefinable but somehow reassuring about all the modern smaller Triumph saloons and the ingenious single-cam 16-valve head on the Sprint had greatly enhanced the performance, as well as giving the car decided individuality, which was warmly praised in these pages at the time of the Sprint's introduction. From the moment I first let-in the clutch I liked this latest Dolomite. High speed came up most deceptively quickly, yet the 127 b.h.p. engine ran happily at the then top legal cruising speed at a mere 3,000 r.p.m. in overdrive. This no doubt contributed to a fuel consumption of nearly 30 m.p.g. The driving position was good, the cornering and handling were outstanding, the interior of the modest-sized saloon very nicely done, but Ford make a better gearbox. If I was at all disappointed with this fast version of the Dolomite, it was only because it was a far less "rorty" affair than I had anticipated, although a maximum speed of 115 m.p.h. and the ability to break the s.s. ¼-mile in 16.6 seconds prove that this observation is really a compliment to a car which possesses very high performance without betraying this by roughness or crudity. The only factors which stopped me from staying awake at nights craving a Sprint were that it, obviously, does not begin to compare with a BMW 520i and that an eminent engineer disclosed to me that he is a little doubtful as to whether the long rockers which prod the Sprint's eight exhaust valves will stand up well in service. Certainly, if I were in the market for an entertaining and thoroughly practical smallish saloon, more refined and with a better ride than an Escort Mexico and more "umph" than an Allegro possesses, I would go straight out and order a £1,800 Dolomite Sprint—or would have done before the compulsory 50 m.p.h. speed-limit.

After this satisfactory experience with the Dolomite Sprint, I drove to Coventry in the accommodating Ford Consul to try one of the latest products of Jaguar Cars Ltd., namely, the **Series-Two XJ12 Jaguar saloon**, but not, alas, the very handsome new XJ12 coupé. This fine Jaguar saloon wafted me, mostly on Motorways, to Derbyshire to take another look at the Donington Museum and the progress Tom Wheatcroft had made with his Donington race-circuit, after which I spent an enthralling evening with Walter Hassan recalling the ancient days at Brooklands, where his Bentley-engined single-seaters so rapidly lapped the outer-circuit. The quiet, easy speed of the newest Jaguar was naturally very impressive and comforting. But having done my share of criticising the long row of Jaguar dashboard switches, I now felt almost guilty that they have been changed for a more ergonomic and safer arrangement. . . .

Going to the office the next day, again mostly per Motorway, in the Ford, I picked up a **Honda Civic.** This is the answer of the famous Japanese motorcycle company to some rather uninspiring ventures into small-car manufacture which did not altogether meet European requirements. This chunky three-door Honda, with its light-alloy overhead camshaft five-bearing engine, had both the performance and the comprehensive equipment to make it an attractive proposition at the selling price of not much above £1,000, especially as the front-wheel-drive, transverse-engine layout played no tricks and fuel consumption averaged nearly 38 m.p.g. of two-star petrol. The least-pleasant aspect of this Jap was its hard ride on the poorer roads, while, as the weather was beginning to turn chilly when I had it, the fact that the heater was defective did not please me, and I was once again all too aware that in the smaller cars you suffer a good deal of noise and discomfort.

The **VW Passat LS** was commented on too recently (December issue) to need embellishment, except to remark that it has much of the merit which endeared me to Volkswagen all of 20 years ago, albeit nothing Wolfsburg has done since has quite, for me, matched the magic of the ubiquitous Beetle.

Soon after this the fuel shortage loomed. It was then that Alfred Woolf, Fiat's British PRO, showed what an efficient (even clairvoyant) chap he is! He wrote to ask whether I



would care to borrow a **Fiat 126**, Turin's latest economy-car, saying that after BMWs and big Fords he thought I probably wouldn't, but that the car was available if I felt I could stand it. Because I find nearly all cars interesting I try never to refuse an opportunity to road-test those that are offered. So I said "Yes, please" to Alfred. But I took advantage of my youngest daughter wanting to visit us, to have her deliver it from Brentford. She complained that although the speedometer could be forced to 70 m.p.h., the long run was very boring. Soon the fuel shortage reached crisis proportions, and the little rear-engined, air-cooled Fiat became the most desirable transport we had! It was written-up as recently as last month, so suffice it to say here that careful driving has produced in the region of 57 m.p.g. of three-star petrol and that, having always had a soft-spot for two-cylinder

"cyclecars", the Fiat is proving pleasingly amusing, as well as damned good economy-transport, for four if needs be. Its thrift was such that I ventured in it to London and back at a time when petrol was either unobtainable or available only to "regulars" or "account-customers" after we had passed Oxford on the outward journey. My wife and I found that by stopping for lunch the 180-mile run was made quite tolerable, and in fact did not take all that much longer than when thrashing along in far faster cars. It was not too tedious, for reasons already given in my road-test report, and the Fiat has proved to be entirely snag-free, apart from a tendency to run on one "pot" for a few miles when being used after having spent a night exposed to rainy humidity—its cold-weather starting is impeccable. I used it for some 1,800 miles in the first seven weeks, and still loved it dearly. A Mini 850 might get within 10 m.p.g. of its fuel consumption and would be more roomy (Issigonis genius) but it costs £738 against the £715 asked for the Italian baby which is immune to boiling over or freezing-up, as VW once used to claim for the Beetle. Anyway, unless you have already ordered, I do not suppose you will now be able to obtain either of these ration-era cars. . . But it would be worth trying!

The onset of fuel scarcity prevented me from trying the Alfasud, which I should have shared with a colleague earlier, had not the test-car suffered a petrol-boiling malady. I consoled myself with the thought that it is the Alfetta I really want to try, even though my Assistant regards the Alfasud Ti as the World's best small car. The new Vauxhalls also somehow evaded me, but I did have a look at the Vauxhall test track at the time of their introduction. I think that I should have been offered an S-series Mercedes-Benz over Christmas, had not the restrictions on fuel and speed made this more of a liability than a treat. However, at a time when Derv. was in even shorter supply than petrol in the London area, Erik Johnson of Mercedes-Benz (GB) Ltd. very generously made available to me a 2.4-litre **Mercedes-Benz 240D**, because he knew that I had become intrigued with the idea of a compression-ignition revival.

This most-recent of diesel-engined Mercedes-Benz was an impressive car. It had all the dignity, space, high-grade engineering and convenient controls expected of the Stuttgart breed, but was commendably sparing of its heavy-oil fuel. I was told it will give some 40 m.p.g. of the stuff, which is not to be sneezed at, even if Derv. went up by 1p a gallon the day after I had returned this fine yellow Mercedes to Brentford. It was started by using a heater-control and needed about 75 sec. before it would fire from stone-cold. It then conveyed that it was an oiler only when pulling from low speeds, nor was there a trace of "diesel odour" or smoke. Once it was opened up it was very reasonably smooth, nor did acceleration seem to have suffered unduly in comparison with its petrol-burning, polluting brethren (Mercedes claim 0-60 m.p.h. in 24.6 sec.). The speedometer was marked with maxima of 23, 38 and 60 m.p.h. in the indirect gears, which are changed by a nicely-functioning floor gear-lever having a man-sized, nicely-shaped knob. Within the car all was convenience. Without, the three-pointed star rode majestically, but lower than formerly, on the front of the bonnet. Even the exterior mirror was easily adjustable without having to open the driver's window, the parking lamps were easily selected using the neat lighting-switch, reverse gear was available simply by lifting the gear-lever before selecting it, and the r.h. stalk carried the two-speed wipers/washers controls, and so on. All of which endorsed for me the fact that whether in diesel or petrol-engined form, a Mercedes-Benz is one of the World's best-engineered automobiles; as a final reminder of this, as I locked the driver's door all the others locked by themselves, another Mercedes refinement, although the 240D did not have electric window-lifts. With many taxi-cabs off the road through lack of Derv. I felt somewhat conspicuous in this fine diesel-powered carriage, so I returned it after some 70 miles, without having taken it out of London. I have no reason to doubt that on open roads it would have been nearly as smooth-functioning as many modern petrol cars up to its top speed of 85 m.p.h., for a far better return in terms of longevity and low running-costs.

That concluded a satisfactory, if not wildly exciting, year's motoring, one in which there were no accidents, no breakdowns, and no serious clashes with authority while driving cars of from 594 to 5,343 c.c. (apart from having to pay a £2 parking-fine, my first-ever, after a friend had persuaded me to leave the Austin Maxi on a double-yellow in a Mews approach-road in Kensington which one would have thought exempt). I see that of these 1973 road-test cars, eight were on Dunlop, four on Michelin, two on Bridgestone and one each were on Avon, Continental, Pirelli and Veith tyres—alas, the Fort's popularity did not prevent Dunlop shares from dropping to 43p as these words were being written!

Apart from reporting on the cars of the 1970s, I did not altogether neglect the older ones. The generosity of Robbie Hewitt enabled me to put-back-the-clock when I drove her sedate but fascinating 1928 Amilcar to Thruxton in February. There I contrived to make s.t.d. in the VSCC driving-tests, mercifully without further blotting my copybook by hitting the markers or otherwise making mistakes with this immaculate little French sports car. Returning to London was even more satisfactory, because it involved motoring there from Hampshire in the same owner's 4½-litre Lagonda TT team-car, any doubts I might have had about being able to swop its gears being dispelled because it has an all-synchro mesh Alvis gearbox, but a record number of Policemen seeming to watch our progress as my wife and I set out on this stimulating Sunday morning drive.

I was also allowed to go from the driving-test venue in Adrian Liddell's magnificent 37.2 h.p. Hispano-Suiza which he had been using as a convenient and well-stocked retreat from the cold, and thus discovered that to change gear properly on the three-speed Hispano box calls for the rapid movements one associates with a Bugatti's four-speed gearbox. A few days afterwards I was allowed to take the wheel of a rather different car, Keith Hill's AJS two-seater, and some weeks later I went to a Humber Register Rally in a one-owner, somewhat-modified 1927 9/20 Humber two-seater, driving this effective vintage light-car that evening the 150 miles from Dunstable to Radnor. This encouraged me to put my own 1924 12/20 Calthorpe on the road, but, although it had been somewhat tidied-up and was on brand-new 4.50 × 19 Dunlops, with a very fine Motorways Remould spare, it was not used for long, gearbox trouble developing, although this was subsequently found to be nothing worse than a loose taper-pin in the selector mechanism.

More memorable was the long day's motoring to commemorate Jenatzy's Mercedes victory 70 years previously in the Irish Gordon Bennett race, in Roger Collings' very willing and practical 1903 Sixty Mercedes. Equally enjoyable was driving Russ-Turner's ex-Birkin blower-4½ Bentley single-seater. Then there was the 1926 Model-T Ford I co-drove on the Daventry Model-T Rally, a 1919 solid tyred Thornycroft van in which I was driven on the Clun Carnival, and, as recorded elsewhere in this issue, a memorable ride "on the step" of Bill Lake's 1902 Paris-Vienna Mors. I also attended the Bishops Castle traction engine rally and the opening of the Syon Park Museum and saw "Babs" run again for the first time for 46 years. So what with attending various VCC and VSCC meetings, marshalling at some of them, playing with Sandy Skinner's Austin 7 special, sampling again briefly a Rover 100, and a 1952 Ford Prefect which is in daily use locally, there was some variety in a rather mediocre year. I also tried something even handier than the Fiat 126, with one fewer wheel, but only inside a factory, for this astonishing device, which seemed to me crude even by 1920 cyclecar standards, has not so far got itself off its sponsor's secret-list.

So that was 1973, that was. As to the future, it looks as if, for some time at least, we shall be a lot of crawlers in a country of little cars. Even so, I cannot believe that the amusing and interesting moments will entirely fail to emerge.—W.B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1973

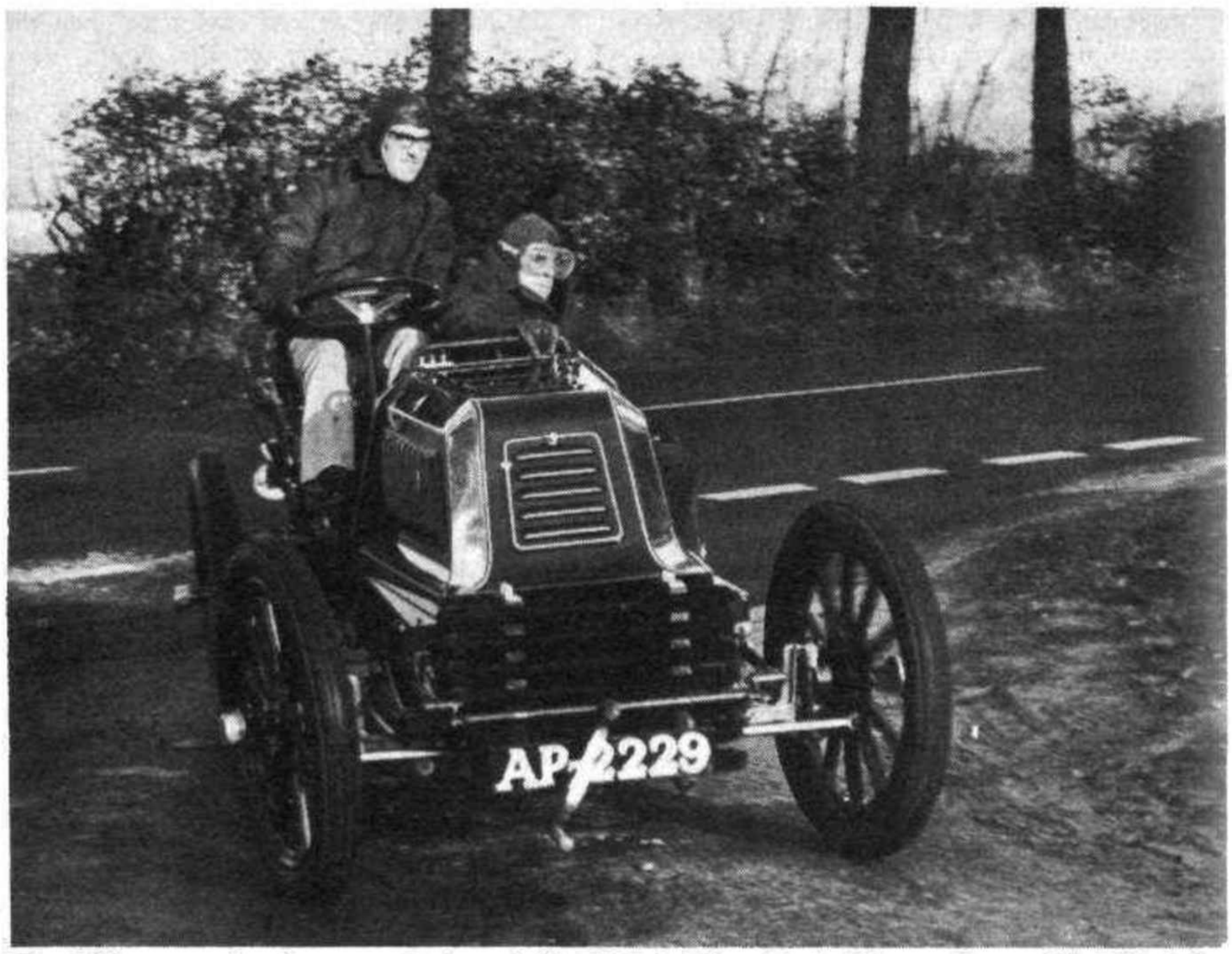
Car	Petrol Consumption	Approximate Oil Thirst
Mazda RX-3 coupé	19.8 m.p.g.*	600 m.p.p.
Austin Maxi Highline saloon	28.8 m.p.g.	1,000 m.p.p.
Jaguar XJ12 saloon	12.1 m.p.g.	450 m.p.p.
Datsun 100A Cherry saloon	41.5 m.p.g.†	None, after 950 miles.
Renault 5TL saloon	35.5 m.p.g.	None, after 600 miles.
Ford Consul 3000GT saloon	24.0 m.p.g.	Negligible.
Austin Allegro 1750SS saloon	32.3 m.p.g.	500 m.p.p.
BMW 520i saloon	29.8 m.p.g.	Negligible.
Audi-NSU 80GL saloon	34.0 m.p.g.	900 m.p.p.
Triumph Stag coupé	20.5 m.p.g.	None, after 600 miles.
Triumph Dolomite Sprint saloon	29.4 m.p.g.	1,300 m.p.p.
Honda Civic saloon	37.9 m.p.g.*	None, after 700 miles.
VW Passat LS saloon	34.4 m.p.g.	—
Fiat 126 saloon	46.0 m.p.g.	1,000 m.p.p.

* = 2-star petrol. † = 3-star petrol.

[The above figures apply to normal driving: economy methods would improve them. For instance, the Fiat 126 has been giving well over 50 m.p.g. since the need to conserve petrol arose.—Ed.]

Another Remarkable Restoration . . . of a Veteran Racing-Car

The Editor Rides with Bill Lake on his 1902 9.2-litre Paris-Vienna Mors



The Editor samples the step of the rebuilt 1902 9.2-litre Paris-Vienna Mors with Bill Lake, who was instrumental in bringing this car back from America and for its subsequent restoration, during a run last year in Sussex.

IN 1970, MOTOR SPORT devoted considerable space to Philip Mann's rebuilt 1914 Mercedes, winner of that year's French Grand Prix, describing it as the restoration of the decade. We are not in the habit of cramming our pages with accounts of any recently-restored ancient cars that turn up, preferring to wait until something comes to hand which is worthy of the full-scale treatment. Very definitely the magnificently-restored Mors belonging to Bill Lake is such a car. Not only is it that very rare type, the veteran racing-car (indeed, surely the only fully authentic one of its era in this country) but it is exciting on two outstanding counts, apart from being a desirable car in its own right. First, Mr. Lake re-imported it from America. Secondly, he has done as much of the resuscitation as possible himself, putting in some 2,000 hours in his workshop—and he is an amateur, who is not in the Motor Trade—since work began in 1971.

* * *

Long years ago I satisfied some of my youthful enthusiasm for motor racing by reading Charles Jarrott's famous account of what it was like in very early times, his "Ten Years of Motor Racing". Even then, there was nothing left resembling the races he described, those epics run from capital to capital across Europe, the primitive cars racing along the never-ending, ruler-straight Continental roads towards the ever-receding horizon, controlled by a masked driver who travelled with the gods in the eyes of lesser mortals, his mechanic crouched beside him, a mile-long plume of white dust trailing behind, as high as the tops of the poplars by which those following frequently had to steer. Such was motor-racing in the veteran age. The cars were as remote by the time I was reading Jarrott, as the contests they took part in and the men who built and drove them. Gilled-tube radiators slung low in front of flat louvred bonnets, and behind these just the seats, the slender steering columns, the controls, and piles of tyres strapped on behind. Engines were seen to have tall, separate cylinders surrounded by empirical carburetter and ignition apparatus; it was all so unlike anything seen in later times. Nothing much like it has been encountered by me since, apart from a brief encounter with a 1903 Gordon Bennett Napier before it went to America and a chance to examine a Shuttleworth 1902 de Dietrich with replica racing body.



Some idea of the work which Bill Lake had to contemplate can be derived from this picture of the Mors as it was when it arrived in England.

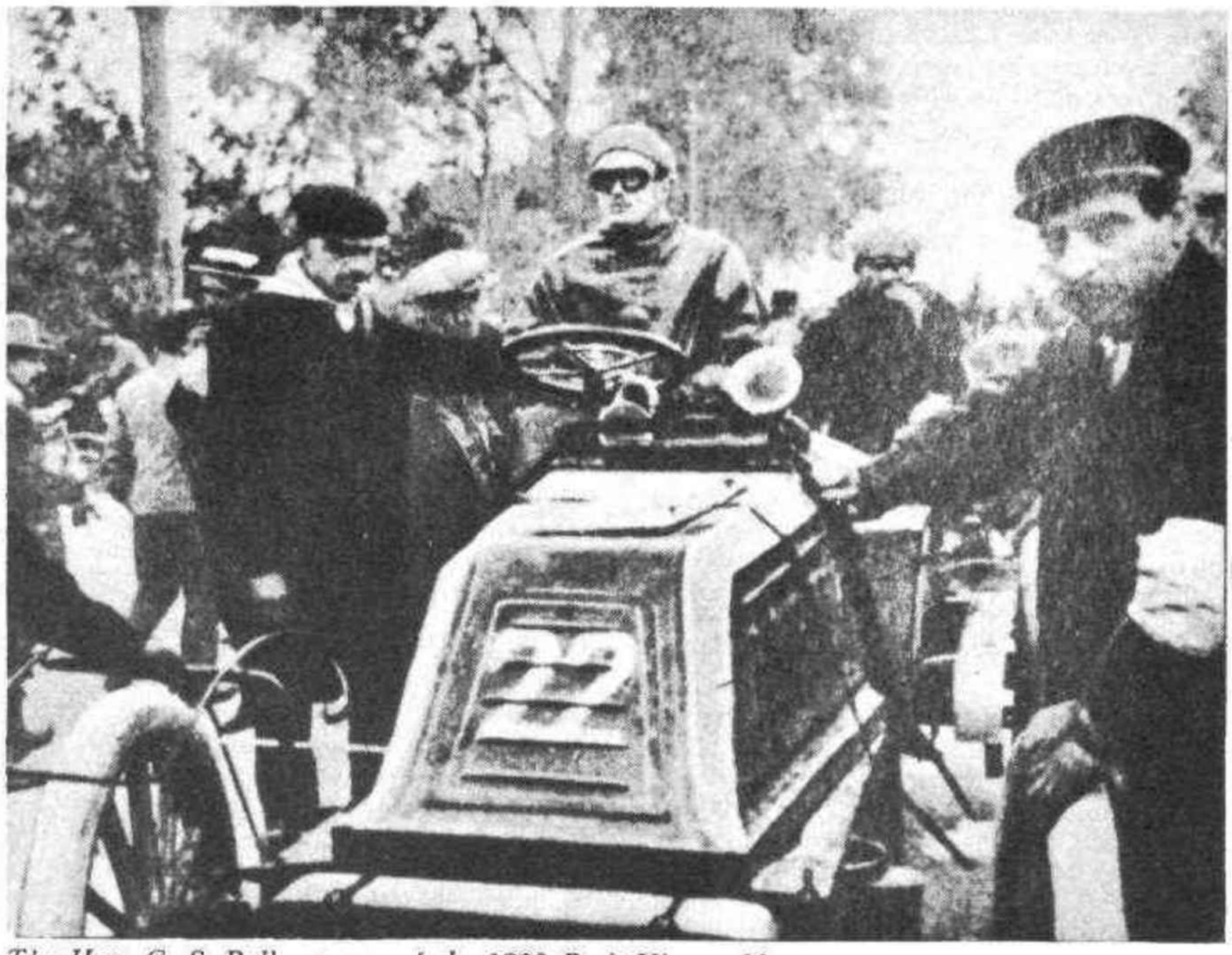
Then, one brilliantly sunny November morning with the threat of petrol rationing on the placards, I found myself leaving London in an Alfa Romeo 2000 GTV, bound for Sussex and Bill Lake's charming farmhouse. There we came upon his 1902 Paris-Vienna Mors, looking absolutely immaculate, for all the world as if it had just been released from the factory of the Societe d'Electrical et d'Automobiles Mors in Paris for its initial trial run. Immediately one was transported back to the beginning of the century, to the days of Fournier, Edge, Jarrott, Jenatzy, de Caters, Vanderbilt, in a way that was quite uncanny.

To appreciate the full significance of this early racing-car which Lake has so painstakingly and creditably re-created, the background story must be studied. The first Mors, a twin-cylinder vehicle, appeared in 1896 and was soon followed by a four-cylinder model. So Mors was one of the pioneer automobiles. The company had been well-known long before this for extensive electrical-products production. M. Emile Mors decided to go in for motor racing within a year of getting into production with his cars. He drove a 5 h.p. Mors in the

Paris-Dieppe race and from almost that day the Mors challenge to Panhard-Levassor began, although it was some time before it troubled the better-known maker in Lavallois. The year 1899 found Mors abandoning the Benz pattern of motor-car for one of Panhard layout. Racing versions, in which I believe Brasier had a hand, were soon challenging Panhard with a vengeance, for after some good opening sallies Levegh's Mors vanquished Giradot's Panhard-Levassor in the Paris-Toulouse-Paris race of 1900. Then, the following year, Henri Fournier won the Paris-Bordeaux and Paris-Berlin for Mors and although Panhard had the upper hand again in 1902, Mors returned to full fame in 1903, by reason of Gabriel's epic drive in the Paris-Madrid, which he led when all was stopped by horrified authority at Bordeaux. His streamlined 60 h.p. Mors averaged an incredible 65.3 m.p.h. for this disastrous journey, which was a nightmare for many but not for Mors. If that was to be their swan-song, they had nevertheless engraved their name indelibly in the annals of motor racing.

Mors did get into the French team for the 1904 Gordon Bennett race but had retired from the game by 1905. There was a revival of intent by 1908, Mors entering the French GP at the last moment with three 12.8-litre cars, of which two stayed the distance. After this there was financial readjustment which probably accounted for the end of Mors in racing. The Company continued to make high-grade touring cars under M. Citroën's guidance, which in 1912 tentatively used the Knight-double-sleeve-valve engine and by 1914 had adopted this American type of valve for all models.

It seems that Mors intended to make a return to racing, in the *voiturette* category, in 1914, but that the war stopped this, as well as most other peaceful pursuits. Afterwards Mors continued the sleeve-valve addiction. But whereas Panhard-Levassor, Peugeot and Voisin contrived to extract quite a useful amount of power from such engines, Mors seemed content to tread the path of *simples, souples, silencieuses*. This may or may not have had a hand in its ultimate demise in 1925. Production must have been disrupted, however, when the ambitious M. Citroën took over the original Paris factory in 1919 for the purpose of mass-producing cars bearing his name. There was a brief flicker in 1955, when the make which had won the Paris-Madrid turned to making scooters, one of which we illustrated at the time. But otherwise the automotive aspect of Mors was as dead as the meaning sometimes ascribed to its name.



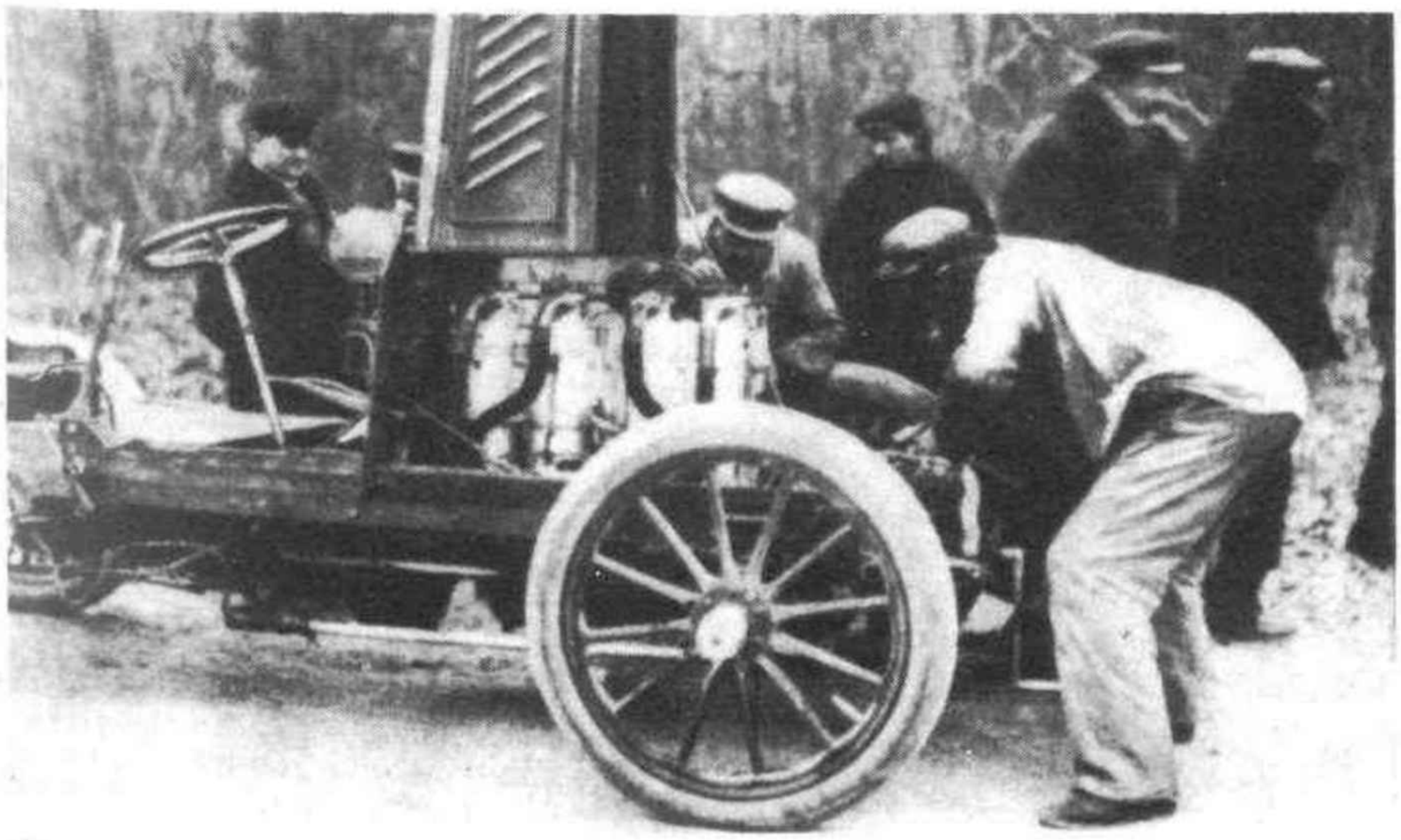
The Hon. C. S. Rolls on one of the 1902 Paris-Vienna Mors.

However, it is with Mors in racing that we are here concerned, very much inspired by Lake's example. The Mors used to win the Paris-Toulouse race in 1900 had been a 24 h.p. of 119 x 165 mm. bore and stroke. The following year the first of the Sixty Mors appeared, with four-cylinder engines of 130 x 190 mm. For 1902 the maximum weight limit of 1,000 kg., plus 7 kg. extra allowance if a magneto was used, was introduced and for this Mors evolved the 140 x 150 mm. 60 h.p. racing-cars, one of which type Lake found in America and praiseworthily had shipped back to this country—a return of a famous racing car, if not to the land of its birth, at all events to Europe . . . Jubilations I say . . . !

How this came about is interesting. There was relatively little time for manufacturers to build new cars for the Paris-Vienna race but Mors apparently fielded six of the new Sixties, which was a very fine effort, although supassed by the entry of thirteen Mors in the heavy class of the 1903 Paris-Madrid, for which there was more time to prepare.

The drivers of the 140 x 150 mm. 60s were Baron de Caters who finished 9th at 30.9 m.p.h. for the 615½ miles, Vanderbilt who retired after Belfort, and Fournier, Gabriel, Foxhall-Keene and the Hon. C. S. Rolls, all of whom also dropped out. These placings are for the Heavy Category and Mors failed to live up to their reputation of 1901, for the astonishing new 70 h.p. Panhard-Levassor of Henri Farman won this at 38.4 m.p.h., from Count Zborowski's Sixty Mercedes, which was chased home by five more Panhards, two 70s and a trio of 40s, after which Edge's Gordon Bennett-winning Napier led de Caters home. But even the victorious Panhard had been beaten overall, by Marcel Ranault's astonishing 16 h.p. Renault in the Light Car Class, which averaged 38.9 m.p.h. and beat four 24 h.p. Darracqs to first place.

The new Mors were very fast, however, Fournier's averaging no less than 71 m.p.h. to Provins, which left the officials' express train "as if it was standing still", to quote one report, and covering the 87½ miles to

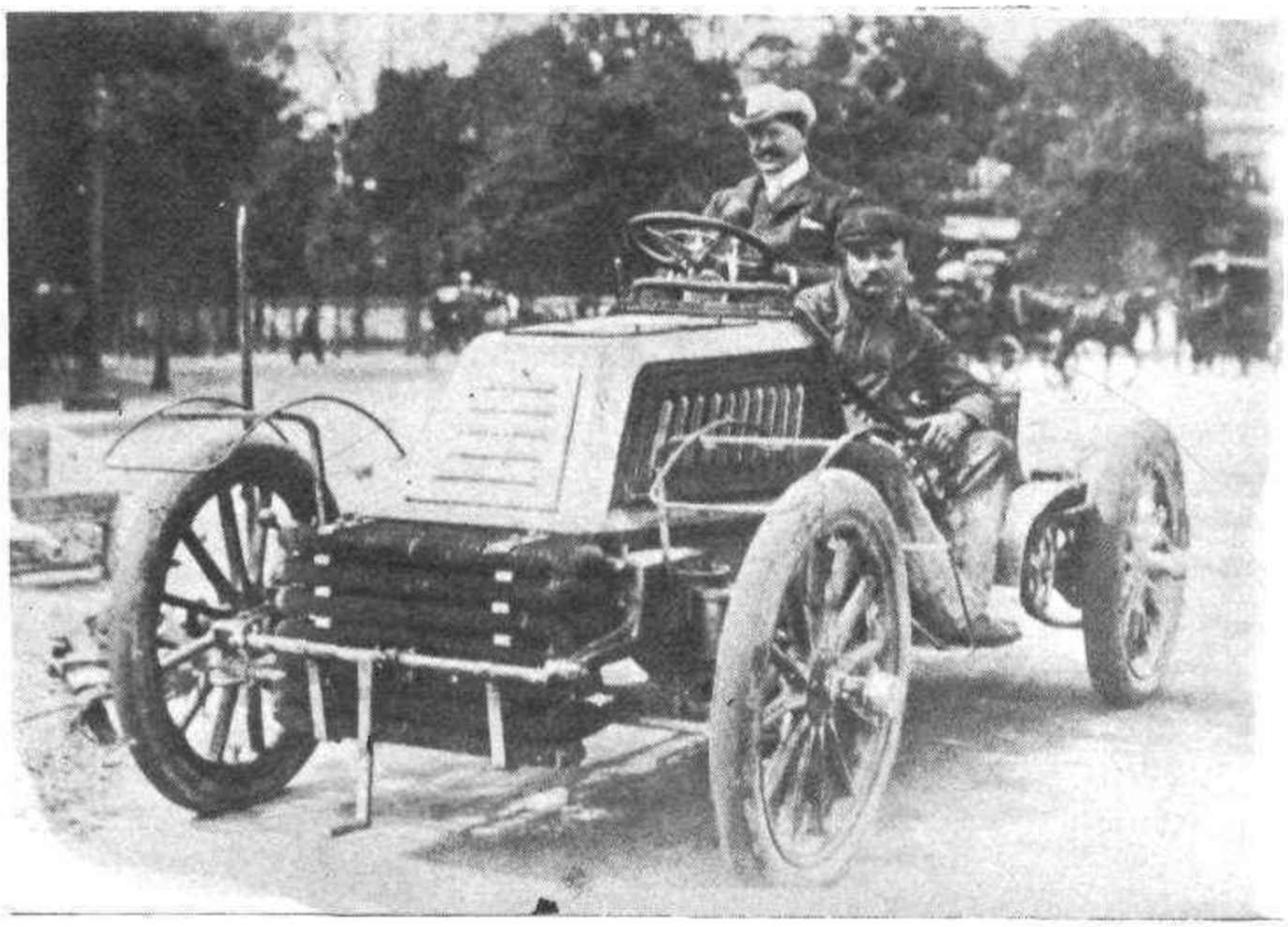


Fournier's 1902 Paris-Vienna Mors in the trim in which it took the World's Land Speed Record, achieving a speed of 76.6 m.p.h. at Dourdan that year.

Troyes in 80 minutes, after which a gear shaft broke near Chaumont. Rolls went out at a level crossing very early in the race, having crashed into a tree and written off the car. Foxhall-Keene crashed at about the same spot.

After the race the American millionaire Vanderbilt is thought to have bought one of the 60 h.p. cars and taken it to America. But not before, some five weeks after the race, he had used it to break the Land Speed Record, raising this to 76.02 m.p.h. at Ablis. He thus gained the honour for a petrol car, after the LSR had been held by electric cars and then by a Serpollet steamer since 1898. De Caters, in presumably the Lake car, had previously tied with the Serpollet, with a speed of 75.06 m.p.h. This must have inspired Mors to enter this field themselves, for Fournier's Paris-Vienna car was given a lowered steering-column, what there was of a road-racing body was removed, the petrol tank was mounted on the scuttle, smaller sprockets were used, the radiator was lowered, and, very intriguing for 1902, two carburetters were fitted. In November all was ready and, at Dourdan, Fournier did 76.6 m.p.h. Before the year was out however, according to Cyril Posthumus, Augières, who was apparently a wealthy Paris merchant whom Mors no doubt wished to please, was allowed to borrow the Fournier car and with it, at the same venue, took the LSR to 77.13 m.p.h.

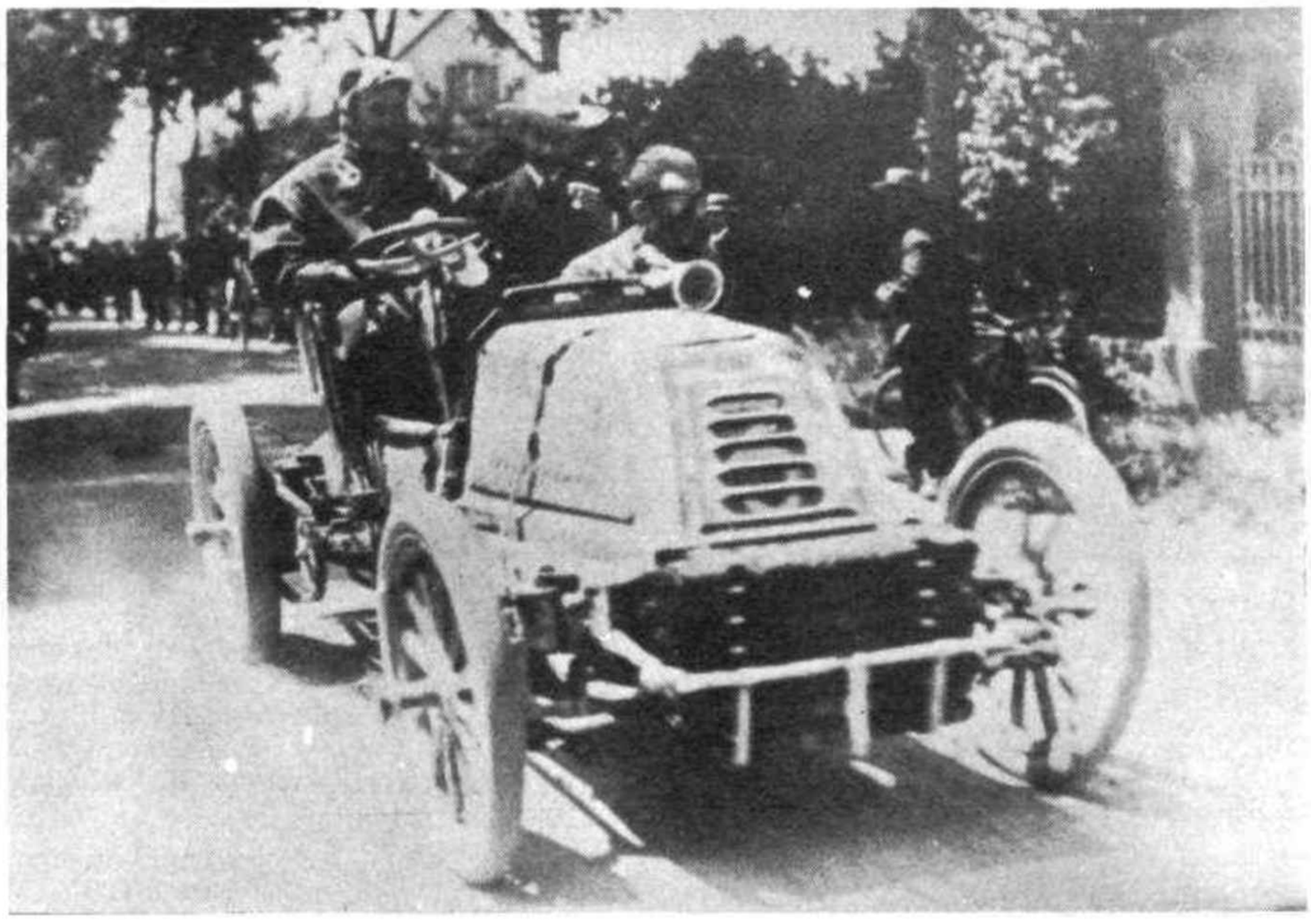
Rolls bought the Fournier Paris-Vienna car, which then had various different bodies fitted, ending up as a touring car and being lost by fire in 1904 while in the service of Lord Manchester. Bill Lake's car does not have the LSR modifications, but could be the de Caters, Gabriel or Keene's car. The latter probably stayed in France and evidence points to Lake's being the Mors raced by de Caters, in the Paris-Vienna. There is a most interesting story to the effect that, in the fateful 1903 Paris-Madrid race, the 1902 60s carried ignition parts in bags



The sporting American, Vanderbilt, on his 1902 *Paris-Vienna Mors, which retired after the Belfort control.*

inscribed with the numbers of the competing 70s, so that, if they were seen to be in trouble, spares could be thrown out to them! It would be interesting to know whether the 60s *did indeed* assist any of the other Mors drivers to restart after ignition maladies had brought them to a halt.

It could probably be established if the Lake car was indeed used in the Paris-Madrid if someone can be found who can recall the series of numbers that were stamped on various parts of the cars on scrutineering. His car has the stamp AC-XC on several parts and perhaps our more mature readers can help?



Baron de Caters on his 1902 *Paris-Vienna Mors which is believed to be the car now owned by Bill Lake, and which made the best performance by a Mors in the* 1902 *Paris-Vienna race, finishing 9th in the heavy class.*

Be that as it may, in the autumn of 1903 the car now owned by Mr. Lake was converted into a tourer and registered at Rouen for road use with the French Reg. No. 670-Z. Around 1920 the car was bought by Bendix, the washing-machine millionaire, and shipped to America. It seems that he had a collection of high-powered cars but that his main interest was to dismantle them, after which he would lose interest in them. It is said that when he sent his mechanic to France to supervise the shipping of the old racer this man was told at the Mors factory that, far from being a touring car, they remembered it having been driven in the Paris-Vienna race some 18 years earlier by de Caters.

When Bendix died Bill Lake lost little time in arranging for the Mors to be sent to him in England. All he could do was to ask that the dismantled parts be mock-assembled, to facilitate transport. This was done, as seen in an accompanying picture, and when the Mors arrived at Southampton Mr. Lake was delighted to discover that whatever else the late owner had neglected, a truly magnificent set of new wooden wheels, exactly copying the original, had been made for the car, the old ones obviously having been too far-gone for the car to be moved about on them in America. The rest, however, was in a sorry state.

Described as "just a runner", it is doubtful whether the Mors was ever run in America. At all events, it arrived with some three feet broken off the crankcase, one piston holed but repaired with a bronze patch(!), most of the rest of the engine and chassis in the same state, and the remnants of the touring body clinging to the delapidated frame. Surprisingly, the rear tyres, which are 920 x 120s, were usable but Mr. Lake badly needs a replacement pair. As this is a size Dunlop cannot supply he would be very grateful for any suggestions. Almost

everything else had to be fabricated or rebuilt, before the breathtaking car we saw before us was again complete.

It is a monumental accomplishment, resulting in as near as possible an authentic example of what must be about the only remaining veteran racing car in original and running condition, certainly in this country, if not in the whole of Europe. Bill Lake acknowledges the good services during the rebuild of Paul Foulkes-Halbard who acted as adviser and progress-chaser, Graham Presley who did the heavy engineering, Dan Bassett who did so much to get the car running, by way of timing and inlet-valve adjustment, Dunlop who supplied new 875 x 105 tyres for the front wheels, and many others.

Now as I have said, she is as resplendent as the day she left the factory over 70 years ago. The engine has the exhaust valves on the n/s and the automatic inlet valves in the cylinder heads. The cylinders are monobloc with wet liners and cast aluminium water jackets. A Mors carburetter on the o/s feeds through a splendid copper manifold, the riser of which branches into four separate pipes. There is a long drop exhaust pipe for each of the four exhaust ports, feeding the usual expansion-box. Ignition is by a Mors low-tension magneto devoid of advance-and-retard, which supplies current to the internal makes-and-breaks within the cylinders, actuated by push-rods on the n/s. At the front of the aluminium crankcase there is a train of exposed, mangle-like timing gears. New gears had to be made and their generous dimensions remind one of the cost and extent of the rebuild which has been undertaken. From these gears a water pump is driven on the o/s (it is now a pump adapted from one intended for farm machinery) which raises the water up through the block and heads from where gravity draws it from an elaborate copper water-gallery joining the two heads to the tank. A bypass pipe allows some water to drain to the tank via a water jacket round the carburetter. When the touring body was fitted in 1903 the gilled-tubed radiator was replaced by a later Mors radiator and bonnet, so new ones had to be made, the radiator being slung low below the coal-scuttle-type bonnet.

Lubrication is by exhaust-pressurised drip-feeds. Steel pistons and round-section, tapering con.-rods are used and the cooling system incorporates a rear-mounted water tank, under the shallow "streamlined" tail of the body which is such a period item, typical of the days of the open-road races. The tank filler-cap has a central steam-vent, so that any escaping water vapour blows away behind and underneath the car.

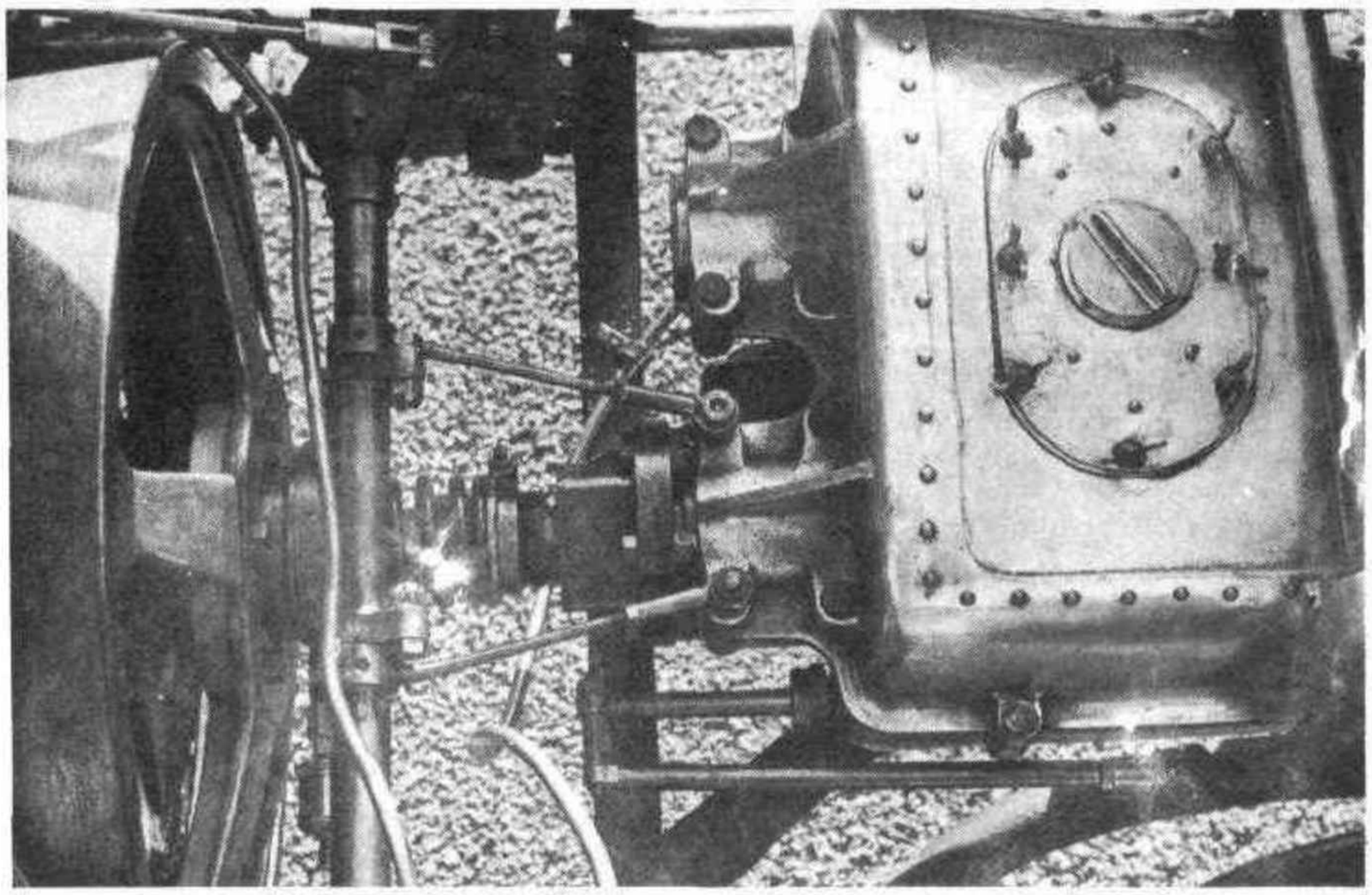
So there you have a truly primitive but powerful engine, with automatic inlet valves, l.t. ignition and exhaust-pressure oiling. Yet Mors were advanced for those days, in the use of dash-pot type shock absorbers (missing on the Lake car but to be manufactured later, it is hoped), and a direct-drive top gear (and the boat streamlined bodies of the 1903 "Dauphin" racers).

The chassis is of wood with steel flitch plates, and the steel axles and springs have never seen paint. The drive goes through a cone clutch which is lined with leather mounted on rubber. This is to the original specification—indeed, no relining seems ever to have been required, certainly not since the 1914/18 war. The direct-top gear, to reduce drag, is achieved by arranging the first three speeds with the usual sliding pinions on the primary shaft, this and the layshaft being coupled to bevels on either side of the differential, so that there are two crown-wheels-and-pinions. A dog clutch locks the top speed bevel to its shaft to give the direct drive, as shown in an accompanying drawing —another piece of pioneering. Final drive is by side chains, for which new sprockets had to be fabricated.

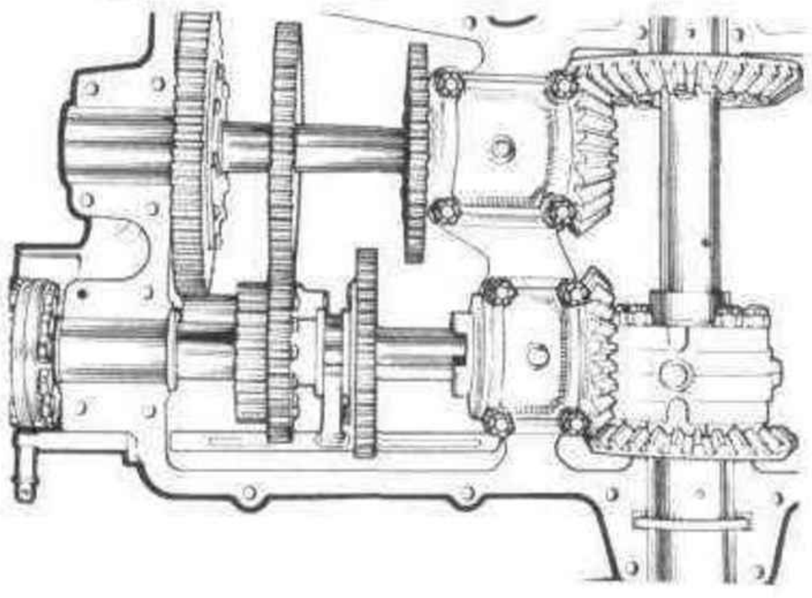
The exhaust system employs the original 1902 expansion-box and the original piping, except for two sections which had to be renewed, a significant example of veteran longivity. Control of the car is effected by both foot accelerator and hand-throttle, the clutch closing the latter when it is withdrawn. A push-on hand brake operates the back brakes, the pedal the transmission brake, these being of external-contracting type. Incidentally, the foot accelerator was used in 1902, but a veteran precaution was an ignition "kill-switch" on the steering column. The gear-lever has a notched quadrant and reverse is engaged by a smaller, inboard lever. For audible warning of approach there is a backwards-facing bulb-horn; this was originally mounted on the steering wheel but until a suitably-abbreviated one is obtainable this would inconveniently obstruct the driver.

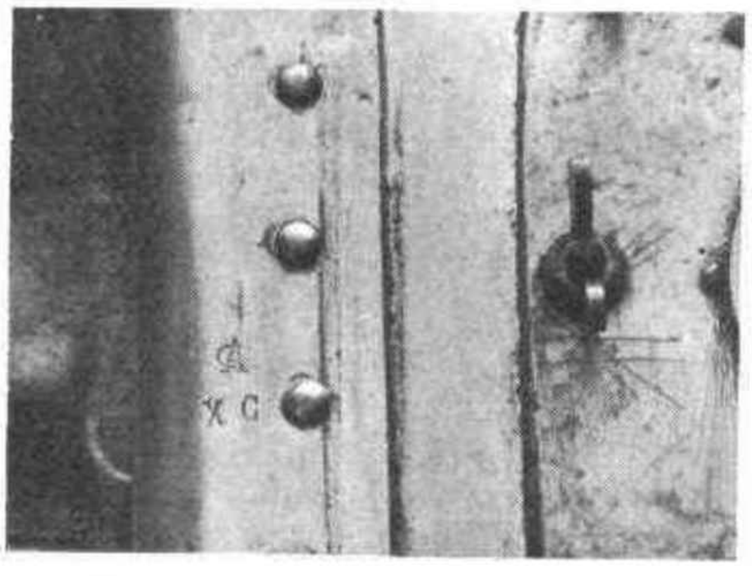
The Mors does not deign to wear mudguards and the riding mechanic sits on the step. While this is both exciting and in keeping with the car's age, in many cases a second bucket seat was provided, the *mechanician* only descending to the step when wind-drag had to be drastically reduced for a serious effort, or before jumping down from the car. Originally, the Mors mechanic was given a simple strap to prevent him from falling off, another piece of pioneering! The body was made after very careful study of photographs, on which the entire rebuild was meticulously based, and Bill Lake brush-painted and varnished it himself, in dark blue, and then hand-lined it. This historic heirloom was known as a Type-Z Mors. Its chassis number is Z30003, which seems to make it the third of the six 1902 Sixty racing cars built.

Although the promise shown by Mors in 1901 was lacking in 1902, they fully made up for this by their 1, 2 finish in the 1903 Paris-Madrid. But this was with the 145 x 175 mm. 70 h.p. cars, which do not here concern us. However, if Mors had copied Panhard, they had done so very effectively. Not only did the 40 h.p. Mors win Paris-Berlin in 1901 but Fournier also won Paris-



Top, the transmission arrangement of the 1902 Mors, showing the heavy flywheel, enclosing the cone clutch, and the gearbox, details of the usual layout which are shown in the drawing below. The other picture shows what is presumably a scrutineer's stamp on the gearbox, which also appears on other parts of the car and to which reference is made in the text.

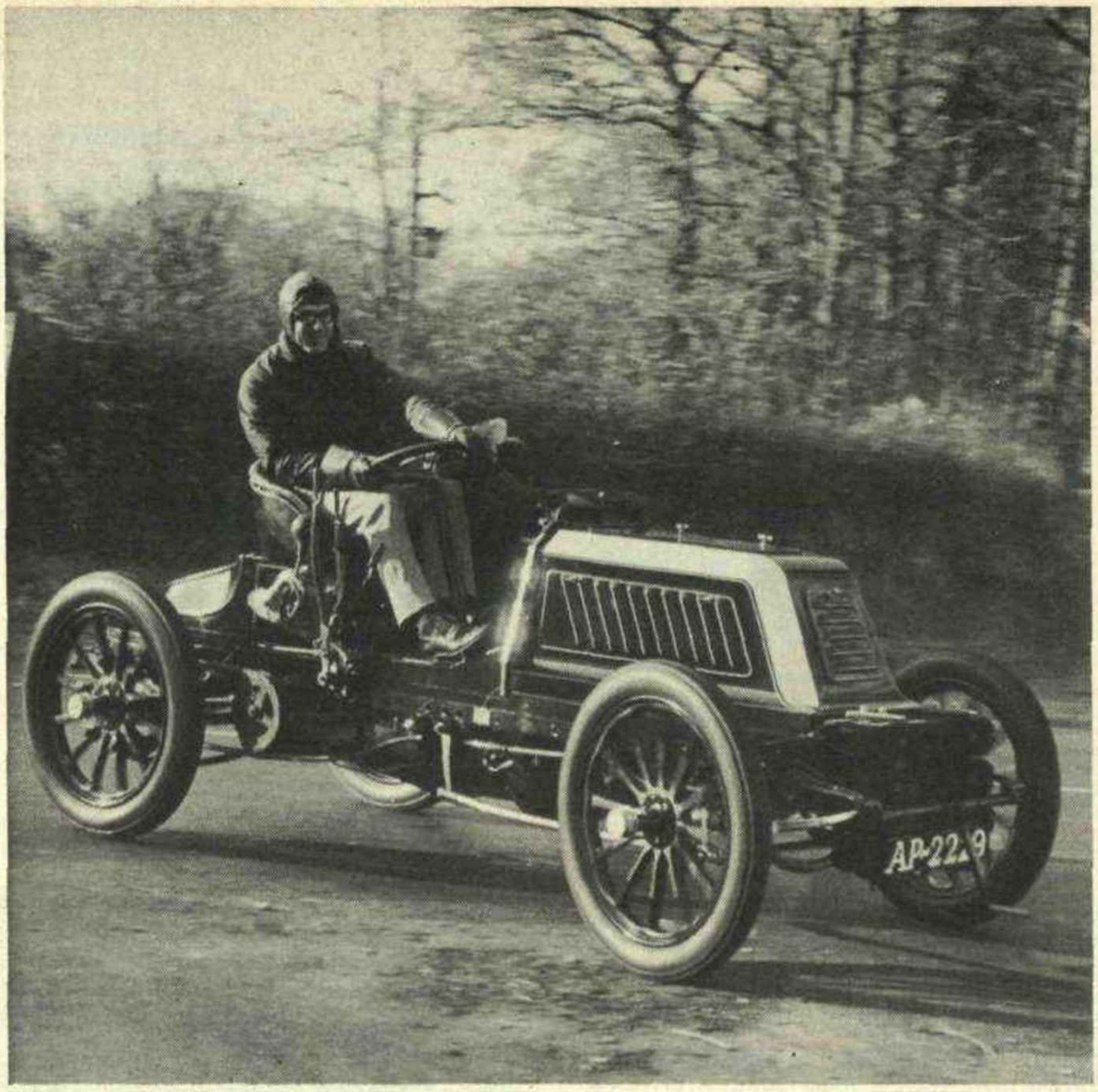




Bordeaux, beating the Panhard-Levassor rivals on both occasions, albeit the latter were rated as of 40 h.p. to Mors' 60 h.p. However, the impact of Mors and Fournier was considerable. The erudite writer *"Baladeur"* whose very readable *"Sideslips"* used to grace the pages of MOTOR SPORT, once reflected on what kind of cars he would have bought if he had been born before his time and had a free choice. In this context he wrote that after the 1901 and 1902 Mors victories "any spoilt millionaire must have begun to think that he no longer owned the best make of car (Panhard)", and that seeing a fine new Sixty Mors at the Paris Salon in 1902 built for the Hon. C. S. Rolls, "If my money had talked loud enough, the Hon. C. S. Rolls would no doubt have induced the Mors Company to build almost as fine a Mors for me". In other words, the Sixty Mors was the Car of the Year in 1902, before the impact of the 1903 Sixty Mercedes.

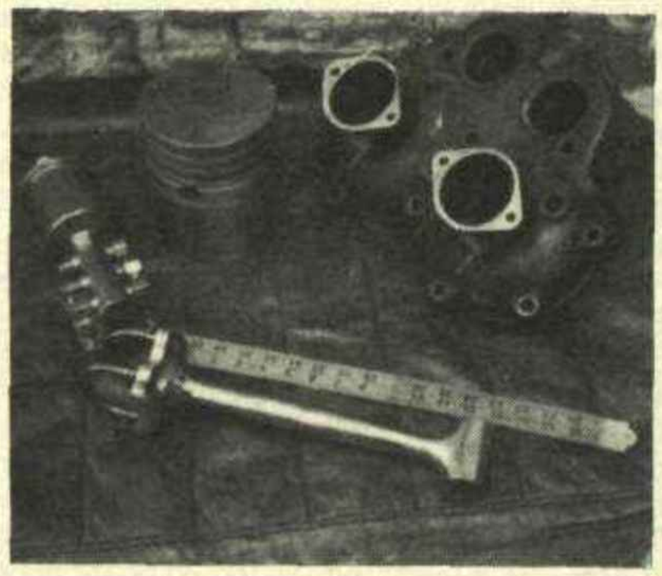
So that dedicated enthusiast Bill Lake has every reason to feel proud of his car. Apart from its uniqueness, as a veteran racing-car, these Mors proved to be very fast for their day, not only as road-racers but in their ability to do nearly 80 m.p.h. when fully-extended. His car was shown at Penshurst in unfinished touring guise last year and was taken in racing trim on the 1973 Brighton Run, which it completed, although not going very well towards the end. To "tune" four automatic inlet valves and the carburetter with its tortuous inlet manifolding is a difficult assignment.

On the occasion when I was introduced to the old racer she had a fit of the sulks, the clutch slipping and the engine never firing on all four, after a tow-start behind a Ford Transit and much warming up of the inlet riser. But from my seat on the step, when for a short burst she began to fire more evenly and swept up to some 60 m.p.h downhill, the occupants of a Police car in a lay-by preferring to keep their eyes averted, there came a gleaning of what Fournier must have felt like as he aimed for the distant sky-line, Bordeaux, Berlin or Vienna his goal. As each massive cylinder fired with a deep voice the torque thrust at the chassis and the Mors gathered itself up for its next premeditated burst of speed. To those who encounter it, it is truly a monster from another age, an age when races went on for many hundreds of miles over unknown, flint-strewn, dust-hung roads, with no helpful support-vans or first-aid helicopters to minister to the stricken. On this occasion we were not exactly stricken, just down on power. The owner ascribed this to a weak inlet valve spring. I wondered, though, if that story about Mors' concern over ignition trouble in the Paris-Madrid is true, whether our problems, and the loss of performance during the Brighton Run, might be blamed on the l.t. igniters, remembering how Roger Collings had cleaned those on his Sixty Mercedes while the rest of his crew took refreshments on our "Gordon Bennett Day" outing last year? But I predict that soon Bill Lake will get all the machinery of this ancient giant functioning properly and then he, and his fortunate friends, well be some of the very few living mortals to know just what it is like to drive a 9-litre veteran racing car in anger . . . especially if it glimpses a Panhard in its way! Indeed, few mortals can remain, if any, who worked on or drove such cars . . .



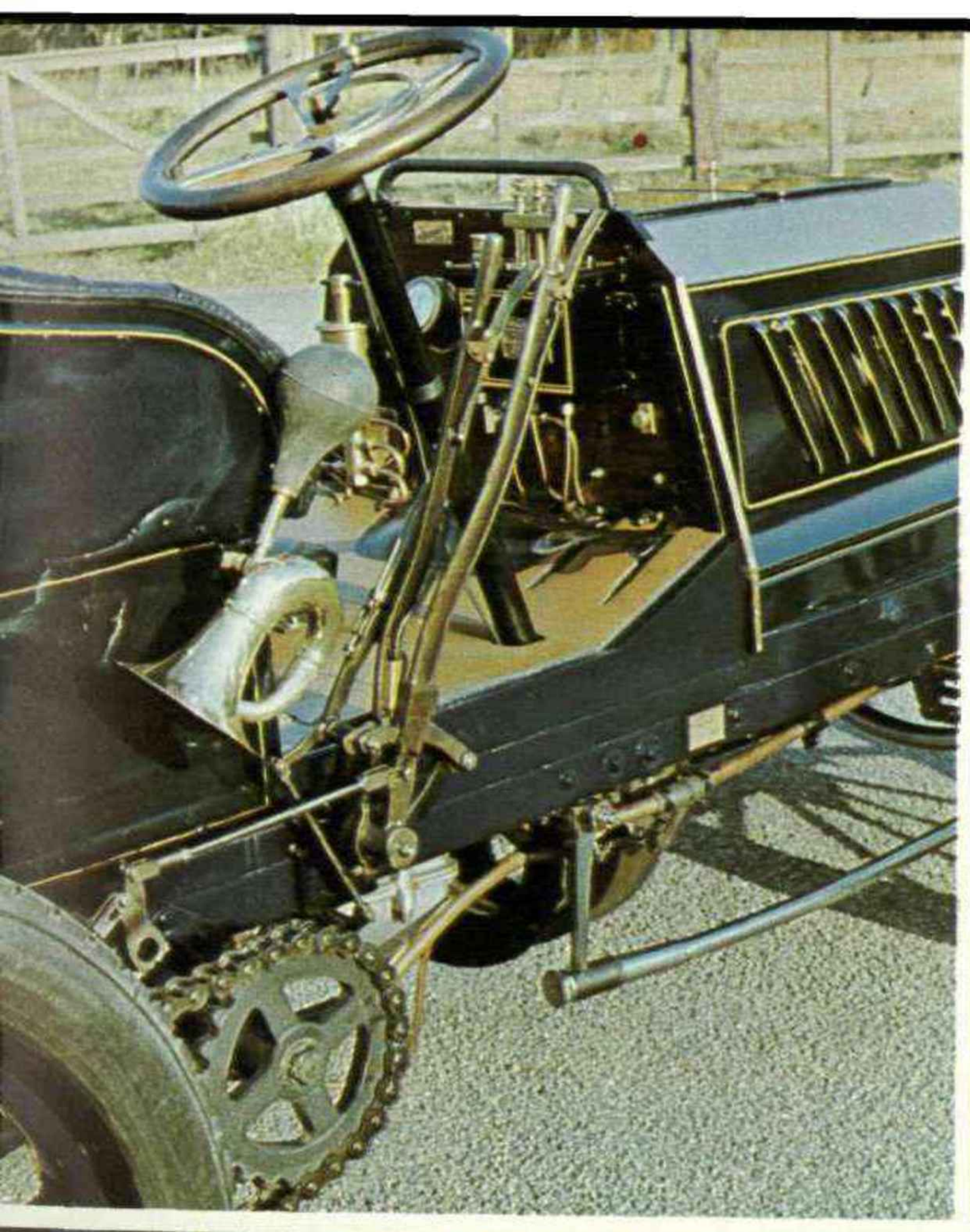
Redolent of the road to Vienna over 70 years ago, this picture was actually taken in 1973. Note the characteristic Mors tail, final drive chain and sprockets, etc.

Meanwhile, having just completed this enormous rebuild to such a high degree of perfection, is Mr. Lake resting on his laurels, riding or playing golf? Not on your life! He is now well-advanced with his rebuild of a 1908 Silver Ghost Rolls-Royce tourer. He already has in one of the motor-houses which blend with his beautiful Sussex home the immaculate ex.-Tom Rose "Bobtail" 4½ Bentley which made history by losing a Brooklands "Double-Twelve" by a time-keeper's whisker, among other accomplishments. You can add to these a Barker coupé-de-Ville Phantom Rolls-Royce with especially nice lines, used for Continental holidays, and a bull-nose Morris tourer, etc. He is also about to finish a racing-bodied, single-cylinder, four-stroke, chain-drive child's car, for the education and edification of his young son. He is, in addition, itching to get on with a big 1906 poppet-valved Minerva touring-car which once belonged to the Guinness family and which, surprisingly for its year, has twin carburetters. This he bought unseen, on the good advice of a friend. "But", he says "I think my wife will divorce me unless I let-up for a while". Probably not, for she is the sister of the person wrom whom he bought his first Bentley. For modern motoring, such as it is, this 100% enthusiast keeps a BMW 2500.—W.B.

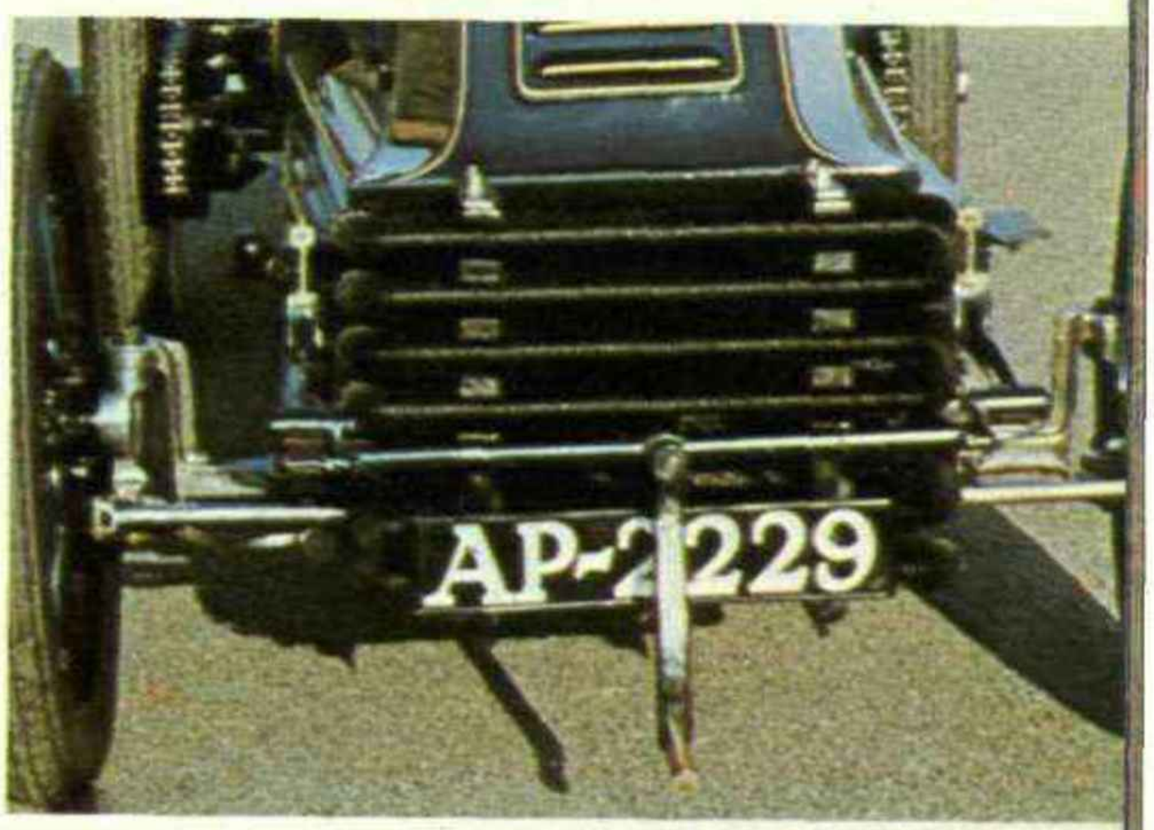


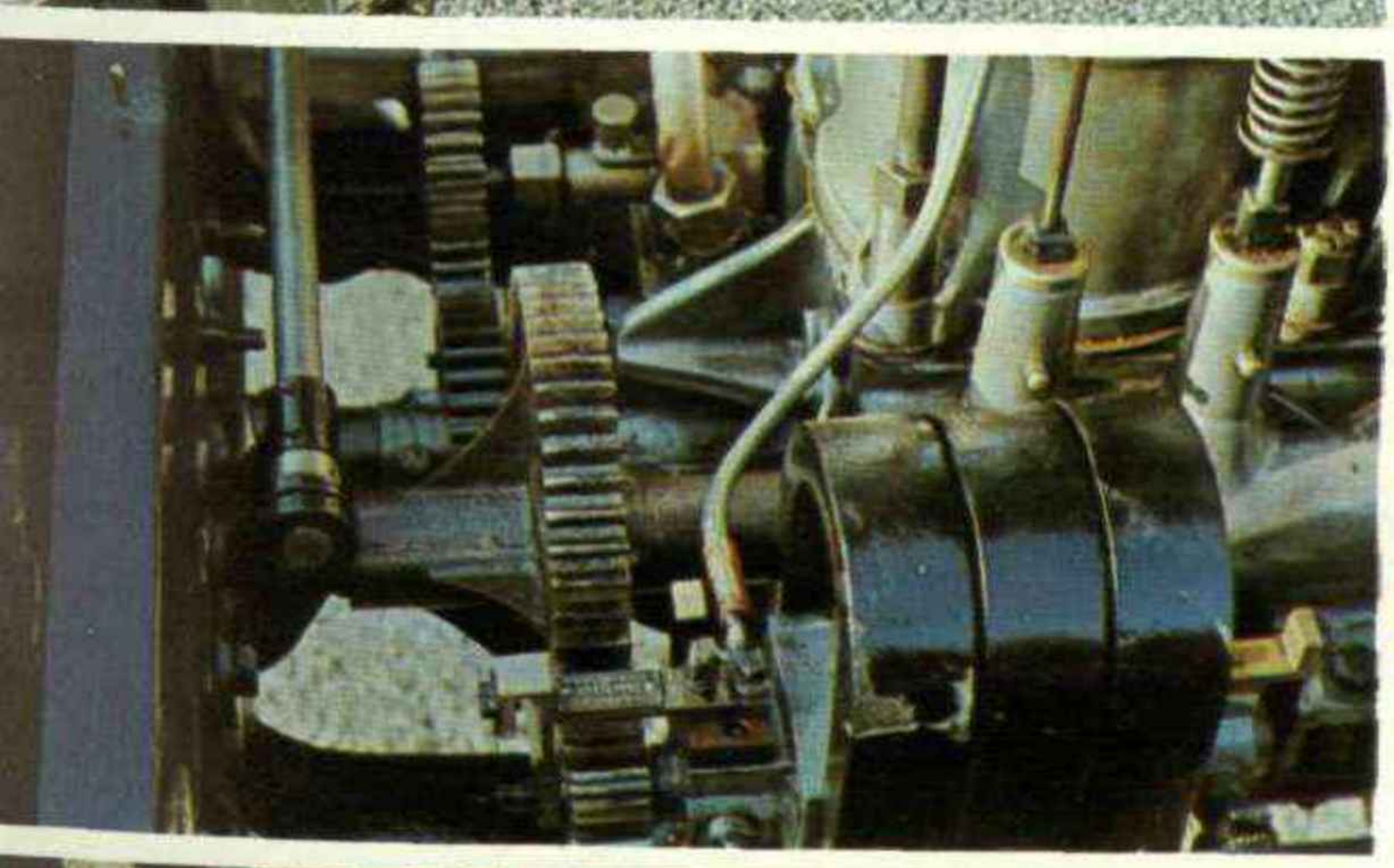
Some component parts of the Mors engine, including one of the 13 in. long con.-rods.

Opposite page, top left and top right: The controls and dashboard arrangement of Lake's 1902 Mors. The other colour-photograph shows the gilled-tube radiator, the exposed timing gears of the 9.2-litre engine, the steering arm, driving chain, gearbox and heavy controls. At the bottom are the off and nearside views of the engine, showing the Mors carburetter, the separate cylinders, low tension ignition apparatus and the automatic inlet vales.

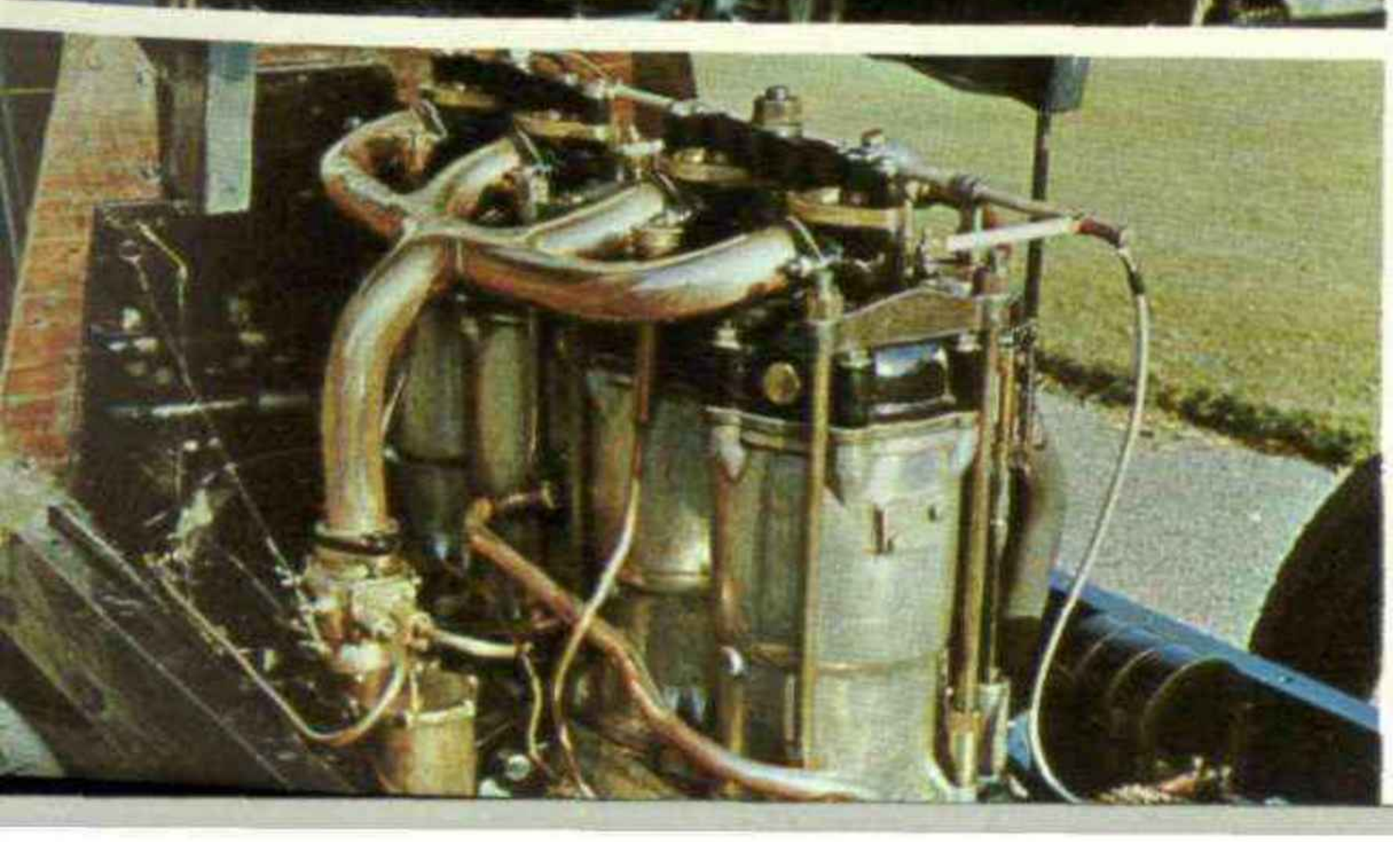




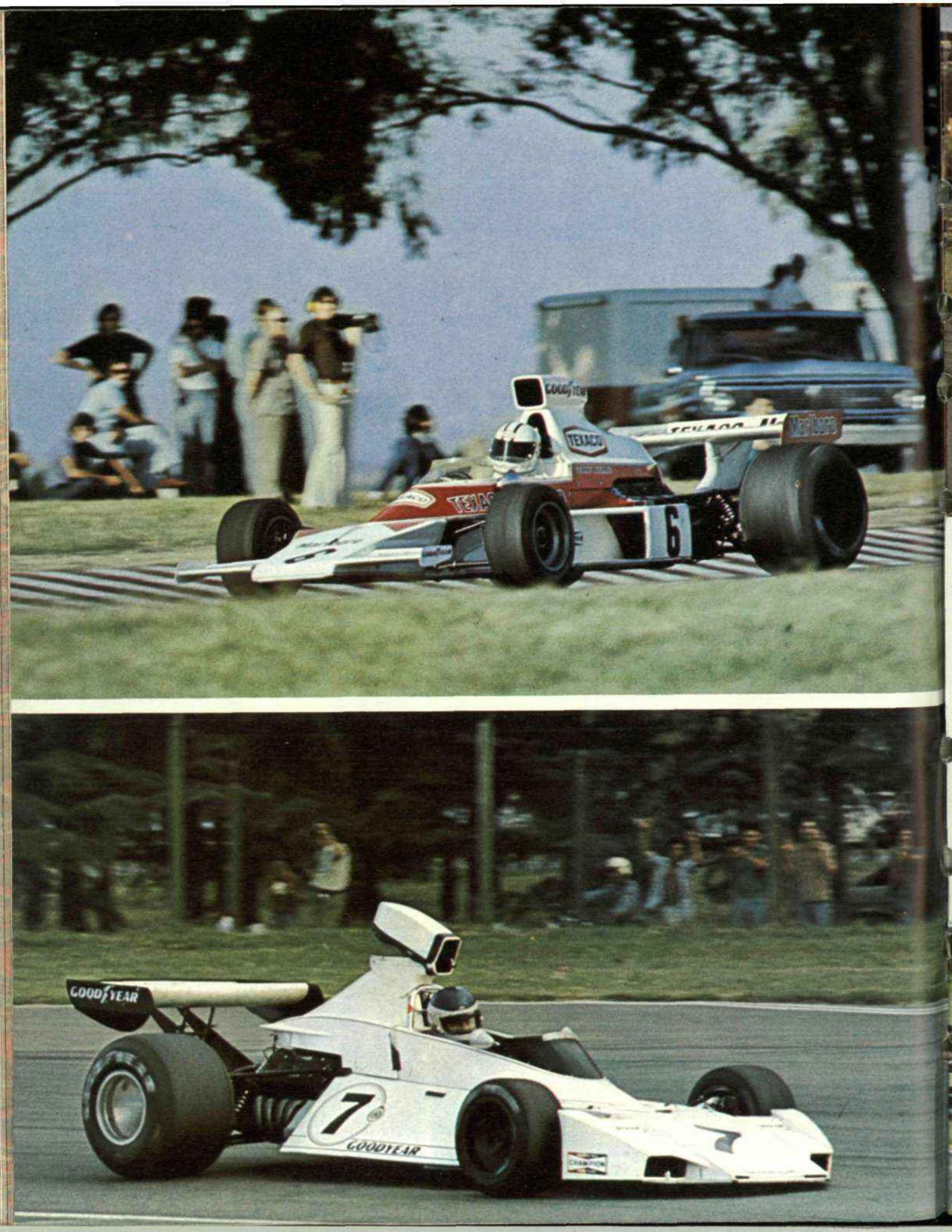

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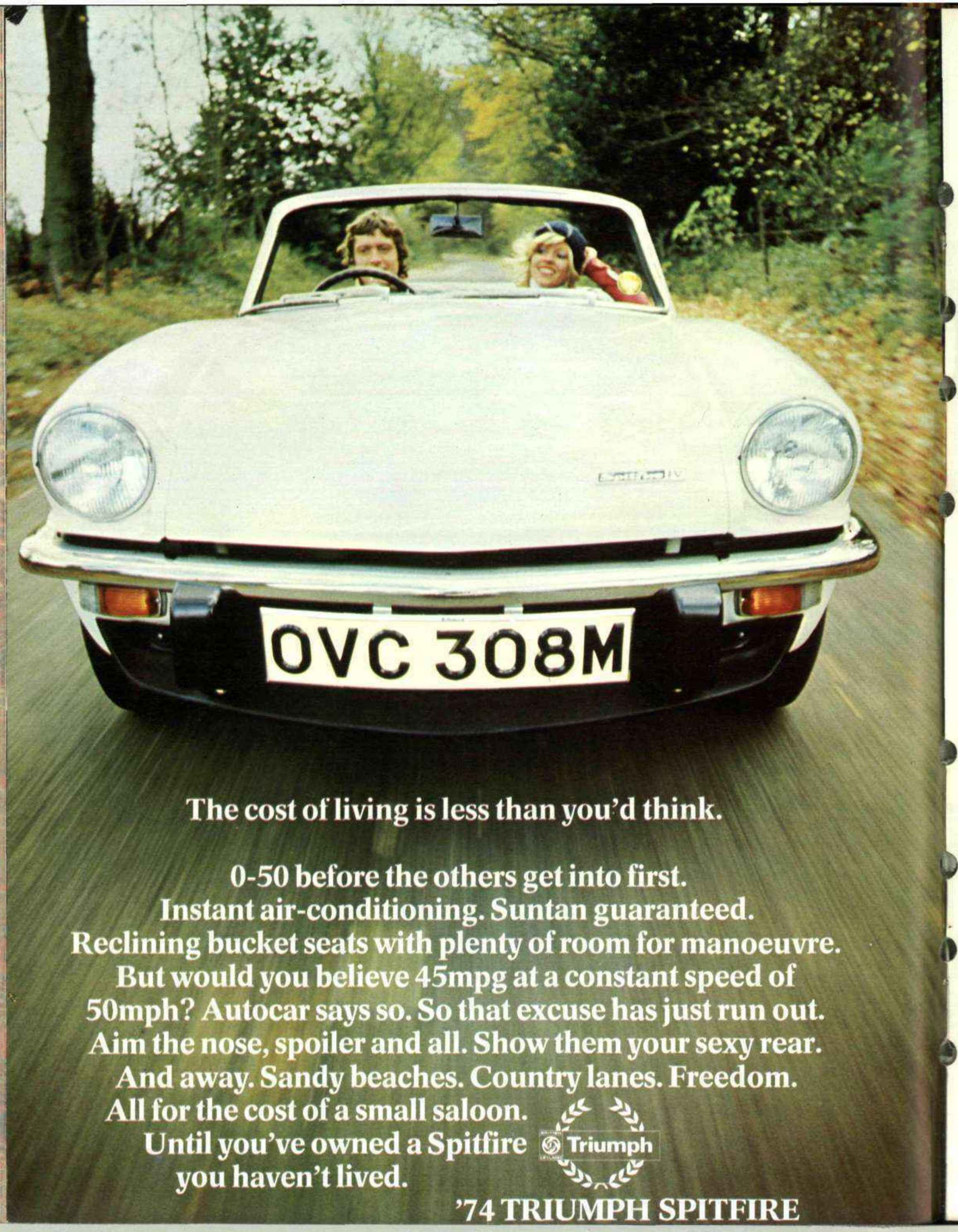





TEXACO
16
GOODYEAR
7
GOODYEAR

ARGENTINE GRAND PRIX

Denny Hulme (*top left*) in the Texaco Marlboro McLaren which took over the lead in the last two laps. Carlos Reutemann in the latest Brabham (*bottom left*) with the air box flapping loose in the closing stages of the race. To the great consternation of the exuberant crowd, the popular Argentinian retired on the last but one lap, after leading almost from the start. (*Above*) Mike Hailwood in the Yardley McLaren leading Carlos Pace in the Surtees, with Ronnie Peterson's Lotus behind. (*Right*) Niki Lauda in the new Ferrari came home to a very creditable second place. (*Below*) John Watson in the brown Brabham entered and prepared by Hexagon of Highgate.



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Triumph

'74 TRIUMPH SPITFIRE

RALLY REVIEW



The character of a rally depends not only on the geography of its country but on its people. Here a group of friendly Turkana in Kenya's Northern Frontier District chat amicably to the crew of the car surveying the proposed route of the 1974 East African Safari Rally.

AFTER the RAC Rally, everything started happening at once; or perhaps it would be more correct to say that everything stopped happening, for it was the sudden end of activity which was the more noticeable. The fuel shortage prompted the RAC to announce that all rallying in Britain would be suspended until further notice. On the surface there seemed little out of place with that decision, for any means of reducing the nation's consumption of petrol seemed to be worthwhile. But what upset Britain's rallying fraternity was that the initial announcement referred only to rallying. All other forms of motoring sport were to be allowed to continue.

Rallying people are not so lacking in the proper spirit that they take more kindly to the curb on their own pleasures if all others are also curtailed. The man is stupid who bears the pain of an injury better if he knows that others are being subjected to the same hurt. But what really did cause an upset was the fact that the first announcement from Belgrave Square was that all permits issued to rally organisers would be withdrawn, whereas there was no mention of doing likewise to other events. This was like being treated as the poor relation, and it didn't go down at all well.

In the meantime, various restrictions were being introduced in other countries, both in Europe and beyond, and at the time of writing there is a wholesale stoppage of rallying at all levels in most parts of the world. I say most and not all, because some organisers of prestige events have issued statements that their events will take place despite the fuel shortage, in such high regard are they held.

In Finland, for instance, the organisers of the Arctic Rally (Marlboro-sponsored in 1974) have announced that their event will take place. It is scheduled for the end of January and since it will then have the double attraction of being a first-class adventure in its own right and of being the only winter event which seems to have surprised the spate of cancellations, the chances are that it will turn out to be even more popular than it has ever been.

Of course, these words are being written against the clock, and as we went to press steps were being taken in Finland to exempt the Arctic Rally from a ban on all motor sporting events in that country until May 28.

At the other end of the climatic extreme, another rally seems not to be in danger of cancellation—the East African Safari Rally. This is considered so important to the country's international prestige, and indeed even to her economy, that the Kenya Government has given its full support and the situation at the time of writing is that the event will take place, come what may.

Originally an event spanning all three East African countries, the Safari will be contained within Kenya alone in 1974. The troubles in Uganda led the organisers to decide not to cross into that country, whereas a demand by Tanzania for another start/finish at Dar es Salaam led them to choose Kenya alone, a decision which was backed to the hilt by the country's Government. The organisational problems caused by having the 1972 event based at Dar and that of 1970 in Kampala were enormous, and it has since been realised that there is only one home for the Safari—Nairobi, where facilities for communication and transport, to name but two essentials, are so much better than they are in the neighbouring capitals.

That Kenya alone can cater for a Safari and contain within her borders the kind of demanding route for which it has become known cannot be doubted. Indeed, the country has such a wealth of the sort of rough tracks which make rallymen drool that it could run into two Safaris simultaneously and not have them cross.

In December we spent two weeks surveying the proposed route of the 1974 Safari and we can say without doubt that it's going to be the toughest yet. The cutting out of the Tanzanian and Ugandan sections led the AA of East Africa to seek a route in an area hitherto unused by the event, Kenya's Northern Frontier District. This vast desert area is so wild and arid that it represents a considerable change from the dusty (or muddy) murram roads in the fertile South. It will be far rockier and rougher than before and will put an even greater emphasis on car strength and reliability rather than sheer speed and performance. Of course, a lot depends on the weather, and it could be that river crossings will provide many additional hazards, even in the desert, when the waters from the mountainous catchment areas begin to fill the dry beds.

To us, the character of a rally depends not only on the geography of its country but on its people, and in this respect we feel that the East African Safari is rich indeed. We spent considerable time among the bush people of the North, particularly the Turkana tribe, and we have nothing but admiration for their way of life. Friendly and industrious, they were eager to trade and to exchange stories, and were typical of the people who do much to make the East African Safari the adventure which it is.

When we left Kenya, the flags and festive atmosphere of the Uhuru Anniversary celebrations still evident, there were vague rumours that petrol may become short, but counteracting them was the determination that the Safari should take place, come what may. In the absence of other events in Europe, it could easily become one of the most hotly contested rallies for some time. It could certainly cause a few eye-openers in France, for the Alpine team is said to be sending three cars. In East Africa the locals don't appear to consider the little blue cars as very serious contenders for the Safari but we warned them against such underestimation for any car which can win the Morocco Rally must be a match for anything no matter how rough the terrain.

A third event which seems to be going ahead without any fuel problems is the 1974 World Cup Rally which is scheduled to leave London on May 5th and arrive in Munich on May 25th. Backed financially by UDT, this event began on paper as a very ambitious tour of the African Continent, the Middle East and Europe, both East and West. Problems both diplomatic and climatic (foreseen by some people outside the organisational team) forced the revision of the route and the final regulations list the following countries to be visited: England, France, Spain, Portugal, Morocco, Algeria, Niger, Nigeria, Tunisia, Turkey, Russia, Poland, Czechoslavakia and Germany.

The appeal and the adventure of a transworld rally is without doubt, but we have always voiced against the effect such events have on the regular, annual rallies near them in the calendar and the competitors who take part in them. Ironically, the petrol crisis has disposed of many of these, so there could well be an increase in interest in the World Cup Rally. But so far the East African Safari remains in the calendar for the Easter weekend, and given a choice between World Cup and Safari, we know full well which we would choose.—G.P.

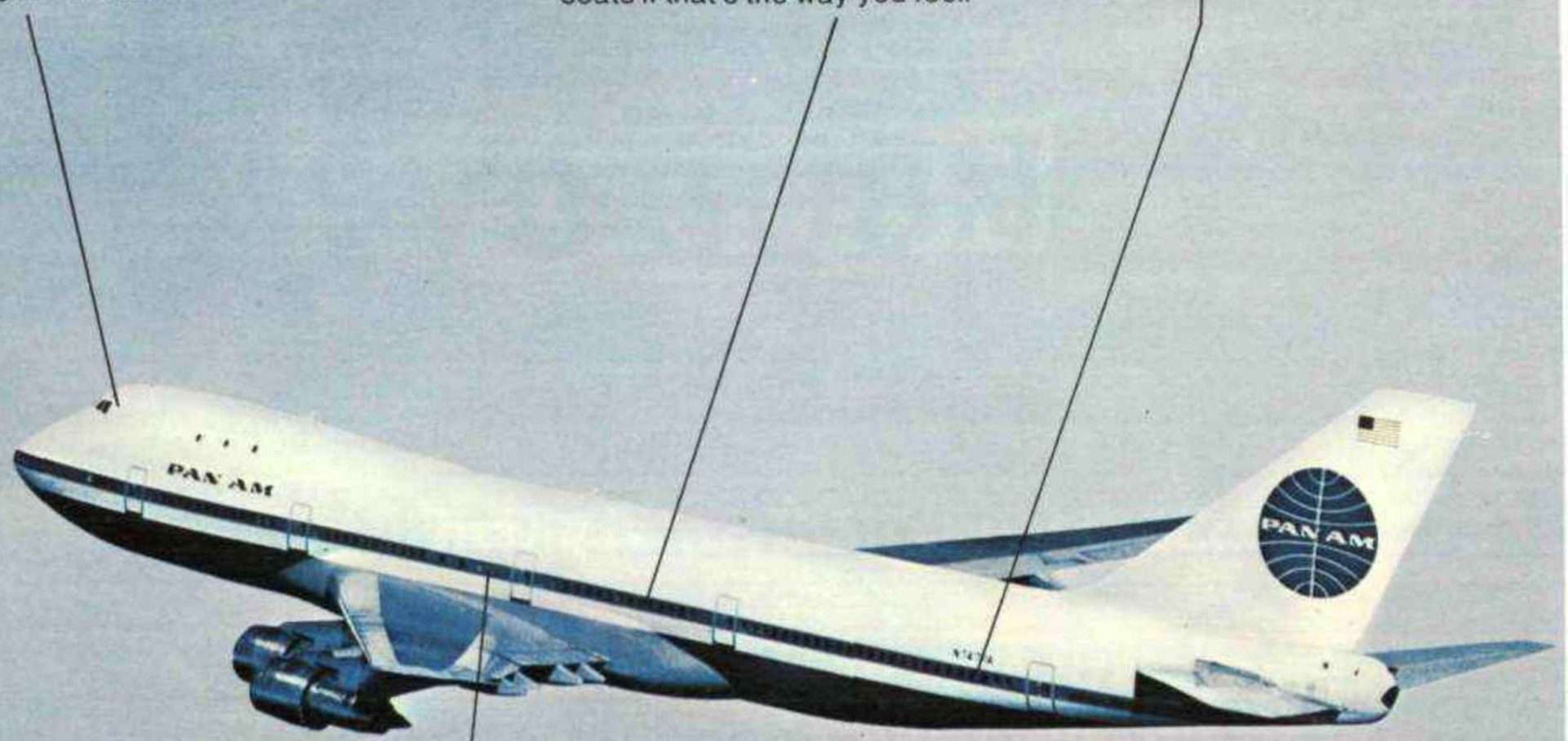
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It's strange, but people seem to think some scheduled airlines have different fares from other scheduled airlines. The fact is that Pan Am have exactly the same fares as any ordinary scheduled airline. The only difference is that Pan Am usually fly 747s which are bigger and more comfortable than any other kind of plane. We were the first airline with 747s and we now fly them more often and to more places than anyone else. Therefore, we're more likely to be going to where and when you want to. The next time you fly, perhaps you'll be flying the world's most experienced airline. At no extra cost.

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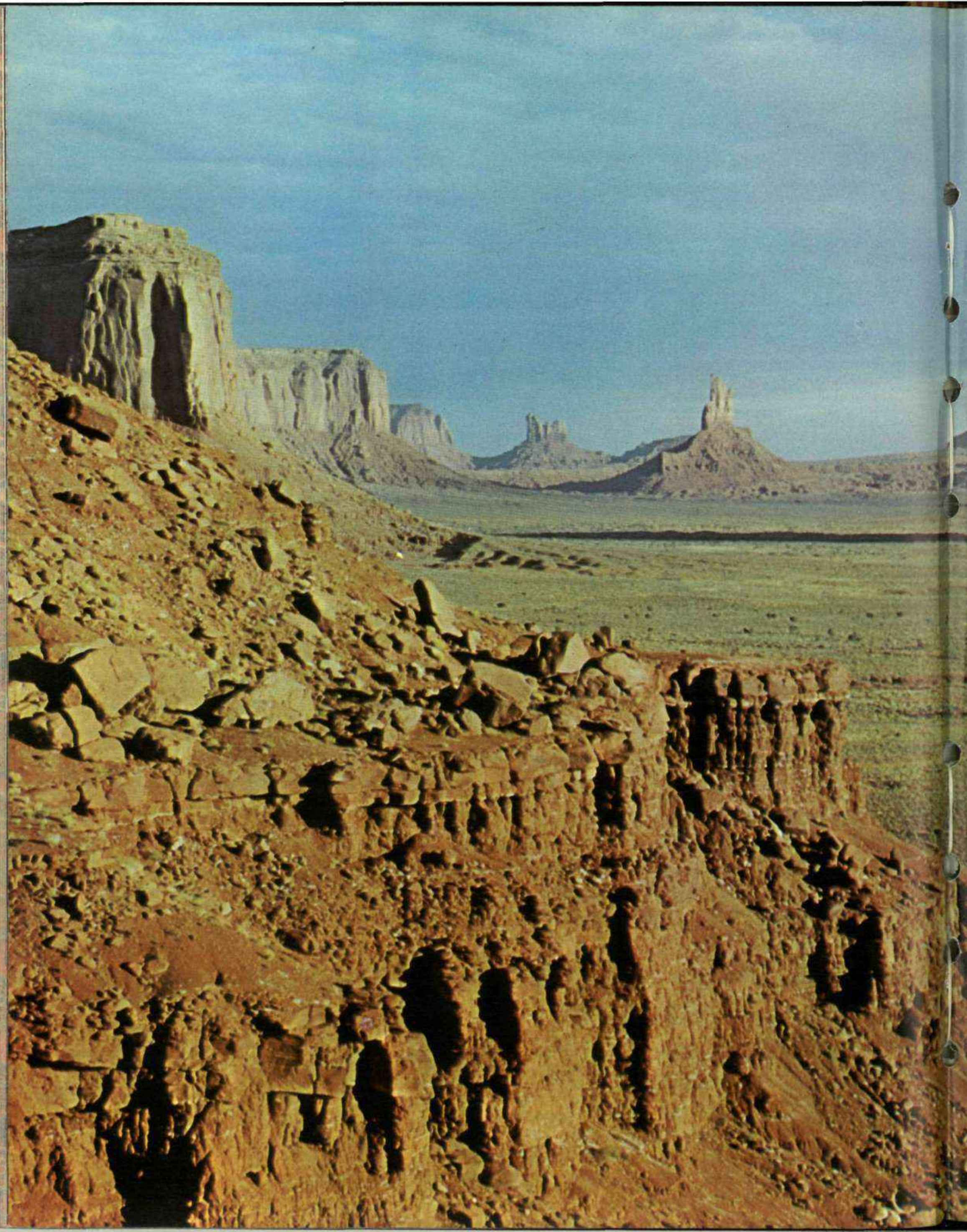
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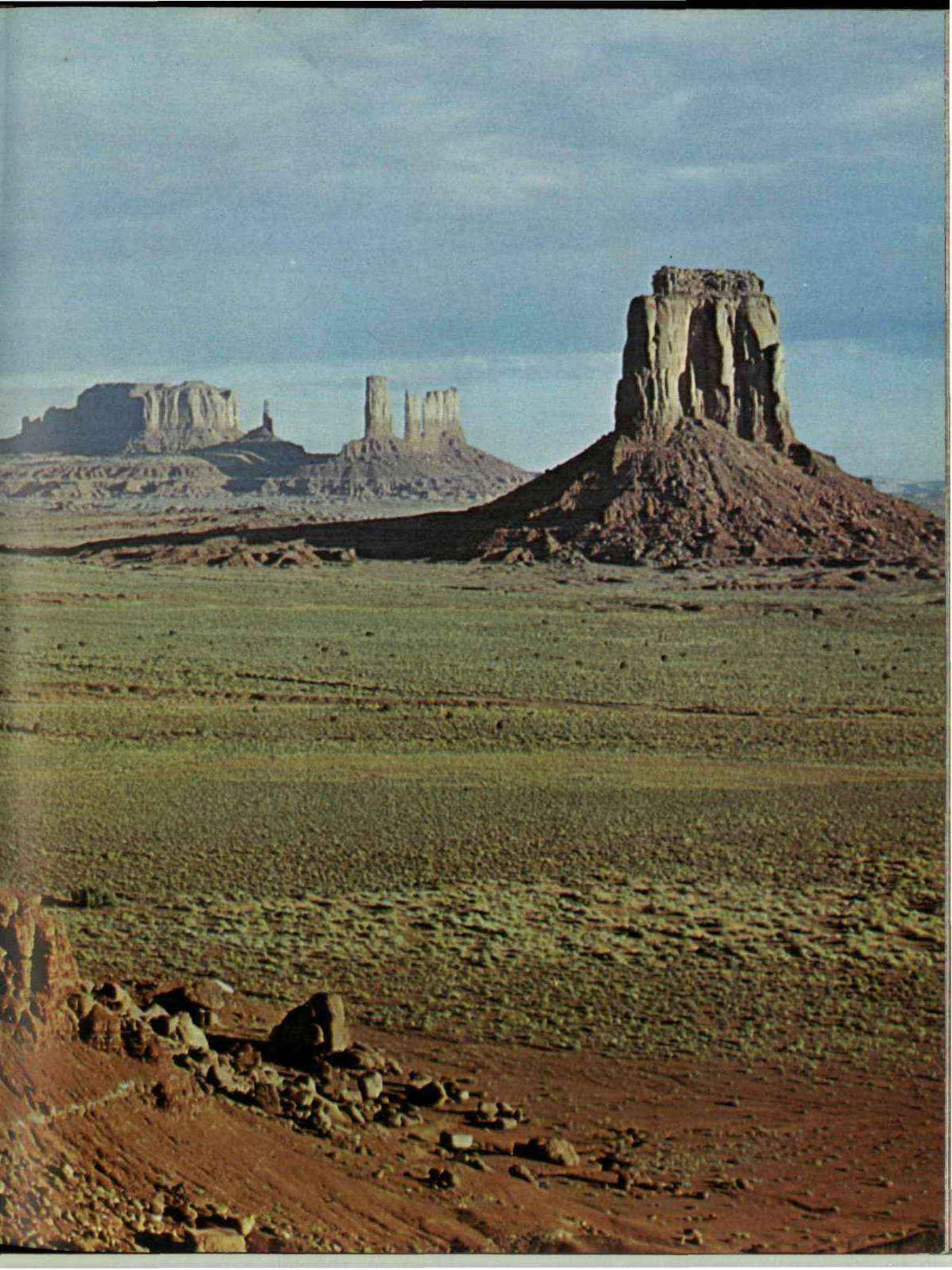
Pan Am.

American Adventure — *continued from January*

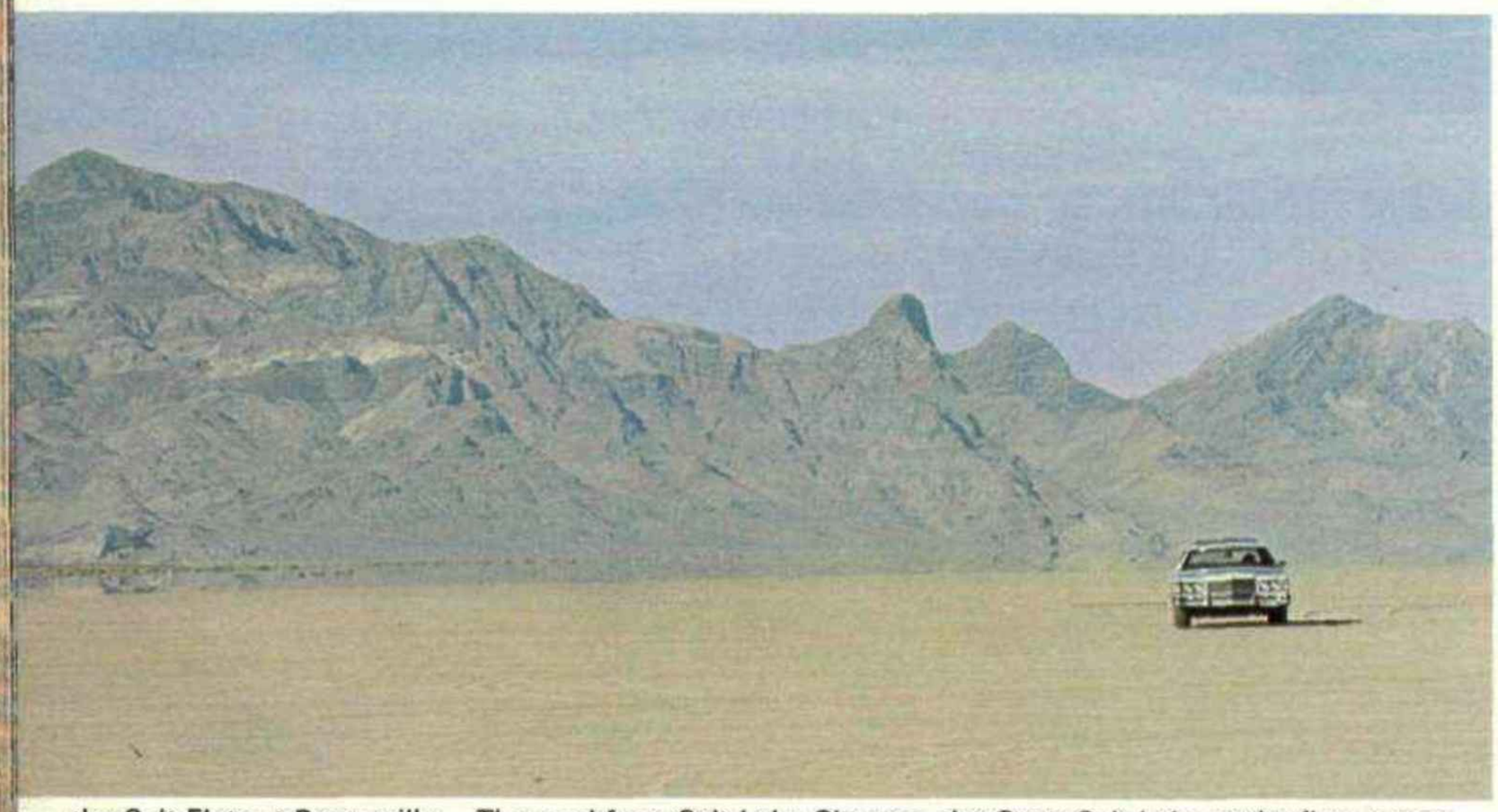
. . . Following the signs out of Kayenta to Monument Valley in the pale light before dawn there was little indication of how breathtaking the surrounding countryside was. Parked by the road the Mercury Monterey looks as out of place as the piece of 20th Century litter in the foreground against this science fiction backdrop. The road out of the Valley area points as straight as a ruler north into the depths of Utah. Over the page is the panorama made famous on film by John Ford who used backgrounds like this for many of his great Westerns. Unfortunately, photographs are unable to portray the depth and incredible silence that moves people to whisper as if in an immense cathedral, the peace being shattered only by the tiny creaks of the cooling Ford engine.

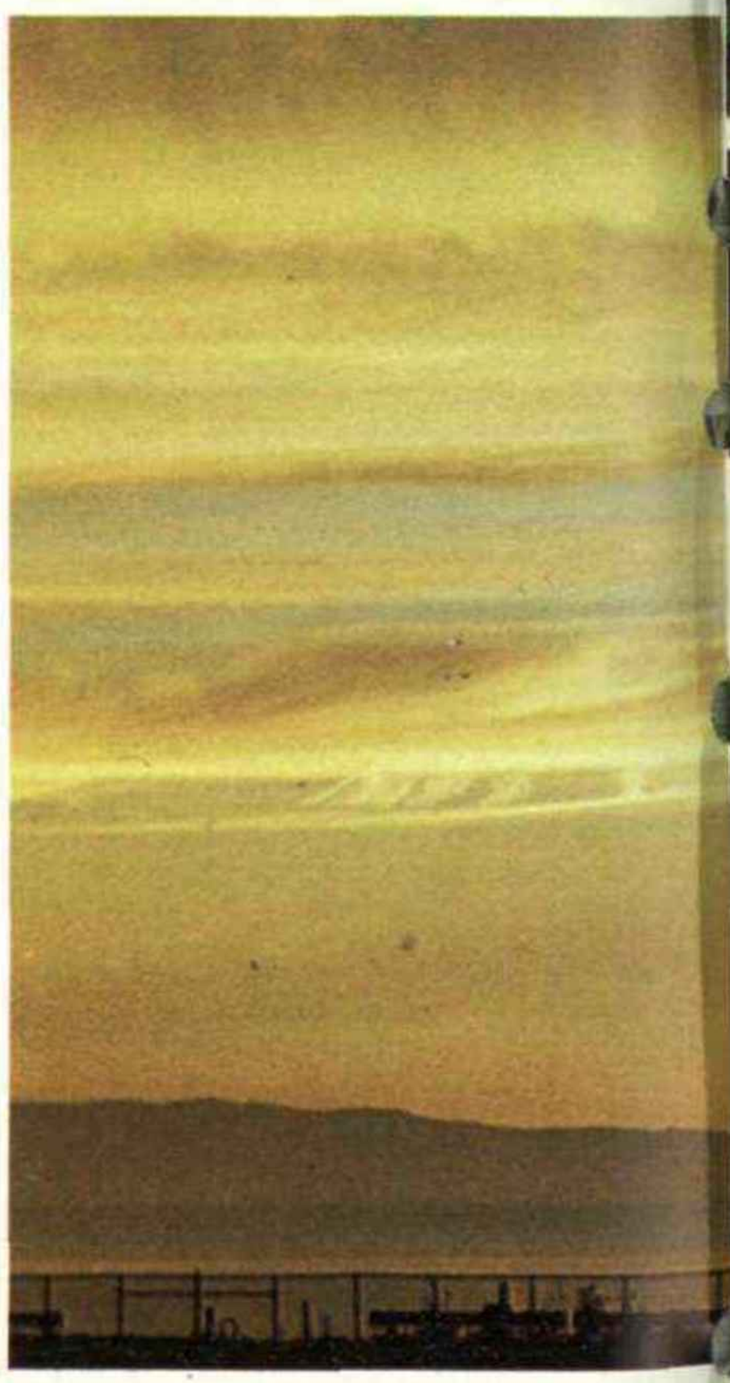
The whole Valley is part of a Navajo Reservation and the 14-mile loop road is completely free of any buildings except for the Ranger Post on the rim at the entrance and the out-of-bounds Red Indian wattle huts. The great towers of red rock are the cores of ancient volcanoes left standing like huge mediaeval castles as the softer rock of the plain has been worn away. Utah contains many spectacular sights and dawn in the south was complemented by a sunset over another of the World's peculiarities. . . .











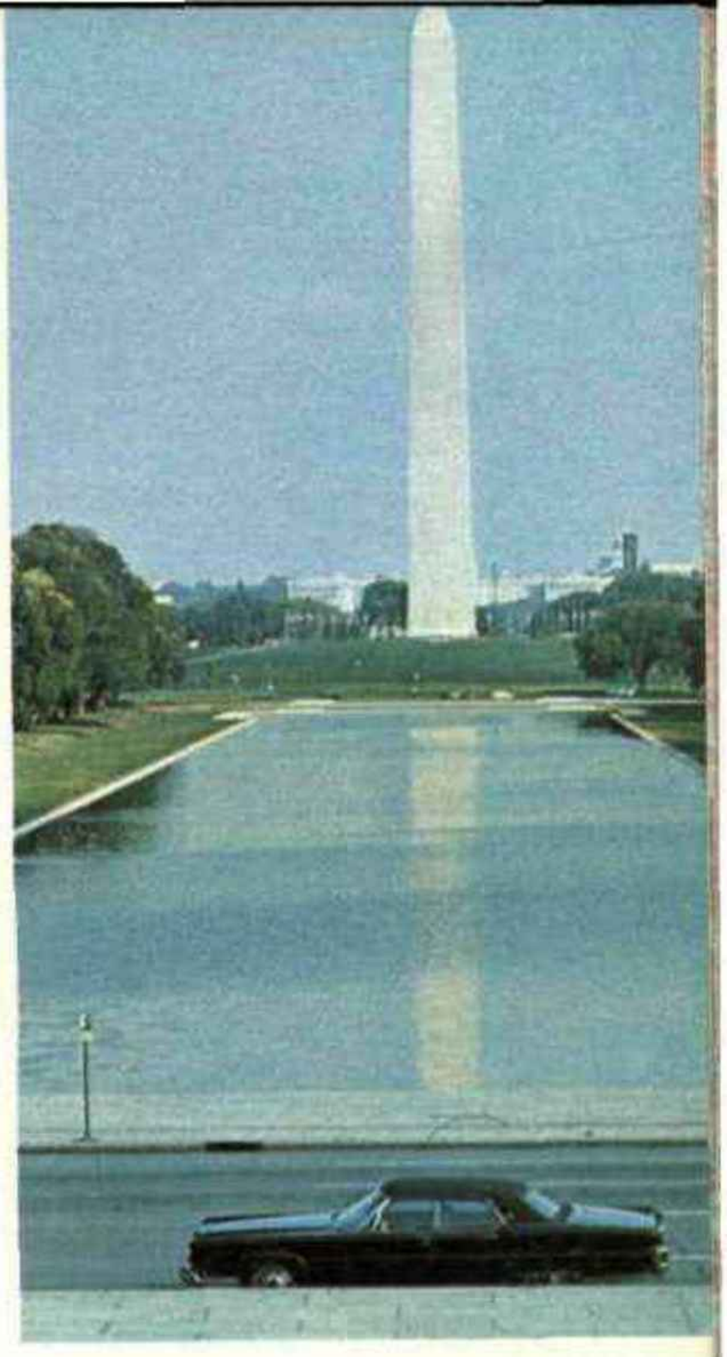
. . . the Salt Flats at Bonneville. The road from Salt Lake City past the Great Salt Lake to the flats seems never-ending. In fact it is only about 80 miles but the flat white salt and the lack of landmarks reduce feelings of speed and movement. This was not, however, an acceptable excuse for the Highway Patrolman who booked me ! Out on the salt the car stands against a naked horizon which shows the endless miles of nothing. The next shot is one more familiar for the hills in the background are those photographed in most of the World record-breaking attempts that take place every year when the salt reaches the right firmness. As the sun rose spectacularly in the south of Utah it went down in a blaze of colour which capped a crowded but memorable day.

From the dry arid West it was but a three-hour flight to the heat, moisture and succulent vegetation of the Florida Keys. This string of coral islands is linked by a highway which bridges the channels and mangrove-ringed islets to Key West, one of the oldest cities in the United States. *Below* is Ernest Hemingway's house which is built on the highest point of the Key (16 feet above sea level) and has the distinction of being the only house with a cellar ! There are many beautiful old houses like this, surrounded by tropical foliage. *Right*, a storm builds up over the Atlantic as the '74 Torino sits patiently waiting to return to Miami for the last part of the round trip, to the capital . . .





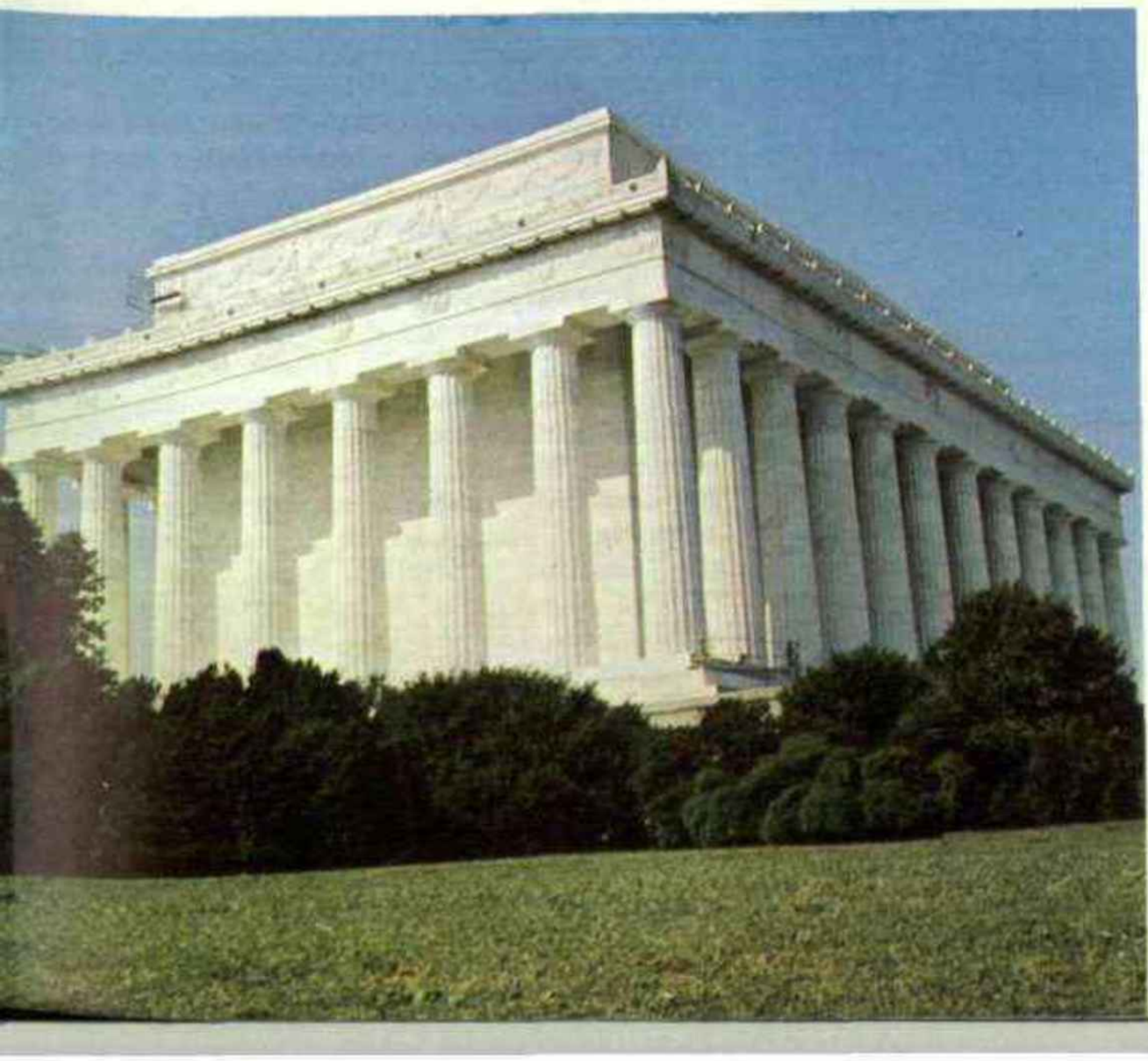


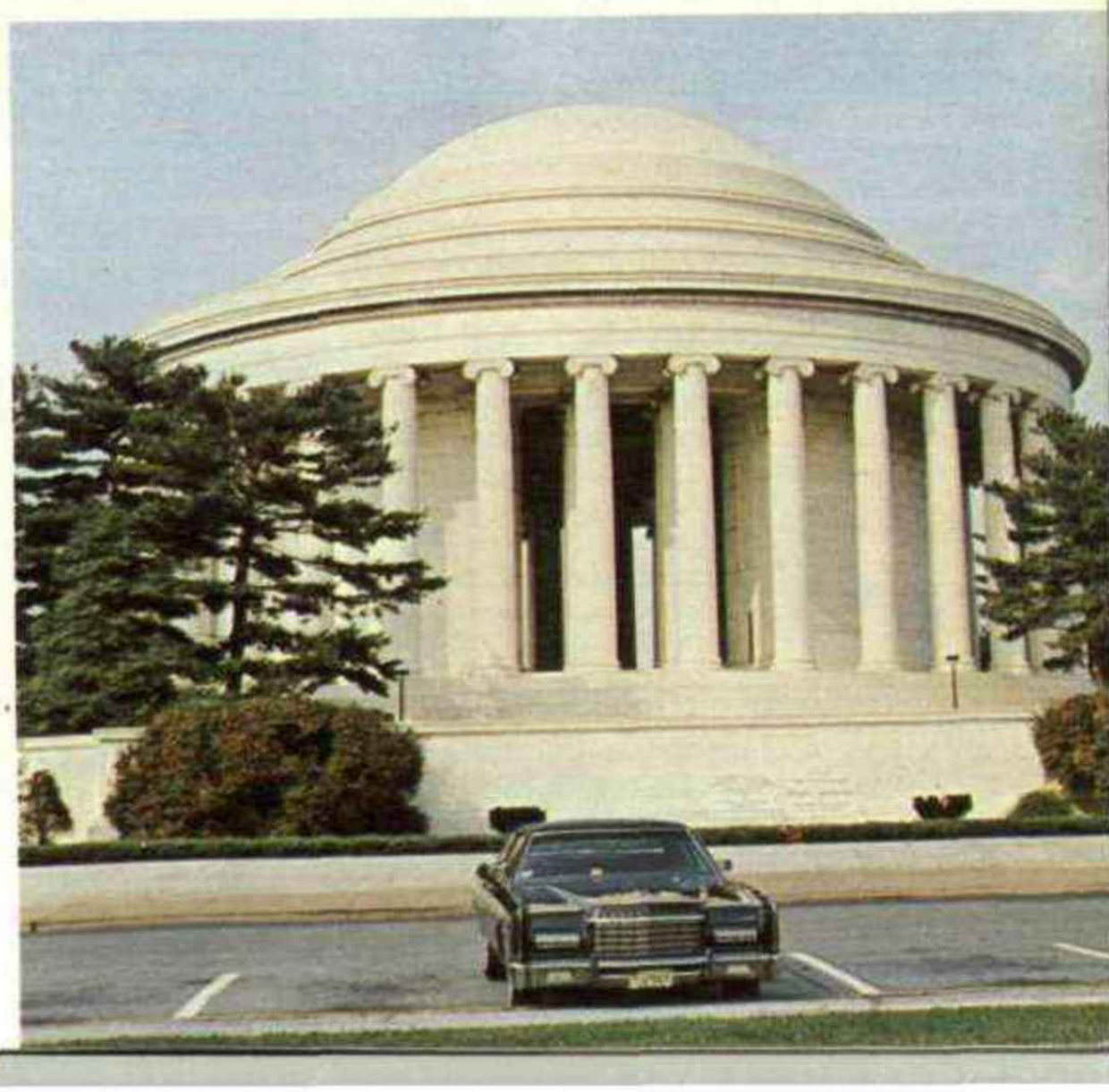


. . . Washington. The centre of the city has been laid out for maximum effect. As though in the middle of a cross the 555 ft. 5 in. high, 55 ft. square base Washington Memorial rises, here photographed from the pedestal of Abraham Lincoln (*below*), which is housed in a spectacular square colonnaded building (*bottom left*). At the opposite end to Lincoln is the Capitol, seen above reflecting in the lake provided for that very purpose. To the left and right of the cross are the White House photographed from the road and the round colonnaded Jefferson Memorial, outside which sits the Lincoln Continental which blended so well into this city's backgrounds.











ROAD TEST

Jensen Interceptor III

A relaxing experience

LIKE THE Aston Martin DBS V8 tested last month, the Jensen Interceptor III, with 7.2-litres in eight vee-formation cylinders to feed through its four-barrel Carter carburetter, is hardly the appropriate car to be using in the midst of a fuel crisis, but when the test was arranged with Gethin Bradley, of Jensen's PR consultants, Good Relations, at Motor Show time, imminent petrol starvation was far from our minds. On the basis that MOTOR SPORT failed to give in to the Germans in the last war, so why should we give in to the Arabs, we decided to proceed with the test, 50-m.p.h. limit notwithstanding.

In a week when Joe Gormless was enjoying his Christmas holidays while the rest of the country suffered, when Barber announced his mini-budget aimed partly at some of the people who can afford Jensens, while I sorted out first-house mortgage problems of the sort which people who can afford Jensens are unlikely to experience, and while the IRA bombed London, one such bomb exploding not much more than a quarter-of-a-mile from where the Jensen was parked, merely driving this magnificent West Bromwich-built machine at a fraction of its potential proved an enormously therapeutic exercise. It soothed the mind and body, shrinking surrounding problems into insignificance, which made me wonder whether some politicians and Union leaders must drive around in Jensens permanently, a much more satisfactory method of hiding from reality than burying one's head in the sand or living in cloud cuckoo land.

It had been some 2½ years since I had last driven an Interceptor for any distance, that being a Mk. II, ever since when I have had a soft spot for this Vignale styled car which on that occasion proved willing to reach a 137-m.p.h. maximum, threw a tread from a front Dunlop SP at 120 m.p.h. and virtually ran out of brakes, such was the thrashing they received. In external appearance the Interceptor, updated to Mk. III in October '71, has changed little since then, other than in the much enhanced looks of the wheels, changed from Rostyle steel to five-spoke alloy. However, rather more than a wheel change had gone into the Interceptor when a revised version of the Mk III was introduced in May 1972. The earlier 6,267 c.c. (383 cu. in.), 300-b.h.p. engine was superseded by a 7,212 c.c. (440 cu. in.), 284-b.h.p. unit of the same 109.72 mm. bore x 95.25 mm. stroke dimensions used in the Interceptor SP, the high-performance, 385-b.h.p. option of the 6.3-litre Mk. II and III which has been dropped because of emission problems.

Like all the Jensen engines since the CV8 appeared in 1962, the Mk. III's is supplied by Chrysler from the United States, along with the Chrysler Torqueflite Hi-Performance 3-speed automatic box, similar to that fitted as an option to the DBS V8, but in the Jensen's case a standard, no-alternative fitment. Interior appointments received detail alterations in Mk. III form, though there was very little to improve upon, but the brakes were left alone—few can be ill-treated as much as those were 2½ years ago, and 99% of owners will find little fault with them—and Dunlop ER70, VR15, SPs retained for RHD cars with Pirelli GR70, VR15 for LHD models, of 205 section.

The RHD Dunlop-shod test car, still in my possession as I write, is to 1973 specification, though few modifications have been made for 1974, all of them advantageous: the electric aerial is automatically controlled by the radio on-off switch instead of manually by a separate switch, the surface of the sun visors facing the occupants when they're in use is now black to avoid reflection, the instruments are given rheostat-controlled lighting instead of three fixed positions and the steering wheel has been restyled for looks and instrument visibility.

The Interceptor's shape may not have changed since its introduction at the 1966 Motor Show, but like anything else its price certainly has—£3,473 was the original tag and £5,340 bought the brilliant four-wheel drive FF, no longer available. Today a cheque for £7,179 is necessary to command ownership of one of the 30 cars per week rolling ever more rapidly (not long ago the figure was 10) off the West Bromwich lines, most of them destined for the States where they are marketed by Kjell Qvale, Jensen's major shareholder and controller of the purse-strings. By current standards of prices for luxury cars, £7,000 makes the Jensen almost the best value for money on the market, excelled only by Jaguar's unbeatable value. It is almost £2,500 cheaper than the DBS V8, partly justified by the Aston's coachwork, more sophisticated suspension and racing specification, hand-built, complex V8, offering superior performance, but not really by its overall impression from behind the wheel in automatic guise, and is roughly £1,400 cheaper than a BMW CSi or CSA if equipped with the options which are standard on the Jensen, a price differential which isn't justified at all in relative terms. It is capable of more than 135 m.p.h., will accelerate from 0-60 m.p.h. in not much more than 8 sec. and drinks fuel slightly more heavily than the Aston, at 10 to 14 m.p.g. All this is in spite of the massive engine being hampered by the fitment of US emission equipment, even for the British market, although one benefit is that the 8.2-to-1 compression ratio V8 will absorb happily almost any rubbish that the mechanical fuel pump will throw at it, right down to 88 octane two-star, which can mean quite a saving every time the 20-gallon tank is filled. The main drawback to the emission equipment is a severe restriction on power output, more obvious on paper than from behind the wheel, 16 b.h.p. less than the old 6.3-litre engine and 101 less than the SP whose engine was somewhat different in design and carried three twin-barrel Holley carburetters. I confess to not having driven an SP, but imagine that the performance difference between that and the current Interceptor must be quite marked. The difference between the latter and the old 6.3 if anything is one of improvement in spite of the power loss: it is quieter, smoother and obviously has more torque, which would seem to have required different settings in the gearbox, for change-down speeds appear to be lower. I had been warned by an acquaintance that this emission controlled engine had poor throttle response, or at least the car he had driven had. The test car's pickup is beyond criticism, smooth and progressive with no lag and certainly none of that run-on sensation after the throttle is closed from which some emission controlled engines suffer. Overall, my impression is that the new

engine's effect has been to make the latest Jensen much more obviously a relaxed and effortless luxury car rather than a sports car. It has simply made the performance a little more subtle by removing some of the bark without interfering with the bite.

For many years Jensen relied on glassfibre coachwork for the 541 and CV8, but today the Nordic wing symbol graces an all-steel construction, which at least is less prone to damage by careless hands and leaners than is that rather more delicate aluminium panelling of the Aston. Rust-preventative treatment is obviously first class, for early examples appear to remain free of the need for body-filler. The body is gas and CO_2 arc-welded to a massive tubular and boxed pressing chassis structure, which ensures strength and rigidity. After rust-proofing the body receives two coats of primer and three coats of final finish, all rubbed down by hand, followed by undersealing. It is a far cry from the multitudinous coats of paint applied to the Aston, but still, one gets what one pays for and while it does not have the Aston's mirror-like effect, nevertheless the finish is excellent enough to deter a self-respecting owner from feeding it into the barbarous tentacles of a car-wash, rather to set the gardener or chauffeur to work with a chamois.

Four quartz-halogen headlights grace the familiar front-end and at the other extremity is the unique "glasshouse" boot-lid, the curved Sundym heated screen opening to reveal a long, wide, flat, but fairly shallow, impeccably carpeted, 12 cu. ft. boot and an unobstructed view through into the interior. To enable more luggage to be carried, the rear parcel shelf within the boot lid can be removed by unscrewing a few knurled nuts. The lid is opened by means of a lockable lever in the driver's door shut-face and many an owner has doubtless cursed himself and Jensen when he has shut the door with the key remaining in the lock, with disastrous consequences to the head of the key. On the test car the lid requires a superhuman effort to release it from its catch. The spare wheel is carried in a wind-down tray beneath the boot, open to the elements, and it doesn't take much imagination to realise what road salt might do to the alloy spare. Winding-down mechanism is operated from within the boot by an adapter placed on the wheel brace, this, the Bevelift jack, spare fan belt and tin of paint being stowed in the centre rear of the boot while a comprehensive tool roll is carried in a compartment on the left-hand side of the boot. At last Jensen have moved the fire-extinguisher from its mounting in the boot, where it would have been accessible *after* the car had burnt out, to a clip below the front of the driver's seat. Another detail safety aid is a first-aid kit stowed in the capacious lockable locker between the two front seats.

Wide doors have automatic red warning lights on their rear edges when open, their quarterlights are fixed, but their main windows motivated rapidly by electricity only when the ignition is on, the passenger door can be locked electrically and remotely by a switch on the driver's door, though there is an over-riding manual lock too, and though the handbook and a hand-out photograph give evidence of door-pockets, the test car is bereft of them. There are generous full-length door armrests with door-pull apertures, large ash-trays are fitted, and the bottom front corner of each door contains a radio speaker, a further two being fitted one on either side of the rear passenger seats. The four speakers are activated by the standard specification push-button Radiomobile radio, or, for an extra £89.38, by the Radiomobile 108SR combined stereo radio and eight-track stereo, as fitted to the test car, or, for £161.05, a Philips RN712 stereo/radio/cassette player/recorder.

Six separate Connolly leather hides are used in each Interceptor, boast Jensen, and they're certainly put to good and beautiful use. The front seats are exquisitely comfortable, have reclining back-rests and built-in head-rests, each with a cloth-covered cushion attached by Velcro and have map-pockets in their rears. Rear seats are deeply and separately shaped, split by a wide arm-rest containing two ash-trays and continuous with the front console, and after travelling in the rear of a Mk. II for a couple of hundred miles I can vouch for their comfort. However, leg room in the rear is severely restricted when the front seats are in a normal position, meaning that the driver would have to suffer discomfort should he wish to carry a passenger behind him. To help him, the steering column is adjustable in and out by two inches. To one side of each rear seat is a traditional Jensen lidded locker, and there is an opening quarterlight (fixed on 1974 US market cars) alongside each seat. Apart from the moulded facia cowl, virtually everything that isn't upholstered in Connolly leather is treated to Wilton carpet, each front floor well being protected by a rubber heel mat.

The facia is excellently laid out to the advantage of the six Smiths instruments and Kienzle clock. In the centre of the facia, raised as close to eye-level as possible and angled in the moulding towards the driver are voltmeter, fuel gauge for the 20-gallon tank, oil pressure gauge and temperature gauge. Below them are four eyeball fresh-air outlets, in the centre of which is mounted the Kienzle clock, which the eyes, used to the ideally-positioned auxiliary instruments, are slow to locate. Directly in front of the driver lie the 160-m.p.h. speedometer with trip and 6,000-r.p.m. tachometer, red-lined at, would-you-believe, 5,100 r.p.m., the give-away to an extraordinarily lazy and under-stressed engine. To the right of that are a brake warning light with a switch to check whether the warning light is working or not, a typically American compulsory fitment—unless you happen to check the light at just the right time, if it doesn't work it probably means you're dead anyway—which usefully doubles up as handbrake and worn pad warning light as well as low, or non-existent fluid level warning. Further right is the disappointing control for the otherwise excellent two-speed wipers and four-jet electric washers: it is an identical Lucas switch to that fitted to my TR6, featuring clockwise turns for the wipers and push-in action for the washers. Whilst it works, it is not the sort of detail I would expect on a car of this class and I would hope that Jensen have plans to mount a finger-tip stalk on the vacant left-hand side of the steering column. The stalk on the right controls winkers and headlamp flasher only, the dip-switch being an organ pedal for the left foot to operate, an old-fashioned feature which I wouldn't



Sumptuous fittings and exceptionally well-positioned secondary instrumentation.

mind if it weren't for the fact that I use my left foot to operate the wide pendant brake pedal in this automatic car, and on occasions I have had to transfer my right foot to that pedal part way through braking in order to dip the lights.

The central transmission tunnel is a massive structure which effectively isolates the driver from passenger, yet adds to the feeling of comfort while leaving adequate foot room. The console on top of the tunnel is trimmed entirely in leather, though American market cars feature a polished wood inset. A row of rocker switches lies at the top edge of the console where it meets the facia, controlling from the left the optional fog lamps, the electrically-operated fuel-filler lid on the car's nearside (operable only when the engine is switched off), selector switch for the town and country horns, aerial switch (not fitted on the 1974 cars, with automatic operation), heated rear screen switch (without a warning light on the test car—or certainly not one that works), panel light switch (again redundant in 1974) and the lights switch. The radio lies below them and below that the rotary air-conditioning control switches, between which is a rocker switch to activate the air-conditioning pump. An aircraft-type sign below that screams "Fasten Seat Belts" if you haven't. Electric window switches flank the conventional automatic gear-lever at the front of the flat part of the console and at the rear are a hazard warning switch, parking light switch to override the main lights to operate the driver's side sidelights only, surely illegal now, a balance knob for the speakers and a cigar lighter. On the left of the facia is a lockable cubby hole, and underneath the facia a point for charging the battery. Naturally the 15 inch steering wheel, controlling a reasonable, for the car's size, 38 ft. turning circle at 3.4 turns lock-to-lock, has a hide rim.

Inertia reel seat-belts should retreat into the sidewall on either side of the rear seats, but prove loth to do so and are confoundedly difficult to grab hold of from the front seats. Push-buttons to release the buckles from the fixed centre mountings are on the bottoms of the mountings, awkward to get at because of the centre console and seats and would be better switched to the tops. Belts are comfortable enough once they are on, but like most other installations their design is far from perfect.

Frequent reminders from passing pedestrians when walking away from the car after locking it have been invoked by the unusual feature of a thermo-switch connected to the interior courtesy lights, so that after the doors are closed the lights stay on for anything up to 30 sec., depending upon the temperature, before extinguishing themselves automatically. These two lights, each with a self-contained switch (a remote switch on the console would be far better) are situated above each door and aren't really bright enough to allow a London A to Z to be read.

General impressions of driving the Interceptor belie the old-fashioned and almost primitive design by current sophisticated standards, of the suspension, not too far removed from that of the old Austin Westminster. The live rear axle is suspended by semi-elliptic, dual rate cart springs with rubber button interleaved separators. The only other location is by a Panhard rod and Armstrong telescopic dampers. Independent wishbone-type front suspension has coil springs, telescopic shock absorbers and an anti-roll bar. The arrangement couldn't be much less sophisticated yet it works admirably and has the added attraction of being relatively cheap and easy to maintain. Indeed the whole car requires very little more routine maintenance than an ordinary family saloon: service intervals are restricted to every 4,000 miles, when attention is required to, among other things, the good old-fashioned chassis grease points. This compares with every 2,500 miles for the DBS V8!

Adwest power steering is fitted as standard, and while it is fractionally inferior in feel to that fitted to the Aston Martin, it is slightly lighter without being too light. In other respects the Jensen feels a much easier car to drive, particularly with regard to parking and driving through narrow gaps, though this is no scarecrow at 5 ft. 9 in. wide, the Interceptor being 3 in. narrower than the DBS.

Girling ventilated disc brakes are fitted to all four wheels, 11⅜ in. diameter at the front and 10¾ in. at the rear. There are separate systems for front and rear brakes with a tandem master cylinder, direct-acting servo, aided by a vacuum reservoir in the main chassis tubes, and with a load-conscious valve to prevent rear-wheel lock-up. Like the Aston, the brakes become quite rough while driving around London, once again a fair amount of gearbox creep and high tickover speed needing their frequent, light application. The pedal isn't firm enough for my liking, but they stop the 35.7 cwt. car effectively from the speeds used in this test, if not inspiring the same confidence as those of the Aston. A hand-brake lever of non-fly-off type nestles between the driver's seat and the console, from where it operates self-adjusting pads on the rear discs and seems to have no problems holding the heavy car.

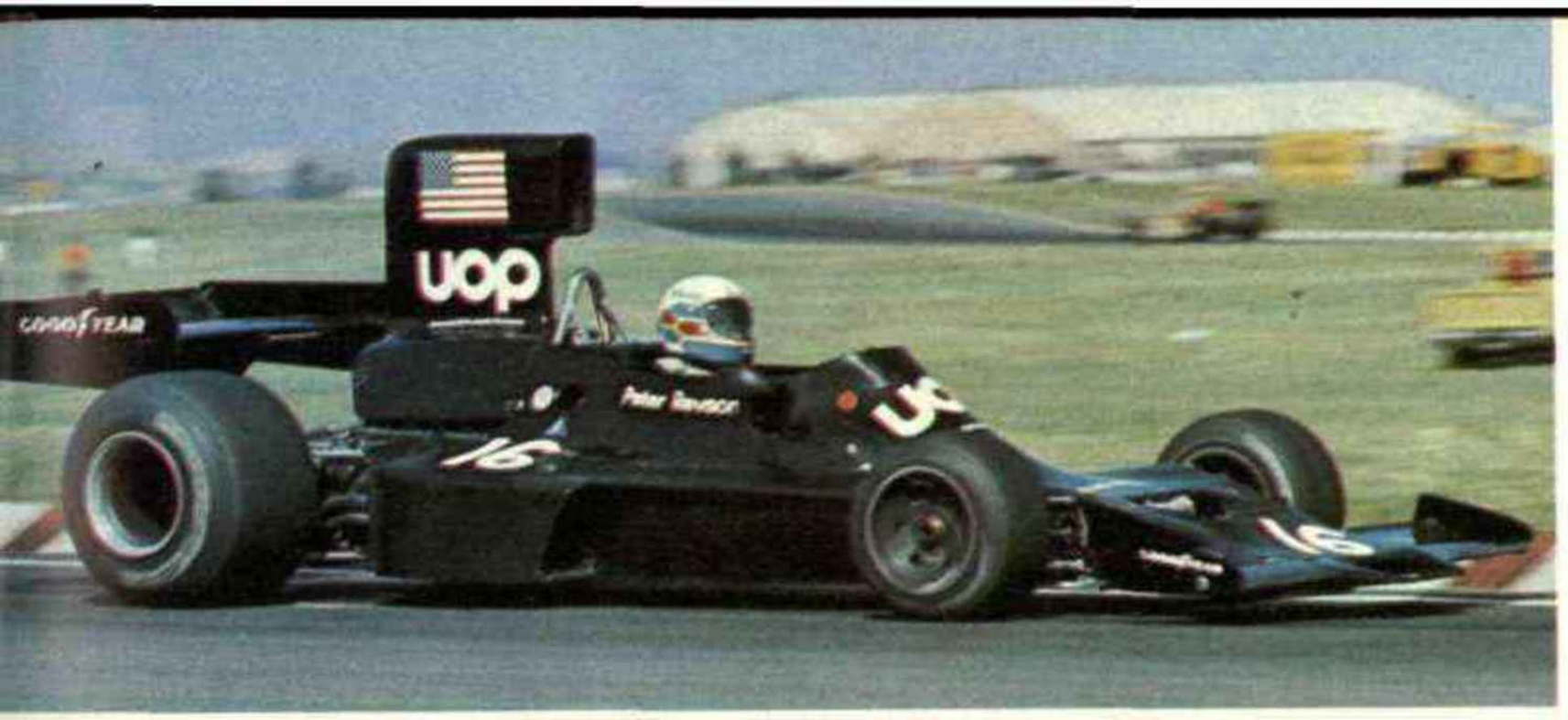
In general the Interceptor's handling is reasonable, its ride comfortable, while remaining firm enough to give good control without reverting to the sogginess of a Rolls-Royce system. However, it is far from being as sure-footed as the Aston, once again, and needs delicate control in the wet, particularly under power, when the rear end, in spite of a Salisbury Powr-Lok differential, can soon lose traction and sideways adhesion—and it is not an easy car to regain control of. This is very much a car to treat with respect when cornering at speed and really it is much more at home travelling flat out down motorways and autoroutes, when I recall that the Mk.II I referred to earlier was no noisier and no less stable at over 130 m.p.h. than it was at 80. Apart from a distant hum, wind-noise is non-existent at any speed and the big V8 behaves as though insulated in a sound-proof box. The Mk. II gave quite a marked V8 warble when opened up, while the Mk.III's 7.2-litre engine is almost completely unobtrusive. When the throttle is floored the gearbox changes up at 40 m.p.h. and 76 m.p.h. or on a light throttle at 11 m.p.h. and 15 m.p.h. with the engine at not much more than tickover speed. Maximum speeds in low and intermediate gears available by using the manual hold are 48 m.p.h. and 82 m.p.h., but this is purely academic, for this super-smooth engine can be left in Drive more happily than any other automatic car I can recall. Progress is lazy, effortless and utterly relaxed, it is a tremendously easy car to drive when not trying to break any records, yet when overtaking performance is required, kickdown gives a tremendous thump in the back, the start of impressive and safe acceleration which keeps this Jensen well up in the league of the World's high-performance cars—certainly of the automatic variety. On the other hand, the current 50 m.p.h. limit is no real problem the V8 burbling happily (and quietly—tappets are hydraulic) at less than 1,500 r.p.m. with the occupants surrounded by almost absolute silence, breathing dehumidified air through the standard air-conditioning equipment, which is less satisfactory at maintaining suitable constant heat than it is at demisting the interior. For this last trick the air-conditioner itself must be switched on—using just the heater causes a worse fog than ever. The rotary knobs are convenient to operate and usefully illuminated at night.

Starting those eight cylinders from cold is equally drama-free: the throttle is depressed fully and slowly to activate the automatic choke, after which the pedal is left well alone, the key is turned and the engine invariably fires and can be driven away smoothly and cleanly immediately. The hand-book warns that a small amount of throttle should be applied when starting a warm engine and that 15 sec. of churning is not unusual—the test car starts instantly with no throttle. Twin thermostatically-controlled electric fans and a 28-pint cooling-system keep the engine cool when it is warm and for customers who may use their cars regularly in hot climates—standard for the States—a louvred bonnet is available as a no-cost option as an aid to removing unwanted underbonnet heat.

After more than seven years, the almost futuristic Vignale body style is almost undated and the Jensen Interceptor remains the epitome of the high-speed executive express. It would benefit from a more sophisticated chassis design to improve its high speed cornering behaviour (not that it does a great deal wrong—it just feels that it might) and beyond that this hand-built West Bromwich product rivals that product from Crewe in terms of comfort and silence, is more relaxing to drive because it is more compact and has far more precise handling and is faster. What more could a man require who doesn't want an out-and-out sports car, but wants something more individual that an XJ12.—C.R.



Plumber's nightmare and driver's dream — the 7.2-litre, emission-controlled, Chrysler V8

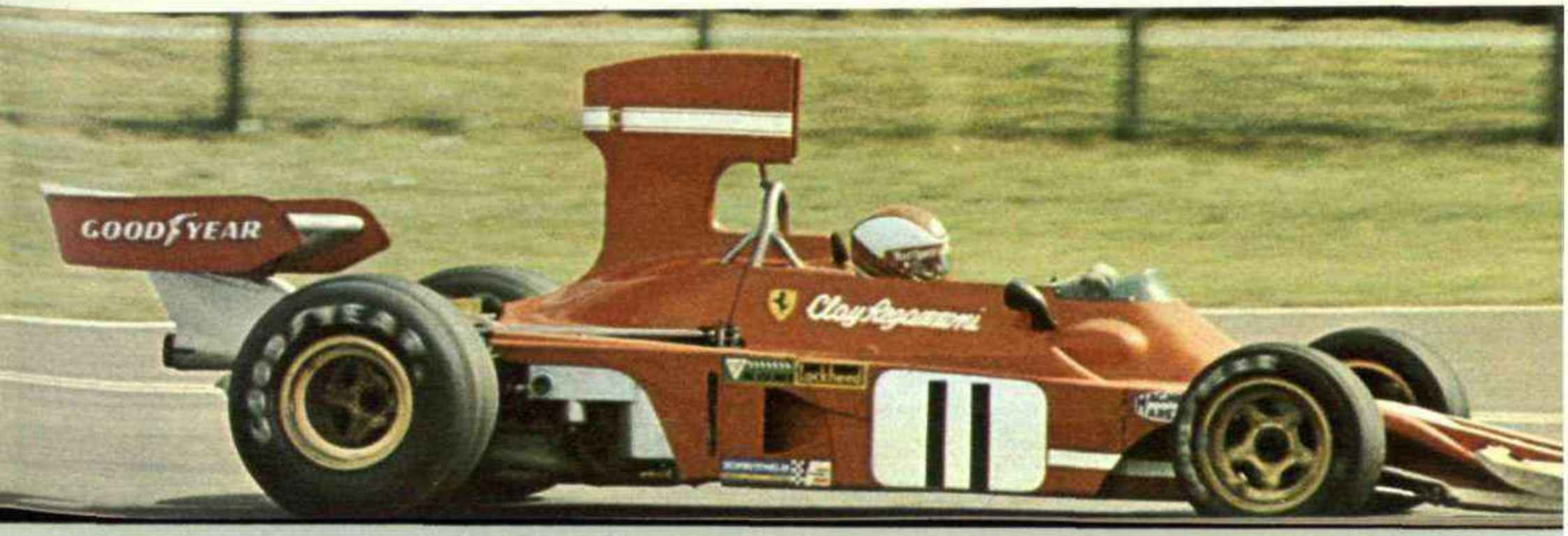


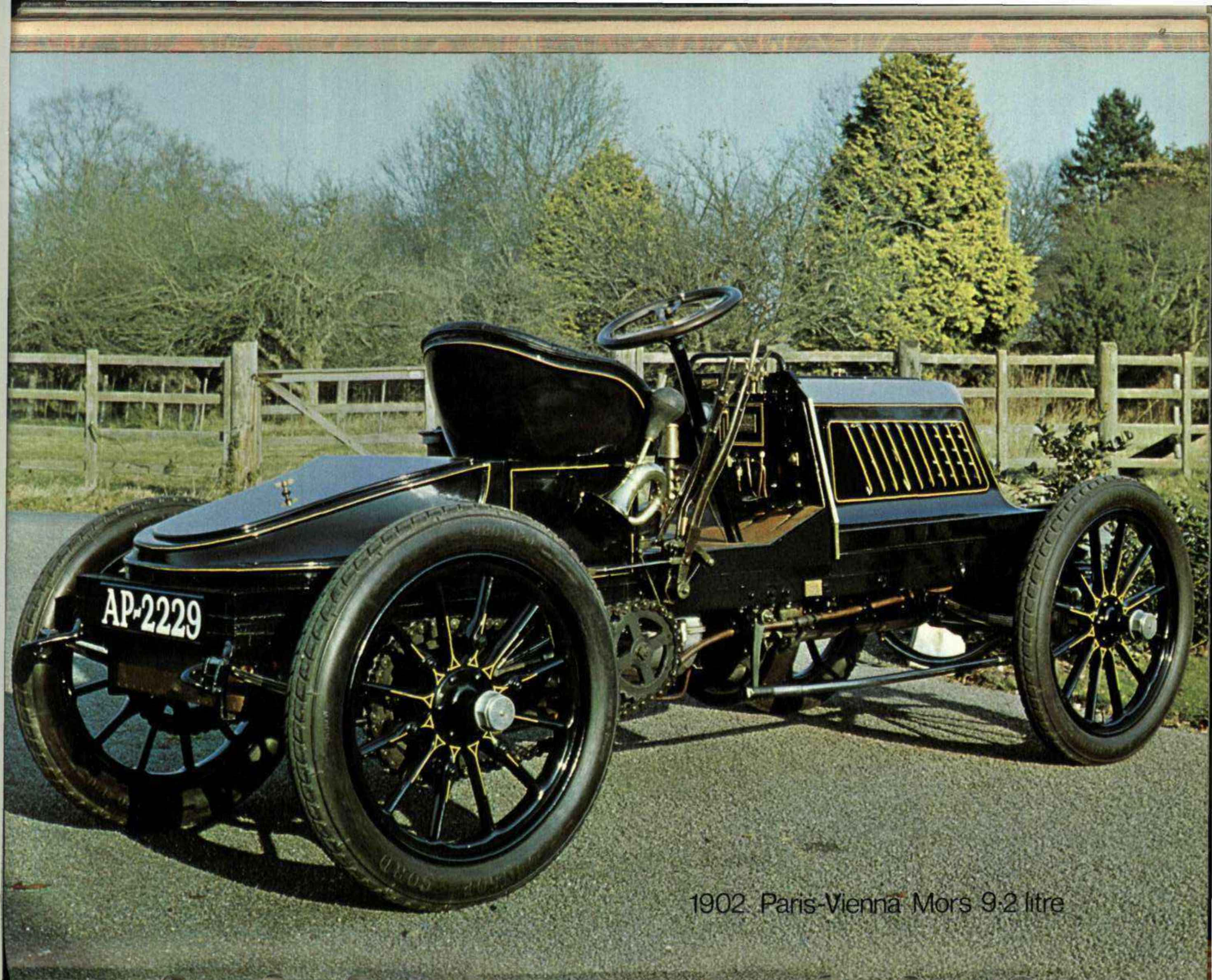
NEW CARS IN ACTION

From top to bottom: The UOP Shadow driven by Peter Revson, the Embassy Lola with Graham Hill at the wheel, the new March with Hans Stuck driving, and Clay Regazzoni in the latest Ferrari.









1902 Paris-Vienna Mors 9·2 litre

Letters from Readers

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

Service

Sir,

Speaking of after sales service I would mention that about 1966 I had an early Mercedes 250SE. This proved to be most unreliable and left me stranded five times. The guarantee on this car was for 12 months or 12,000 miles and when it made expensive noises at 11 months and 11,000 miles, Mercedes, without quibble, supplied me with a new car to my choice and colour, and this subsequently proved satisfactory in every way.

I wonder how many manufacturers would do this?

Stevenage HANS EDWARDS

Pooled Results

Sir,

If the current shortage of petrol continues and motor racing is banned throughout Europe, will the Grand Prix results be decided by a committee of the FIA in the same way as the Pools Promoters guess football results when it snows? Please ask D.S.J. to assure all readers this will not be the case. Unless, of course, Graham Hill and James Hunt won all the races in British cars.

Skipton A. W. HODGSON

Po-faces

Sir,

I am surprised that Mr. Gordon Sorber found my remarks about the ban on musical and multi-toned motor horns "hysterical". They were intended only as an introduction to a mildly light-hearted attempt to pull the chain upon the insidious activities of regulation-mongering bureaucrats.

I hope Mr. Sorber will not be mystified by the expression "pull the chain" which I deem to be not inappropriate to "po-faces", though I must confess to finding it difficult to give him the precise etymological definition he seeks. As the "po" in "po-faces" or "po-faced" is nothing more than the *pot de chambre, vase de nécessité* or common English chamber-pot I suppose it could be said that the expression arose because the haughty, superior, distainful expression one associates with minor officials and jacks-in-office is not unlike the pained expression of one who urgently desires to make use of a "po" or its equivalent.

Potbridge ANTHONY BIRD

Non-M of T Tested

Sir,

In recent months there has been a lot of talk about MoT tests and the EEC standards.

Recently I had to get an excavator to cut and fill. The machine that arrived on site was a five-year-old 3c JCB. On giving the driver his instructions, I had a look at Mr. Bamford's product and I was disgusted with the state of repair.

Three inches play in the front wheel bearings. Brakes, well the pedal went to within two inches of the floor, the steering had five inches of play before the spongy feeling of the fluid took up.

This JCB is taxed and used on the road. On asking about MoT I was told they are not needed. On walking away in disgust I saw the rear light had no glass.

In my opinion I reckon it's about time these monsters were tested and the vintage boys given a chance.

Bromley A. SHEPPECK

Opinion on the Triumph Dolomite Sprint

Sir,

I am well pleased with the Triumph Dolomite Sprint, and quite content, as yet, to suffer its faults. However, considering how long many of us waited to see it marketed, it is disappointing that they are there at all really.

When I rang the supplier to thank them for an enjoyable car, but to point out that it had started not to go into reverse the bland reply was: "Oh, none of them do".

On Michelin ZX its roadholding, etc., is better than I had anticipated. With overdrive and with less of the early ones' very bumpy *low* speed ride it could be almost many people's practical ideal, though more boot space and better headlights would also be needed, I think.

I have been meaning to write to you to remark that I believe Col. "Goldie" Gardner's record breaking MG pre-war had a quartic steering wheel, as well as the inwards inclined valves, of course!

Thank you for many years of escapism over the years.

S. Wimbledon E. H. O. MITCHELL

Fifty Forever?

Sir,

On this first day of "voluntary" reduction of speed on our roads in an abortive effort to stave off the onset of fuel rationing, I am greatly worried by two factors.

Firstly, I fear this is the ready-made excuse our transport ministry have been waiting for to lower the overall speed limit on our roads, for all-time, to a dreaded 50 m.p.h. and, secondly, even on day one, the quite appalling bunching and nose-to-tail effect this is having; which should be a severe lesson to those in authority not to countenance such a move, but I fear that it will have the opposite effect.

Please continue to campaign hard to keep the *status quo* and preserve the marginal "freedom" we still enjoy.

Southwater M. C. HOLT

Press Rally Coverage

Sir,

Once again the soccer and horse racing-besotted Press have missed one of the big action stories of the year. I refer to the RAC Rally—the World Cup and Grand National of motoring sport—and am moved to question the criteria of the Press in assuming readership interest in any particular activity.

The RAC Rally is undoubtedly one of the most prestigious events in the world of motoring sport. This year it was estimated—and the event is so scattered Nation-wide that one can do no more—that more than two million people watched it, many of them turning out to the remoter and more inhospitable areas of Britain at all sorts of ungodly hours. This year 18 nations were represented and there were sixty foreign entries in the field of 200.

Why, then, do newspapers first of all not recognise rallying as a sport—the bald reports are almost without exception in the news columns—and why do they apparently believe that no-one in particular is interested?

No other single event in this country attracts greater spectator support; 7,000 Club members give up their time not only on the day but for weeks beforehand to ensure the smooth running of the special stages in the world's best organised rally. And yet, with the exception of the *Daily Mirror*, who sponsor the Rally, coverage is sparse. The drama, the spills, the thrills are all missed. Is it not time the Press reassessed its priorities and accepted that rallying is one of the most popular sports in Britain?

Birkby M. KNUTTON

[Could it be that when one big newspaper sponsors an event this is a signal to the rest to virtually ignore it? We got the news we wanted of the closing stages of the RAC Rally while driving somewhere between Burford and Newbury. But one aspect troubles us. The position of the rally leaders was described as one car being so many minutes and seconds ahead of another. Any lay-person listening (or listening-in, as we used to say in 2LO days) could be forgiven for believing that a furious road-race, rather like Paris-Madrid, was at that moment impinging on York. Which isn't the case at all, is it?

—ED.]

No Green Covers!—or Over to the GPO

The country's in a shocking state,
We're falling as a nation,
We rapidly become third rate,
The victims of inflation.

Made in GB,
That once proud line,
Just isn't what it used to be.
We suffer a decline.

Our cars won't start,
We make too few,
They fall apart,
It just won't do.

About to fall, we're worth * * * all,
All strikes and blow you Jack.
But we'll take all, rise or fall,
Get up and come right back.

All this and more we'll tolerate,
Our country's in a shocking state.
But things have really gone too far,
When MOTOR SPORT is late!

Summercourt IAN S. BOLTON

A Happy Alfa Romeo Owner

Sir,

After 30,500 miles (in under 28 months), I have just changed my Alfa Romeo Berlina 1750 for an Alfetta. The only serious trouble experienced has been clutch failure at 29,000: Otherwise, apart from wear on n/s front tyres and on two occasions need for carburetter adjustment, it proved a magnificent car. Fuel consumption was 26-28 m.p.g. on 97 octane and oil 2,000 m.p.p. As mentioned in my letter last year, the steering, brakes and roadholding were sheer delight, making long journeys a pleasure. The comfort of the seats also deserve praise, as does the spacious boot.

In conclusion, may I reiterate my advice to new Alfa Romeo owners to join their local branch of the Alfa Romeo Owners' Club, where they can be sure of a welcome.

Bury St. Edmunds CHARLES P. BRODIE

Subscriptions

Sir,

I simply must respond to your editorial comment on cost in the final issue of 1973.

It has been a fabulous year for me and, I hope, for all enthusiasts. I have had the thrill of seeing Peterson lap Silverstone at over 138 m.p.h. (in the last few minutes of practice) for pole position, Ickx in a reasonably competitive car for a change (at Nurburgring) and the wonderful duel between Mars and Quester in the last Group Two TT race which we may see for some time. I have re-lived all these moments subsequently, through your pages, including the shudders that ran through me when Jody hit the pit wall just in front of me.

But I have also, thanks to your pages, been to all the other great races and enjoyed D.S.J's colourful and refreshingly frank letters and comments, and stared with sheer pleasure at the superb colour pictures which I retain for years.

I recall one of D.S.J's letters commenting on the fellowship which he felt existed among subscribers to MOTOR SPORT and I agree whole-heartedly. I have had the pleasure of meeting your Continental correspondent—at Nurburgring during the German GP meeting—and I would like to say for the benefit of less fortunate readers (sparing his blushes, I hope) that I found him a warm and friendly person who is quite obviously a true enthusiast whose main aim in life is to share with those who are not so lucky as he the thrills and heartaches, hopes and despairs that come from being involved in surely the most colourful sport of all.

Please, Mr. Boddy, don't feel bad about asking us for 20p per month to experience all this. Long, long may you continue.

West Moors F. J. DUNIES

[Your humble servant sir—but editors don't dictate production costs.—ED.]

Possible Cure

Sir,

I am a very satisfied owner of a TR6 bought some eight months before PGN 769L which appeared so prominently in your article "The Tale of a TR6". I find this article very distressing since in my view the TR6 is an excellent car; especially in its fuel injection form. However, I am a Consultant to Messrs. Rupert Ledger of White Waltham, Berkshire. This company imports high efficiency American industrial two-strokes and has recently formulated a special silicone two-stroke oil for these. This is marketed under the trade name Uni-Pak but at the moment its distribution is restricted to agricultural and industrial users.

My TR6 LPB 812K is a test vehicle for the evaluation of these high performance lubricants and as a result of some of our observations we think that we have gained an insight into some of the problems suffered by the engine of PGN 769L.

Taking the spark plug problem first, I removed the plugs as fitted by the manufacturer and submitted *Japanese* plugs made by NGK, type BP7ES. The points and condenser were removed and an electronic ignition system made by Lumenition substituted. A Lucas high-voltage coil replaced the standard one. I strongly recommend any TR6 owner to do as I have done. Plug gaps can be increased from 0.6 mm. to 0.7 mm. Starting, power output, and torque low down in the rev. range is improved.

The improvement in plug performance is of course due to the internal copper cores of these Japanese plugs and their excellent ceramics. It is a pity that I have to give this advice but I have raised most of these matters with the relevant English manufacturers with regard to sparking plugs.

Fuel injection systems are evidently giving a great deal of trouble at the present time and seem to be falling out of favour with many manufacturers. This is a pity for in my view they are quite the best method of supplying fuel to an engine.

Two-strokes until relatively recently were also falling out of favour, so I think that we ought to look at the common factor in these two systems and that is of course *petrol*. Petrol, if it is contaminated with small quantities of water, can support a thriving colony of bacteria, yeasts and mould. These produce gums and under certain conditions quantities of acids. This process is often described in the literature as bacterial degredation of fuel. The average motorist is quite unaware of all this. A discreet silence has been maintained in certain quarters. Two-stroke engines have suffered severely from gums in degraded petrol. I think the fuel injection systems are in many cases, at present suffering from the same sort of contamination.

I would suggest the following sequence of events in a typical TR6 fuel injection failure:

(i) The driver goes on an extended journey and buys petrol from an isolated garage or runs out of petrol (9 gallon tank!) and receives petrol from a dirty can.
In either case his tank may be contaminated with water and living organisms.

(ii) These organisms then penetrate into the fuel injection system and there the warmth of the engine provides ideal culture conditions so that they multiply to produce gum and acid.

(iii) Eventually the fuel injection system becomes blocked, this may in turn cause the electric motor to fail through overload.

(iv) The car stops without warning and in many cases the publicity given in the Press is very bad for the manufacturer.

Silicones, in a complicated formulation which is a secret process, can be added to a motor oil so that when the temperature rises, as in the engine, the silicones go into solution. Not only do they do this but they also bond on to all the hot metal surfaces. To this covering silicone layer is bonded another of aligned oil molecules. In other words an oil film of very great strength is attached to and interposed between all moving surfaces. There is virtually no cavitation in bearings; friction is very much reduced and lubrication substantially improved.

Field trials with Uni-Pak silicone oil in the two-stroke engines that Rupert Ledger import from the United States clearly indicate that the "gumming problem" is virtually eliminated. In a petro-oil system the internal surfaces of the carburetter are covered with a layer of silicone and the gums do not stick; they are simply washed through and burnt in the combustion chamber.

With this in mind I decided to try Uni-Pak silicone oil as an upper cylinder lubricant in my TR6 with the hope that what had been achieved for the two-stroke engine would now be accomplished in the fuel injection system of my TR6.

The oil in the crankcase and the gearbox has had silicone added to it since the car was new. This has yielded very smooth running at *all speeds*. Oil consumption without the upper cylinder lubricant was in the order of one quart for every three thousand miles. With the addition of Uni-Pak silicone oil to the petrol, oil consumption has dwindled to zero and at sixteen thousand miles there has been no trouble from the fuel injection system, other than the odd injector "popping out" (more about this later). So as in the two-stroke engines Uni-Pak silicone oil seems to be keeping my fuel injection system clean.

Experiments suggest that Uni-Pak silicone oil is most effective in the ratio of one-third of a pint to twenty-five to thirty gallons of petrol.

Garages have the disconcerting habit, when servicing fuel injection cars, of driving them on to ramps on full choke. This can cause an injector "to pop out" with consequent flooding of the cylinder concerned with petrol. Even if the injector is changed it is very difficult to bring the cylinder back to life unless the ignition system and plug system is up-graded in the way I have described.

Because silicones are present in the crank case and are coming in with the petrol supply to my engine, cold starting is made very easy, inasmuch that the engine turns over very readily on the starter and lubrication is more than adequate, due to the bonded oil film, in the first few minutes of cold running. Therefore when I start the engine I use the choke for the first few firing strokes only and then release it. R.p.m. are then rapidly brought up to 2,000 with the engine "off load" for a couple of minutes. The car can then be driven away. Of course I realise that I am at an advantage here

compared to other TR6 owners in that one can only do these things when there are "super lubricants" circulating within the engine. However TR6 owners should watch things in this respect when their cars are serviced.

Up till now, no attempt has been made to put this two-stroke oil on the motor car market as an upper cylinder lubricant. Of course motorists by writing to Messrs. Rupert Ledger can purchase this oil. However it is now obvious that in this oil lie the beginnings of a solution to the fuel injection problem in Triumphs and other motor cars. My TR6 LPB 812K has been everything that "Pig-in-'ell" was not and there have been other benefits besides, lower oil consumption, lower petrol consumption and of course a beautiful smooth engine throughout the rev. range. All this, important in these days of impending energy and fuel crisis.

It would be useful to get your readers' views as to whether they would like to be able to purchase this oil as an "upper cylinder" when they buy petrol. In my personal view the TR6 is an excellent car fot reasons other than its acceleration and road-holding.

I, like many others, suffer from back trouble or lumbago. This car is one of the only cars that I can drive; this is due to a combination of three things—firstly the excellent seating, secondly the suspension and thirdly the smoothness of the fuel injection engine. It annoys me considerably to see in many instances other TR6s marred by these problems.

I find your remarks concerning the reduction of power output due to the change in camshaft design very interesting. If Triumphs wish to meet the emission regulations it would be far better to do it by re-designing the head so that the combustion chambers are hemispherical and to use "gas swirling techniques" to delay the rate of burning slightly. I believe that most of these techniques have been used in the Aircraft Industry in relation to the piston engine and I wouldn't be surprised if most of the patents hadn't lapsed by now.

To finish, I only use Michelin X tyres and when my TR6 was new, I had it "Zeibarted" and have in consequence suffered *no* rusting problems whatever. The additional £36 was well worth while.

Cobham, Surrey MICHAEL S. BINGLEY, B.A., Ph.D.

Good Service from a BL Mini

Sir,

On the 8th August 1971 I took delivery of a new Mini 1275 GT and after 42,500 miles have never regretted it.

Faults have been trivial, such as the fan belt slipping, following garage servicing, and the window winder giving its best impression of Cape Kennedy "abort". A de-coke has been the most extensive engine work.

Regular tyres replacement was expected—virtually a total of two new sets were consumed. Purists bemoan the passing of the Cooper and "S" and one such devotee called the GT a "poor substitute" but if British Leyland could get rid of those boy-racer stripes, tizzy facia and fit a Stage I kit (at least) as standard then perhaps in later years I may also join the ranks of the nostalgic.

Bexley A. MINCHIN

To Coast or Not to Coast

Sir,

I wonder if you can identify the source of and shoot down the popular canard that coasting is illegal and/or unsafe. In these hard times of fuel shortage (real or man-made), it is a crime against all intelligent motorists for (to take but one example) the motoring correspondent of a leading Sunday newspaper to write "Never coast with the gears in neutral," and most drivers I have spoken to on the subject seem convinced that coasting is illegal.

It is, of course, absurd to coast out-of-gear in certain situations, just as it is absurd to put the steering wheel over to full-lock when doing 70 or whatever on the M1. It is equally absurd to forbid or discourage coasting at all times as it would be to forbid or discourage using full-lock when manoeuvring into a tight parking spot. I have coasted whenever road and traffic conditions and my personal sense of urgency have allowed for the past 45 years to the substantial benefit of my pocket and the marginal benefit of the world's petroleum reserves, to say nothing of the country's balance of payments. What's more, I have had fun out of judging just when to start coasting so that I arrive at whatever obstruction may be impending without having either to stretch my coast with an extra touch of power or to waste valuable kinetic energy in heating up the brakes—and without inconveniencing other road users. Driving this way I regularly obtained 40 m.p.g. from my PB Midget, of the thirties, and get 23 m.p.g. from my current 2.8-litre manual-and-overdrive XJ6 on reasonable runs and 20+ m.p.g. on shopping trips of no more than 3 miles. Not once have I been in any way embarrassed by coasting, though I have vivid memories of a long descent on one of the Clee Hills in an SWB Jowett two-seater, with the foot brake operating only on a contracting band just behind the gearbox from which oil leaked liberally onto the linings. The smell and smoke that rose through the floorboards linger in the memory . . .

Stoke Poges F. SOLARI

Freewheel Support

Sir,

I was most interested in your comments (Editorial, December MOTOR SPORT) on re-introducing the freewheel, for much of my motoring over the last two years has been in vehicles so equipped. Surely the mode of transmission is the most important single contribution to a car's character, and the inexpensive freewheel has, in my opinion, transformed some otherwise dull motor cars. During the last decade I have owned cars with varied transmission systems from conventional gearboxes with synchromesh (NSU 1200 C) and without (Fiat 500), to a three-speed preselector gearbox with the first gear brake band doubling as "clutch" (Armstrong Siddeley Twelve), a four-speed preselector gearbox with centrifugal clutch (Riley Lynx 12/4), and an automatic gearbox with torque converter (Armstrong Siddeley Star Sapphire). Quite the best compromise for me was the conventional gearbox with freewheel (Rover 60, Auto-Union 1000), for once the car was under way, the clutch pedal could be forgotten, upward and downward changes along with selection of neutral in anticipation of a halt, being effected without any assistance from the clutch. The system also demonstrated great economy benefits and allowed a useful measure of "preselection" in town driving. Furthermore the strain upon the transmission components was presumably reduced, for both cars were entirely trouble-free in this respect during my ownership.

Sheffield A. PETER FAWCETT

Wolseley 18 h.p. v. Cooper S

Sir,

The comparison of Citroën GS/Lanchester LD10 made by your correspondent Mr. R. W. Ramage was most interesting Some months ago I exchanged a 1971 Morris Cooper S for a 1947 Wolseley 18 h.p., my only regret being that I had not done it earlier. Whilst the Wolseley is not a good car, as the Lanchester is, a comparison of Cooper and Wolseley is useful.

1. Safety.—The sedate style of driving in the Wolseley lends itself to safety. This is borne out by insurance premiums. Further the driver of the Wolseley is able to see over cars in front, whereas Mini drivers usually have to guess what is happening up front.
2. Gearbox.—The gearchange of the Wolseley is vastly superior to the Cooper.
3. Ecomony.—Although the Wolseley drinks 75% more petrol, if capital cost and lack of depreciation are taken into account the Wolseley is cheaper to run. One bad point against the Wolseley is that both cars' fuel tanks accept no more than 10 gallons.
4. Suspension.—It seems reasonable to say that suspensions on both cars equate well to their respective performances. However, the Cooper's hydrolastic tends to induce car-sickness to passengers. Also the ground clearance of the Cooper is quite insufficient for the rough roads of this country.
5. Comfort.—The Wolseley seats five in comfort and the Cooper seats four in discomfort. It is possible to drive long distances in the Wolseley and feel little fatigue. The opening windscreen of the Wolseley is appreciated in this warm climate. Also the leather seats of the Wolseley do not induce perspiration, unlike the plastic seats of the Cooper.
6. Maintenance.—The Wolseley is far easier to service; indeed it is possible to crawl underneath without resource to jacks, and longevity is aided by a plentiful supply of grease nipples.

At a mileage of 20,000 p.a., most of it on business, my comfort is paramount. To my way of thinking the disadvantages of the Wolseley are heavily outweighed by the advantages. Like your correspondent I am not prepared to spend three times as much money on a new car, and still have an indifferent car.

Incidentally, to keep a sense of proportion, I enjoy getting out of the Wolseley and driving my 1929 Morris Cowley. The latter car, in comparison, is a delightful small car.

Cremorne, NSW J. M. LOVERIDGE

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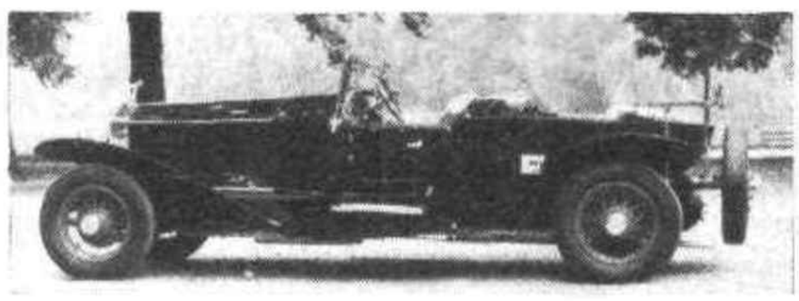
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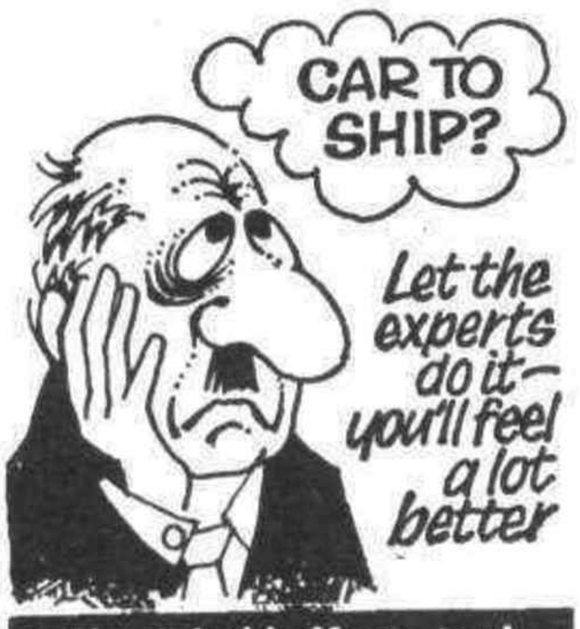
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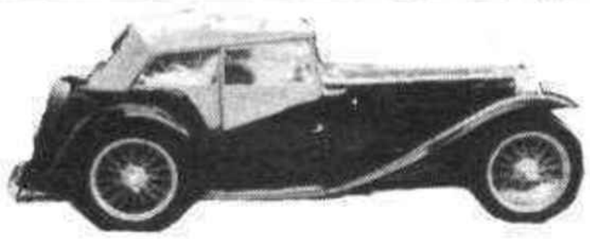
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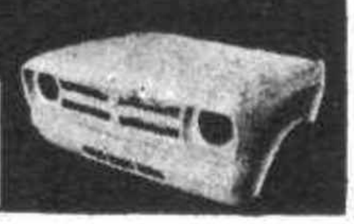
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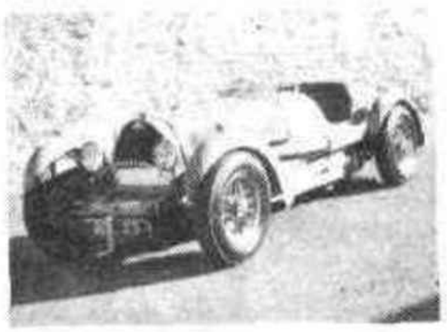
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E-TYPE 4.2 FHC, 1965. A unique specimen stored much of its life while owner abroad. Little used, as new, radio, MoT, £750. East Grinstead 22383. (39159

RILEY 2½-LITRE, 1953. Mechanically sound body, good condition, MoT June 1974. Offers invited 01-660 2354 evenings. (39160

SUNBEAM TALBOT Type BP21, chassis 8004. Very nice touring body by Whittingham and Michell, built 13.10.37, registered 10.2.38 and sold 10.2.39. Letter from Sunbeam's confirming the possibility of being a Motor Show car. Owned by family since 1946. As present dismantled, hence £140. Phone Stoke Ferry (Norfolk) 367. (39161

MG-B GT, 1970 "J" reg. Blue Royale, 37,000 miles, with overdrive, sun-roof, radio, headrests, Cinturatos on Rostyles, £900. Telephone Waterlooville 56373. (39163

1948 STANDARD 12. Stored under cover 11 years, good condition, very original and restorable. £45 or offers. 021-356 9010 (Birmingham). (39164

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D36 LWB VOLANTI. White, blue interior, power hood, chrome w/w, radio, low mileage, MoT and taxed, just serviced, ex. property of famous star. £1,825 o.n.o. Poss. p/ex. Chris 01-205 5487 night, 01-459 5069 day. (39162

1946 AUSTIN 8 Saloon, 4-doors, sun-roof, ex. IOM previous owner, certified mileage 10,000 only. Original throughout, taxed, tested, £350. Walmsley, Lytham 5700. (15301

MG TD SPARES for Concours restoration 1953. Originals desired, glove compartment radio, Lucas trouble light, contemporary badge bar fog light six inch or larger diameter. Also wind wings for windscreen. Best prices. Reuben Gutoff, c/o. General Electric Company, 570 Lexington Avenue, New York, New York 10022. (54644

SUNBEAM TIGER 4.2 V8, 1965. h/s-tops, tonneau, low profiles, metallic blue, taxed, MoT, good condition throughout, £500 o.n.o. Oxford 47502. (39181

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ALVIS TD21 Mk. II, 1963 Saloon. 5-speed ZF box, w/w, radio, good condition, reg. REE 222. Bargain at £645. Tel.: 021-360 2206. (39199

DUTTON. Registration DDD 333K, yellow/aluminium, roll bar, Minilites, beautiful and economical, £625 o.n.o. Tel.: Biltsmorton 350. (39200

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1966 MG-B GT. Good condition, overdrive, wires, radio, HRW, £625. 061-761 3016 (Bury, Lancs.) (39207

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MG TF 1250, 1954. Completely rebuilt, described by MG enthusiast as the best he had seen. Any trial, only £1,495. Tel.: Nelson, Lancs. 0282 65010. (39230

PORSCHE 912, 1966. Red, low mileage, perfect condition, economical, utterly reliable, second car most of its life, £1,100. Mrs. Waller, The Red House, Sonning, Berks. Reading 693082. (39231

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TRIUMPH STAG, 1970. Manual/overdrive, radio, excellent performance and looks, owner now has 1974 model so needs cash. £1,600 (to allow for some work), or p/ex. pre-1930 tourer. Please telephone Canford Cliffs (Dorset) 707498. (39237

MG, 1957 ZB Varitone. 3 owners from new, history, can only be described as in beautiful condition. Offer around £265. Brentwood 224469. (39240

1935 MG KN. Unoriginal tourer bodywork, excellent chassis frame, slightly damaged block, prefer swop for MG L/N chassis/engine, or sell. Phone 061-773 1434 (Manchester). (39241

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BEAUTIFUL TR5. One owner, "G" reg., low mileage, full service history, undersealed, radio, new tyres, etc., £750 o.n.o. Dr. Peacock 01-606 7777. (39305

ALVIS, 1967 ("F"). TE21 Model, 2-door, 3-litre saloon, Park Ward coachwork, blue, 5-speed gearbox, power steering, wire wheels, excellent condition, offers over £1,500. Will consider exchange for 4.2 XJ6. 3 Pembroke Place, Leyland, Lancs. Tel.: Leyland 23243. (39306

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V12 JAGUAR E-Type, 1971, November "K". 2+2, primrose, black interior, 12,250 miles, 12,000 service just carried out by local agents, radio, heated rear screen, spare wheel and tyre unused, electric aerial, tinted glass, taxed, super car, and offered at a realistic price of £2,375, repeat only £2,375. Woolley Manor, Woolley, Hunts. Telephone Woolley 345. (39311

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TR3A, 1959. White, blue interior, only one owner, genuine 36,000 miles, never crashed, all panels original, wire wheels, overdrive. A joy to see and drive, expensive but quite beautiful. One of the very best, £750 o.n.o. 01-399 0468 (business) 01-398 2077. (39313

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LOTUS Elan S IV, special equipment, drophead, blue/black trim, 1970 **£1,165**

TRIUMPH TR6, 1970, choice of two in sienna brown or primrose. Both overdrive, radio, etc. **From: £995**

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SUNBEAM Tiger, V8, 4.2 Polychromatic blue/black trim, Minilite wheels, reconditioned thoroughly, hard and soft tops, radio, etc. 'Collector's piece' **£785**

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JAGUAR E-Type Mk II roadster 1971, white with black cockpit, chromed wheels with HR-SPs, radio etc., low mileage **£1,995**

B.M.W. Frazer-Nash TI saloon in grey with black roof and trim, radio, h.r.w., 1967 **£585**

GILBERN Invader V6 1971, yellow with black trim, overdrive, alloy wheels, electric windows, radio **£1,295**

FIREBIRD Trans-Am white with tan trim, 455 unit, auto, all power, tinted glass, AM/FM radio, quad stereo, spoilers, 'shaker' scoop etc., would cost new £4,500, 1,500 miles only, 1973 (M). The ultimate high performance car **£3,585**

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1954 JAGUAR XK120 d.h.c. The above illustration shows our next rebuild project which will be available (3-day week permitting) in late spring. We will be happy to quote prices to any standard of finish. The car is a "C"-type equipment model and seems to have escaped the inevitable cheap rebuild that is common.



1952 JAGUAR XK120 roadster. This magnificent beast is at present undergoing a complete interior rebuild to the most exacting standards. Only high quality materials have been used on what is probably the most sought-after post-war sports car. **£2,750**



1963 FERRARI 250 GTE. This most attractive 2 + 2 coupe is much above the average. Mechanical bills to £1,500, which cover parts only and not labour, indicate the extent of restoration over the past two years. A car with more character than you might expect. **£2,350**



1953 JAGUAR Mk. VII. Black coachwork, red leather. 40,000 miles, two owners from new (only one registered). Not restored but original. Description defies all the usual superlatives. Any trial is readily invited.

1957 JAGUAR Mk. VIII. Black over Jaguar silver, tan interior. Picnic tables, lambswool rear over-carpet. Automatic transmission. Recorded mileage 37,000 from new. Quite immaculate order.

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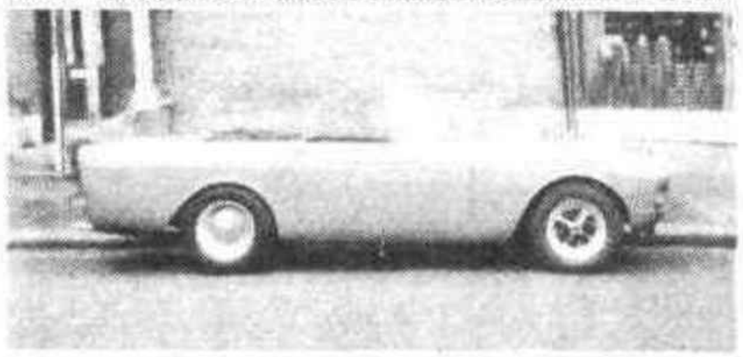
JAGUAR 'E'-Type fixed-head, 1967. Carmen red with black trim, chrome wire wheels, whitewall tyres, sunshine roof, tinted glass, heated rear screen and radio **£995**

TRIUMPH TR4A, 1967. Dark blue with black trim, overdrive, wire wheels, combined radio and 8-track stereo; Surrey top **£695**

MARCOS V6, 1970. Finished in chrome yellow and fitted with alloy wheels, sunshine roof, electric windows, overdrive and a radio **£1,495**

LOTUS Elan Sprint drophead, 1971. Finished in red and white with black trim, electric windows, servo, etc.; low mileage **£1,295**

MORGAN Four-Four, 1972. A very low-mileage example in yellow fitted with every extra including wire wheels **£1,595**



SUNBEAM TIGER, 1966. Finished in Carmen red with black upholstery; fitted 4.2 V8 engine, dual exhausts, hard- and soft-tops, wide Rostyles. Without doubt the prettiest Tiger in captivity. **£795**

ASTON MARTIN DB6, 1967. Finished in dark blue with blue hide upholstery; fitted with automatic transmission, chrome wire wheels, tinted glass, full-length Webasto sunshine roof, electric windows, etc., etc. **£1,695**

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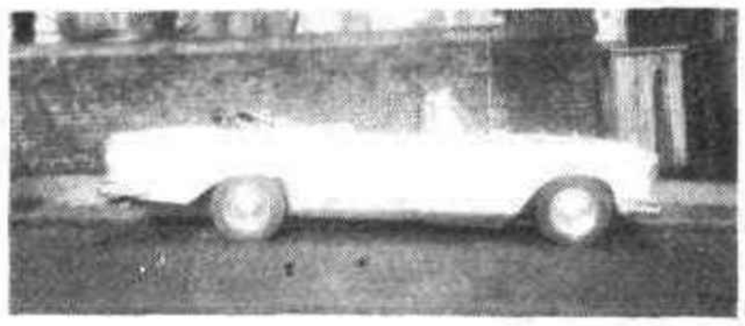


LOTUS Metier M20, the sole prototype of the popular Elan +2, built by Lotus Cars; fitted with usual refinements, i.e., electric windows, pod lights, radio; finished in yellow; one private owner since "the designer". Realistically priced at **£995**

ASTON MARTIN DB4, 1960. A very fine example of this rare *marque*; finished in British Racing Green and fitted with chrome wire wheels and heated rear screen. An appreciating investment **£1,095**

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FORD Mustang, 1967. Finished in metallic bronze; fitted with 4.7 V8 engine, automatic transmission and power steering **£795**

LOTUS Elan S4 S/E drophead, 1970. Finished in Bahama yellow with black trim, electric windows, servo, etc. **£1,145**

TRIUMPH TR6, 1972. Finished in white with black trim and top; a low-mileage one-owner car with overdrive and a radio **£1,345**

ASTON MARTIN DB5, 1965. Carmen red with matching interior, 5-speed ZF gearbox, chrome wire wheels, tinted glass, radio; recent engine overhaul **£1,295**

FORD Escort Willment 1600, 1970. Specially finished in black and fitted with sunshine roof, radio and wide wheels **£695**

LOTUS Elan S4 S/E drophead, 1970. Metallic dark green, only two private owners from new; fitted with all the usual special equipment extras **£1,095**

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VAUXHALL 14, 1947, one owner, genuine 29,000 miles, mint condition, collector's item, offers over £200. Phone Seaford (Sussex) 876469. (39393

1953 DAIMLER Consort on DB18 chassis. Nice example. Rolls luxury at a fraction of the price. Tel.: Woking 3712. (39391

BENTLEY Mk. 6, 1948. Standard Steel, new tyres, runs well, fraying a little around the edges, £450. Nottingham 250614. (39392

1935 MORRIS OPEN 2-seater special. 1498 c.c. Riley Mill, TR axle, MoT, requires new radiator core, hence £90. Tel.: Alsager 5136. (39395

TRIUMPH TR6, 1970. Soft top, excellent condition, Damson, black interior, wire wheels, radio, underscaled, taxed and MoT Sept. 1974. £925. John Webb, 01-272 5079 home, 01-580 8521 office. (39396

MG P8 RACING CAR, 1935. Well-known circuit car, 1/2 seater, outside exhaust, immaculate power unit to match whole car in ready to race condition. Also suitable very fast road use (whoops!) with cycle fenders, etc. Many awards, complete with spares, more engine parts, nose-mounted blower and MG registration, £1,450. 01-460 2356. (39404

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FIAT 2300S, 1964. MoT Oct. 1974, engine rebuilt, good general condition, £350. Tel.: 021-449 0233. (39350

MG-B GT AUTOMATIC, 1970. White with black interior, wire wheels, Hotline window, 5 p.b. Motorola, Radbourne mirrors, Aerofan, underscaled, taxed and tested, under 25,000 miles, and now giving 30 m.p.g. Not enough room for family, £1,150 or exchange for Dolomite. Phone Harpenden (05827) 62328. (39351

FOR SALE—continued

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ALFA ROMEO 1300 GT, Nov. 1971. Low mileage, tax July, fastidiously maintained as new, two new SP Sports, spare unused, radio, plus usual Alfa refinements, £1,175. Phone: Home, Brenmore (Hants.) 07257 434; office, Salisbury 0722 27274. (39405

1935 ALVIS Firebird. £550 spent on restoration, five new tyres, wheel and brakes rebuilt, excellent engine, transmission, very original, Mascot handbook, built-in jacks, set of tools, extensive bodywork repair in progress, new ply throughout, perfect trim, offers around £400. Phone Lee, 01-851 9416. (39401

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FERRARI 330 GT, 1964. Registered 1969 ("H"), silver grey, RHD, beautiful condition, £1,950 or exchange for Morgan, with cash adjustment. Telephone: Newport (Mon.) 64585. (39394

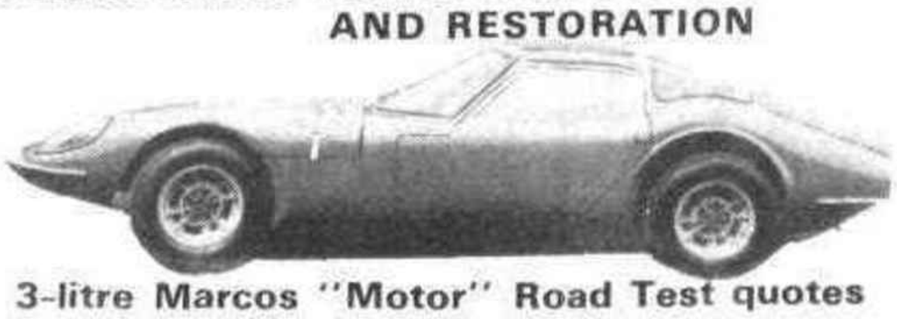
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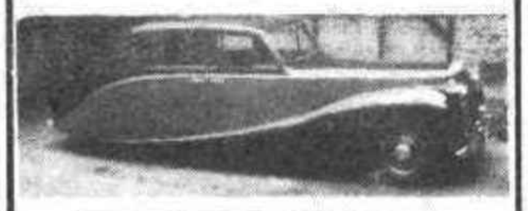
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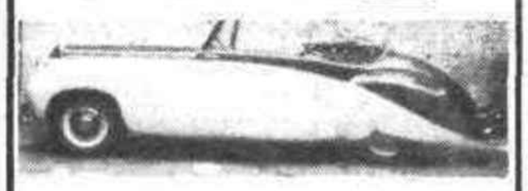
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1971 (May) **Reliant Scimitar GTE** overdrive, Nevada yellow with biscuit interior, radio/stereo; 28,000 miles only. **£1,695.**

1971 **Costin Amigo**, built new for Le Mans, fitted 2-litre Hart, overdrive, bag tank, Graviner Carton fibre bodywork, ideal road or track. **£1,195.**

1966 **MG-B roadster,** white, wire wheels, above average mechanically. **£475.**

1964 **MG Midget,** maroon, wire wheels, recent engine overhaul. **£195.**

1969 **'H' MG-B GT,** grey with red interior, overdrive, wire wheels; very clean above average example. **£895.**

1968 **Fiat 850 coupe,** black, red interior; rare, economical 2+2. **£495.**

1971 **Rambler Ambassador Wagon,** 8-seater estate, V8 auto, P.A.S., electric windows; right-hand drive; surprisingly good petrol consumption on 2-star; ideal tow car, perhaps; 29,000 miles only. **£1,995.**

1973 **BMW 2002,** Polaris silver/navy cloth, radio, alloy wheels, h.r.w., etc.; one owner. Immaculate. **£2,050.**

1968 **Triumph Spitfire Mk. 3,** white, fitted overdrive (a rare extra on these cars, nice tyres. **£475.**

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SMG RACING NEWS
We had hoped to be able to announce our 1974 plans, but the, so-called, *'crisis' has delayed matters a little.* However, the secret will be out on February 14th, so if you write to us with a good reason why you should be present at the announcement 'booze-up" in London, the lucky winners will receive tickets. Priority will be given to blondes, red-heads, long legs, short skirts, etc.!!! Anyway why not give it a try?

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1973 LOTUS Europa Special, 5-speed, tawny, 4,000 miles **£2,295**

1973 (model) LOTUS Europa Special, Regency, Sundym **£1,995**

1973 LOTUS Elan +2S 130/5, metallic blue, 6,000 miles; oatmeal, radio, stereo, Sundym **£2,575**

1972 LOTUS Elan +2S 130, Sundym, 12,000 miles, radio **£2,195**

1969 LOTUS Elan +2S, metallic maroon, Sundym, radio/stereo, sun-roof, h.r.w., chrome wheels **£1,495**

1970 LOTUS *Europa* S.2, *JPS finish, Cosmic* wheels **£1,095**

1972 LOTUS Elan Sprint d.h.c., metallic blue, Sundym, stereo **£1,595**

1972 LOTUS Elan Sprint d.h.c., 12,000 miles **£1,595**

1971 LOTUS Elan Sprint d.h.c., 15,000 miles **£1,375**

1966 LOTUS Elan S.3 S/E f.h.c., radio **£595**

1970 JAGUAR E-Type, 2+2, automatic, h.r.w., radio **£1,795**

1970 JAGUAR E-Type roadster, radio **£1,595**

1972 TRIUMPH TR6 PI roadster, o/d., radio/stereo **£1,295**

1970 TRIUMPH TR6 PI roadster, o/d., radio, damson **£995**

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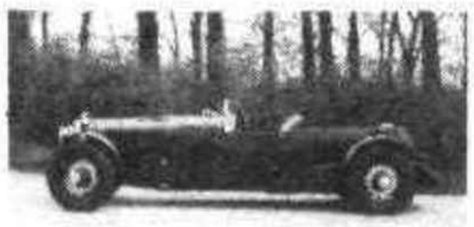
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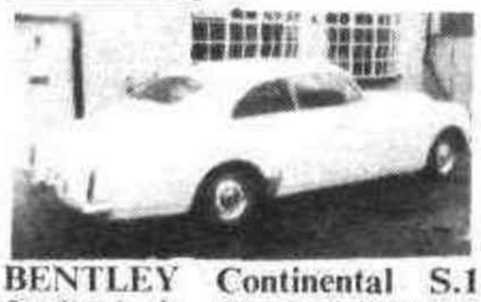
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BENTLEY Continental S.2 Flying Spur by H. J. Mulliner. White with black interior.

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BENTLEY Continental S.2 coupe by Mulliner.

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(TWICKENHAM, MIDDLESEX)

FOR SALE—continued

LOTUS EUROPA, 1969. Yellow with black interior, guaranteed genuine 29,000 miles from new, very economical, fitted with stereo radio/cassette, HP arranged, exchange considered, £935. Jaguar 420 saloon, 1968. White/black interior, automatic, power steering, company director's from new and genuine 28,000 miles, Motorola radio with electric aerial, heated rear window. Exchange considered, HP arranged, £985. New Milton 613848. (39489

MG TF. Completely rebuilt body and mechanics, rechromed, resprayed, reupholstered, new hood and sidescreens, new tyres all round, taxed September 1974, full petrol allowance. Can only be described as in museum condition, £1,750. Smallfield 2198. (15846

JENSEN INTERCEPTOR, 1968. "G" registered, superb example of this luxurious car, coachwork finished in lime green with tan interior, many extras including HRW, electric aerial, etc., together with usual Jensen refinements, £1,995. HP arranged. Would part exchange with early Aston, E-Type or other sports car. Hornchurch 46935 or 01-554 4147. (39410

SUNBEAM TALBOT Mk. IIA coupé. Completely rebuilt by expert to concours condition throughout body, chassis and upholstery. P/B radio, 2-speed wipers, overdrive, direct link floor shift. Offers £550. Phone Buckingham 2868. (39409

BOND EQUIPE 2-litre, late 1969. Overdrive, radio, MoT September, taxed March, smart, economical, £525. Wallingford (Berkshire) 3069. (39408

MG TA, 1936. No. 303 built. Wide 15-gallon tank original engine, completely rebuilt, finished in BRG, black upholstery, many spares included. Best offer over £1,500. 17 Corfe Lodge Rd., Broadstone, Dorset. Tel.: Broadstone 2101. (39407

DAIMLER 2½-LITRE V8 Saloon, 1963. Nice car, 17,000 miles since new engine, taxed and MoT to April, automatic transmission needs attention. What offers? Ring Bridlington Sallerton 3340. (39406

SCIMITAR GT Coupé, 3-litre, V6, 1967, MoT and tax Sept. 1974, overdrive, radio, sunroof, 44,000 miles, dark blue, £625 o.n.o. Phone 01-948 1360 (Richmond) evenings. (39403

LOTUS +2S, 1971. Immaculate condition, £1,750. Phone Sherborne (Dorset) 3544 evenings. (39476

MG-B ROADSTER, 1972. Hard top, radio, taxed to July, 35 m.p.g., £1,140. Tel.: Battle (Sussex) 3193. (39480

SUNBEAM ALPINE, 1968. 45,000 miles, absolutely unmarked and original, radio, overdrive, hard top, soft top. BRG. 35 m.p.g., £400. Bentley Special restored Mk. VI chassis, new not reconditioned engine, 2-door FHC, sunroof, fantastic performance, vintage appearance, £600. Bournemouth 60800. (39481

BENTLEY R-TYPE, 1953. Manual, black/silver, hide interior, in good condition throughout, recent checkover by Rolls-Royce specialists, full MoT, £1,950 o.n.o. Shaldon 2428 (day), Bovey Tracy 2622 (evenings). (39482

TR6 PI, December 1970. Hard top, Damson, overdrive, stereo, long MoT, £985. Cheaper sports exchange considered. Tel.: Chesterfield 850559. (39483

VAUXHALL CRESTA, 1960. Green/silver, grey leather upholstery, one owner and genuine 27,000 miles from new, fitted with overdrive as extra. A collector's item. Offers invited. Highcliffe 5051 (Hants.). (39486

1967 ALFA Guilia GTC 2+2 convertible. Low mileage, 1600 engine, good throughout, low offer secures this rare investment. Tel.: Welwyn Garden 23580 (Herts.). (39487

1928 VAUXHALL 20/60 Limousine. Rough, suitable rebuild as tourer, £350 o.n.o. Also Ford Pilot, excellent original car, full MoT, £350 o.n.o. Phone Leicester 737802 evenings. (39463

RELIANT SCIMITAR GTE, 1970 July. Red with black interior, 40,000 miles, two owners, radio, overdrive, MoT, taxed, regularly serviced, in good clean condition throughout, £1,295. Winkfield Row 4719, Ascot. (39466

FOR SALE—continued

ROLLS-ROYCE Phantom I, 1925. Interesting early chassis, some bodywork, around £1,500. Gjertsen, 33 Woolfreton Garth, Kirkella, Hull, E. Yorks. (15481

MERCEDES-BENZ 200 Estate, 1966. White, MoT, taxed, radio, etc., one careful owner, 46,000 miles, service history available, 28 m.p.g., in mint condition. Please telephone 01-304 7013 (shop hours) or 01-658 0900 evenings. Offers over £1,000. (15480

TR3A, all steel, superb condition, overdrive, oil cooler, tonneau, hard and soft tops, workshop manual, parts list, many spares and new parts, £350. Carrington 01-992 2083. (15477

1915 PACKARD Twin 6 Tourer. Good runner and fine example of this rare 12-cylinder Edwardian. Offers: Tel.: Whittlesey 2685 or Peterborough 72533 evenings. (15476

BMW TOURING. "K" registration, sun roof, red, wireless, 8-track stereo, alloy wheels, £1,900 o.n.o. Tel.: Cirencester 2848. (15474

AUSTIN 1800, "G", June '69, genuine 40,000 miles, £550 o.n.o. Also Volvo 145 "J" Aug. '70, ideal towing car for the race enthusiast, £1,175 o.n.o. Both are one owner cars. Engine and bodywork in excellent condition. Phone Ormskirk 72496. (15471

SCIMITAR GT. Exeter green, 1966, 43,000 miles only, very good cond., radio, etc., £600. 061-643 4214. (39347

JENSEN INTERCEPTOR, 1969 automatic. Power steering, HRW, electric windows, QI headlights, fantastically good condition, £2,700. Might haggle for cash or accept interesting car in part exchange. Phone Lyndhurst 2787. (15479

RESTORATION: Two Austin 7s. 1933 saloon and 1935 Ruby, virtually complete. Offers! Wood, "Dalewood", Twyford, near Buckingham. Phone Steeple Claydon 285. (39348

SUNBEAM ALPINE GT, 1966. Immaculate white bodywork with red interior, excellent mechanically, all extras including radio, tonneau, seat belts, new MoT, £360 o.n.o. Phone 01-504 8948. (39349

MG-C GT, 1968. Excellent condition, overdrive, wires, sun roof, HRW, radio, taxed and MoT, will accept best offer. Northbourne 2582 (Dorset). (39468

RARE OPPORTUNITY. Small, interesting collection comprising Bentley Mk. VI Special (immaculate), 1947 MG TC (very good), 1947 Rover open sports, 1936 MG PB (80 per cent restored) for sale, preferably as a whole. Further details. Tel.: Yealmpton 331 evenings. (Plymouth.) (39471

GINETTA G15, 1971. Metallic fern green, only 28,000 miles, well kept, extras include sun roof, Cosmic wheels, 40 m.p.g., £725 o.n.o. Tel.: 01-897 9585. (39471

"M" REGISTERED TR6. Mimosa yellow, black soft top, overdrive, Radiomobile, 8-track stereo equipped with twin speakers and integral radio, car as new, £1,685 or near. Possibly arrange HP. Rugby 832333. (39473

LOTUS CORTINA, March 1971. 32,000 miles, taxed, unmarked white bodywork, perfect mechanics, offers around £900. Dursley 3639 (Glos.). (39475

PORSCHE 356B, Super 75, 1962. Price indicates condition and mileage, £850. Woking 66205 evenings. (39478

STABLE CLEAROUT for new year. 1971 (Nov.) TVR Tuscan 3-litre, silver fox, overdrive, sun roof and LSD. Offers around £1,250. Telephone Buxton (Derbys.) 4467. (38980

JAGUAR E-TYPE, 1970. Fixed head coupé, white with black interior, Webasto sunroof, chrome wire wheels, radio, HRW, stereo, tinted glass, electric aerial, reclining seats, recorded mileage 34,000, year's MoT, taxed until April, used as second car, superb throughout, £1,500. 01-850 7542. (15613

PONTIAC FIREBIRD Esprit, 1971. Opalescent bronze with matching interior, 350 V8, automatic transmission, radio, Woolfe-race magnesium wheels, stereo, power assisted brakes and steering, Positraction, recorded mileage 25,000, taxed until April, superb condition throughout, £1,900. 01-850 7542. (15613

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SELECTION FROM STOCK

JENSEN Interceptor Mk. III, 1972 model, '71 'K' Reg. Mag. alloy wheels, Learjet radio stereo, full air-conditioning. Aquamarine with tan trim.

BMW 3-litre CS coupe, 1971. Finished in Polaris with blue trim, tinted glass, radio stereo.

BMW 2800CS coupe, manual gearbox. Power steering, radio stereo. Silver grey with navy trim.

LOTUS Europa JPS, 1973. Black with oatmeal trim, Brand Lotus mag. wheels. 3,500 miles only.

LOTUS +2S 130, 1972. Pistachio with silver roof, radio. One owner. Vast saving on new price.

BMW 2002 Tii. White with blue cord trim. Extras include radio/cassette player. Vehicle regd. 1972.

LANCIA 2000 coupe, 1972. One owner, 14,000 miles; 5-speed gearbox. Extremely fast and economical. Spa white with black trim.

BMW 2002, 1972. This superb car is finished in Inka with contrasting trim. Extras include mag. wheels, XAS tyres, radio and Philips cassette player.

LOTUS Elan Sprint, 1972, 'L' Reg. Carnival red over cirrus white. 9,500 miles recorded, one lady owner. Radio, etc.

RELIANT GTE, 1971, 'K' Reg., manual transmission with overdrive. Sun-roof, radio, etc.

Alfa Romeo 1750 GTV, 1971. Alpine green with contrasting trim; one owner; full service history.

JAGUAR E-Type roadster, 1969, Mk. II. Indigo blue with grey leather trim, chrome wire wheels, radio, etc.

1275 GT GS Special. Tinted glass, special coachwork, underseal, Webasto roof, cloth seats, leather steering wheel, alloy wheels, reversing lamp, rear fog lights, QH lights, air horns, Selmar alarm, etc. 5,500 miles, 1973 'M' Reg.

LOTUS Elan Sprint, 1972, 'L' Reg. f.h. coupe. Left-hand drive, 5-speed gearbox. Finished in yellow and white.

LOTUS Europa Twin Cam, 1972. Finished in lime green with oatmeal trim, fitted mag. alloy wheels, radio, etc.

BMW 2002, 1971, 'K' Reg., Mk. II. Finished in white with blue trim, fitted radio. An excellent example in every respect.

MG 'B' roadster, 1973. Harvest gold with black trim, fitted overdrive, Rostyle wheels, etc.; only 3,200 miles.

RELIANT GTE, 1969, 'H' Reg. Mexican red with black trim. Extras include alloy wheels, sun-roof, radio, etc.

TRIUMPH TR6 roadster, 1972. Only 9,500 miles, one owner; finished in sienna with tan trim. Excellent value.

FIAT 124 sports coupe 1600. A one-owner car in Riviera blue, fitted 5-speed box, h.r.w.; 18,000 miles, 1971 'K. Regd.

BMW 1600 coupe, 1971. Finished in Malaga with black trim, push-button radio.

LOTUS Elan S4 S/E convertible, 1970, 'J' Reg. Bahama yellow with black trim; 34,000 recorded miles; radio, etc.

TRIUMPH TR6 coupe, 1972. Damson with beige trim, hard- and soft-tops.

MG 'B' roadster, 1972. Fitted overdrive, Rostyle wheels, etc. Bronze yellow with black trim.

FORD Capri 3000E, 1971. Most attractive in aquamarine blue with vinyl roof, fitted metal sun-roof, alloy wheels, radio, front and rear spoilers, etc.

LANCIA Fulvia Rallye 'S', 1969. A most attractive example in dove grey with black trim, fitted p.b. radio, etc.

ALFA ROMEO 1300 GT, 1968, 'G. Reg. Finished in Spa white with black trim.

MG 'B' roadster, 1970, 'J' Reg. Desert white with black trim, fitted overdrive, wire wheels, full length tonneau cover.

LOTUS Elan S.3 S/E f.h. coupe, 1969, 'G' Reg. Finished in Carmen red with black trim, fitted radio, electric windows.

FIAT 850 coupe, 1971. Finished in red with black trim, 20,000 miles from new.

MG-C roadster, 1969. 26,000 recorded miles; extras include overdrive, wire wheels, radio, tonneau, etc. Primrose with black trim.

MG-C roadster, 1968. Finished in Carmen red with black trim, fitted wire wheels.

NEW CARS

MG 'B' GT. In citron with black trim. Overdrive, tinted glass, servo, head restraints, wire wheels, underseal, auto. seat belts.

MG 'B' GT. Harvest gold with navy trim, overdrive, servo, automatic seat belts, rustproof.

MG 'B' GT V8. Damask red with black trim, automatic seat belts. Fully equipped.

AUSTIN Allegro 1500 2-dr. S.D/L. In aconite with Spanish rose interior, automatic seat belts.

MINI Clubman estate. In citron with navy trim, static seat belts, rustproof. On the road **£1,062.17**

MINI 1000. In glacier white with navy trim, automatic seat belts, tinted glass, laminated windscreen, rustproof, alloy wheels, P.H. steering wheel. On the road **£1,102.17**

MINI 1000. In black with navy trim, face level vents, laminated windscreen, automatic seat belts, rustproof, alloy wheels, tinted glass, P.H. s/wheel, cloth seats. On the road **£1,207.94**

LOTUS +2S 130/5. In JPS black and gold, with champagne trim, tinted glass, h.r.w., radio.

LOTUS +2S 130/4. In metallic green and silver, with champagne trim, tinted glass, radio.

HOURS OF BUSINESS: MON. TO SAT. 10am - 7pm. SUN. 10am - 5pm

FOR SALE—continued

MARCOS 3-LITRE FORD, "J" reg. Yellow, all extras and bills, 30,000 miles, v.g.c., mortgage rate dictates sale, £1,400. Derby 810227. (39508

LOTUS ELAN, 1967 drophead coupé. Red and gold, excellent condition, £600 or near offer. Tel.: Stevenage 58055 evenings. (39507

FORD V8 PILOT, 1950. Very good condition, stored since 1970, £250 or near offer, Tel.: Stevenage 58055 evenings. (39507

MY ALVIS TA14 Shooting Brake is still for sale due to dud cheque. Excellent throughout and with long MoT. No money to run or keep so £225 or any offer. Bowmans Green 23020 (evenings). (39506

1948 MINX Conv. Reconditioned engine, not run in, requires finishing. Offers 397 2024 after 6. (39505

MARCOS 1500, late 1966. Very good condition, radio, chrome wires, red with black interior, £890. Newcastle-under-Lyne 614174, between 1 and 2 only. (39504

VAUXHALL 14/6, 1937. One owner, 60,000 miles, excellent condition, needs finishing, make offer. 402 Collingwood, Dolphin Square, London SW1. (39503

MG TD. Red with new beige interior, very good condition, excellent running order, £850. Telephone Bow Street 623. (39502

MORRIS COWLEY "SIX", 1934. Offers over £150. Maurice White, 43 Clifton St., Latchford, Warrington, Lancs. (39501

ALVIS TD21 Park Ward saloon. Black/gold, red interior, wire wheels, 5 new ZXs, radio, spots, etc., taxed, tested, good condition, £350. Ring Aston (Runcorn) 440. (39500

XK150, FHC. Wire wheels, overdrive, white, red interior, new tyres, MoT until September, £450. Phone Harvington 637, Evesham, Worcestershire. (39499

LANCIA FLAVIA 1.8 coupé, 1967. Fuel injection, MoT Nov. '74, taxed, original Bianco Saratoga coachwork, Allard sun roof, red leather interior, fast and reliable, 30 m.p.g., £650. Tel.: 062 814304 after 6 p.m. (39498

MG-B GT, November 1967F. Well kept by three mature owners, 60,000 miles, overdrive, wires, etc. £645. I am seeking an equally good more recent MG-B GT. Please ring Coleford, Gloucestershire 2143. (39497

LANCIA RALLYE 1.3 coupé, 1967F. One lady owner from new, 60,000 miles only, finished in dark turquoise, taxed/tested July 1974. A superb specimen at £645 o.v.n.o. Medstead (Hants.) 04206 3455 evenings (39495

TR4A, 1965. Blue, overdrive, wires, Surrey top, new rings, ends, clutch, front springs, MoT December 1974. Ampthill 403757. (39494

FOR SALE—continued

1947 JAGUAR 1½-litre saloon. Sound condition, runs well, valuable registration, £200 o.n.o. Hartley Wintney 3142. (39493

1960 XK150 3.8 "S" FH coupé. Overdrive, wire wheels, new shockers, clutch, discs, silencers, starter. Rear springs, bumpers renewed 9 months ago, all mechanics perfect working order, interior complete retrim (i.e. roof lining, upholstery, carpets). Body very sound, resprayed approx. 4 years ago, taxed, MoT, £1,750 o.n.o. Tel.: Fordingbridge 53340. (39492

MORGAN 4/4. 4-seater, 1972, black leather upholstery, wire wheels, luggage rack, tonneau covers, 14,500 miles, one lady owner, £1,500. Tel.: Nottm. 54600 daytime. (39491

MARCOS VOLVO 3-litre, 1971 "K". One owner guaranteed 13,000 miles, chrome yellow, black, sunroof, mag. wheels, £110 worth of radio and cassette stereo, immaculate, £1,500 o.n.o. Ring Whaley Bridge (Derbyshire) 2590 evenings. (39490

ROVER 10, 1946. Complete mechanical rebuild, MoT August, one owner, must sell, £120. Abingdon 49. (39570

AUSTIN-HEALEY 3000 Mk. 3. April '67, BRG, 57,000 miles, radio, tonneau, etc. Imminent house purchase forces acceptance of first offer over £1,000. Nettlebed 258. (39550

ROLLS-ROYCE 20 h.p. 1928 elegant limousine by Hooper. Lovely paintwork, nickel, recent engine overhaul, very original, enthusiast's car, £3,650. Tel.: 0452 69670 (Gloucester). (39569

LOTUS CORTINA Mk. II, 1967. White, Konis, Cosmics, Radiomobile, recent top o/haul and starter ring gear, mechanics good, bodywork needs tidying. £395. Tel.: Bath 22261. (39566

XK150 JAGUAR DHC auto, 1958. Complete professional rebuild to concours standards, new panels, new trim, hood, chrome, tyres, etc. Mechanically A1, any trial or inspection invited. Part exchange considered, £1,500 o.n.o. Peter Chapman, Eskdale Lodge Hotel, 35 Harboro Road, Sale, Cheshire. 061-973 6770. (39560

MG-B GT, 1973. Damask red, overdrive, servo, oil cooler, HRW, head-rests, undersealed, radio, one lady owner, under 6,000 miles, £1,585. Office 021-472 1301 extension 2481. (39561

ALVIS TD21, 1963. 5-speed ZF box, failed MoT (exhaust and brakes), otherwise mechanically excellent (Red Triangle bills £350 last three years), wings poor. Offers: Sankey, Lichfield, Staffs. 51161 day, 24430 evenings. (39559

GILBERN 1800 GT, 1966. Just refurbished by Publishing Co. for series of articles. Engine and most other components rebuilt less than 500 miles ago, a few minor jobs still to do. Rare opportunity to acquire a good example of this appreciating model for about £850. For full details and photo contact Production Director, Eadon Newspaper Services Ltd., Durrant Road, Chesterfield 34228. (39563

FOR SALE—continued

1927 CITROEN B14 Saloon. 10 h.p., excellent condition, £750. Tel.: Runfold 2440. (39558

MARAUDER Sports 3-seater, 1952. Blue, recent MoT, £1,000. Fisher, Thorncote Green, Sandy, Bedfordshire. Northill 221. (39557

1934 ROVER 10. Low mileage original, no rust. Also perfect Humber limousine used weddings. Details either: Whitstable, Kent 3667. (39554

1927 AUSTIN 12/4 tourer. Taxed, MoT, used daily, good condition, £1,000. 25 Birkett Drive, Ulverston, Lancs. (39568

ROLLS-ROYCE Silver Ghost engine, needs rebuilding, 1924 chassis frame, etc. Phantom two-cylinder head, exhaust manifold, 700 x 20 wheels, new tyre, 20/25 head, block, pistons and rods, clocks, early type petrol tank (or late 20 h.p.). Bentley 3½ engine less head, Wraith block. Sainsbury, 29 Greenlands Court, Blenheim Road, Maidenhead, Berks. Maidenhead 32228 evenings. (39553

1927 PEERLESS 20 h.p. Rare classic American saloon. Unmarked, magnificent condition. 28 Compton Way, Farnham, Surrey. Tel.: Runfold 2440 w/ends and evenings. (39558

DAIMLER V8 2½ (F). Maroon, 12 months MoT, near mint, low mileage. £575 or exchange MG TC. Sevenoaks 58628. (J142

ROLLS-ROYCE, 1935 replica boat-tail by Robinson. Regal red, biscuit trim, with teak deck. Total restoration just finished, in mint condition. £6,500. 148 Northey Avenue, Cheam, Surrey. 01-643 2336. Mr. Phillips. (39116

BENTLEY 3½-LITRE, 1934 Park Ward saloon. New MoT, good mechanics, needs tidying, £750. 148 Northey Avenue, Cheam, Surrey. 01-643 2336. Mr. Phillips. (39116

LANCIA FLAVIA 2000 coupé, 1971. Silver, burgundy interior, fastidiously maintained by one director owner. Low mileage, don't wait 18 months for a Scimitar GTE—buy my Flavia and drive a prestige coupé immediately. Best offer around £1,600. Tel.: Hornchurch 42510, Romford 61200. (39597

RAILTON 2-seater drophead. 8 cyl., 1936, aluminium bodywork, needs restoring, £625 or exchange. 01-764 1252. "Southview", Biggin Hill, Upper Norwood, London SE19. (39596

FOR SALE—continued

BENTLEY 3½, 1957, bodywork good, very little rust, taxed and MoT, recon. auto gearbox and rear axle, needs decoke, attention to exhaust system, otherwise good. £795. 01-764 1252. "Southview", Biggin Hill, Upper Norwood, London, SE19. (39596

FROG-EYE SPRITE, 1961. Good condition, tested until April 1974, reconditioned engine, £280 o.n.o. Telephone Woodstock 811078 evenings. (39594

ALFA ROMEO 1750 GTV, "H" reg., metallic green, 24,000 miles only, almost unmarked condition, maintained from new by Alfa agent, £1,195. Tel.: 0902 (Wolverhampton) 764370. (39593

1970 LOTUS ELAN. White, FHC, special equipment, G800 tyres, HRW, power windows, two owners, immaculate interior, £925. Tel.: Stoke-on-Trent 29910 or Ash Bank 2439. (39592

MORGAN 4/4 2-seater, 1971. 32,000 miles, one owner, excellent condition, orange, undersealed, wires, many extras, £1,500. Tel.: 01-903 0183. (39591

JENSEN 541 (R specification). Wire wheels, discs, overdrive, low mileage, superb example in every way, £950 (but worth £1,250). Might exchange. Telephone Peopleton 252 (Worcs.). (39589

ALFA ROMEO 1600 Spider, 1964. 5-speed gearbox, mechanically excellent, hood poor, 32 m.p.g. and very pretty. £275 o.n.o. Telephone Peopleton 252 (Worcs.). (39589

AVENGER TIGER, 1973. Sundance red, radio, sunroof, 8,000 miles, immaculate condition. Too fast for lady owner, £1,275 (no offers). Ring 01-989 4978. (39587

AUSTIN-HEALEY 3000, 1961 BN7. Immaculate condition, BRG, red interior, really genuine 57,000 miles, white h/top, soft top, tonneau, overdrive, wires, spots, belts, door locks. One owner last ten years. No expense spared keeping in top order. No accidents. MoT Jan. 1975, workshop manual, boot rack (not fitted). A Healey to be proud of. Must be seen/driven, £650 o.v.n.o. Uxbridge 39522 after 1800 or weekends. (39586

1933 MG "L". Two-seater, partly dismantled. Another L-type dismanteld, N engine parts, K instruments, F block, distributor, steering rack. Offers over £1,200 the lot or exchange TF. Huddersfield 27348. (39584



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We specialise in this type of XK Jaguar. Splined wire wheel hubs rebuilt. New single & double brake master cylinders, plus wheel cylinders. Complete exhaust systems. Exhaust manifolds re-vitreous enamelled. All bodywork, work & re-trimming undertaken. Breaking XK 120 Roadster (Overseas enquiries welcome) **CLASSIC AUTOS, 10, High St. Kings Langley Herts Kings Langley 62994 (Off.) 01-445 9535 Home**

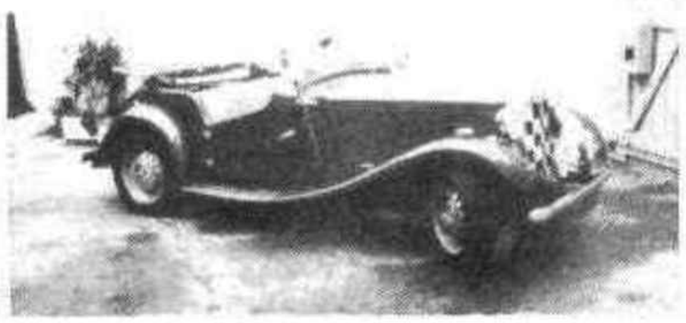
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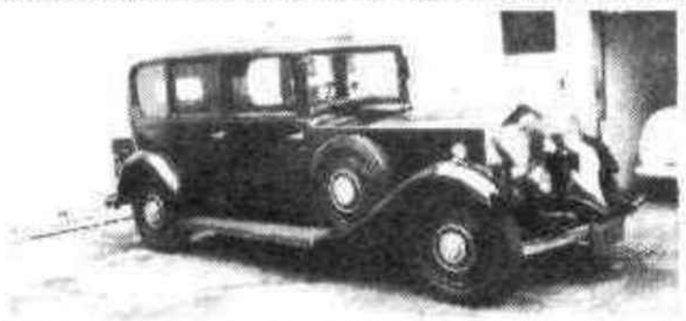
1953 M.G. TD II two-seater sports, completely renovated to exceptional standard, cellulosed in pippin red with tan hide trim, black weather equipment, etc. Probably the best currently on offer.



1939 BROUGH SUPERIOR SS80 de luxe 1,000-c.c. V Twin, utterly restored to *concours* order.



1936 LEYLAND Cub fire engine, small, extremely original and in very sound running order, complete with ladders, hoses, etc., etc. Lots of fun for the would-be commercial vehicle owner.



1933 ROLLS-ROYCE 20/25 classic 'D'-back saloon by Barker, side-mounted spare, leather to front and rear, occasional seating; a really nice original specimen, finished in embassy black.

1961 BENTLEY Continental convertible, finished in ivory with red hide trim, power hood, electric windows; recorded mileage only 85,000; fantastic history.



1903 CADILLAC, single-cylinder, rear entrance tonneau 4-seater, absolutely original and in very fine order throughout

URGENTLY WANTED ALL TYPES OF VETERAN, VINTAGE, CLASSIC VEHICLES



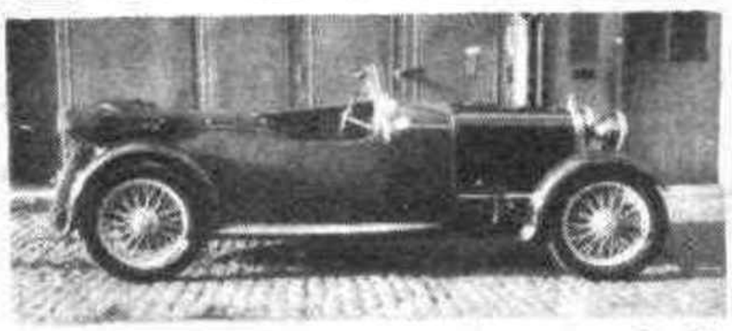
1968 BENTLEY 'T' series, Mulliner 2-door sports saloon, three owners, with a recorded mileage of 47,000; full air conditioning, Sundym glass; finished in burgundy with black hide trim and carpets.

1964 BENTLEY S3 sports saloon, one owner, 85,000 miles recorded; dawn blue over Tudor, grey hide trim, electric windows, fully serviced, magnificent throughout.

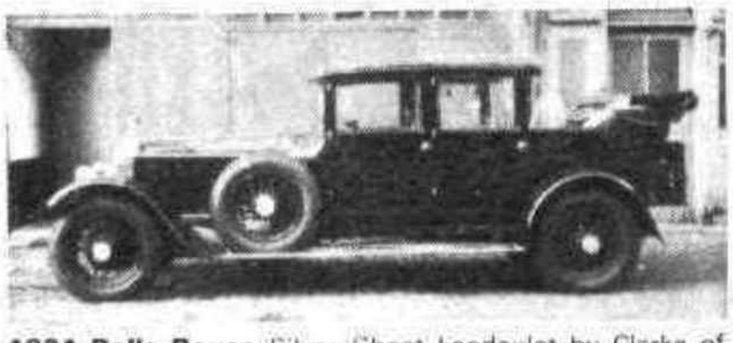
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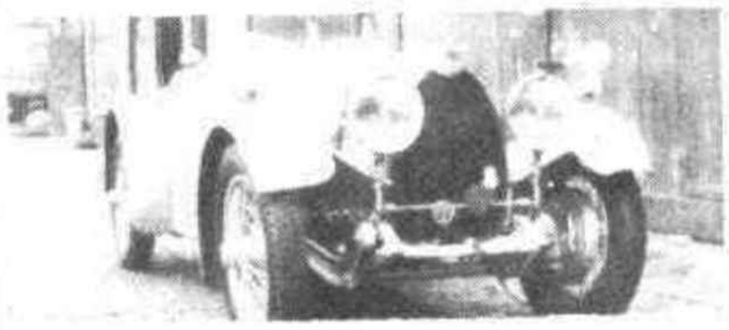
1935 Bentley 3½-litre Van Den Plas Tourer. One of these very rare models in near Concours condition.



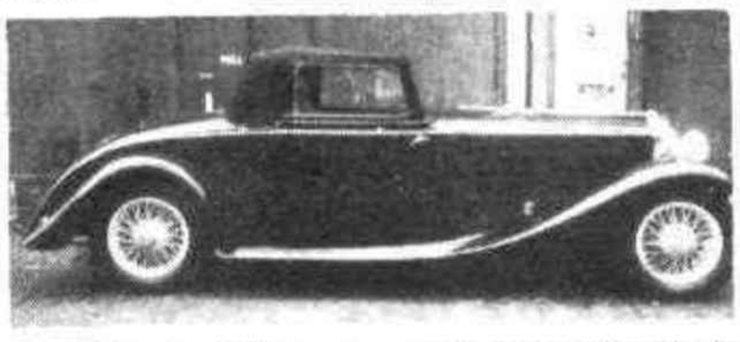
1930 Lagonda 2-litre low-chassis Tourer. Exceptionally fine original example. Also available completely rebuilt 1931 Lagonda Supercharged 2-litre with bills for over £3,000.



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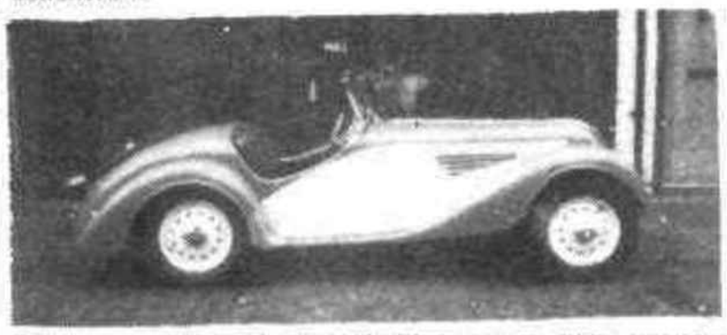
1923 Bugatti Brescia with non-original two seater coachwork.



1935 Bentley 3½-litre two seater drophead coupe by Hooper. Fully restored.



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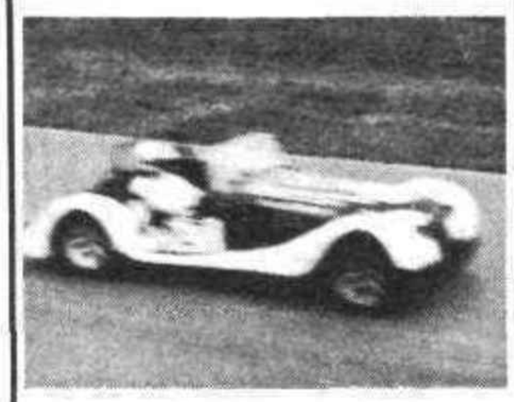
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M.G.

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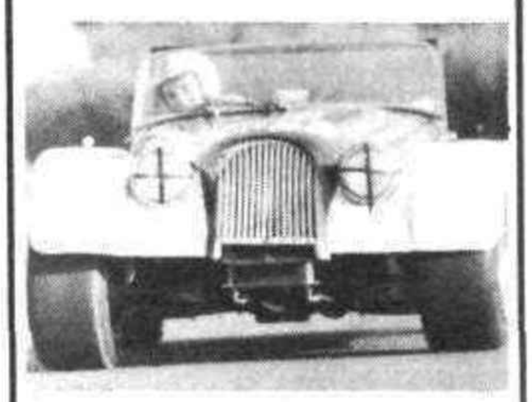


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With all the gloom that we are now faced with, it is nice to know that we are still able to supply you with your favourite motor car. A good home is needed for several well behaved +8s ranging from a '72 model which is barely run in, a brilliant green 1971 model complete with roll bar (just in case you go too far. . .) and several pastel shades to match her Spring collection. We have a 1973 bright yellow 4/4 2-seater, '72 bright red 2-seater 4/4 1 owner, 8,000 miles only–a powder blue 4/4 2-seater, a pleasure to see in our February downpours, a '71 4/4 in white with bucket seats–'71 4/4, indigo blue, luggage rack for that extra passenger. The highlight of the month is the unique pale pink Morgan, 2 Lady owners with the number plate BOY 3H. Another yellow 4/4 in excellent condition, wire wheels, vintage '69. For those with larger families we have several 4-seaters in patriotic colours including red, white and blue. The car everyone has been yearning for is now in our showrooms, a 1963 +4 in burnt orange–reasonably priced. 1972 Plus 8 racing car has an urge to hit the pits again–only raced ten times, very competitive–the enthusiasts motor. For those who hunt, shoot or fish, we have suitable motors for every occasion–a '69 XJ6 in camouflage brown, '72 Triumph Toledo in midnight blue, '71 white Triumph Stag. For all weather–a groovy black mini with extra spongy seats–very good for the image. All Morgans desperately wanted for cash. Higher prices paid even with no lights to see.



FOR SALE—continued

MG-A 1600 Roadster, 1959. White, MoT, rebuilt including new chrome, hood, s/screens, windscreen, tyres, carpets, engine, clutch, £300 o.n.o. Must sell. 051-427 5916 (evenings). (39677

VOLVO, 1962. Beautiful red 1800 sports (61 ELF), sun roof, extras, spares, £450 o.n.o. Erith 47495. (39682

1925 HUMBER Tourer, 11.8 h.p. Body chopped at rear of front doors, engine runs, £185 o.n.o. Andrew, 4 Morley Place, Forfar. Phone 3320 evenings. (39679

BENTLEY S1, 1958. Black, first class condition, 66,000 miles only. Fault it if you can. £700 spent last 4 months. £1,600, part exchange considered. Fanthorpe, Dereham 3200 3446 Norfolk. (39637

HEALEY 3000, 1960. Red/black, w/w, XASs, overdrive, new king pins, wheel bearings, brakes, year's MoT, £395 o.n.o. Full details: Cosham 87035 (Hants.) after 6 p.m. (39641

AUSTIN HEALEY 100/6 BN6 2+2. MoT December, overdrive, hard/soft tops, new wheel bearings, clutch, brakes, recent exhaust, radials, recon. engine, spots, radio, laminated screen, belts, enthusiastically maintained in first class condition. Genuine reason for sale, £325. Tel.: 01-777 0132 Bromley. (39668

HARRINGTON ALPINE LE MANS, 1961. Red, less than 4,000 miles on new engine that is still under guarantee. Complete new brake system, electric fan, wire wheels, stainless steel exhaust, HRW, overdrive, 30+ m.p.g., year's MoT. Just a super little car that needs a new home. First £700 secures. Call: Nolde, St. Ives (Hunts.) 64304 collect, evenings. (39678

FOR SALE—continued

RARE HARRINGTON ALPINE. Black, 5½Js, Weber carb., racing exhaust manifold, recent brakes and silencer system, taxed, MoT. £325 or part exchange cheap TR4 plus cash. Phone Redditch (Worcs.) 65207. (39663

PORSCHE 911E, 1972/73 model. Silver metallic, cloth trim, electric sunroof and windows, tinted glass, rear wiper, mag. wheels, 1 owner, AFN service history, £3,450. P/ex.considered. 01-446 0235. (396641

MAZDA RX3 Coupé, 1973. White, sunroof and vinyl top, mag. wheels and SP Sport tyres, HRW, radio, £1,195. P/ex. considered. 01-446 0235. (39664

BROUGH SUPERIOR SS100 1000 c.c. motorcycle (JAP). Needs restoration. Offers above £450 (subject to inspection). Box 4245. (39683

BMW 2002, 1970. "J" reg., Chamonix white with grey/blackinterior, radio, 8-track stereo, heated rear window, mechanically and bodily sound. £999. Tel.: 01-445 2114 day, or 01-349 9370 evening. (39682

TVR VIXEN S3, 1971. "K" reg., 28,000 miles, sunroof, radio, alloys, 3 new tyres, forced sale, £150 below list price, £975. (Nr. Camberley) 02516 5491. (39657

MG TF, 1954. Red, partially renovated, suspension and engine rebuilt, rewired, etc. £850. 021-554 1040. (39651

VOLVO P1800S Sports Coupé, 1967. Red, 37,000 recorded miles. A car for the connoisseur, currently returning 28 m.p.g., £895. HP, P/ex. 01-390 0404. (39652

DAIMLER DART, 1962. BRG, excellent condition, 12 months MoT, fitted hardtop. Offers invited over £650. Telephone Fillongley 40714, near Coventry. (39644

FOR SALE—continued

TWO MASERATIS, 1968 Mistral 4000. Special wide Minilite wheels, Avon radials, slot stereo, electric aerial, tinted glass, etc. Superb! Almost as new throughout, £2,500. C1965 3500 GTI coupé by Touring. 2+2 (adults!). Beautiful, appreciating, £1,500. Both LHD, fuel injection, manual five-speed plus reverse. Finance and p/exchange possible. Steeple Aston 606 (Oxfordshire). (39758

SCIMITAR GTE, 1972. Nevada yellow with tan trim, overdrive, radio, HRW, £2,000 o.n.o. Would consider 1971 Cooper "S" or something non-automotive, e.g. shotgun, model (locomotive traction engine or car) or top quality watch in part exchange. Clarke, 40 Roland Way, London SW7. 01-373 3000. (39762

MG-C ROADSTER, 1967. Red/black, wire wheels, overdrive, radio, reconditioned gearbox just fitted, £795 or exchange for 1971 Mk. III Cooper "S". Clarke, 40 Roland Way, London SW7. 01-373 3000. (39762

MERCEDES-BENZ 230SL Roadster, 1966. With power steering, automatic, 3rd seat, hard top, radio and stereo, just completed extensive overhaul, bills available, £1,745. Phone Brentwood 212593. (39760

SUNBEAM ALPINE IV (1964). Red/silver cabin, hard/soft tops, overdrive, p.b. radio servo, 5½Js, £140 just spent on full mechanical rebuild (bills). Car now in exceptional condition and a genuine bargain, £195. Rossendale (Lancs.) 6476. (39761

FOR SALE: January 1934 Hillman Minx Deluxe. Believed genuine 102,000 miles, original log books, handbook, some service history, first class order throughout, MoT, £350 o.n.o. Tel.: Norwich 412845. (39680

FOR SALE—continued

LAGONDA DROPHEAD, 1953. 2580 c.c., owned the last 16 years by Lagonda club member, three owners from new, factory rebuild 16,000 miles since, impeccable condition and fitted original radio and almost new tyres, exhaust, batteries, etc. Very excellent and rare car offered at £695 with MoT, taxed and accumulated spares. Cash please, but suitable exchange welcomed. Tel.: Kingston Blount (0844) 51543 (Oxfordshire) evenings. View London. (39681

VOLVO P1800S, 1967. Overdrive, BRG with fawn leather interior, new Cinturatos, Motorola radio, excellent condition. Long MoT and taxed, £795. Telephone Luton 595165. (39659

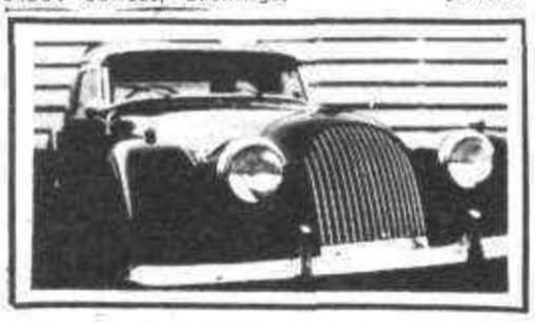
FOR SALE: Reg. No. 5874 MG on Austin A40. Also some spares. Offers: Tel.: 01-952 9758 (F1502

1960 (JULY) Mk. I 3000 c.c. Healey. Wide wheels, w/r, excellent classic, MoT, £425. Lewes 4280 (possible part exchanges). (39748

JAGUAR E-TYPE, Series II 2+2, Sable FHC, "H" registered, 39,000 miles, sunroof, new tyres, battery, pads, exhaust. Immaculate condition. Exchange GTE or £1,495. Bampton Castle 411 (Oxfordshire). (39764

JAGUAR XK150. Excellent condition, wire wheels, overdrive, good paintwork and mechanics, best offer secures. Tony, 01-458 3172. (39767

MORGAN 4/4 2-seater, 4 months old, dark blue/red leather interior/white hood, wire wheels, bucket seats, most extras. Offers over £1,725 (today's cost £1,880, delivery 2½ years). For details: Phone Uddingston 5310 (home). (39770



BMW 2002 Touring, 1972. 23,000 miles, Colorado, £1,795. The Tower House, Barton, Richmond, Yorks. Phone Barton 439. (39675

1968 SUNBEAM ALPINE Series Five. Red/black soft top and tonneau, one of last made, superb condition, genuine 45,000 miles, overdrive, oil cooler, Radiomobile, undersealed, good radials. Reluctant sale, good home wanted, £525 o.n.o. Phone Knutsford 51363 (Cheshire). (39671

1970 RELIANT SCIMITAR 2+2. Purple haze, 3-litre, overdrive, radio, sunroof, 3-litre fuel coupons, 1½-litre consumption, Smart, £1,095. Christchurch (Cambs.) 220. (39673

INCREASE IN FAMILY forces sale of November 1969 1750 Alfa Romeo Spyder DH. £200 spent recently on gearbox and head. Phone Southerndown, Glams. 517. (39672

BMW 1602, 1972. "K" reg., 11,000 miles, white bodywork, blue cloth trim, superbly engineered vehicle, £1,650 o.n.o. Consider exchange. Southport 78254. (39674

BMW 2000C Automatic, 1970. One owner, mileage 13,500, immaculate. Best offer. Phone: Leamington Spa 24400. (15672

1956 MG-A Mk. I Roadster. All original, very good condition, kept in store for 18 months, good investment, £300 o.n.o. Tel.: Towcester 50623 evenings (Northants). (39671

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LOCASPORT SARL

39, Promenade des Anglais, Nice, France

Tel.: 87/88/54

TRIUMPH TR4 (powder blue). A collector's item. This car has to be seen to be believed, £520 o.n.o. Tel.: Matlock (Derbyshire) 3611 after 5 o'clock. (39751

AUSTIN A40, 1954. One owner, 30,000 miles, exceptional for age. Offers to Huggett, 25 Charlton Avenue, Walton-on-Thames. (39752

HERON EUROPA, 1965. Most attractive and very rare, being one of only twelve. Ford 1500 GT power, 2000E gearbox, recently resprayed black, 5½J Revolution alloys, new tyres, long MoT, verging on immaculate condition, £550. 01-942 2424. After 8 p.m. (39753

1958 ASTON MARTIN DB3. Aluminium-bodied, red Tickford coupé. This car is in exceptional condition and is reluctantly offered at £1,000. Stockton 555670. (39754

1930 CITROEN C4 with trunk. Very pretty, good mechanically and bodily, but needs retrim, hence £550. Also various models of good "Traction Avant" from £250, and spares. Write: Faustroll, 15 Canterbury Ave. Cranbrook, Ilford, Essex. (39755

MASSIVE, EXCEPTIONALLY rare right-hand-drive Mercedes-Benz 300D, 1961. Fuel injection and surprisingly good fuel consumption. This highly distinctive and prestigous car has a recorded mileage of 33,000. The condition of both interior and exterior is commensurate with this mileage. Offers for this pillarless car should be in excess of £1,000. Registration number WH 42. Telephone 01-997 4428.(39757

1894/1895 PEUGEOT, vis-a-vie complete car, nothing missing. Daimler engine, 2 cylinders in use. Chain drive and solid tyres. Offers to: D. Pichon, Hotel du Cheval Noire, 76 Cleres. Tel.: Cleres 766690 (92271

TIGER 1965 4.2. Dunlop alloys, recent new starter, brake servo, exhaust, taxed, some spares, £620 o.n.o. Phone Farnham Common 4852. (39656

ISO GRIFO/BIZZARINI Le Mans car. Very competitive post historic racer or ridiculously fast and spectaclar road car. £3,950 or swap something interesting. Ring James Mchew, St. Albans 66666. (39655

ASTON MARTIN DB4. Well looked after mechanically, oil cooler, electric aerial, air horns, paint not immaculate. First £475. Oakham 3163 (39638

TR4A, 1965. Surrey h/s tops, 5 p.b. radio, overdrive, new w/w, tyres, suspension, wings, boot, exhaust, extras, white, £525 o.n.o. Milton Keynes 17145. (39639

MASERATI MEXICO, 1970. 4700 c.c., red, white leather interior, new engine under 10,000 miles, Sundym glass, electric windows, radio/stereo/tape and refrigeration. Special registration 4700 MM, £4,000. Middleton-on-Sea 4288 (Sussex). (36667

COOPER FORMULA Junior, 1956. Complete and original, two sets wheels and tyres, potential historic racer, £495. Tel.: Luton 595165. (39659



HRG 1500 2-SEATER, 1948. Excellent throughout, UK buyers only, £2,300. Consider pre-Ruby Austin Seven in part exchange. Box No. 4248. (39774

PEERLESS 2000 GT, 1958. Over £250 spent on renovating this rare car. Taxed, MoT, £425 o.n.o. Tel.: Castle Cary 254 (office hours) (39775

1935 LANCHESTER 12/6 sports saloon. Part dismantled but complete, body and tyres sound, for restoration or useful spares, £35 o.n.o. Tel.: 01-445 6191. (39743

1960 XK150 HT 3.4-litre, BRG, mint condition, genuine 3,000 miles only, 150 m.p.h. on test. Can be only one of this type in England. Owned by ex-Jaguar tester and tuner. Box 4251. (39742

MG ZA Magnette Saloon, 1956. Fully restored to original condition. Engine rebuilt 5,000 miles ago. Competed at Beaulieu Concours 1972. Much loved car sadly must go due to business commitments, £245 o.n.o. Telephone Roger Andreason, Eastleigh 2445 (Hants.). (39763

RILEY 2½-LITRE, 1951. Green and black, excellent condition, overhaul of brakes, exhaust, tyres, steering, suspension, battery, etc., £365. Tanworth-in-Arden (Warks.) 2271. (39741

1953 BENTLEY R-Type manual. Believed genuine mileage of 65,000, original log book showing five private owners. Recent specialist respray, long MoT, interior excellent, a very fine motor car at £1,450 o.n.o. 061-445 8921. (39740



— SPORTS CARS FOR HIRE —

Morgan, V8's MG-Bs, E-type 4.2 and V12 Roadsters, Healey, Triumph Stag

Comprehensive insurance, A.A. membership. Radios, overdrive, etc., fitted.

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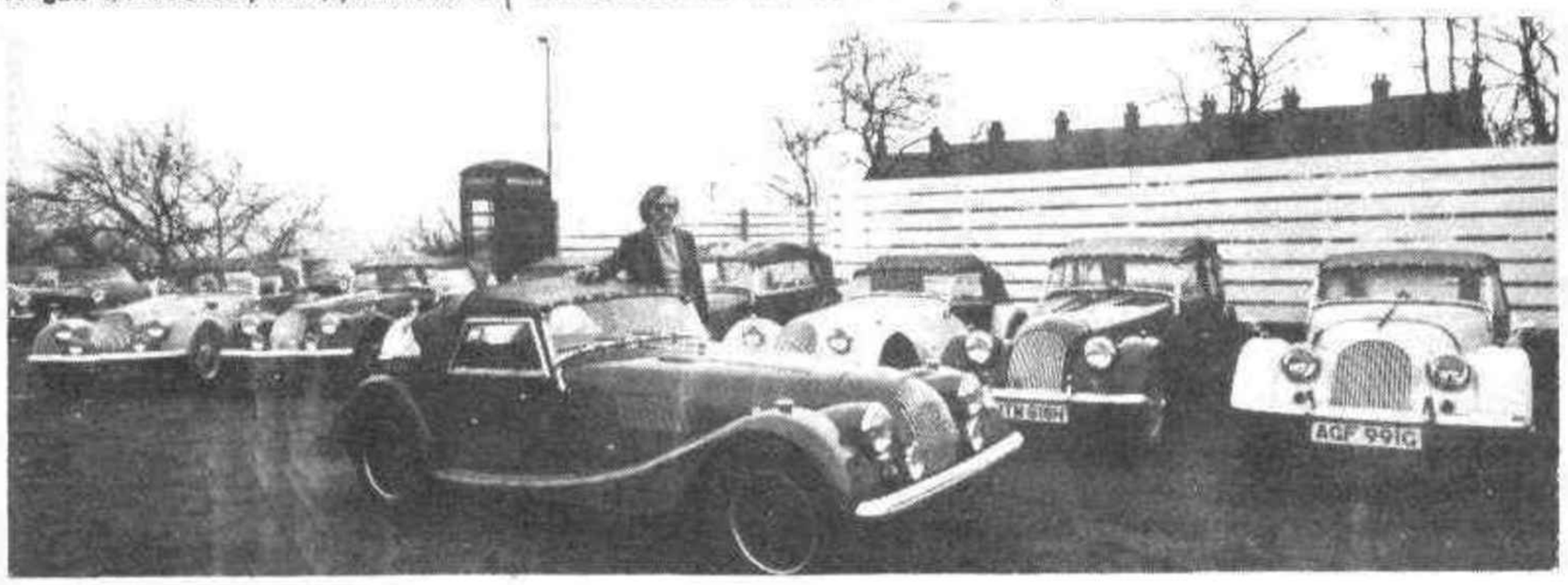
Reece Mews, London, S.W.7. 01-789 0757 01-589 8309



John Britten



Give up smoking, give up drink; for a four-wheeled friend from Malvern Link. "The Morgan buyer, it seems, will have his car regardless of the Government, Arabs, miners, or anyone else"—Ian Morton, *Evening Standard*. **Morgan Plus Four** 4-seater, 1965, red, many extras. **Morgan 4/4 Comp.,** 1957, yellow, full rebuild, BMC 1498cc power unit, twin Strombergs. **Triumph TR6,** 1973M, Magenta, hardtop, overdrive, 1500 miles. **Morgan Plus 8,** 1971, flame red, 8-track stereo. **MGB,** 1967, BRG, overdrive, wire wheels. Should explain at this time someone has removed my stock list and sundry papers from where they should be; for that reason can give no prices this month, only hazy recollections of what we have in stock, please excuse errors. Also mislaid letter saying if we publish his rhyme, he will buy Morgan. Your rhyme will appear next month, Sir; please buy car now. **Morgan 4/4 4-seater,** 1972, yellow, wire wheels etc. **MGB,** 1971, indigo blue, Rostyle wheels, reclining seats. **Morgan Plus 4,** 1968, blue, **Morgan 4/4 Series V,** 1965, blue, 1500 unit. **Morgan Plus 8,** 1970, blue, 1 owner; like other Plus 8s it is "burdened with a long bonnet, that curse of the traditional British sports car"—John Bolster, *Autosport*. **Triumph GTR4,** yellow, 1965, fixed-head coupe with seats for 4 adults, fitted with 2.5-litre V6 unit. **Morgan 4/4,** registered 1971 but in reality much older, yellow, thoroughly rebuilt and comprehensively re-engined. **Jensen Healey, 1973,** 1973, yellow, radio, 1 titled. **Morgan 4/4,** 1973, blue, wire wheels, bucket seats, radio etc etc. **MG 'Y' Saloon,** 1951 (late) maroon with red leather, heater, sunroof, 2 owners, a collector's item, at daily use price. **Morgan Plus 8,** 1969, red. **Morgan 4/4,** 1969, maroon, 2+2 seats. **Morgan 4/4,** 1971, brown, wire wheels. **Morgan 4/4 4-seater,** 1972, brown, beige leather interior, wire wheels. **TVR Tuscan V6,** burgundy, chrome wires, Webasto roof, overdrive, Sundym glass all round. **TVR Vixen,** 1968, white, Ford GT power unit, wire wheels. **Honda C50,** 1968 (November), equipped with the "Arab-Cheater" 49cc o.h.c. engine; while we are being ethnic I might as well mention that this trusty machine carried the first non-Pakistani to be convicted for riding without a crash helmet. This same person suffered again at the hands of the Law last week when he became the first garage owner to be prosecuted for shining a light of a kind that apparently should not have been shone.

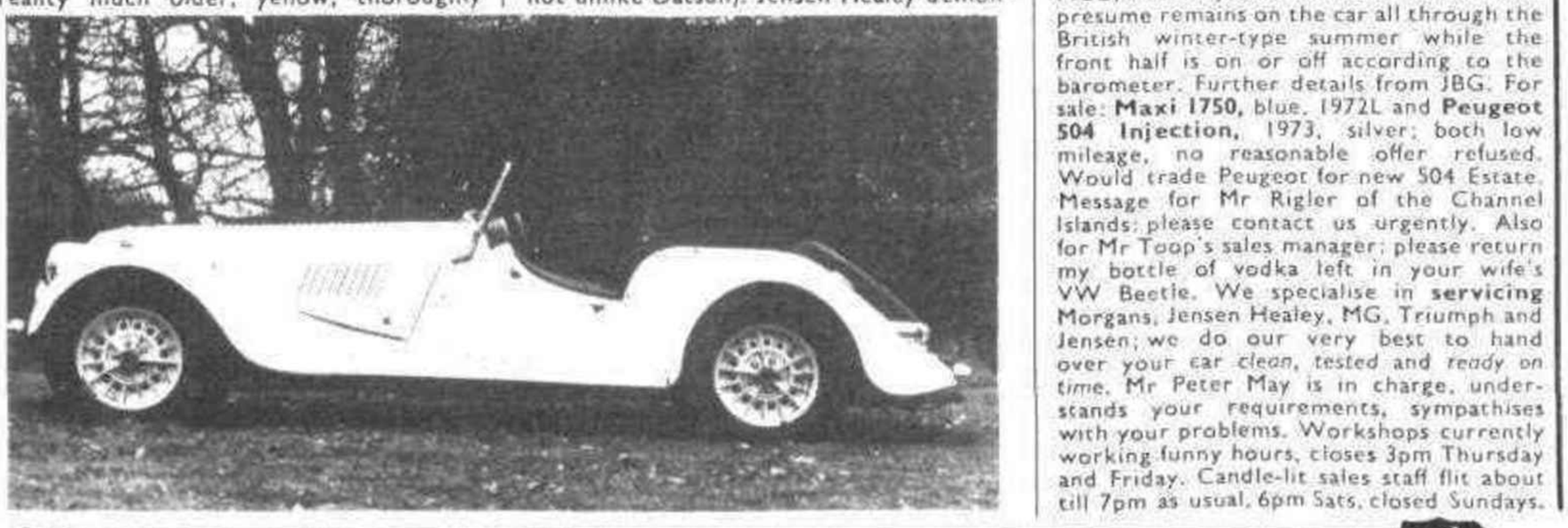




Morgan Plus 4 Coupe, 1963, green, wire wheels. And we have **many other sports cars some of which are Morgans. New Jensen Healey;** can deliver within a few days in white with black trim or black with tan trim, within few weeks well have red, yellow (new colour, not unlike Morgan) and blue (also new colour, not unlike Datsun). Jensen Healey demonstration drives must be booked up the day before as "JB 999" spends a lot of its time away from Arkley. We are just about



to attend Jensen Healey dealers noggin and natter, so you can expect to find us bursting with brand loyalty. The **Arkley SS** has just had its 4th birthday. When it first came out we sold mostly ready-converted cars and hardly any kits. Things gradually changed, and now we sell a lot of kits but no pre-converted cars. People seem to have discovered that the Arkley is easier to build than might be imagined. All you need is a sound-floored Spridget and our £121 (tax paid) kit. You ought to be able to sell your discarded body panels and bumpers for enough to pay for any extra disbursements. To start ball rolling, send large addressed envelope and plenty of stamps; you will receive illustrated brochure, detailed price lists, and, if requested, *Autocar* road test reprint. We have fully-built Arkley SS on display but kits are sometimes in short supply, please try to order about 4 weeks in advance. **New Morgans:** Delivery times aren't likely to be too much affected by power restrictions as the factory are managing to put in something like a full working week (as we are at Arkley, being lucky enough to have skylights in the workshop and showroom roofs). Let's hope component supplies don't dry up. We have this **Morgan book,** I always forget the name but it's an illustrated history of the Morgan 3-and 4-wheelers and of the people who made them; £4 post free, a gnat's whisker less to personal callers. Also stocked: Morgan handbooks and spares for recent models, **Jensen Healey** spares, **Lenham** hardtops which nowadays have to be ordered a few weeks in advance although we do have one or two types in stock. Lenhams have an extraordinary new hardtop out for the MGB; I've only seen the back half which I presume remains on the car all through the British winter-type summer while the front half is on or off according to the barometer. Further details from JBG. For sale: **Maxi 1750,** blue, 1972L and **Peugeot 504 Injection,** 1973, silver; both low mileage, no reasonable offer refused. Would trade Peugeot for new 504 Estate. Message for Mr Rigler of the Channel Islands; please contact us urgently. Also for Mr Toop's sales manager; please return my bottle of vodka left in your wife's VW Beetle. We specialise in **servicing** Morgans, Jensen Healey, MG, Triumph and Jensen; we do our very best to hand over your car *clean, tested* and *ready on time*. Mr Peter May is in charge, understands your requirements, sympathises with your problems. Workshops currently working funny hours, closes 3pm Thursday and Friday. Candle-lit sales staff flit about till 7pm as usual, 6pm Sats, closed Sundays.



JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

TRIUMPH GT6 Mk. 2, 1969. White, superb condition throughout, low mileage, fully undersealed, Cosmic wheels, radio, cassette, stereo, burglar alarm, SAH exhaust, Motolita wheel, air horns, many other extras, £775. Phone 01-504 4651 after 6.30 p.m. (39744

SUNBEAM TIGER, November 1965. Outstanding condition, £495 or will exchange Beetle or small saloon. Hawkinge 2750 (Kent). (39745

"K" REGISTRATION 1972 brilliant green Fiat 124 sports coupé in good condition, 24,000 miles, 1600 c.c., 5-speed gearbox, radio, new tyres, £1,275 o.n.o. Telephone Milton Keynes 73845 during normal working hours. (39746

BUGATTI, 1923, T23. Most attractive cloverleaf three-seater, early pearshape radiator, exceptionally original condition, historic well-known car. 01-790 6086. (39746

HEALEY 3000 Mk. III '66 model, BRG, overdrive, w/w, beautifully maintained, genuinely immaculate, £925. Luton 33095. (39747

1967 MARCOS 1500. Metallic blue, black interior, extras include wire wheels, sunroof, radio, etc. Whole car in excellent condition, MoT for year, taxed, £795 o.n.o. Ring 01-644 2761 evenings and weekends. (39750

TVR VIXEN, 1971. Flame/black, stereo, alloy wheels, £1,000 o.n.o. Tel.: Havant (07012) 76071 evenings, 4428 daytime. (39769

ALFA 1300 Guilia TI, 1970. White, small parking dent. £750 o.n.o. 584 4428. (39766

1966 MERCEDES 250 SEC, 2-door coupé, superb example of this most interesting rare car, £995. Wrexham 52360. (39918

1952 1½-LITRE RILEY. Excellent condition, MoT November, resprayed, rechromed, genuine mileage approximately 46,000, £700. Phone Falkirk 24266 or 22894 office hours. (15731

MG TF 1250 c.c. Superb respray, much rechromed, good mechanical order, new hood and tonneau. Offers over £1,000. 01-462 4083 evenings. (39037

TANDEM axle car transporter trailer, with lights, ramps, winch, etc., £250. Tel. Craven Arms 3345 (Shropshire). (39166

VOLVO 1800S, 1968. Dark green with beige interior, maintained by Volvo specialists, £890 o.n.o. 05645 6956 (Knowle, Solihull). (39812

CORSAIR 2000E. "G" reg., Lotus gearbox and suspension, 5½ in. Js with new radials, excellent condition, black vinyl roof, reclining seats, taxed, £595 or exchange vintage sports car preferably MG. Cash either way. 01-462 4083 evenings. (39037

RILEY MERLIN Saloon, 1936. Black, preset low mileage, nice condition, present owner since 1937, £300 o.n.o. Thomas, 45 Lakefield Road, Llanelli, Carms. (39815

1932 WOLSELEY Hornet special six cyl. Original sports body, car needs restoring, therefore £225 o.n.o. 061-445 8921. (39740

RILEY RME, 1955. Excellent green body, good mechanics, MoT, £265. Limpley, Stoke 2509 before 9 a.m. mornings. Write: 211, Conkwell, Wilts. (39776

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1973 M.G.-B, teal blue, 2,748 miles, o/d **£1,365**



1971 LOTUS EUROPA, yellow, 1565 c.c. engine **£1,195**



1972 MORRIS MARINI 1.3 coupe, white, 12,591 miles **£745**

1969 H AUSTIN HEALEY Sprite Mk.IV, blue, hard/soft tops, anti thief, wood wheel, lady owner **£495**

1967 AUSTIN HEALEY 3000 Convertible, red/black, wire wheels, radio, fog/spot, 3 owners last one Airline Pilot, rebuilding TF only reason for sale **£1,145**

1967 ASTON MARTIN DB6, olive green/black, one owner since car was approx 6,000 miles, confirmed mileage 56,631, chrome wheels, electric windows, Sundym all round, radio, twin speakers, 5 speed box, P.A.S., Avon turbospeeds, a most delightful example in extremely nice condition **£1,745**

1971 GINETTA G15, green lime/black, heater, mag wheels, recorded mileage 27,162, nice condition **£775**

1967 JAGUAR 'E' Roadster, white/red, chrome wire wheels, radio, one owner since 1970, recorded mileage 29,365, owner says genuine exceptional example **£1,045**

1973 FORD MUSTANG MACH 1, one lady owner, certified mileage 4,039, yellow with black nasa styled bonnet, tan sports interior, 2 spoke leather wheel, ¾ black vinyl roof, am/fm radio, rear sports deck, power steering and brakes, electric windows, tinted glass all round, undersealed, chrome strips, one could go on for ever on this car **£2,795**

1966 LANCIA FLAMINIA 3C 2.8 litre V6, imported 1972, very pretty 2 door superleggera *touring coachwork, 2/4 seats, silver grey/red, classic car appreciating **£1,195**

1971 LOTUS EUROPA S2, yellow/black, some federal mods, 1565 c.c. engine with emission control, radio, recorded mileage 24,254, exceptional **£1,195**

1969 LOTUS ELAN S4 Fixed Head Coupe, white, special equipment model, two owners, 36,491 miles, radio, knock-ons, hot window, Kenlowe fan, servo discs **£925**

1968 LOTUS ELAN 2+2, white/black, radio, in exceptional condition throughout, one of the nicest we have had, single reg. number **£1,195**

1968 LOTUS ELAN 2+2 Coupe, French blue/grey top, radio, maintained by Len Street, very smart car **£945**

1966 LOTUS ELAN f.h.c., white/black, knock-ons, 5 p.b. radio, rear window heater, engine clutch rebuilt Nov 72, front suspension rebuilt Dec 73 ..... **£695**



1972 TRIUMPH TR6, one owner, o/d **£1,295**



1973 TRIUMPH GT6, one owner, 8,300 miles, o/d **£1,195**



1966 LOTUS ELAN coupe, knock-ons, radio, white **£695**

1973 (M) M.G.-B Roadster, teal blue/ochre, 2,748 miles certified, one owner, overdrive, wire wheels, static belts, tonneau, Cinturatos, total undersealed cost over £30, quite as new **£1,365**

1972 M.G.-B GT Automatic, teal blue, one owner, radio, h.r.w., heater, belts, certified mileage 18,679 ..... **£1,325**

1972 M.G.-B L REG., white, one owner, certified mileage since new 6,500, overdrive, wire wheels, expensive radio, works hardtop and soft top, Cints, delightful **£1,195**

1971 M.G.-B GT, midnight blue, one owner, ro-styles, Cints, air horns, hot window, 22,405 miles **£1,045**

1971 M.G.-B Roadster, blaze, overdrive, tonneau cover, one owner, confirmed mileage 22,234 ..... **£945**

1968 M.G.-C GT, white/black, two owners (last one a Dr.), wire wheels, 5 p.b. radio, oil cooler, servo, rear window heater, this is exceptional **£825**

1969 ('68 Model) M.G.-C GT, black/red, automatic, chrome wire wheels, 5 p. button radio, two owners (sold by us to the last) **£775**

1967 M.G.-B GT, red/black, wire wheels, nice bright car, condition good for year **£695**

1972 (Imported) 1968 Model MASERATI SEBRING 2 Door Coupe, metallic grey/blue trim, Borrani wire wheels, radio, electric aerial, electric windows, 5 speed box, fuel injection **£1,995**

1972 MORRIS MARINA 1.3 Coupe, super deluxe, white/blue, one owner, certified mileage 12,591, undersealed, reclining seats **£745**

1968 MORRIS 1100 Mk.11 deluxe 2 door, connaught green/black, one owner (friend of ours) rather nice **£375**

1972 OPEL MANTA RALLYE S.R. Coupe, one owner, certified mileage 11,049, Sahara gold and black **£1,245**

1968 RELIANT SCIMITAR 2.5 V.6 Coupe, Essex green/black, overdrive, Cinturatos, last owner estate agent p.e. our 71 TR6 ..... **£695**



1968 LOTUS 2+2, French blue, radio **£945**



1961 LANCIA APPIA 4-door pillarless saloon **£465**



1972 OPEL MANTA Rallye S.R. coupe, 11,000 miles **£1,245**

1966 SUNBEAM ALPINE Mk.V, rare one owner example, overdrive, tonneau, fog/spot, new black hood just fitted, finished in pale blue with black **£495**

1973 TRIUMPH GT6, green mallard/black, one owner, certified mileage 8,302, overdrive, h.r.w., spare unused, most delightful **£1,195**

1972 TRIUMPH TR6, saffron, hard and soft tops, overdrive, one owner **£1,295**

1972 T.V.R. 2500M, white/black, one owner, confirmed mileage 12,913, radio, 'hot' window, reflex belts, electric aerial, locking wheel nuts, beautiful condition, middle age owner **£1,665**

We are 1¼ miles west from Chiswick Roundabout. **Opening hours MON. to SAT. 9 a.m. to 7 p.m. (Works) 8 a.m. to 6 p.m. For Sunday (viewing only), Telephone Saturday for an appointment. Courtesy car : Proceed Piccadilly Line to South Ealing, cross road to W. H. Cocks & Sons who will arrange transport to Performance Cars Ltd. If Cocks are closed, use public phone outside tube station.**

I have for sale/part exchange a.....

.....

for which I expect £.....

I am interested in.....

NAME .....

ADDRESS .....

.....

.....

Tel. No. (Home/Office).....

FOR SALE—continued

MG-B GT, 1970. Overdrive, sunroof, new battery and tyres, wires, taxed, MoT, £890. Cardiff 77776. (39816

FUTURISTIC NSU Ro80, 32,000 miles, £600 mechanical overhaul, including brand new Wankel engine 2,000 miles ago. *Finished in original Lotus white, many refinements,* also custom registered, £995. Exchange for Caravanette or interesting car. St. Helens (0744) 23415. (39817

LANCIA FULVIA 1.6 HF Lusso, May 1972 ("K"), Rosso Corsa. Radio, excellent condition, reluctant sale due to growing family, £1,750. Tel.: Chaddleworth 584 (Newbury). (39819

JAGUAR Mk. VII for sale. Runner with current MoT, painting required, sound body, mechanically good. Also another Mk. VII useful as spares, minus gearbox, £200 the pair. Will not separate. Telephone Knowle (Warks.) 6560. (39821

LOTUS CORTINA Mk. II, 1970. Perfect condition, in Lotus colours, Grand Prix tyres, radio, stereo, CDI and many more extras. Offers. Dunstable 601805 after 7 p.m. (39822

AUSTIN 8 h.p., 1946. Unused in the last two years, original and complete, some rust needs tidying. Offers. Warrington 35464. (39823

LOTUS ELAN S3, BRG, drophead, lovingly maintained, seeking 2+2, so £750. Bishops Cleeve (Glos.) 4386. (39824

LOTUS ELAN S4 SE DHC, 1970. Outstanding condition, 24,000 miles, finished in Lotus yellow with black interior, complete with Radiomobile radio, £1,100. For full details Tel.: Ashford (Middlesex) 51595. (39825

BMW 2002, 1968. Fast, economical, prestige car in outstanding condition, new tyres, MoT, clutch, gearbox, £850. Possible exchange. Welwyn 4113 (Herts.). (39826

MG TC, 1949. Good condition, recently rebuilt, new tyres, hood, long MoT. Offers over £625. Details ring 061-445 6838. (39829

TRIUMPH GT6 Mk. II, 1970. "J" reg., good condition, long MoT, £770. Phone Mirfield (Yorkshire) 496315. (39830

LOTUS ELAN +2S, 1970. Beautiful and economical motor car, finished in yellow with black trim, normal refinements, HRW, radio, chrome wheels, etc. Recent new clutch, exhaust, tyres, £1,475. Might part exchange. Tewin 747 (Welwyn, Herts.). £39831

1972 ("K") Lotus Elan Sprint. Immaculate condition, maintained at Lotus factory, stereo tape, £1,595. Phone Potters Bar 56365 evenings 6.30 to 7.30. (39833

1935 LAGONDA Rapier Abbott coupé (Reg. No. JY6305). Rough condition, not running, nevertheless all complete, ideal rebuild or "PVT" special, £650. Phone Neath (Glam.) 57737. (39835

FIAT 124 Sport Coupé, March 1972. Blue, new tyres, radio, sunshine roof, 32,000 careful miles. £1,175. Also Alfa Romeo 2600 Sprint, completely overhauled mechanically, including engine rebuild. Good body, £475. The pair for £1,500. Whaddon 202. (39836

RILEY 2½-LITRE, 1951. MoT Dec. 1974, in good running order, good body, roof and tyres. Also many spares, £190. Ring 01-946 8904 between 9 a.m. and 7.30 p.m. (39838

1973 SCIMITAR GTE. Manual, overdrive, 1,800 miles (private sale). Yes it's genuine! Wessex green coachwork, hide trim (tan), electric windows, spots, alloy wheels, fast tyres, radio, 8-track stereo, 4 speakers, Latest Ford V6. Offers over £2,600. Tel.: West Malling 843773. (5307

PEUGEOT 404 Estate, 1970, RHD, petrol, 45,000 miles, Burgundy red with tan interior, inertia reel belts, magnetic fan, reclining seats, roof rack, heated rear window, radio, rear fog lamps, new battery, taxed Feb., MoT July. Excellent condition, £950, no VAT. Foster Thorn, Tel.: 01-636 3886/0541. (38810

ROLLS-ROYCE Silver Ghost, 1924 (FWB). Suitable restoration. A rewarding proposition at low outlay. Offers over £4,000. 01-878 2462. Richmond, Surrey. (39779

LANCIA FULVIA Coupé, 1966. One owner, dark blue/red leather interior, superb and a joy to drive. 100 m.p.h. and 30 m.p.g. Interesting registration number, £495. 01-878 2462 Richmond, Surrey. (39779

MORGAN, 1973. 4/4, 2-seater, immaculate, ivory, black interior, stereo cassette and radio. D. Jarman, 12 Essington Court, Exmouth, Devon. £1,700. (39780

LOTUS 7. 1340 c.c. Cosworth, twin Webers, etc. Bills to show complete rebuild throughout. Sensible offers considered. Sevenoaks 53807. (39834

1956 WOLSELEY 4/44. Only needs seeing. Must sell, first sensible offer. Thame 2665 evenings/weekends. (39781

1934 BENTLEY 3½-litre drophead. Park Ward in ivory with red hide interior, red hood (lined). This car is like new and must be the finest specimen in the country. Tel.: Burnley 23702. (39782

ONE MUST GO. AC Cobra 289, 1964. Many racing modifications including Webers and wide alloy wheels. Was a successful racer driven by Richard Taft. Excellent condition for road or race, £5,250. Lotus Ten Bristol, ready to race. Ex Peter Van Rossem. Eligible for JCB Championship and historic races. Very competitive in 2-litre class, £2,600. Phone Cheltenham 23228 weekends only. (39784

1970 VOLVO 1800E. Fuel injection, Safari yellow, Webasto sun roof, Marchal headlamps, genuine 29,000 miles only, would suit the discerning buyer. Phone Fallon 01-937 6676. (39780

1939 WRAITH Limousine. Hooper body in black, chauffeur maintained and in original condition. Small mileage. Tel.: Burnley 23702. (39782

FOR SALE—continued

MORGAN Super Aero, 1930. 2-speeder, chassis only, virtually complete, radiator, log book, £350. Birtsmorton 454. (39345

RECORD BREAKING Montlere Keift. Ex-Moss, with short 4 JAP, gearbox, body good but needs restoration, £250. Birtsmorton 454. (39345

TVR 1600M, March 1973. One owner, 15,000 miles, 30+ m.p.g., £1,350. Collingham Bridge 2593 (Yorkshire). (39923

FIAT DINO Spider, 1970. 22,000 miles, electronic ignition, beautiful condition, driver's car. Consider p/exchange, £1,500 o.n.o. Tel.: 01-675 2595, SW17 after 6 weekends. (39921

DAIMLER SP250 "C", 1964. 51,000 miles, good condition, hard top, new hood and tonneau, £1,200 o.n.o. Sandown (Isle of Wight) 2237 evenings. (39919

1939 4¼-LITRE Bentley MX. Overdrive, by Mulliner, high-vision screen, panoramic roof, coachwork in silver grey, with hide interior, all mechanics overhauled, virtually brand new. Probably the finest in the world. Tel.: Burnley 23702. (39782

MG-C GT, 1969. Overdrive, undersealed, Downton 174 b.h.p. conversion, 30 m.p.g., exceptional condition, stereo, £925. Upper Basildon 365 (Berkshire). (39913

BRISTOL 409, 1967. 79,000 miles, 2 owners, blue/silver, recently resprayed, owner has acquired a 411, £1,200 o.n.o. G. L. Willan, Sheffield Works, Catcliffe, Nr. Rotherham, just off M1. Telephone 0709 77395. (39912

MEXICO, 1972. Electric blue, custom pack, AVO alloy wheels, HRW, 11,900 miles, beautiful condition, £870 or haggle. Tel.: 01-427 7801. (39911

1946 ARMSTRONG SIDDELEY Hurricane, above average condition, new hood, paint good, mechanics also. Reasonable offer accepted. Watford 35738. (39910

MIDGET, 1966. H/S tops, Rostyle wheels, new shockers, rear suspension, exchange for Mk. I Lotus Cortina, same value. Thompson, 25 Queensville, Stafford. (39909

BENTLEY, Mulliner Mk. VI aluminium saloon. Rebuilt engine, new gearbox, beautifully renovated body and interior, many bills, history. 0926 43595. (39908

BENTLEY Mk. VI Saloon. Two-tone paintwork, excellent mechanics, chrome and interior. Must be one of the finest available. 01-603 0436. (39908

AUSTIN HEALEY 3000 Mk. II (1963). New hood, new tyres, good mechanical order. £450. Tel.: Reading (0734) 580053 after Feb. 12. Evenings. (39907

VOLVO 1325. This white, 2-door model in superb condition, one previous owner, 60,000 miles, Centuratos, extras, taxed, MoT, first registered 21.7.67, no rust whatsoever. Perfect. £595. Phone Harefield 2152 (Uxbridge). (39905

DAIMLER CENTURY Saloon, 1956. Together with a number of spares including a pre-selector gearbox, Consort cylinder head, manifolds, carburettor and crankshaft, £175 the lot. (39904

ESCORT RS1600, Oct. '71. White, 23,000 miles, radio, excellent condition, gently used, regularly maintained, £1,100 o.n.o. 0825 2831 (Uckfield, Sussex) after 6 p.m. (39903

FOR SALE: MG-B GT, "H" reg., MoT, taxed, superb condition, very fast, good m.p.g., new wire wheels and tyres, low mileage, overdrive. Large amount spent on bodywork. Must be seen. Phone Oxford 42983 after 6 p.m. (39902

MG TA, 1939. Marchall supercharged XPAG engine, good condition, taxed and tested, many spares. Offers, Cowley, Laburnum Cottage, Turnditch, Derbys. Tel.: Cowers Lane 382 (after 6 p.m.). (39900

FIAT 2300 "S" Coupe, 1965. In indigo blue, tan interior. Motorola radio, long MoT, a beautiful example of this classic car. £495. Tel. Wargrave 3579. (39898

ROLLS-ROYCE 20/25, 1933. Replica-bodied open tourer. Finished in white, new clutch just fitted, a very pretty car, investment at £3,995. Consider p/ex. Also wanted early Shadow. Telephone 051-639 2883. (39897

1949 1½ RILEY. Good example, but non-runner as engine needs attention. Offers: Cardiff 562570 evenings. (39896

ALFA ROMEO Junior, 1970. In yellow ochre, two owners, in showroom condition, £890. Tel.: Evenings 061-432 8124, office 061-432 7674. (39895

CLAN CRUSADER. Aug. 1972. 15,000 miles, blue, Cosmics, stereo, radio, Sundym, attractive economical sports car. March baby forces sale, £1,100 o.n.o. Mr. Housley. Tel. Sheffield 380693 between 6 p.m. and 8 p.m. (39894

NEW REPLICA Austin Ulster body, steel floor, aluminium panels, with dash. Also part dismantled 1933 Seven saloon, reasonable. Kegworth 2778. (39893

1939 MORGAN 4/4 open sports. Very sound solid body, but fitted Cortina 1500 engine, £540. Kegworth 2778. (39893

1970 ASTON MARTIN DBS 6 automatic. Fuel injection, 25,000 miles only, Bahama yellow, brown hide interior, sliding roof, chrome wire wheels, Sundym windows, quadraphonic stereo, electric aerial. Chauffeur maintained and in absolute pristine condition. New car arriving. First offer of £3,250 secures. Phone: Office 650 7111 ext. 1, evenings 668 6506. (39892

AUSTIN 7 Tophat saloon, 1929/30. Near concours, regular use till November, now wrapped in blankets. Will unwrap to best offer on £850. 15 Lynmouth Court, Prestwich, Manchester 061-773 5919. (39891

MG YB, 1953. Engine very good, body requires some work, very reliable. £245 o.n.o. 40 Braden Road, Penn, Wolverhampton, 39913. (39890

MG-A SPORTS, 1956. Soft top, red, good tyres, MoT July. £215. Full details Exmouth 2920. (39888

FOR SALE—continued

BENTLEY, 1948 Mk. VI. Not immaculate but sound and original. £450. Rover 90, 1956, T&T, £130. Exchange both plus cash for immaculate Mk. VI or R-Type. 34 Westfield Road, Tickhill, Doncaster. (39887

EXCEPTIONAL JAGUAR 420. Automatic, 1966, *dark green, air-conditioned,* electric windows, radio, 10 months tax and MoT, £450. Great Witley (Worcs.) 229. (39886

DAIMLER CONSORT, 1952. Managing director's car for 17 years. Engine overhauled, new king pins, tested to July, £175 o.n.o. Hiles, 6 Broomsfield Grove, Rotherham. (39884

MG-C ROADSTER with Lenham GT hard top, ovedrive, full and ½ tonneau, new tyres, Motorola radio/cassette, long tax and MoT, BRG, 44,000, in very good bodily and mechanical condition, £640 o.n.o. Coventry 412226. (39882

GILBERN Genie, 1969. White with red upholstery, overdrive, plus the usual Gilbern extras. V6 engine, good oil pressure and negligible oil consumption, typical hairy performance, new brakes and tyres last summer, MoT August 1974. Why pay four figures for a Gilbern? Haggle around £900. Joy Wainwright, Sambrook 398 (Salop). (39881

MG-C GT, 1970. Overdrive, wire wheels, sunroof, radio, bronze on beige, lovingly cared for. £895. Phone Carey 614 (Herefordshire) evenings. (39880

BENTLEY Continental, 1964. S111. 2-door by H. J. Mulliner. Finished in regal red/tan interior, Webasto roof, new gearbox, magnificent condition throughout, £5,450. Tel.: 061-483 6256 business hours, Poynton (Cheshire) 5205 evenings and weekends. (38979

1937 AUSTIN SEVEN 2-seater convertible. Mechanics and bodywork restored, rest needs completing, £350. Tel.: 061-483 6256 business hours, or Poynton (Cheshire) 5205 evenings and weekends. (38979

MG-B GT, 1967 "F". Primrose yellow, fitted with chrome wire wheels, sunroof, radio, roof acrial, Triplex HRW, burglar alarm, servo brakes, ZX tyres. Also fitted with late-type black grille, BL badges, and rear lights (looks like 1970 model), taxed and MoT June 1974. Will above average condition, £650 o.n.o. Must be sold. Tel.: Reading 692921 after 6.30 p.m. or Sundays. (39878

WHAT OFFERS? 1937 Ford V8 30 h.p. engine, virtually unused, fitted in 1937 22 h.p. chassis complete. The whole not used since 1938. Bradford, Membland, Newton Ferrers, Plymouth. (39877

1947 MG-TC. Rebuilt but requires finishing. Appreciating asset. Offers. Tel.: 051-486 2226 (Liverpool). (39876

JAGUAR 240, 1968. Absolutely perfect, radio, two owners, 53,000 miles, full service history available, £750 o.n.o. 01-540 9633 after 8 p.m. (39873

ROLLS-ROYCE Silver Cloud III, 1964. Regal red, light hide interior, whitewall tyres, power windows, stereo, taxed, magnificent appearance, £4,950. Finance possible. Telephone Southend 78800 daytime, 556419 evenings. (39870

ASTON MARTIN DB6 Mark II Vantage Saloon, 1970. Manual, silver bodywork, Sundym, radio and cassette, private reluctant sale but p/ex. possible. £2,950. Telephone Upminster (Essex) 23398. (39868

AUSTIN HEALEY 3000 Mk. I. White/red interior, new hood, carpets and radial tyres, 12 months MoT, very good condition, £425. Waddesdon 649 evenings or weekends. Genuine reason for sale. (39879

ESCORT MEXICO, 1971 "K". Immaculate, road use only, car in maize. Centre console, SP Sports, 30,000 miles and genuine 30 m.p.g., £870. P/exchanges considered either way. 01-654 1660. (39854

1964 LANCIA FULVIA Vignale 1.8 convertible with hard top. White with black interior, RHD, two lady owners, only 43,000 miles, always well maintained and still in perfect condition. "F" registered as spent first four years in Jersey. £750 o.n.o. Mrs. Widgery, Hampton Dene, Hereford. Tel.: (0432) 3373. (39852

ALFA ROMEO Giulietta Spider, 1958. Hard top, engine rebuilt, body very good, needs exhaust. Offers? Phone Lockerley 40600 (Hants.). (39849

FOR SALE. Wolseley 4/44, 1955. Genuine mileage 41,269 from new, two owners, last one for three years. Death reason for sale. £120 spent on respray BRG, seats been attended to where necessary by ex R-R upholsterer. Ex. condition, will have full MoT when sold. Car in Watford, Herts. Photos available. Phone Rochdale 30984. (39847

PORSCHE 911E, 1970. Metallic blue, beige interior, head rests, tinted electric windows, heated rear window, rear wiper, Blue Spot radio, twin spots, twin foglights, special wheels, low mileage, superlative condition. Part exchange considered. £2,495 o.n.o. Broughton (Northants.) 432. (39818

V6 CORTINA Mk. 3 GXL, 1972. 4-door. Sunset red, vinyl roof, main dealer conversion, special transmission, suspension wheels, seats, cost £2,400, 8,000 miles, condition as new, £1,495. Also MG-C '68/'69, overdrive, wires, recent overhaul, one owner, works hard top available. Probably best offered. LHD, only £495. Part exchange, HP available. Danbury 4313 (Essex). (39857

JAGUAR E-TYPE, 1967. 4.2 drophead. Carmen red with black trim, stereo, radio, fantastic condition both bodily and mechanically. HP, part exchange considered. Tel.: Halifax 51149. £1,695. (39820

BENTLEY, 1939. Thrupp and Maberley semi-razor-edged saloon. Three owners, known history, recent engine rebuild, currently being repainted. For appointment to view (London area). Phone Tatsfield (Westerham) 592. (39865

FOR SALE—continued

ROY 7 REG, Jaguar E-Type, 1973 reg. 1970 model fixed head coupé built specially to owner's specification in white with black trim and vinyl roof, chrome wire wheels, white-wall tyres, quadrophonic tape, fantastic throughout. HP, part exchange considered. Tel.: Halifax 54149. £1,995. (39820

1969 MORCOS 1600. Metallic blue, alloy wheels, radio, sunroof, Kenlowe fan, balanced engine, £1,000 or part exchange for cheaper car. Hayant 77910. (39866

BENTLEY R-TYPE, 1953 standard steel saloon. Sunroof, radio, MoT, January 1975, mechanically good. Phone Tatsfield (Westerham) 592. (39865

1948 FORD V8 station wagon super deluxe, RHD, Canadian pine body in good order, stored since 1956, no rust but some wing damage due to incompetent low-loading. Spares available but key lost, £300 or near offer. Ring Dublin 315500 business hours, or write: Dollard Ltd., Dublin 5. (39864

ASTON MARTIN DB4 series III. 2 owners, 50,000 miles, blue with matching interior, overdrive, chrome wire wheels, etc. Exceptional condition throughout, £1,200. Tel.: 01-733 1062 (day) or 01-398 4149 (evenings). (39863

LANCIA S2 Coupé, 1972. Excellent condition, one owner, radio, tchedule serviced, 17,000 miles, £1,375 o.n.o. Tel.: Coventry 62809. (39862

ROLLS-ROYCE Silver Shadow. 3-door example by H. J. Mulliner, finished in midnight blue/grey interior. Excellent condition, £6,500. Tel.: 061-483 6256 business hours, Poynton (Cheshire) 5205 evenings and weekends. (398600

BENTLEY S1, 1956. Black over silver/red interior, over £500 spent last year. In excellent condition throughout, £1,175. Tel.: 061-483 6256 business hours, 061-881 4381 evenings and weekends. (39860

MORGAN +8, Nov. 1972. Red, aluminium bonnet, bonnet strap, twin exhausts, Alloy rol bar, luggage rack, immaculate, 11,000 miles, £2,050. Phone Claverdon 2015. (39846

MG-A Twin-Cam. Rolling chassis, engine and gearbox, complete apart from bodywork. This car has done 1,500 miles since new. Ideal for restoration. Offers. Phone Bicester 41378. (39845

TWO BIG BRISTOLS! Marvellous to handle! Much tuned to provoke superb response! The rest is censored—but highly recommended. (405s—£750 and £850.) Steeple Aston 606 (Oxfordshire). Possible finance, p/exchange. (39844

ALFA ROMEO, 1965. Guilia Sprint GT 1600 coupé. MoT taxed many new parts, very good condition. Stork forces sale, £345 o.n.o. Tel.: Earith (Huntingdon) 391. (39842

GILBERN GENIE, 1967. Overdrive, wire wheels, very fast and economical, taxed, £800. Tel.: Bristol 35529. (39841

E-TYPE JAGUAR FHC, 1965 4.2. Dark blue sunroof, 2,000 miles since factory replacement engine, gearbox, clutch, etc. Factory warranty still. Stainless exhaust system, £500 of bills since October '73, 2 sets of wheels and tyres, radio, Konis, present ownership 6 years, before that one owner. If you want a good E-Type with complete history since new, here it is. AA tested and report available, £1,250. No offers. Box 4799. (39851

BENTLEY, 1936, 4¼-litre. Previous owner attempted to reduce saloon body to tourer, but car still has good bonnet, lights, mascot, etc. Sound, runs, but needs work £650 o.n.o. Box No. 4750. (39875

1971 "K" FIAT 124 Special. 32,000 miles, well maintained, spacious, performance with economy. £700 o.n.o. Peterchurch (Herefordshire) 418 evenings. (39875

1935 MG TA. Mostly original, £495. Phone Coventry 466305. (39907

LOTUS 7. IRS, alloy wheels, discs all round, new 1600 Clubman engine and Bullet box, used 3 events in 3 years. Would make superb road car, £675. Tel.: Sheffield 302236. (39908

MERCEDES 190 SL Sports, 1963. LHD. new MoT, £400 recently spent. Invest in a classic car, £590. 874 1209. (39943

VITESSE Mk. II. "J" reg., 25,000 miles, immaculately maintained by enthusiast to standards of perfection. Executor's sale, £690. 874 1209. (39943

V8 MG-B GT. "K" reg., 16,900 careful miles, superb unmarked bronze yellow, undersealed, sun roof, overdrive, HRW, radio, head rests, QI lights, 25 m.p.g., absolutely outstanding condition, genuine reason for sale. Offers around £1,550. Ring Dorking 4138. (39969

BRISTOL 403. Recent bills for over £200, 12 months' MoT, £475 o.n.o. Beccham 01-440 6168. (39968

MG-B GT. Aqua coloured, fitted with tinted glass, overdrive, spotlights, head-rests, wing mirrors, and a Motorola radio. Registered in March 1972 and with a recorded mileage of 22,500 miles, £1,260. This car is in good condition. Phone Northampton 33120 during business hours or Wellingborough 79776 in the evenings or at weekends. (39967

PORSCHE 912. Sandy beige, 1967, mag. wheels, GB60, LHD, reg no. HAP 5L. Absolutely immaculate, £995. Shoreham-by-Sea 4026. (39966

JAGUAR E-TYPE roadster, 1970. Sable with beige interior, push-button radio, all usual extras, 12 months' MoT, taxed 4 months, guaranteed 36,000 miles, one company director owner, mechanically perfect and immaculate throughout. £1,695. Tel.: 021-550 5561. (39965

SS JAGUAR, 1937. 2½-litre saloon, fitted reconditioned SS 100 3½-litre engine, needs rewiring, bodywork and interior to complete. Serious offers to N. Payne, Treboast, Stithians, Truro, Cornwall. (39964

FOR SALE—continued

AUSTIN HEALEY SPRITE Mk. I, 1959. Reg. No. SDP 24, h/s tops, £400. Full details: Braintree (Essex) 22175. (39963

MG TC, 1948. Dark green, good condition, needs rewiring, hence £695. Tel.: 01-928 2441 ext. 378, Dr. Thompson. (39962

ALVIS 12/70, 4-seater, drophead tourer, 1938, one of seven by specialist coachbuilders Whittingham and Mitchell, 76,000 miles, engine and body being rebuilt to a very high standard, excellent chassis, a very rare car of classic design yet very advanced technically for its year and bound to continue to appreciate in value. A better investment than any stocks and shares. Part exchange modern saloon considered. Telephone Lowestoft 67472. (39961

TRIUMP GT6, 1971 "K". One owner, 20,000 miles, undersealed, sunroof, as new condition, £995 o.n.o. Exchange considered. Cuffley 3162, Herts. (39960

FERARI 410 SA California Spyder, racing RHD, 1962, new engine, body concours condition, £6500. Box No. 4252. (39958

LADY OWNER wishes to sell 1972 orange Lotus Elan D/H, 12,000 miles, full service history, an outstanding specimen, £1,595. Wimbourne (Dorset) 3159. (39989

FIAT 124 Sports Coupe. Heater, radio, £800. Tel.: 01-467 3715. (39972

VOLVO 1800E, Safari yellow, Webasto roof, radio, petrol injection, MoT to November, low mileage, very good condition, two owners, 1971. Tel.: 01-582 7070 daytime, 0702 79257 evenings, £1,600 o.n.o. (39988

LOTUS CORTINA. Late 1968. 6 in. Cosmic alloys, high delivery oil pump, otherwise standard example in Lotus colours, £525 o.n.o. Telephone Shottisham 613, Nr. Woodbridge, Suffolk. (39985

TR6, 1971 "K" reg. 33,000 miles, white, soft top, overdrive, radio, 7 months' tax, 4 new SPs, well worth seeing at only £900. Tel.: Ripley (Derbys.) 811117. (39984

GT6 Mk. 3, Carmine/tan, overdrive, headrests, Sundym, HRW, under 200 miles, offers HP arranged Barnsley 87164. (39768

LOTUS EUROPA Twin-Cam, 1972. Racebred, mid-engined GT, red/black trim, 5½J alloy wheels, radio, immaculate, £1,559 o.n.o. Tel.: Camberley 22812. (39981

1961 E-TYPE. Must be one of the best 3.8 coupés around. Genuine 57,000 miles from two previous owners, black with white hood, immaculate condition throughout. First offer over £1,000 secures. Phone Llandudno 78388 (office hours), Llandudno 75966 (after 8 p.m.). (39979

1932 MG Magna F3 2+2 convertible, 1270 c.c. OHC. Complete restoration costing £650 in bits alone, completed 6 months ago. Re-respray and retrim could make this a concours winner. Offers: Jersey C23691. (39978

ALFA ROMEO 1600 GT Junior, 1972. Immaculate condition, one owner, 17,000 miles, beige, black interior, stereo cassette/radio, £1,750. Tel.: Bath 88366 evenings. (39975

ALVIS TD21, 1960. Wide wheels, sound mechanics and good interior, body requires attention, £225 o.n.o. Phone Malvern 5247. (39973

VOLVO 1800S Coupé, 1967. Finished red with black trim, fitted overdrive, radio, wing mirrors, etc. This car has recently been thoroughly checked and necessary work done by Volvo enthusiast. Now changed circumstances force quick sale, hence low price £850 o.n.o. Shingler, Wythall 823664 (B'ham). (39970

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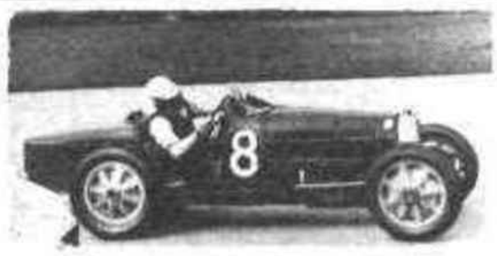
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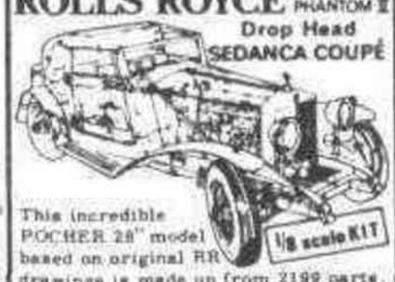


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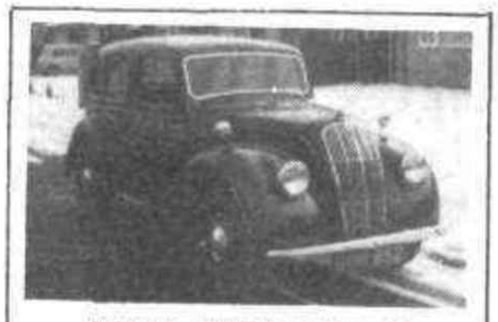
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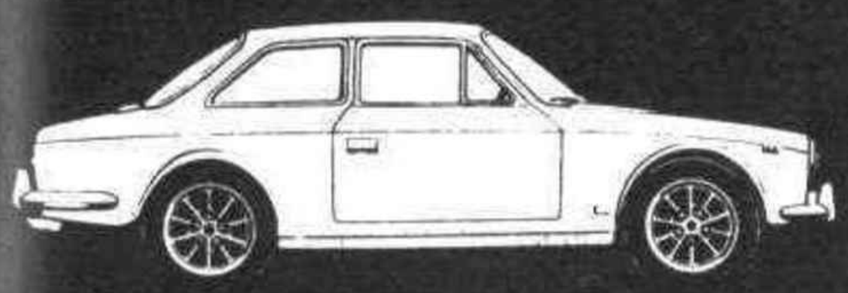
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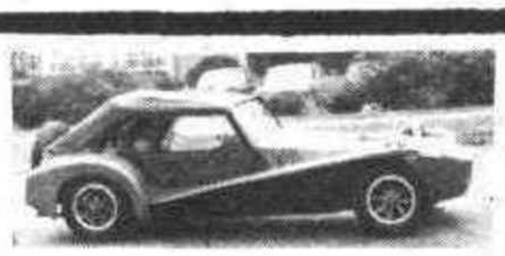
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1st BIRTHDAY

Doesn't time fly? It seems only a year ago (!) that my first ½-page ad. in *Motor Sport* invited you here for a friendly chat (and a pint) to see some really immaculate, unusual sports cars that were likely to appreciate in value. Since I first advertised my entire stock of two vehicles, I've sold about 24 other 'collector's cars', and now have increased my stock here to around 10. And in a way, it's come full circle, for the original **MG-C Prototype** is available again, and I have another **Ferrari,** only this time it is the very rare **330 GTC 2-str.** (see below). Some of the cars featured are located elsewhere, but can be seen at their 'homes', or brought here for inspection.





By now you should all know that I only advertise sports cars in absolutely magnificent condition (for def., see dictionary) unless I tell you otherwise, so because of space shortage, I shall have to cut down on descriptions:—





RECENT ADDITIONS :

FORD GT40, 1965, RHD—Ex Shelby, ex Bondurant, just resprayed and refurbished; chassis 1024; MoT, etc.; Webers. One of the best-lookers in the UK.

JAGUAR XK120 DHC, 1954—Engine just completely rebuilt, and really fabulous in every other way, too.

JAGUAR XK150S DHC, 1958—Reg. No. A XK 150; 3.4-litre. Has been three years in the total rebuild, so 'mint' !

AUSTIN HEALEY 3000 Mk. IIA, 1963—One owner; a complete body, interior, engine, etc., rebuild, with polished engine parts galore. The actual *Motor* road-test car.

AC COBRA '289', 1963, LHD—Listed as a 'recent addition' because it has only just been finished after a rebuild to the very highest standards under my direction.

EX-WORKS SUNBEAM TIGER '289', 1964, LHD—Actual Monte Carlo/Targa Florio car, with original 306-b.h.p. Shelby engine and works suspension/interior mods., etc. Needs a good clean !

Many of the above cars are being sold 'Sale or Return' for their owners, and this has been very successful, so ring me if you have an unusual 'classic' to part with; I also know of many other privately owned sports cars for sale and wanted.

'NEW RELEASES':

BENTLEY 3-litre TOURER, 1922—Park Ward body, short chassis, substantially original, extremely good 'working' condition, MoT, etc.

FERRARI 330 GTC 2-str., 1968, LHD—One owner, 28,000m. rec., condition to match; silver with blue velvet interior. Very rare and the prettiest Ferrari of them all (I think !), £3,950.

EX-WORKS PROTOTYPE MG-C, 1965—Chassis No. GC/N1/100, unique vehicle, with numerous works mods., 140 m.p.h., roadholding to match. Superb throughout. £1,600.

SUNBEAM TIGER Mk. II '289', 1967, RHD—The fourth (out of 20 in the UK) that I've had in 12 months; not to be confused with the Mk. I 260. Good, but not immaculate, so £1,000.





POSSIBLY STILL AVAILABLE :

AUSTIN HEALEY 3000 Mk. III, 1971 'K'—Brand new in 1971 (not a crash rebuild, etc.), built by John Chatham; one owner, 16,900m., equivalent condition. £2,000.

HEALEY ABBOTT 4-str. DHC, 1952—Splendid post-war thoroughbred; rebuilt engine, resprayed. £1,400.

ELVA COURIER SPYDER ROAD/RACE, 1960—1 of 6, with fully developed tubular chassis, all road and race equipment and trailer, but road registered, etc. First Spreckley Formula race is March 23rd, and as this is possibly the nicest Courier in the UK, it should be there ! £1,000, the lot.

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RILEY 3-str. ROADSTER, 1948—Another subject of a 'body-off-chassis' rebuild, all mechanics, too. £2,250.

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1969 Mk. 3.	Valencia, w/wheels, h/s. tops, radio	**£495**
1968 Mk. 3.	Green, h/s. tops, w/wheels	**£435**
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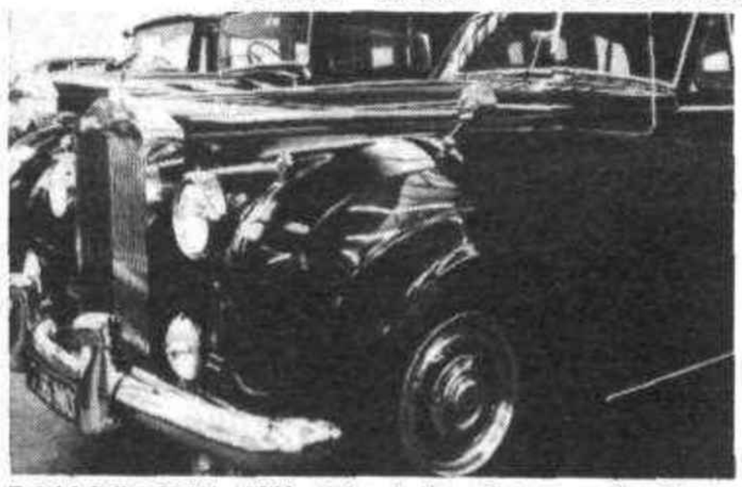
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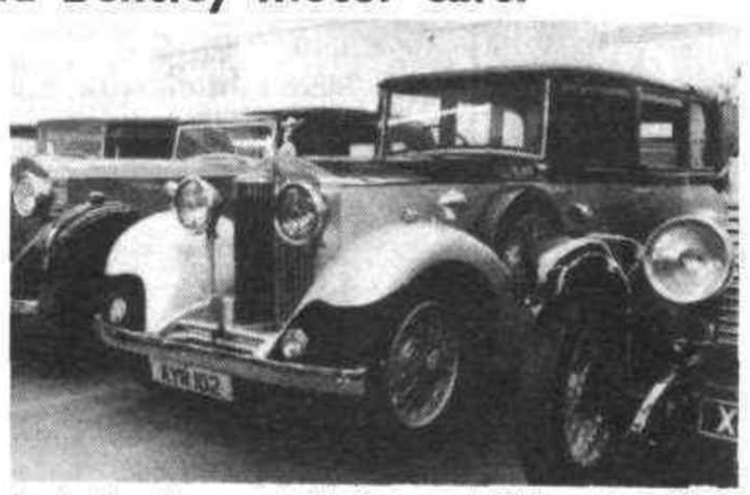
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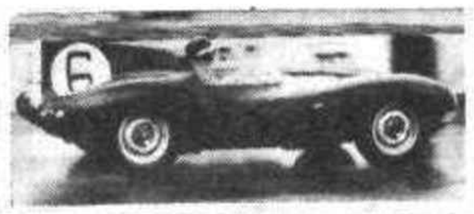
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1957 ROLLS-ROYCE Silver Cloud I. A superb example finished in sand over sable with red coachlining and white-wall tyres, Sundym glass and H.M.V. radio. Full history.

1935 BENTLEY 3½-litre sports by H. J. Mulliner, in *concours* condition, two owners and 101,000 miles from new; complete with fitted suitcases and original tool tray.

1931 MORRIS Cowley doctor's coupé with dickey seats, the subject of a *concours* rebuild by Jack Bond, believed to be the last and best remaining example; must only appreciate in value, superb in every respect.

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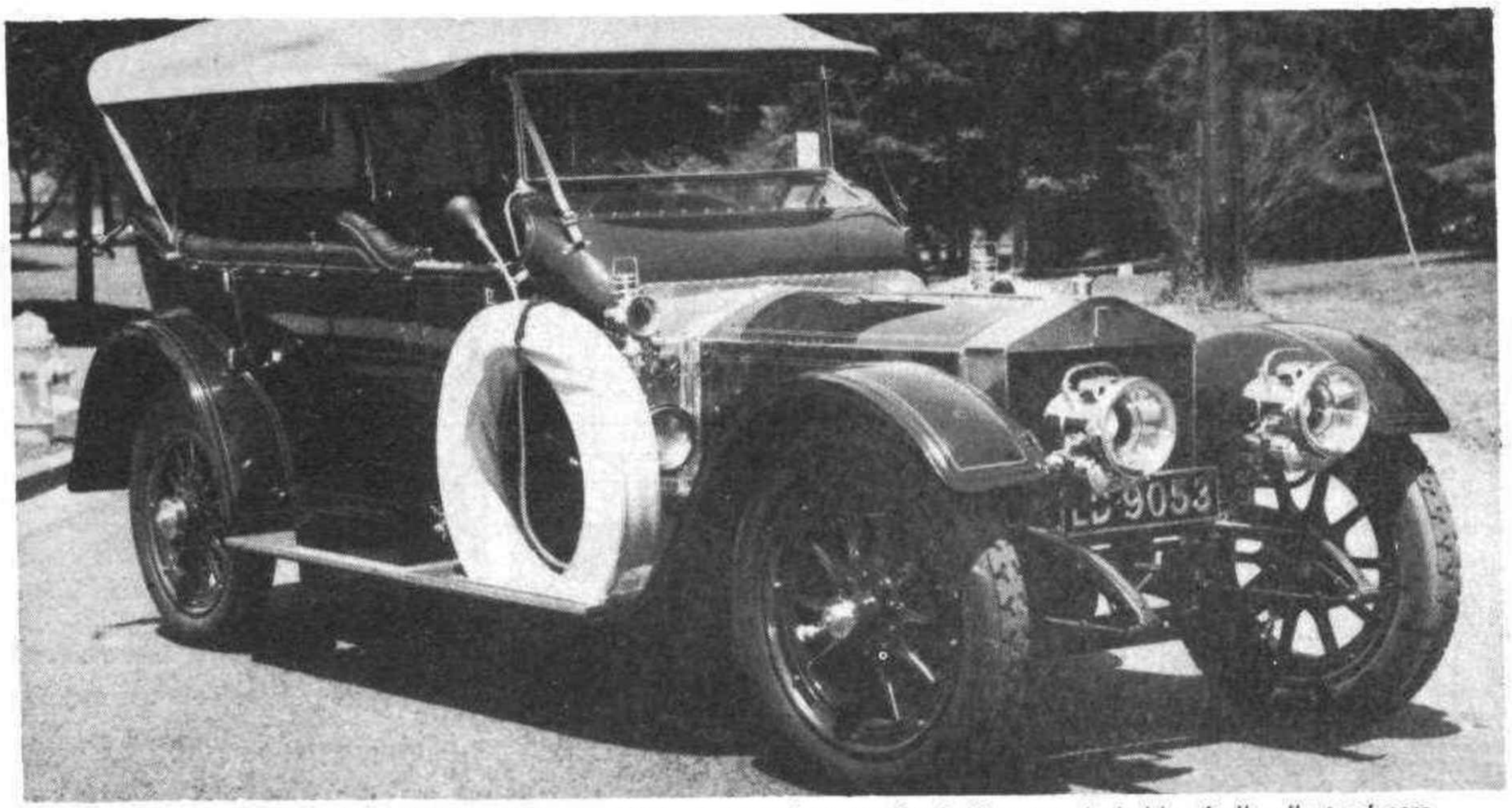
May we also remind you that we can offer a very high standard of workmanship in every aspect of the restoration and repair of the cars and that we are specialists in this field. Rolls-Royce and Bentley post-war cars (from the Mark VI onwards) are our sole lifeblood and we care for them with the respect which they deserve.

As always, we can offer a collection and delivery service at moderate charges and our Managing Director Mr. W. Harold Burgess or our Foreman Mr. B. W. Bullock will be happy to talk to you at any time.

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1912 *Rolls-Royce Silver Ghost, chassis no.* 1921. *A superb example of this most desirable of all collectors' cars. Fitted with exceptionally high quality original open touring body by Barker, this car has many desirable features, i.e., low parallel bonnet, three-quarter elliptic rear springs, original trembler coil, and has had an interesting history, full details of which will be given on request. The car is exceptionally expensive but we consider that it represents enormously good value in comparison with the prices paid recently for pre-war Ghosts with modern replica Roi de Belge bodies.*

1928 ISOTTA FRASCHINI. This wonderful large car carries 2-seater convertible coachwork with dickey seat by Castagna. The quality of workmanship and design of this body is quite exceptional, and the car is equipped with such luxuries as adjustable back seat and golf club doors to the rear compartment. We have restored this car completely, regardless of expense. The car is finished in turquoise blue with a pale cream flash. This colour scheme is repeated in the interior leather. The whole car typifies the great luxury cars produced at the peak of the boom before the great depression of 1929.

1929 ROLLS-ROYCE 20-h.p. Doctor's Coupe by Maddox of Huntingdon. This rare and desirable car has been superbly restored both mechanically and bodily and is everything that a good 20 h.p. should be. Finished in porcelain white with blue cloth interior, and leather to the dickey. This example is rare for a 20 h.p. in that it has vertical radiator slats. Chassis no. GVO 16, registration no. KW 7000.

1926 ROLLS-ROYCE Silver Ghost Salamanca by Brewster. This marvellous car is exceptionally elegant and demonstrates the undoubted superiority of the best American coachbuilding. This car has covered an incredibly low mileage and is completely original, with the exception of the chauffeur's compartment which has been retrimmed in imitation pigskin, and the wings which have been repainted. The passengers' compartment has its original needlework interior, together with superb quality ormolu fittings. The car has the rare centre gear-change and left-hand drive, and is truly a revelation to drive.

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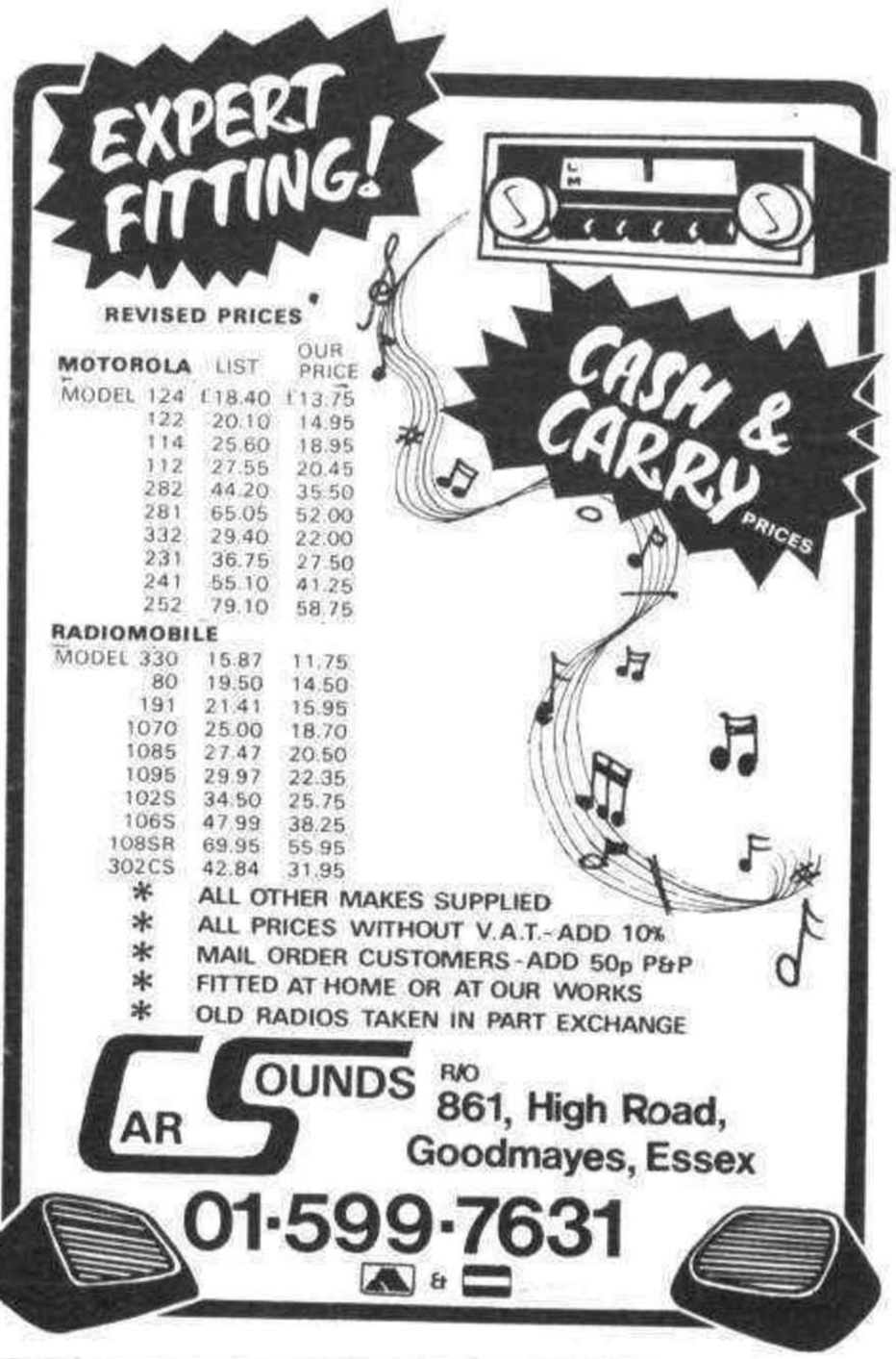
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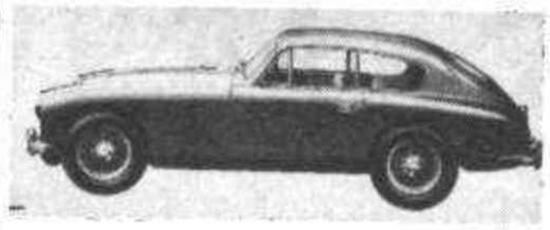
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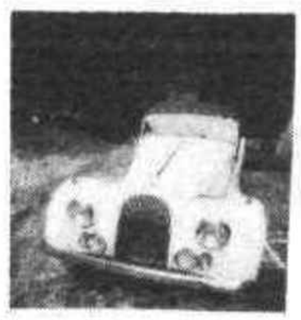


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ROLLS-ROYCE

1966 (Oct) SILVER SHADOW 4-door saloon. Black over garnet with light tan hide interior, 68,000 miles recorded. Sundym glass.

1964 SILVER CLOUD III 4-door Saloon. Dawn blue over shell grey, grey hide interior, 3 owners from delivery and fitted with Webasto sun roof.

1963 SILVER CLOUD III 4-door Saloon. Smoke green with beige hide interior, one private owner from new. Powered windows all round.

1962 SILVER CLOUD II long-wheelbase Saloon by James Young Design number SCT 100 and illustrated on page 231 of "The Elegance Continues" by L. Dalton. This fine custom-built car is finished in garnet with light grey hide, lambswool rugs, individual front seats, powered windows all round and no electric divider: fine close-curled walnut veneers complement the luxurious interior of this Rolls-Royce, of which only 27 were constructed – mostly with the divider.

1960 SILVER CLOUD II 4-door Saloon, beautifully turned out in steel blue over shell grey with red hide interior. Believed to have covered less then 60,000 miles **AND EQUIPPED WITH LEFT-HAND STEERING.**

1960 (Oct) SILVER CLOUD II 4-door Saloon. Midnight blue with light grey hide: very well maintained indeed and having the original registration book showing 4 owners.

1959 (Nov) SILVER CLOUD II 4-door Saloon. Shell over Tudor grey with grey hide interior and powered windows all round. An exceptional example, having had 2 owners only from delivery.

1959 SILVER CLOUD I 4-door Saloon. Shell over Tudor grey with grey hide interior. Three owners: Webasto roof, powered windows all round and believed 92,000 miles only.

1957 SILVER CLOUD I 4-door Saloon. Smoke over sage green with cream hide interior and power-assisted steering. Major service, new exhaust and brakes – much other work recently undertaken.

1957 SILVER CLOUD I 4-door Saloon. Black over shell grey with grey hide interior and blue carpets. Equipped with power-assisted steering, one-way ("Purdah") glass all round and Stereo tape player. Subject of a recent comprehensive mechanical overhaul and of outstanding appearance.

1954 SILVER DAWN 4-door all steel sports saloon. Finished in the original midnight blue with smoke blue hide interior. Owned by Rolls-Royce Limited until 1957, one private owner since, this unusually fine car has automatic transmission and must now be regarded as an unusual offering on the open market.

1951 SILVER WRAITH sports saloon by Park Ward. A 4-door aluminium coach built car finished in black with porcelain white side panels and black fenders. Beige hide interior and as shown at the top of page 169 of "The Elegance Continues" by L. Dalton.

1939 D. L. series PHANTOM III Touring Phaeton by Thrupp and Maberly. We have spent three years on the entire chassis and coachwork restoration of this car, which is finished in ivory white with mulberry fenders, trimmed in magnolia hide piped in mulberry and incorporating full cocktail equipment behind impeccably finished shellac woodwork. All chromium plate and the folding hood are new. The detailed attetnion which has been paid to this magnificent car is too extensive to list here. As illustrated on page 222 of "Those Elegant Rolls-Royce" by Lawrence Dalton.

BENTLEY

1965 BENTLEY S.3. Continental. 4-door Saloon by James Young. Royal blue exterior in Concours condition with immaculate grey hide interior. Good maintenance history; equipped with refrigeration, Sundym glass and powered front windows.

1965 BENTLEY S.3. 4-door Saloon. Sand over sable with beige hide interior, a really excellent all-steel Bentley in super condition.

1961 (July) BENTLEY S.2. 4-door Saloon. Shell grey over black pearl metallic with pearl grey hide interior: in beautiful condition in every respect, having had but one owner from new and being fitted with Maker's refrigerated air-conditioning and Sundym glass.

1953 BENTLEY 'R' Type with Continental modifications and 2-door handbuilt body by Abbot of Farnham. Finished in sand over sable with light tan hide interior, a very rare car and extremely good looking.

1952 BENTLEY Mk VI, 4-door Saloon. Shell over Tudor grey, grey hide interior. A 4½ litre, twin exhaust series car upon which a considerable sum has been spent by an enthusiastic private owner in 1972/3: also well known to our service department.

1951 BENTLEY MARK VI 4½ litre all-steel Saloon. Finished in black with tan hide, comprehensively checked over in our own workshops. This delightful car, having been maintained by a careful owner for a number of years, is highly recommended. We have the original log book bearing the names of four private owners.

1938 BENTLEY 4¼ Litre M.R. series overdrive drop-head coupe by Vanden Plas. At present being entirely re-cellulosed: with medium blue hide interior. An outstanding car which has just had a complete overhaul to the steering, brakes, exhaust and radiator.

1935 3½ Litre Bentley semi-airline 4-door saloon by Thrupp and Maberly. Finished in beige with brilliant red hide interior, thought to be original, this car is also believed to be unique in styling. Mechanically first class.

1934 Bentley 3½ Litre "Fisherman's" saloon by Hooper. This well known car, finished in silver over blue with blue hide interior, is a very practical little Bentley with body styling reminiscent of an early 30's Rolls-Royce: very square in outline with many special features including removable seats and special carriers for fishing rods, opening back window, pipe rack etc., A most unusual small Bentley.

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BENTLEY MARK VI 4¼-litre Standard four-door sports saloon finished in Tudor grey with light grey leather upholstery — first registered March 1950 — recorded mileage 88,000 miles. At approximately 60,000 miles the engine was converted to full flow oil system — new radiator matrix recently fitted. A remarkably original car in exceptional condition in every respect. Three owners only since new — some recorded history. **£1,795.**



BENTLEY S. III, 6.2-litre V8 engine, H. J. Mulliner/Park Ward 4/5-seater Continental drophead coupé, finished in grey with grey leather and hood. One of the last few S. III Continental cars to be built and registered in July 1966. This car was sold by us four years ago when it had only covered 26,000 miles and the total recorded mileage to date is 36,000 miles. Sold only on account of the death of the late owner. Probably one of the lowest mileage Continental drophead coupé Bentleys available with all the usual refinements — power-operated hood, electric windows, etc. **£10,450.**



BENTLEY S. I, 1958, chassis with high compression and large carburetters — automatic transmission, fitted with H. J. Mulliner/Flying Spur. Four-door sports saloon finished in midnight blue with pale blue/grey leather upholstery. A superlative example of this all-aluminium body construction, considered to be the supreme example of coachwork in 1958 — original cost of this car £10,000. Genuine total mileage 47,000 miles. An immaculate condition car of outstanding quality — recorded service history. A unique investment. **£5,750.**



BENTLEY R-TYPE, 1955, four-door Standard sports saloon with automatic transmission, finished in shell grey over black with maroon hide upholstery —recorded mileage 91,000 miles. This is a fine example of an R-Type automatic Bentley car which has obviously been very well maintained and serviced. **£2,650.**

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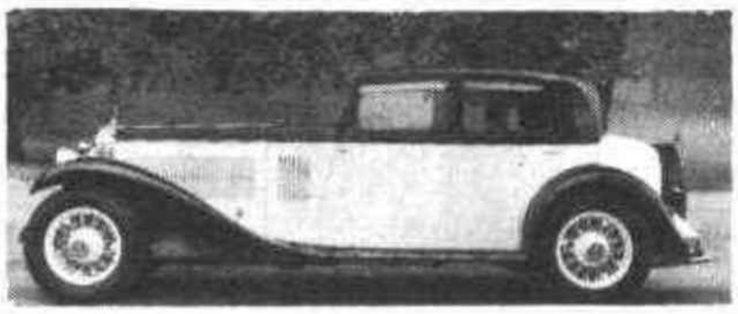
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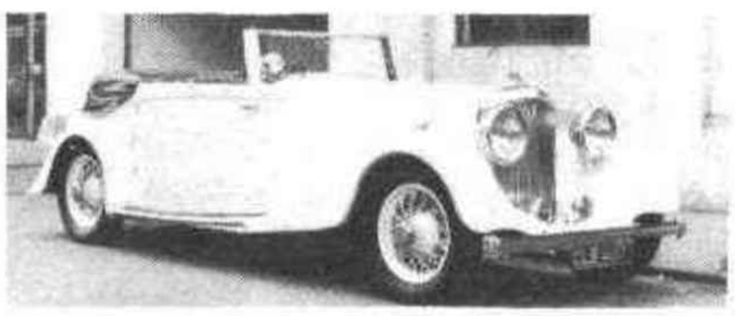
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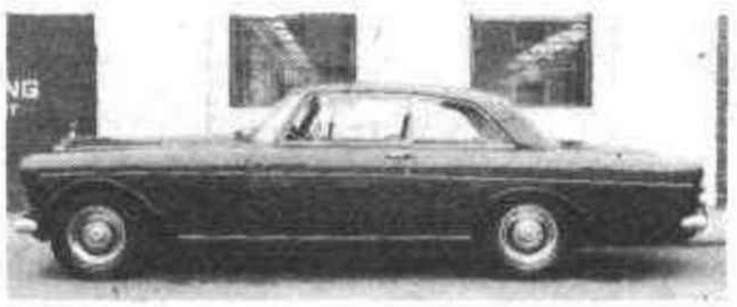
1935 BENTLEY 3½-litre foursome d.h.c. by Park Ward. Exactly as seen in the Dorchester Hotel ballroom and a winner at Kensington Gardens. Porcelain white — black hide interior. Unrepeatable.



1939 BENTLEY 4¼-litre overdrive by Park Ward. Black over dark green with excellent tan hide and good chrome.



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ROLLS-ROYCE Silver Cloud III 2-door fixed-head coupe by Mulliner-Park Ward. Regal red, grey hide, powered windows and Sundym glass. Two similar **BENTLEY Continentals, '64/65,** regal red, or sand.



1956 SILVER WRAITH divided saloon by James Young. Velvet green, 4.9 engine, hide interior throughout.

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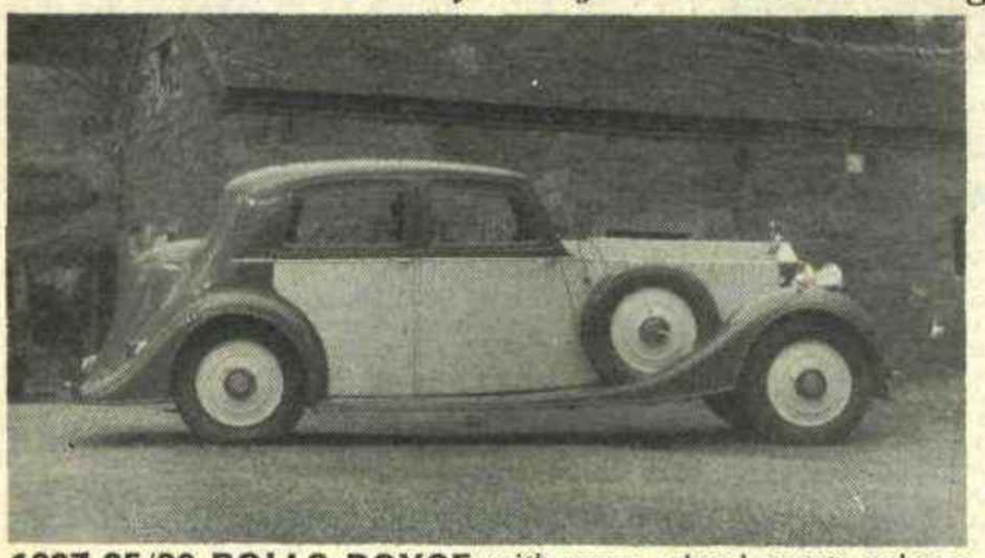
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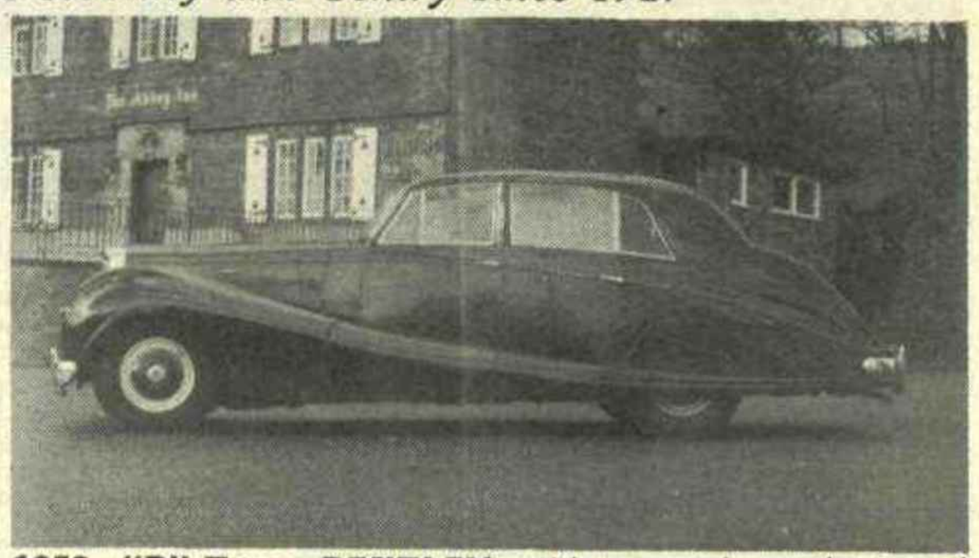
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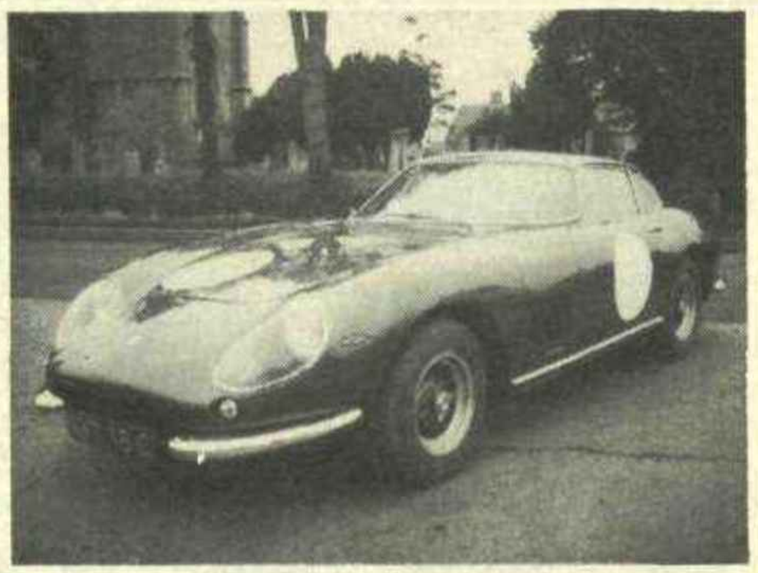
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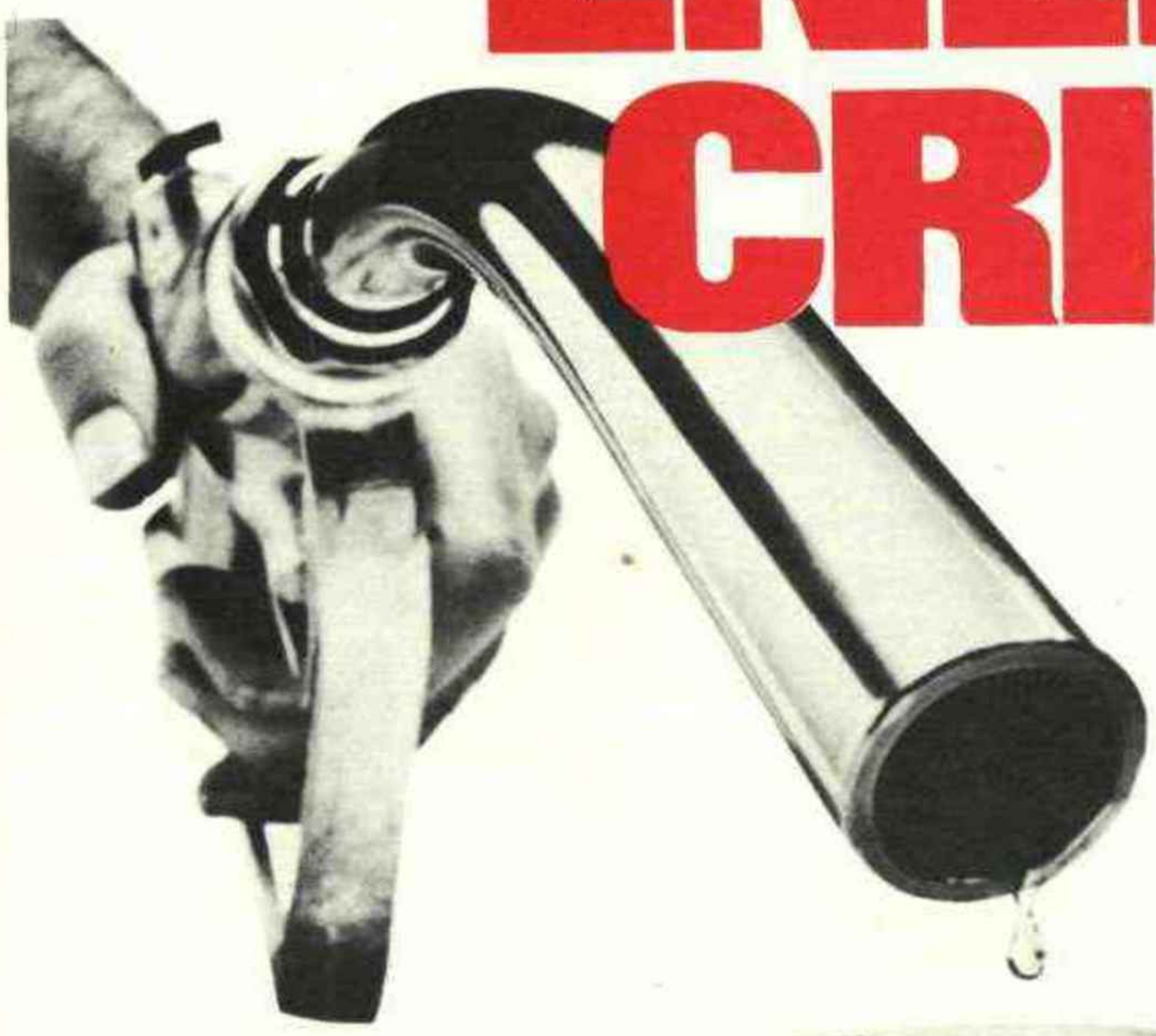


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WORLD ENERGY CRISIS



Never in the history of motoring has the world demand for fuel been as great as it is today.

Countless new cars and motorists hit the roads of Britain every year.

The demand for fuel and energy gets greater and greater, making it crucial that the absolute maximum is squeezed from every drop of petrol and oil.

The world energy crisis will be with us for the forseeable future, so what can you do to make the most of your petrol allowance? STP Petrol Treatment used with your petrol will help you achieve those precious extra miles, and while you can't always buy as much petrol as you like, you can buy STP Petrol Treatment.

STP Oil Treatment used together with STP Petrol Treatment can help you make even greater mileage economies.

Almost overnight those extra STP miles have become so much more important, they could be the miles that get you home, on the coldest night of the year!



Six further tips on economy driving techniques:–

1. Don't over rev the engine when starting from cold. This is harmful to the cylinder bores, it also wastes fuel if the choke is functioning correctly.
2. Use as little choke as you can. And shut it off as soon as possible.
3. Always accelerate smoothly from standstill, 'racing' starts only burn up excessive fuel. Many drivers make this mistake when pulling away from traffic lights.
4. Avoid high speeds–the lower your speed the less petrol you use. A car driven at 50 m.p.h. can consume 20% less petrol than at 70 m.p.h.
5. The engine should be well tuned, with correct carburettor setting.
6. If the ignition timing and contact breaker points are correctly set, you'll get better performance and reduced consumption. Make sure your plugs are properly maintained, otherwise misfiring may take place and petrol be wasted.

Don't forget!
Next time you fill up or change your oil give it the

RIGHT TREATMENT

Cut out this sticker and place it bottom right of your windscreen.

STP

Sustains Top Performance



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