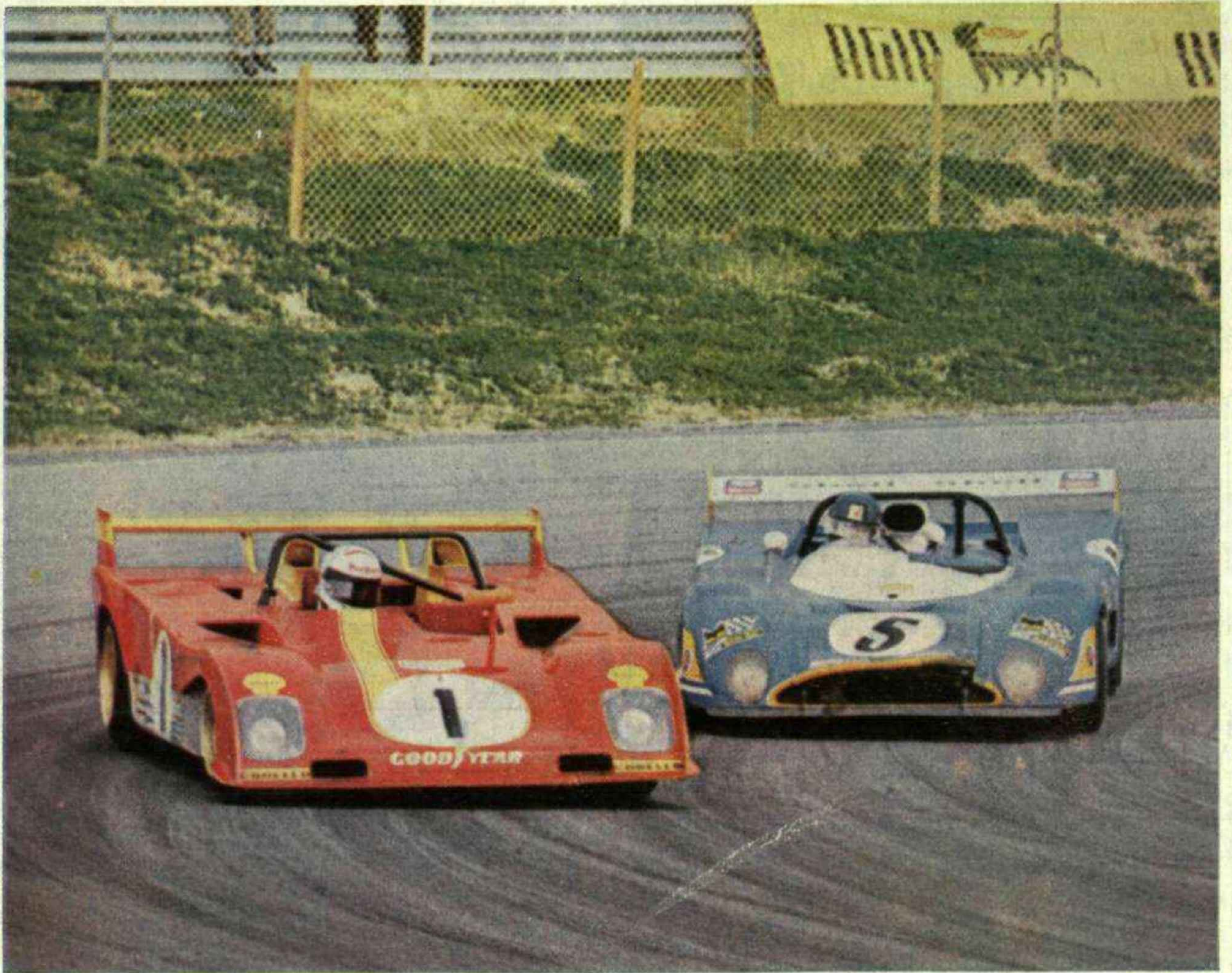


MOTOR SPORT

Founded in the year nineteen twenty-four



**the pac
that
takes apart**



**for a picnic
à-la-carte**



PAC-A-PIC

**for every
outdoor
occasion**

- * Individual trays fit together to form an easy-to-carry pac.
- * Preparation starts and finishes in the kitchen to suit each individual taste.
- * Instant outdoor eating.
- * Each tray comes complete with beaker and cutlery

Available from retail outlets throughout the country. Suggested retail price:
Two person set £3.60 Four person set £5.40 Additional trays complete £1.20 each. Plus tax

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Super Seven

- now fully built with improved specification



Seven Twin Cam powered by Lotus Sprint engine from £1487
 Seven GT powered by Ford I300GT from £1195

SELECTION OF NEW AND USED CARS Please telephone for latest stock and location

LOTUS



1970 +2S, yellow/silver, due shortly
£1,645



1971 (K) Europa, twin cam, Colorado, alloy wheels, radio..... £1,645
 1971 (Dec.) Europa, twin cam, red, alloy wheels, one owner..... £1,550



1971 (K) Elan Sprint d.h.c., radio £1,495
 1969 +2S, white, h.r.w., chrome wheels £1,495
 1971 Elan d.h.c., S/E., black over gold sprint colours, 8-track, radio, tinted screen £1,345
 1970 Elan d.h.c. S4, S/E., one owner; yellow £1,195
 1971 Europa, white, radio..... £1,145

LOTUS SEVEN

Lotus Seven Series IV, Special announcement due shortly. Super 7 series IV powered by the fabulous Lotus Big Valve Twin Cam now available fully built and tested at £1,487.50 (subject to Budget). Demonstration car available.



Seven GTs also available at £1,195, orders already received to mid-June. We hope to have a limited number of NEW Series III in component form with I300GT engines for around £1,050 including all new taxes.

Lotus Seven Series II and III. Our stock is ever changing. Always a fine selection of original Series III 1600 GTs from £650 and a few Series IIs from £500.

TVR



New TVR 3000M, fully built, lime green List price
 1972 2500M, white, sun-roof; one owner £1,645
 1971 (J) 2500, silver fox, radio; history £1,465
 1971 (K) Vixen S3 1600, yellow, radio; one owner £1,195
 1971 Vixen S3 1600, white; one owner £1,145
 1969 Tuscan V6, met. blue..... £1,095
 1969 Vixen S3 1600, silver, many extras £995

M.G.

1968 M.G.-B GT, purple, w/w., o/d. £925
 1968 M.G.-C, o/d., w/w., one owner; Downton conversion £895
 1968 M.G. Midget, 1,275 c.c., w/w., tonneau, etc..... £545

TRIUMPH

1970 TR6, red, w/w., o/d., one owner £1,195
 1969 TR6, white, w/w., o/d., radio £1,045
 1968 TR5, saffron, o/d., w/w. £865
 1968 TR5, S4/T, blue/silver, w/w., o/d. £845

OTHER CARS

1972 Mini 1275 GT, blaze, h.r.w. £825
 1970 E-type roadster, blue, radio, chrome w/w. £1,895
 1967 E-type roadster, white, chrome w/w., radio..... £1,195
 1967 E-type roadster, red, radio, w/w. £1,195

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'M' Series TVR Urgent, Lotus Sevens, Lotus, TVR, Marcos and any first class condition cars of this type. H.P. accounts settled.

H.P. AND INSURANCE

We offer full finance and insurance facilities. This facility is extended for Private Sales. Hire purchase carries free life assurance.

LOTUS SEVEN SPARES

Telephone Alex Davids, Caterham 42382.

LOTUS SEVEN CLUB

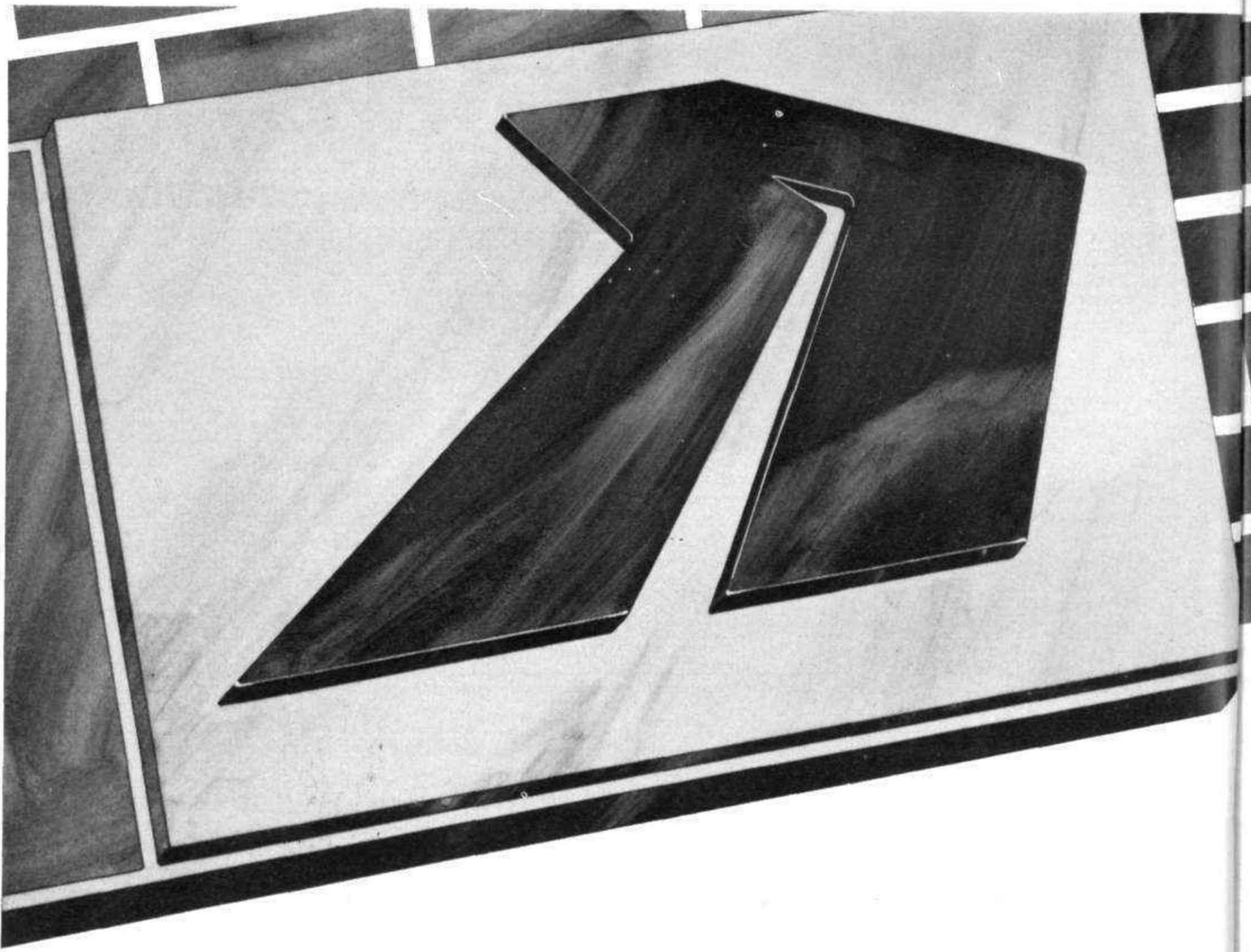
Next meeting 8 p.m., Thursday 3rd May, Headley Arms, WARLEY, Essex.
 Lotus Seven Rally — Lotus factory, Wymondham, Norfolk, Sunday 17th June.

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

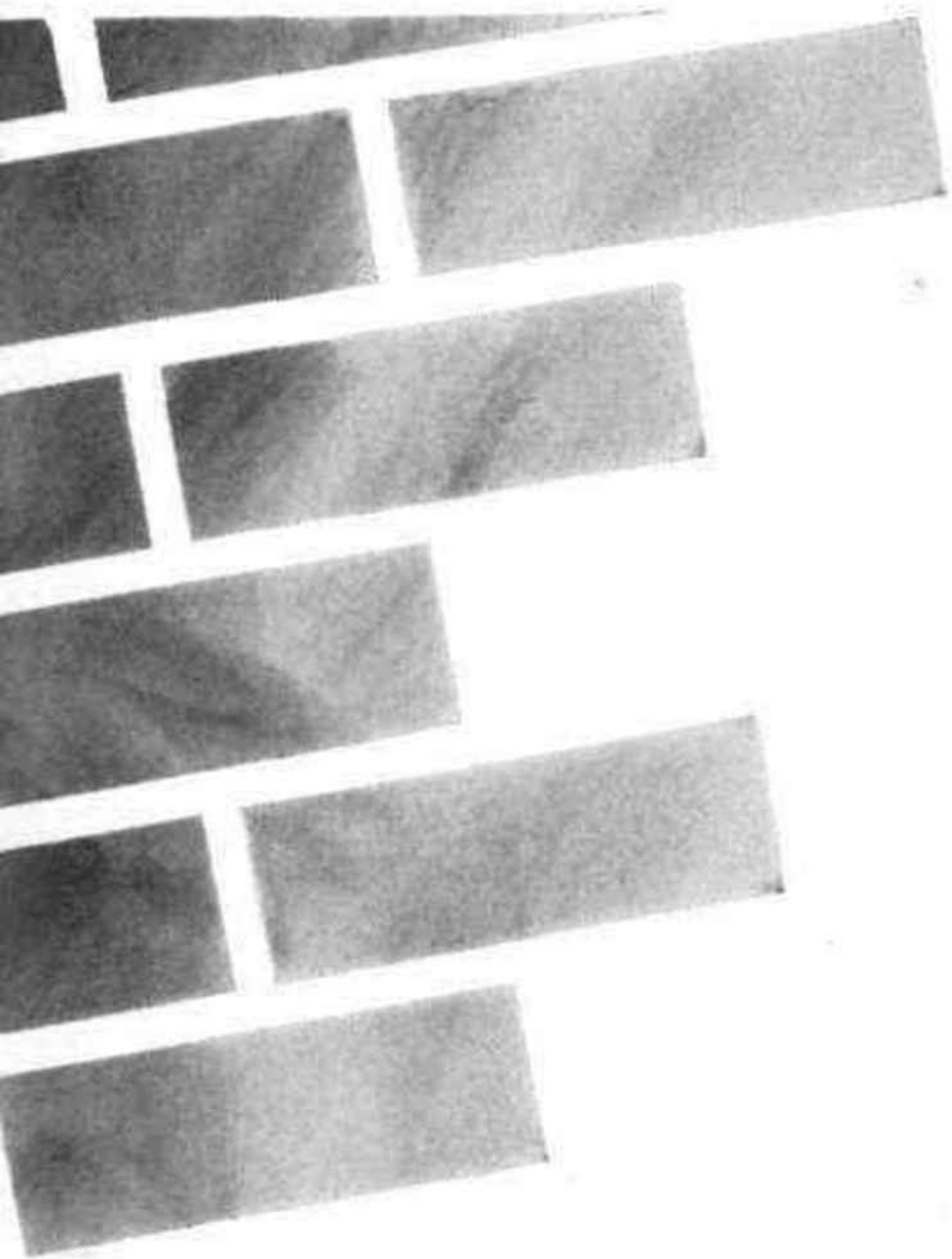
LONDON: 142 Finchley Road, N.W.3. Tel: 01-734 9659
 Directions: Just South of the M1 on the A41 into London, 100 yards from Finchley Road Tube.

CATERHAM: Town End, Caterham. Tel: 46666 (Works 42381)
 Directions: Just off A22 South of Purley. Telephone from Caterham S.R. station for transport.

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that could save you money.
And time.
And maybe even a fine.**



Why wait until you feel a sudden slide in the wet? Or find a bobby taking a second look at your near-side front?

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It's the sign of National Tyre Service—the biggest tyre specialist in Europe.

And it's a sign of a whole new way of tyres for the private motorist—a new kind of value and a new kind of confidence.

We'll back that boast with four good reasons here and now. Plus a few more when you come to see us.

PRICE Nobody wants to pay more than they have to. At our places, nobody does. Being the biggest tyre specialist in Europe means we buy in bulk—and

consequently sell at very competitive prices. We have other price advantages. Like free fitting. Or 5 wheels balanced for the price of 4. Keep an eye on your local press.

CREDIT Tyres can't always wait till you've got ready cash. Our unique credit scheme gives you 9 months to pay, with no deposit required. And you're equally welcome to use Barclaycards, Access Cards or Provident Checks.

CONVENIENCE There are National Tyre Service branches in every city in Britain. Also 244 towns. Altogether four hundred or so—the biggest spread in Britain. Every single one stocked to the gills with leading makes. Ready to give you drive-in, drive-out service—on the spot.

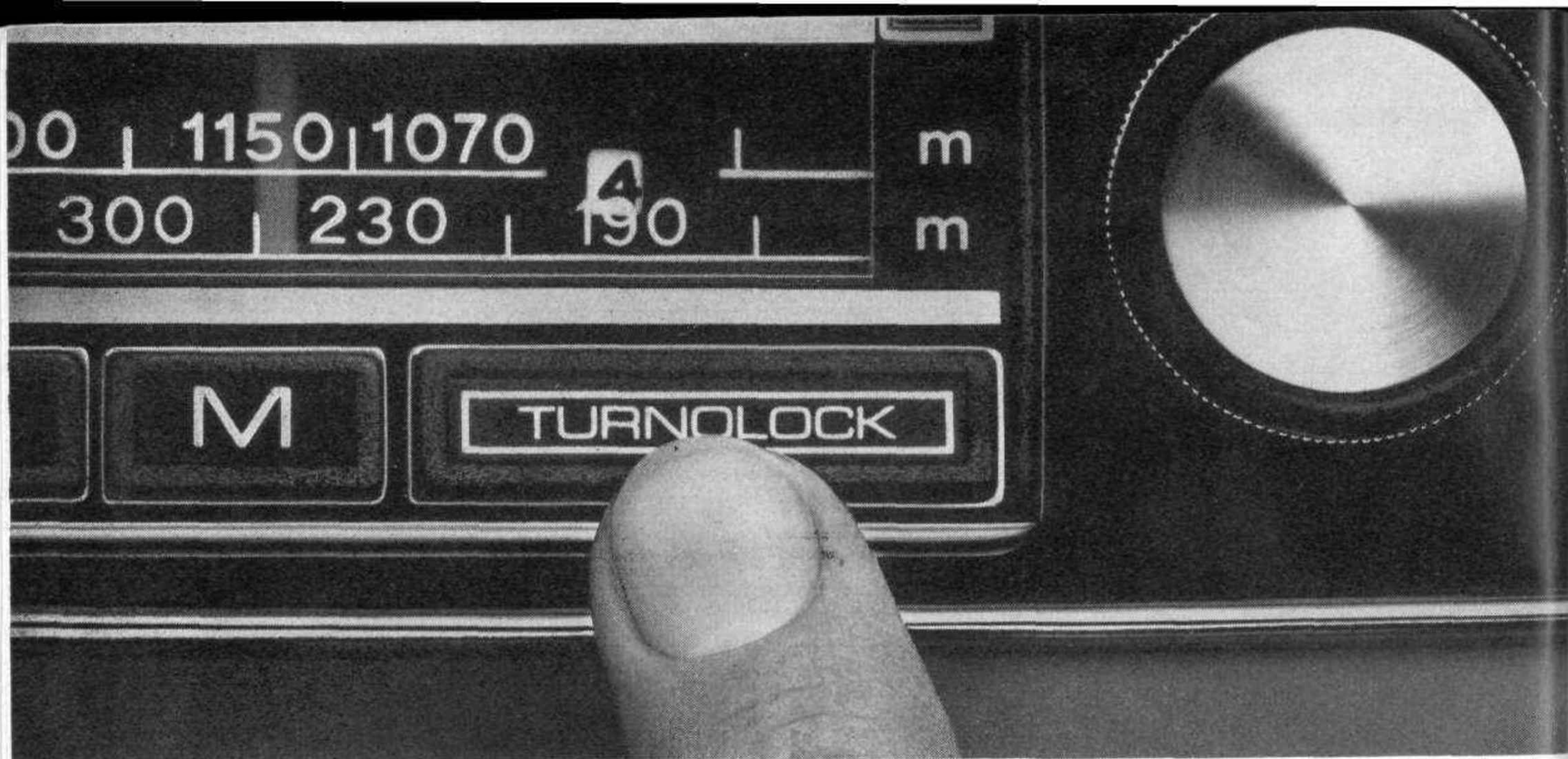
RELIABILITY The man who fits your tyre at National Tyre Service is a specialist. And not just in tyre fitting. He can provide an expert wheel alignment service. Or a puncture repair that's vulcanised, not just plugged. Ask him anything about wheels or tyres—because what he O.K.'s for your car is O.K.



NATIONAL TYRE SERVICE

where tyres you can trust cost you less

Look for our sign as you drive. And in Yellow Pages everywhere.



No fiddle, no twiddle.

Philips car radio with Turnolock: one button gives you any one of six stations.

Turnolock is a development exclusive to Philips. It makes tuning a car radio *easier* and *safer* than ever before.

Turnolock outdates all the multiple push-button radios you're used to. It means you don't have to press any one of several push-buttons to find the station you want (perhaps taking your eyes off the road for a dangerous few seconds).

With Turnolock, you just press one button, and the tuning jumps from station to station on the selected waveband till you find the sound you're waiting to hear.



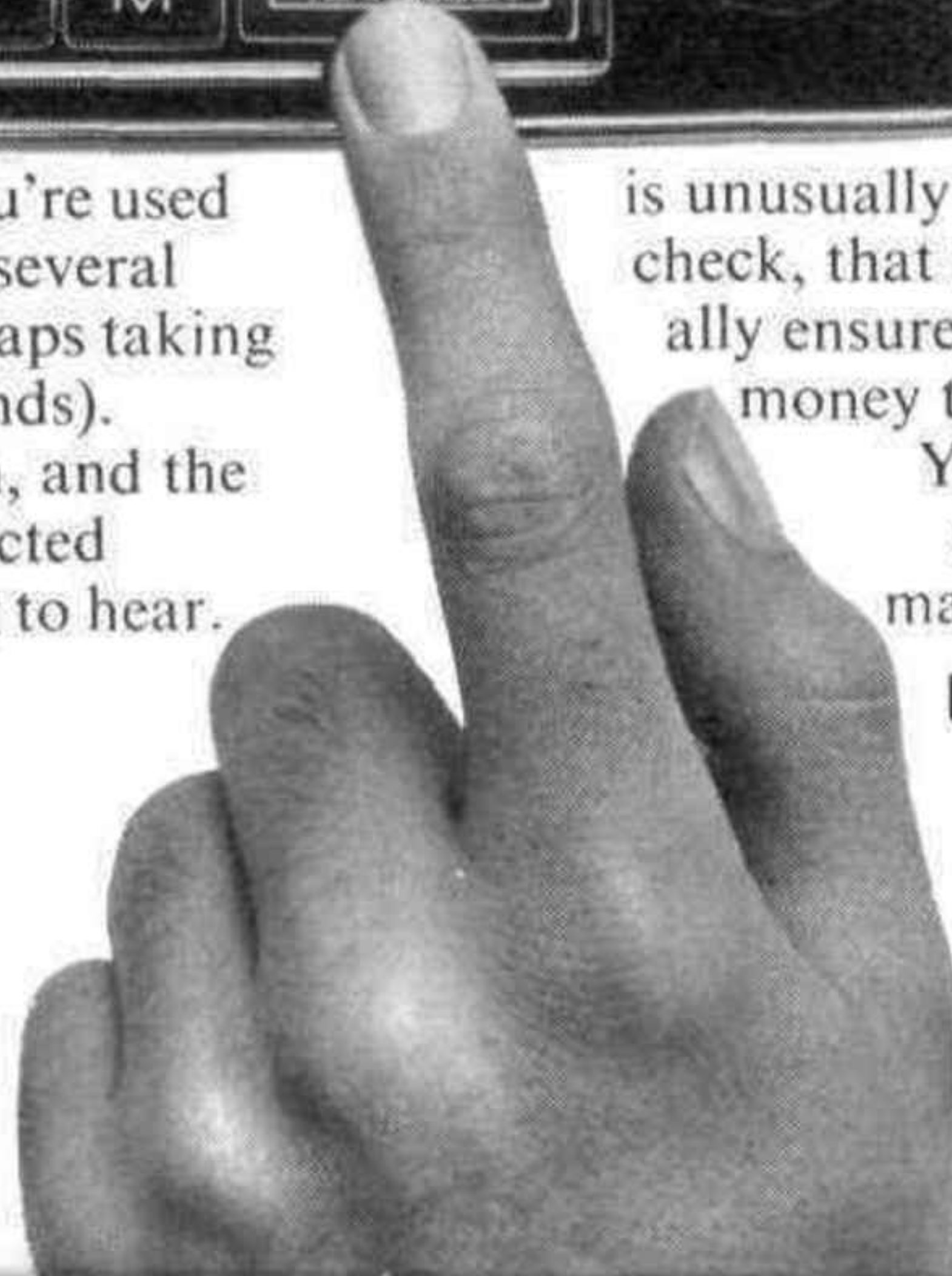
Turnolock isn't the only thing that's different about Philips car radio. Because our radios are made almost without exception from our own compatible components, our quality control is unusually fine. And you will find, if you check, that our production methods actually ensure higher specifications for your money than you might buy elsewhere.

Your radio will be with you for as long as your car. It's worth making sure you get a good one.

Music on the move.



PHILIPS



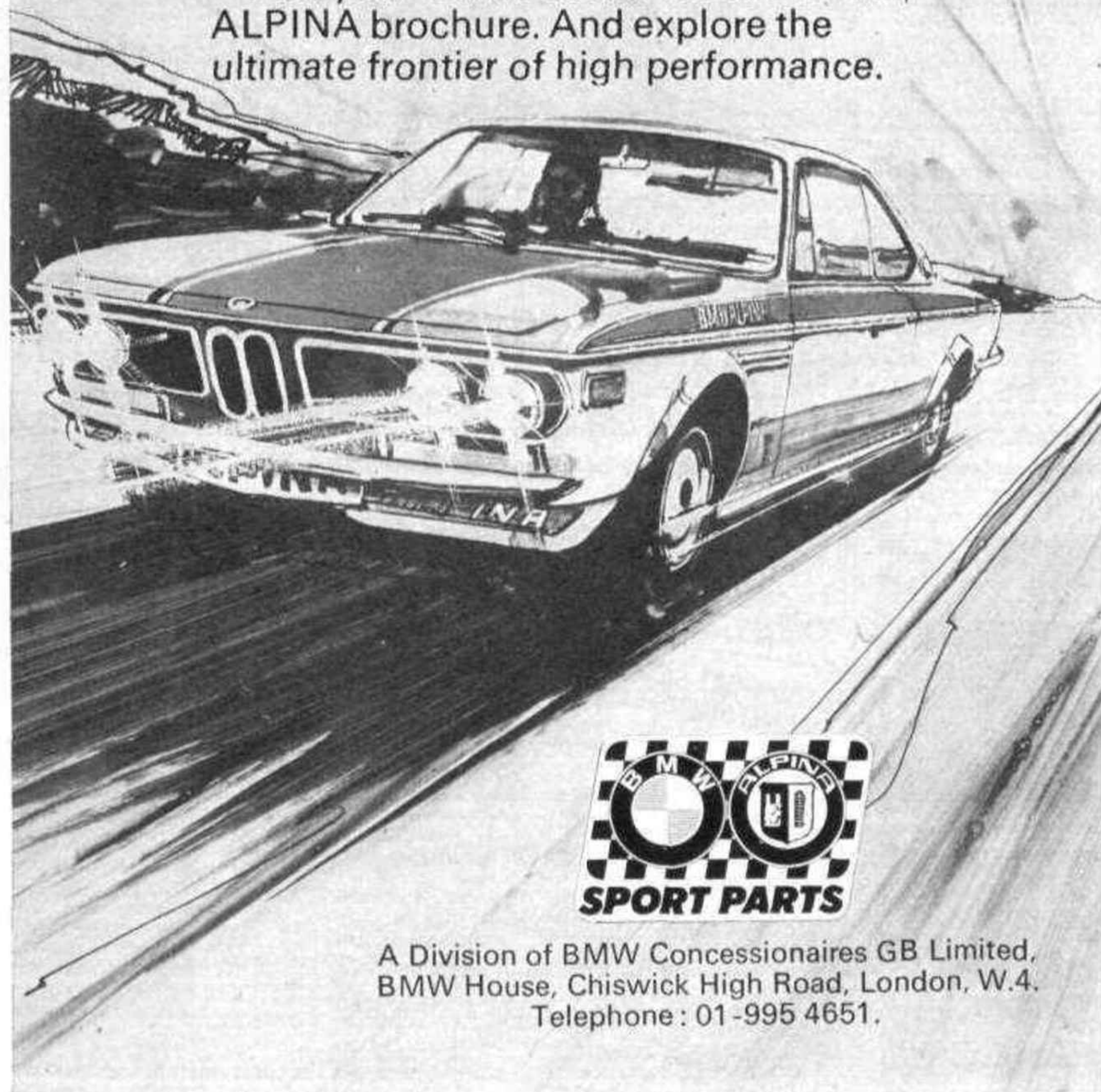
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A BMW represents the perfect basis for high-performance conversion.

So BMW have linked with ALPINA, leading European tuning specialists, to produce a range of ultra-quality kits and components. They're the only guaranteed conversions approved by BMW Concessionaires GB Limited, compatible with their high standards. The range is extensive: cams, carbs, cylinder heads, brakes and inexpensive competition equipment.

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CONNOISSEUR
CLAN CRUSADER
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1970 (J) A.C. 428 coupe in metallic blue. Formerly owned by Eastern Princess. Only 14,000 miles. Fabulous car £4,250



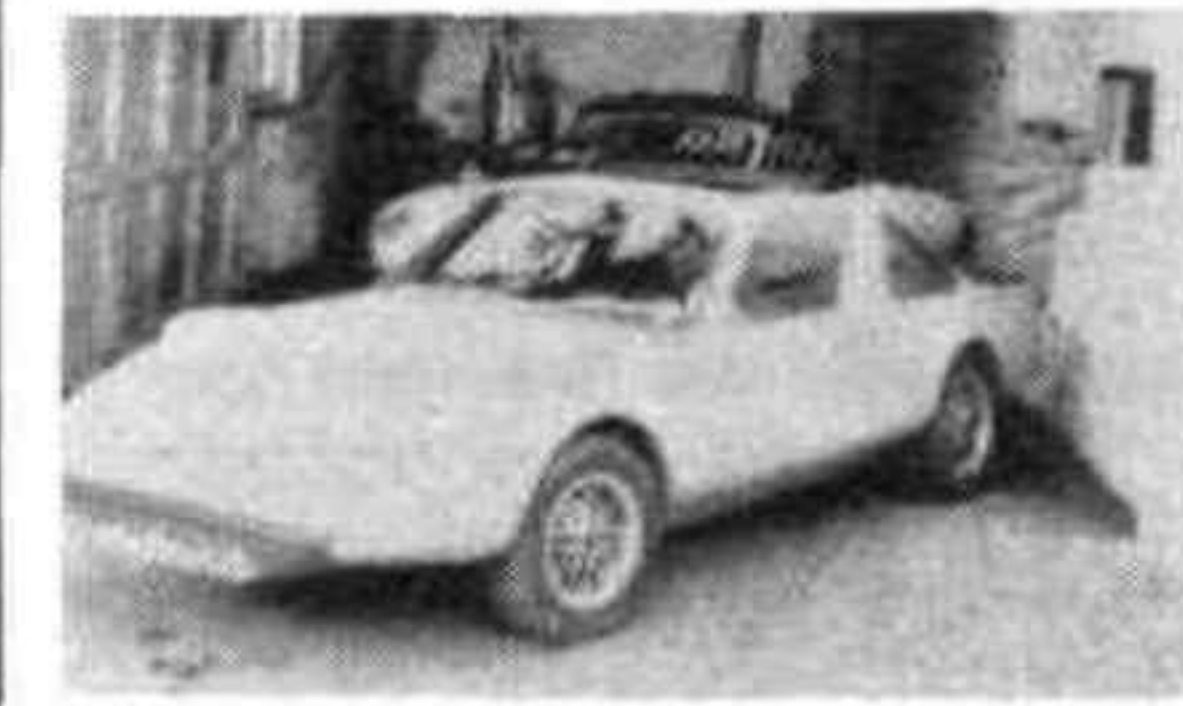
1969 (G) MERCEDES-BENZ 280 'S' Automatic, in dark brown with beige leather. An unmarked, low-mileage car £2,325



1971 (J) RELIANT Scimitar GTE Automatic, in white with black interior. One owner..... £1,895



1972 (K) M.G.-B GT in yellow, with overdrive, radio, stereo. One owner £1,395



1972 (L) CLAN Crusader in orange. Full specification, 5,000 miles only. Our demonstration car..... £1,395

1972 (L) M.G.-B roadster in white, with o/d., radio £1,295

1969 (G) LOTUS Elan Plus 2 in blue £1,250

1967 (E) JAGUAR 'E'-Type 2+2 in yellow, radio £1,225

1972 (K) FORD Cortina GXL in yellow. L/M £1,225

1968 (G) DAIMLER 250 V8 in pale green, radio..... £935

1968 (F) TRIUMPH TR5 in pale blue, hard-top, w/w..... £895

1971 (J) MORRIS 1300GT in white £845

1967 (E) M.G.-B roadster in B.R.G., w/w..... £675

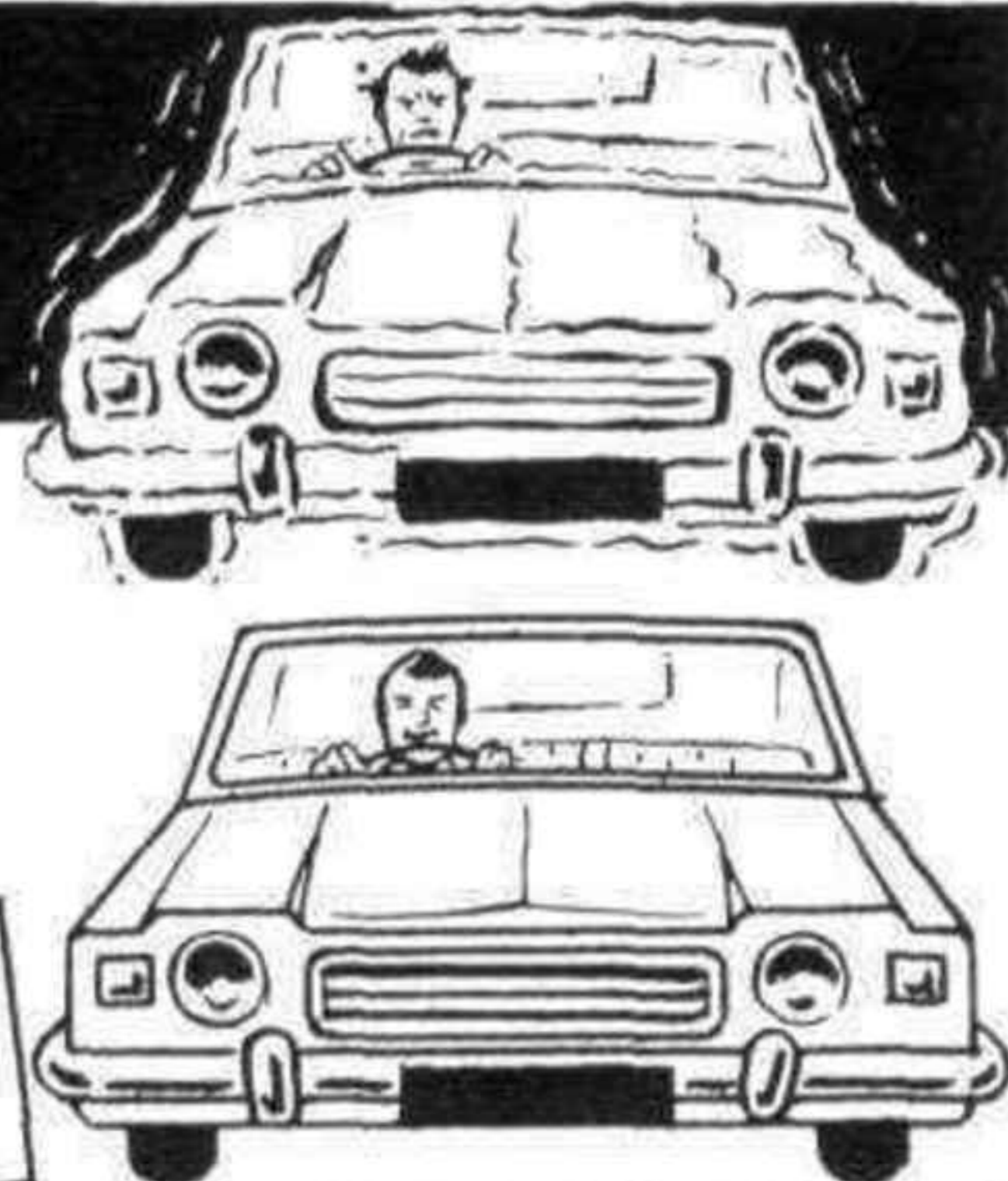
1966 (D) TRIUMPH TR4A in B.R.G., w/w..... £635

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Garage — GISBURN 535
Residence — EARBY 2333
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Is your car too noisy?

Keep it quiet with an ACOUSTIKIT

THE SOUND INSULATION SYSTEM THAT COVERS MORE OF YOUR CAR!



Stamp out noise pollution in your car! Drive better, safer and boost its resale value! It's easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road, etc. Now even more effective, using a completely new combination of materials and covering up to 50% more than similar products. Yet not the most expensive because Eflow, the market leaders, pass on the benefits of quantity sales.

Why are Acoustikits the best buy?

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

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

TWO TYPES TO CHOOSE FROM

Acoustikits are supplied in two types:

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

LOOK HERE FOR YOUR CAR

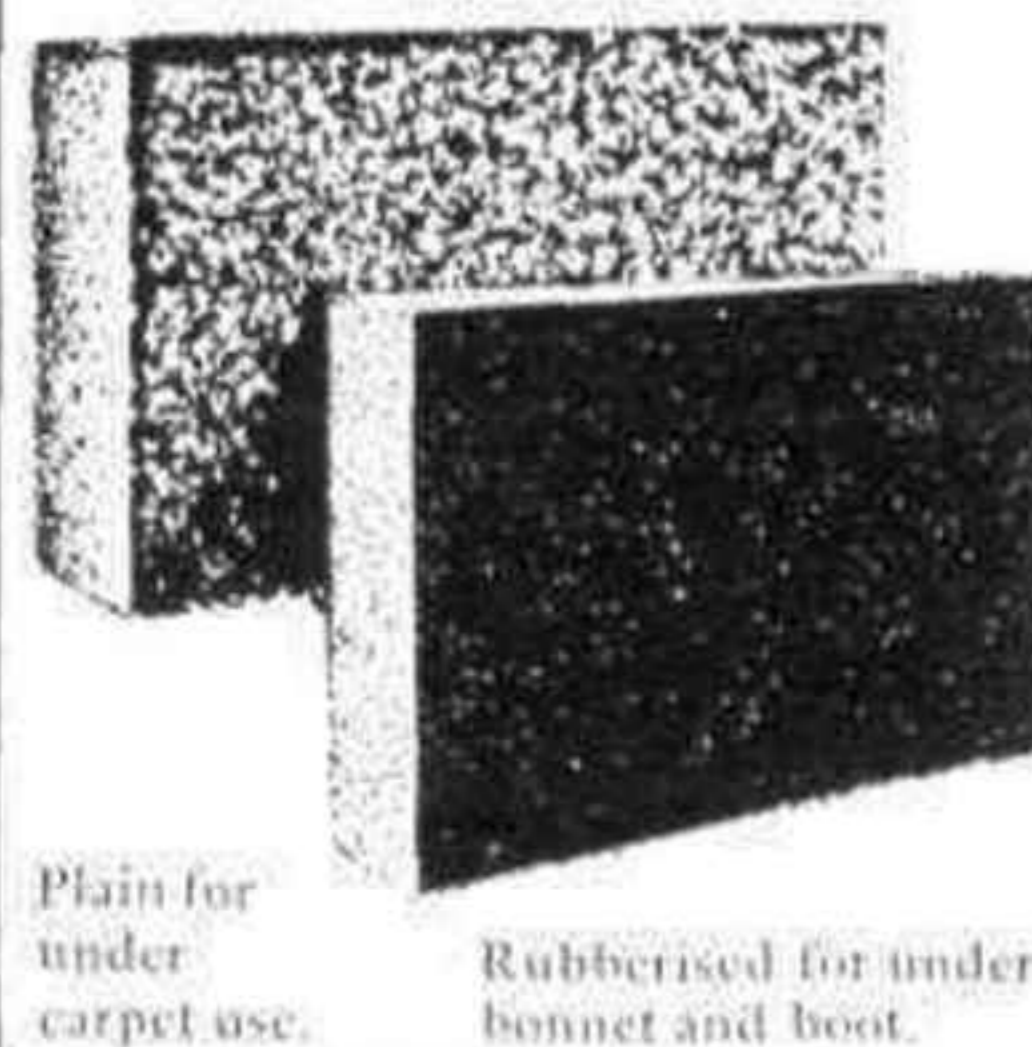
If your car is not listed here, write or telephone as there is not sufficient space to show our entire range.

Audi 100LS	£3.50	£12.70	Cortina Mk. I	£3.60	£12.60
B.L.M.H.			Saloon & Estate		
Mini Saloon & Clubman	£2.90	£10.40	Cortina Mk. II	£3.80	£12.80
Mini Estate & Clubman	£2.90	£11.30	Saloon & Estate		
Mini Van	£2.90	£11.00	Cortina Mk. III	£3.50	£13.00
Mini Pick-up	£2.90	£7.70	Saloon & Estate	£3.80	£12.80
1100/1300	£3.10	£11.20	Corsair	£3.60	£12.30
A.40	£3.10	£11.00	Escort Saloon	£3.60	£12.80
A.80 Farina Range	£3.10	£11.60	Escort Estate	£3.60	£13.20
Healey Sprite II			Escort Van	£3.30	£13.80
Midget	£4.20	£10.80	Zephyr III	£4.20	£13.20
Maxi 1500/1750	£3.00	£12.10	Zephyr IV	£4.40	£13.30
Westminster 110	£3.10	—	Granada/Consul	£4.40	£10.30
1800	£3.30	£12.10	N.S.U. 1200	—	£11.50
Marina Saloon, Coupe & Estate	£4.00	£13.20	Renault 4	£3.30	£11.20
Marina Van	£4.00	£15.40	6	£3.30	£11.20
M.G.B. & G.T.	£4.20	£11.90	12	£3.30	£11.70
Morris 1000			16	£2.90	£11.90
Traveler & Saloon	£3.30	£11.20	17	£2.90	£11.90
B.M.W. 2002	£3.10	£12.10	Rover 2000	£3.30	£11.50
Chrysler/Rootes			Range Rover	£4.60	£12.60
Avenger & Estate	£4.20	£12.80	Saab 96V4	£3.60	£10.80
Imp/Chamois	—	£11.70	Simca 1501	£2.90	£11.00
Super Minx	£2.70	£12.10	Triumph		
Pre '67 Minx	£2.70	£12.10	Herald/Vitesse	£4.60	£12.10
Minx/Hunter			Toledo, 1300, 1500		
'67 on	£3.30	£12.80	Dolomite	£3.30	£12.10
180 (Bonnet & Boot only)	—	£7.70	Spitfire Mk. I-IV	£5.30	£12.10
Alpine '70 on	£3.60	£12.60	G.T. 6 Mk. I-III	£5.30	£12.10
Citroen Ami 8	£3.30	£12.10	TR6	£3.60	£12.10
Dyane 6	£3.10	£11.60	2000 Mk. I	£3.30	£12.80
Daf 33	—	£12.10	2000 Mk. II	£3.60	£12.80
44 55	£3.10	£12.10	Vauxhall		
Datsun			Viva H.A.	£3.60	£12.30
100A Cherry	£3.10	£11.60	Viva H.B. & Estate	£3.30	£12.60
1200 Coupe	£3.30	£12.10	Viva H.C. & Estate	£3.60	£12.30
Fiat			Victor F.B.	£2.90	£12.10
124 Saloon	£3.30	£12.10	Victor F.C. 101	£2.90	£12.10
124 Sports Coupe	—	£11.70	Victor F.D. 2000 & Estate	£4.20	£13.00
127	£3.30	£12.10	Victor F.E. 4 Estate	£2.90	£12.60
128	£3.10	£11.70	V.W. Beetle		
500 D.F.L.	—	£9.30	'67 on	—	£11.50
850 Sport Coupe	—	£10.80	Beetle 1302S	—	£11.50
Ford			Volvo 121/122	£3.60	£13.20
Anglia 105E & Estate	£3.30	£11.40	144/145	£4.20	£13.00
Capri	£3.50	£12.60	164	£4.20	£13.00
			COMMER		
			Autosleeper	£4.10	—

Here's what a typical Super Acoustikit contains:

1. Acoustiseal Panels:

Cut from $\frac{3}{8}$ " thick specially treated natural jute felt, (as supplied to Britain's leading luxury car manufacturers) rubberised for underbonnet and boot, and plain for use under carpets.

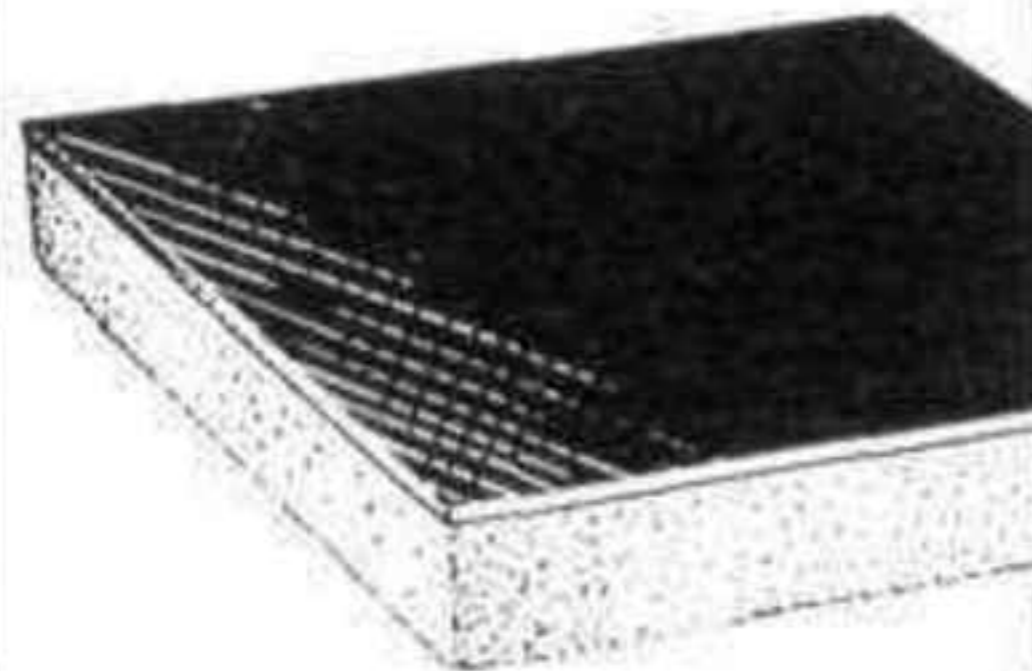


Plain for under carpet use.

Rubberised for under bonnet and boot.

2. Soundmaster Mat.

A soundproofing wall to cut noise through bulkheads and from transmission. The best of sound barriers between engine and passenger compartments.



4. Sealsound.

Strips of mastic material used to block holes and other small problem areas.



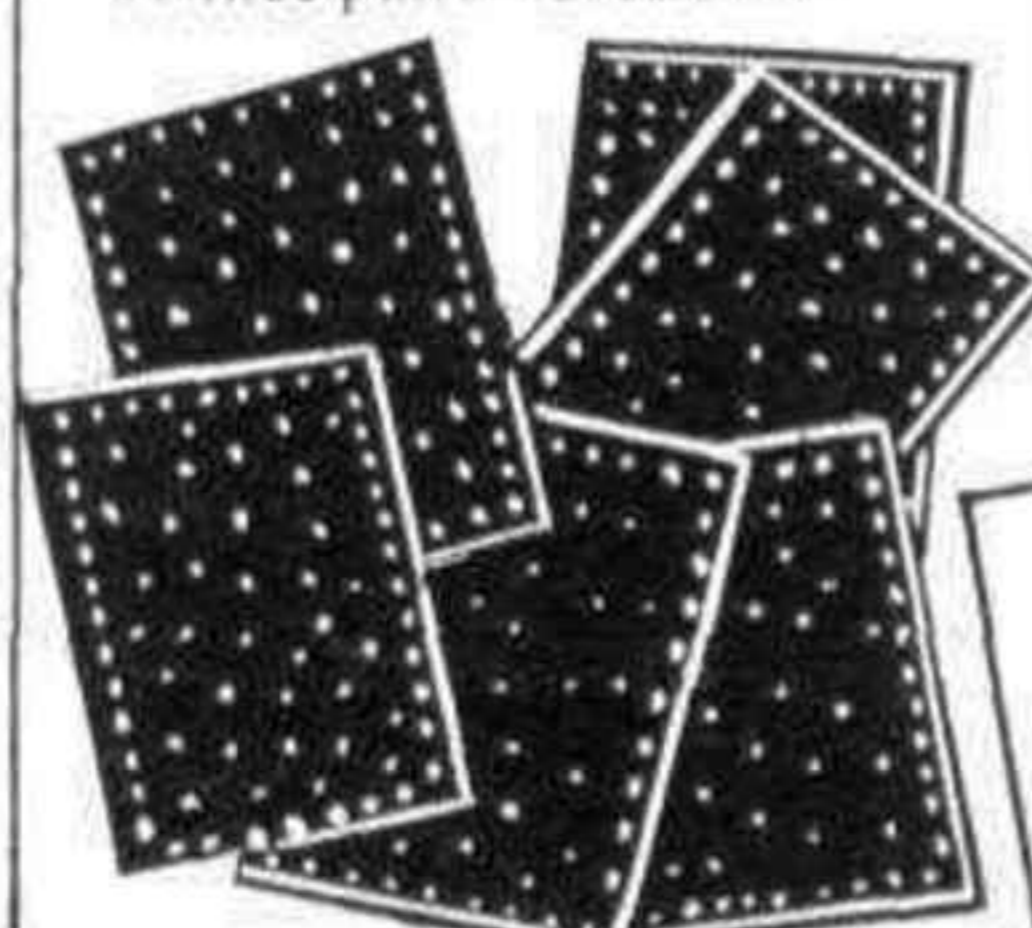
5. Foamaseal.

Self-adhesive foam strip for sealing off irritating wind noise through door or window seals.

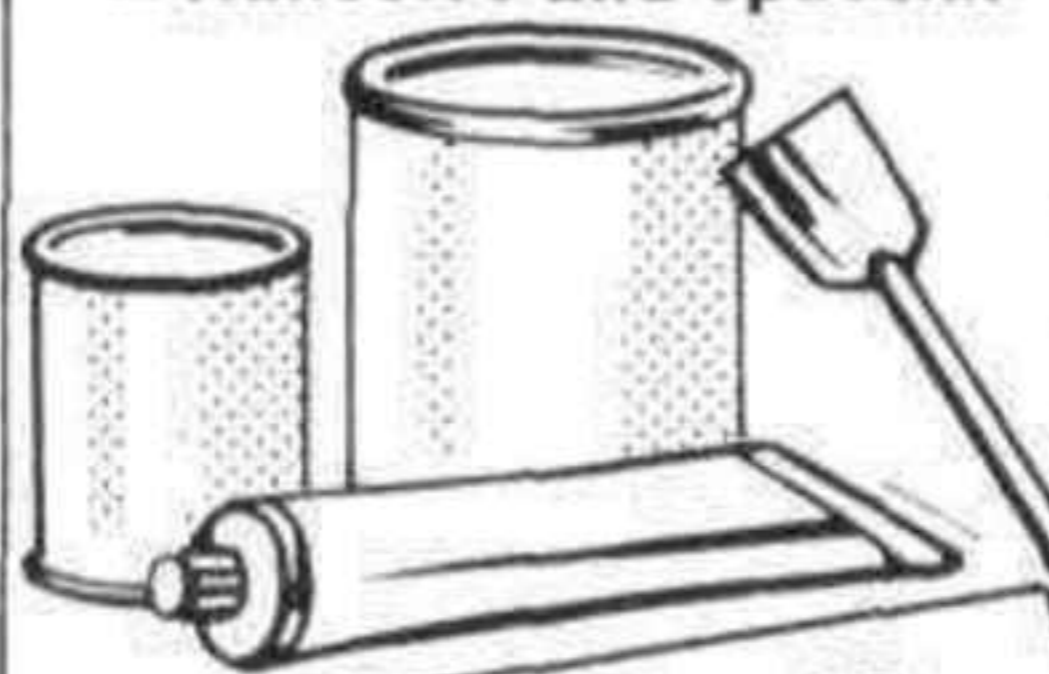


3. Vibrapads:

Self-adhesive pads used on flat areas of your car to reduce panel vibration.



6. Adhesive and spatula.



READ WHAT SATISFIED CUSTOMERS SAY!

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

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

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

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

"The car is now £1,000 quieter" - G.R.F.K., West Wittering.

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

Your purchase price will be refunded in full.



Here's a typical Acoustikit layout

EASY-TO-FIT.

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

MONEY-BACK ASSURANCE.

You risk nothing by ordering your Acoustikit here and now. If you are not completely satisfied,

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage charge of 40p for Underbonnet Acoustikits and 75p for Super Acoustikits (mainland only, others by quotation).
By-Return Service: Adequate stocks kept of all popular models. Most kits normally despatched by return.

ALL PRICES QUOTED INCLUDE VALUE ADDED TAX

YOUR NO-RISK ORDER FORM

HURRY! POST TODAY!

To: Eflow Developments Co. Ltd. (Dept MS28), Eflow Works, Old Tems Bridge, Lower Wick, Worcs. Tel. Worcester (0905) 421260/423388.

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

Make Model Year

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

Name:

Address:

MS28

Acoustikits The silent revolution in motoring
Visitors welcome at our works. Two fitting bays available (please telephone for an appointment).

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* All Chronosport watches are fully guaranteed and electronically tested.



COMPUTER GRAPH £23.50 CASH £4.00 DEPOSIT

The 1973 version of this incredible watch has just arrived — & supplies are limited. The Computergraph is the rally drivers dream watch, and compares only with other slide rule computers selling at almost £100. A full chronograph combined with EB slide rule computer for rally navigation or aviation (It's in current use with R.A.F. Phantom and Lightning pilots). Standard equipment for many works rally teams — complete with bracelet — check these features:—

1. Pushbutton operated flyback stopwatch.
2. Separate minute recorder and tell-tale continuous seconds dial.
3. 17 jewel lever incabloc shock-protected Swiss movement.
4. Stainless steel case watertight to 600 feet.
5. EB Flight Navigation/Rally Computer scales.
6. Luminous hands & markers, quick-read anti-glare dial.
7. Written guarantee, electronically tested.
8. Used by more rally experts than any other Computer Chronograph.

The Computergraph enables you to add, subtract, multiply, divide, calculate ratios, percentages, rates of climb & descent, fuel consumptions, E.T.A.'s, do currency conversions, you name it. Full instructions supplied. Quick easy calculations on your wrist. Perfect for all racing and rally competitors, pilots, engineers, technicians & students. Wonderful value, why pay up to £97! Approximate Retail Value £40.00 Cash Price £23.50 or £4.00 dep. + 9 months at £2.70 (total credit £28.30) inc. V.A.T.



£12.95 CASH
OR £3.00 DEPOSIT
SUPERCHRONO

At last a man-sized chronograph at a budget price. Looks like it's worth several times our low price, & provides rugged reliability too! 17 jewel Swiss shock protected movement housed in a modern brushed steel-style case, adequately waterprotected. Other major features include pushbutton operated flyback stopwatch & internal rotating 60 minutes time elapsed bezel, external tachy average speed bezel. Luminous hands & markers complete the attractive dial. Supplied complete with tropic strap at this incredible price. Approximate Retail Value £15.00. Cash price £12.95 or £3.00 dep. + 6 months at £2.10 (Total credit £15.54) incl. V.A.T.



£35.00 CASH
OR
£4.25 DEPOSIT
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One of the most comprehensive Swiss chronographs ever made. Colossal specification includes full flyback pushbutton operated stopwatch, minute & hour recording dials. Special 24 hour G.M.T. bezel & 24 hour G.M.T. Hand which gives 24 hour time scale & two separate world time zones simultaneously. This incredible watch is in daily use with top sportsmen the world over — is first choice of the worlds leading airlines. 17 jewel lever movement with incabloc shockproofing, inside a water-tight stainless steel case tested to 600 ft. Black dial luminous hands & markers & complete with tropic strap (s/steel bracelet £1.00 extra). Approximate Retail Value £63.00. Cash price £35.00 or £4.25 dep. + 9 months at £4.20 (total credit £42.05) incl. V.A.T.



£19.95 CASH
OR £3.70 DEPOSIT
ASTROCHRONO

The 1973 version of U.K.'s biggest selling Chronograph. Used by top race & rally drivers, pilots and all active sportsmen. Pushbutton operated flyback stopwatch, separate 30 minute & 'tell-tale' continuous seconds dial, rotating elapsed time bezel with both minutes & hour calibrations. Tachymetric average speed scales, telemeter time distance scales, jet black low reflection dial, luminous hands & markers. 17 jewel lever movement with incabloc shock absorbers inside stainless steel case watertight to 600 ft. Free strap (s/steel bracelet £1.00 extra). Approximate Retail Value £35.00. Cash price £19.95 or £3.70 dep. + 9 months at £2.25 (total credit £23.95) incl. V.A.T.

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Mail the watches indicated below. I understand I may return for refund within 14 days if I am not absolutely satisfied.

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CHRONO **GRAPH** **GRAPH** **CHRONO**

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-they separate the
men from the toys!

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Yes, we're still making the brilliant Mk. 2 wheel which costs slightly less but is distinctively a classic from Cosmic.

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(With a 12 months unconditional international guarantee)
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Any of these Omegas can be yours today using our personal payment plan. One-tenth deposit—followed by nine equal monthly instalments. Ten months in which to pay—at no extra charge. **FILL IN THE COUPON NOW.**



Omega F300
Electronic Chronometer
Stainless steel, water-resistant,
accuracy within 2 seconds per day.
Mod. ST 198003
Cash price £95.75
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£9.57

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One-tenth second, one revolution
30 seconds, 30 minute register,
glareproof optical glass.
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Deposit £8.75 plus 9 payments of
£8.75

Omega De Ville
The Classic Chronograph
One-fifth second with tachymeter,
30 minute recorder dial, start/stop
and zero buttons.
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Cash price £45.00
Deposit £4.50 plus 9 payments of
£4.50



Omega Memomatic Alarm Watch
Stainless steel, water-resistant,
automatic date.
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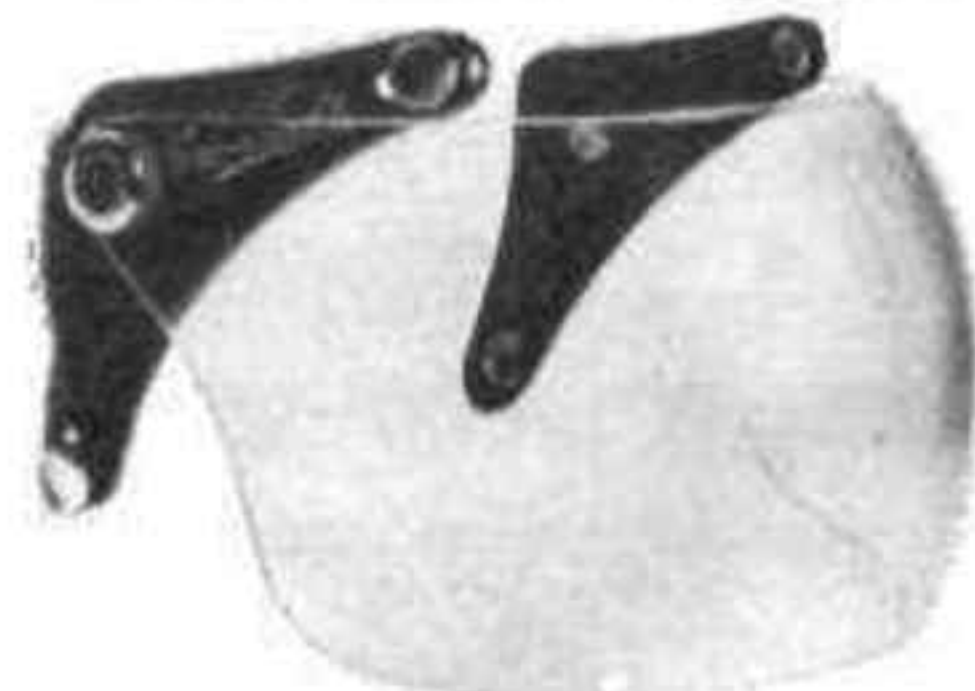


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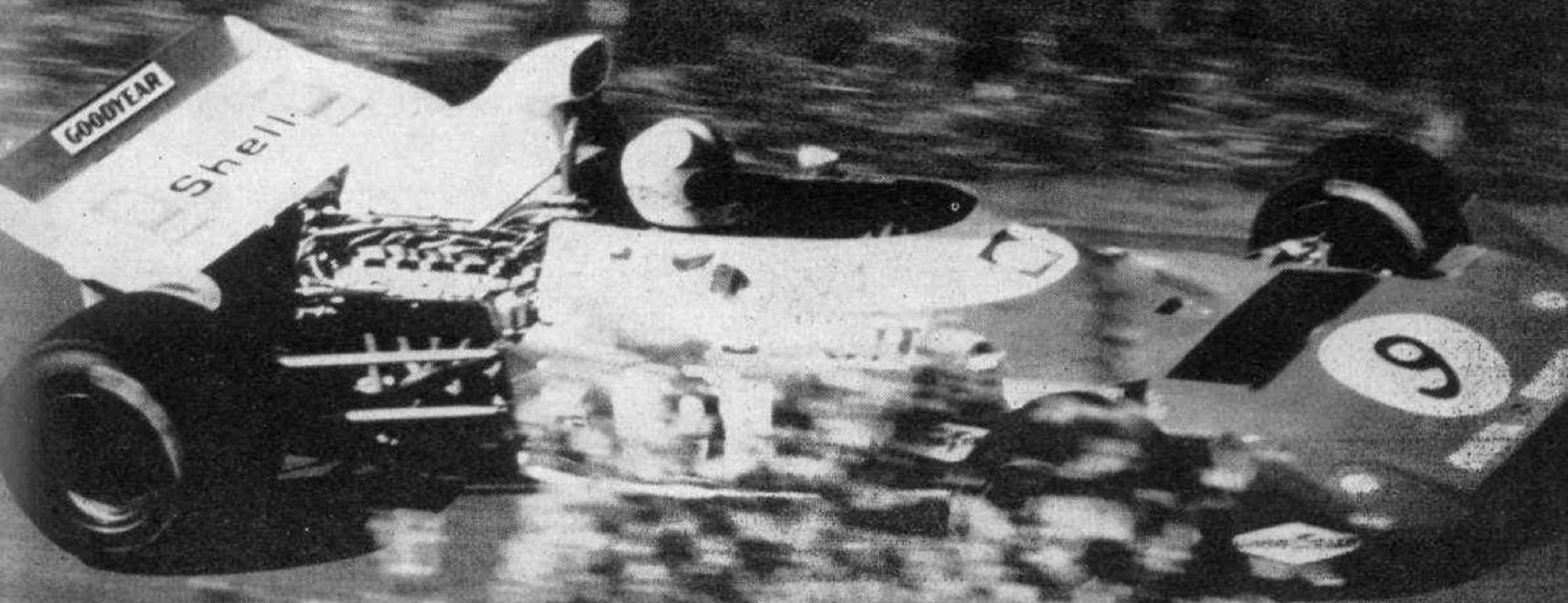
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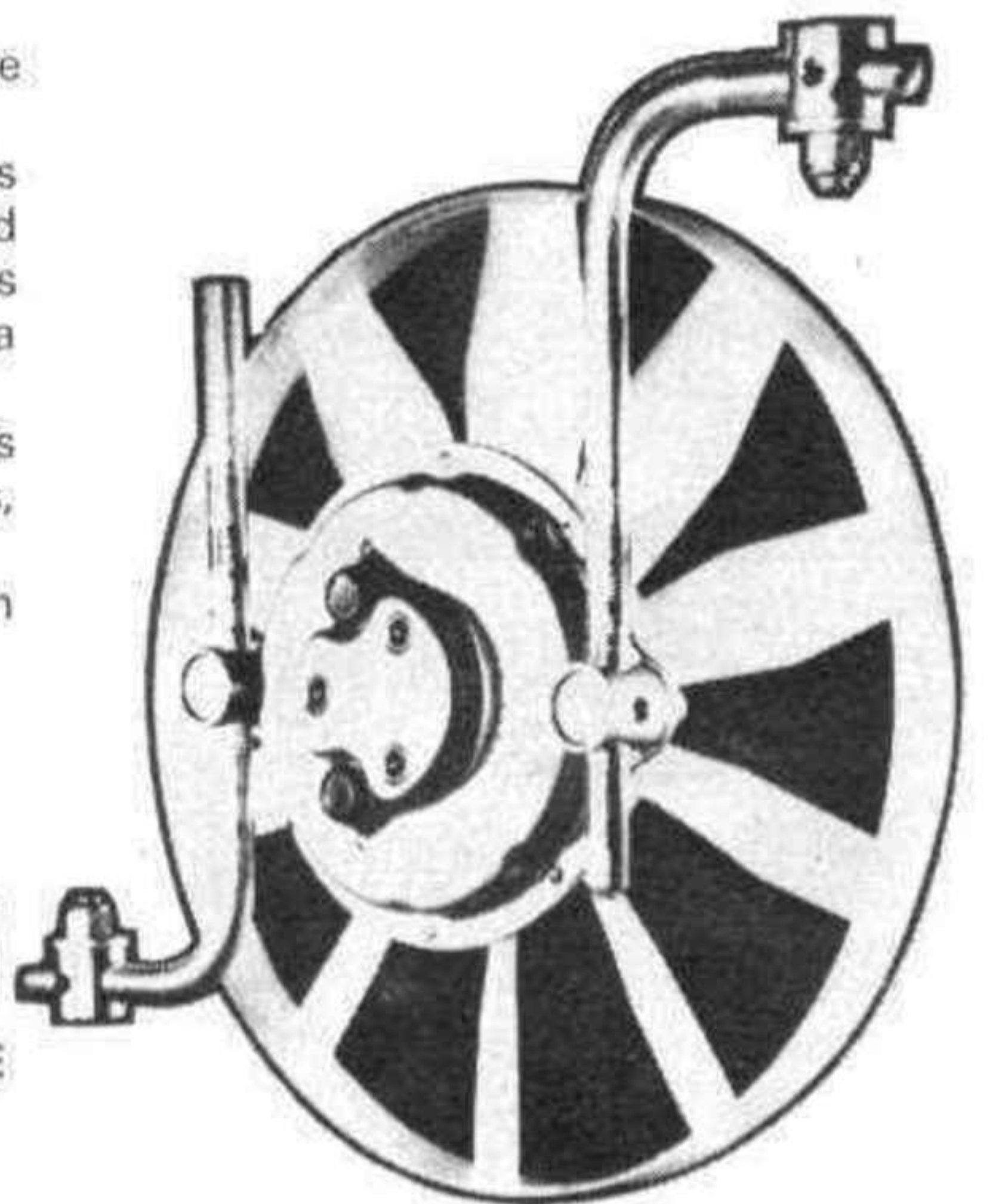


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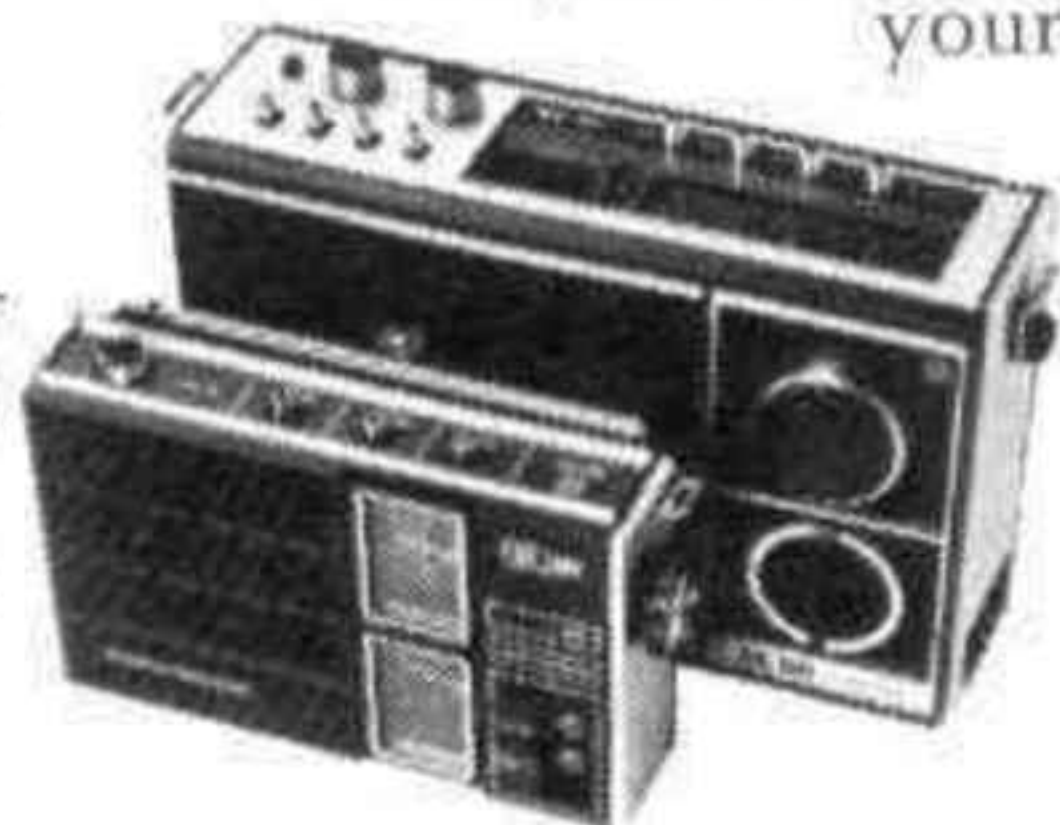
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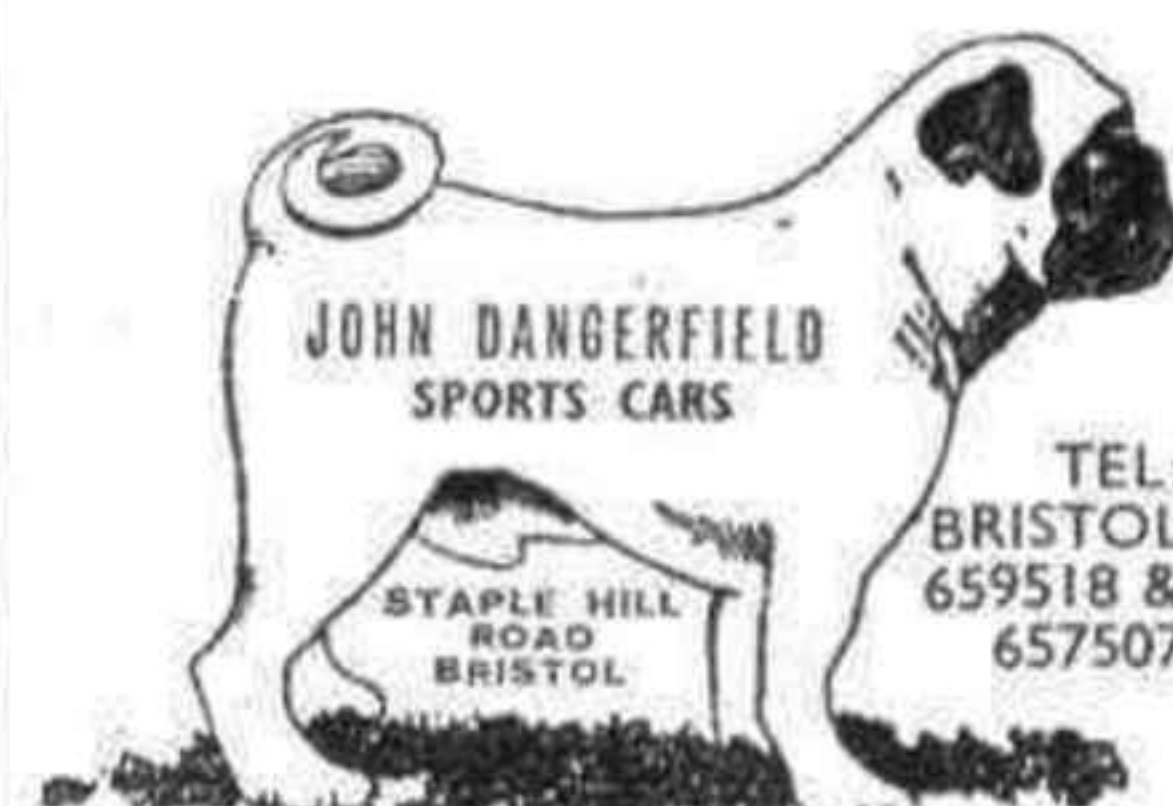
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MAKE/MODEL

C.C..... YEAR..... VALUE.....

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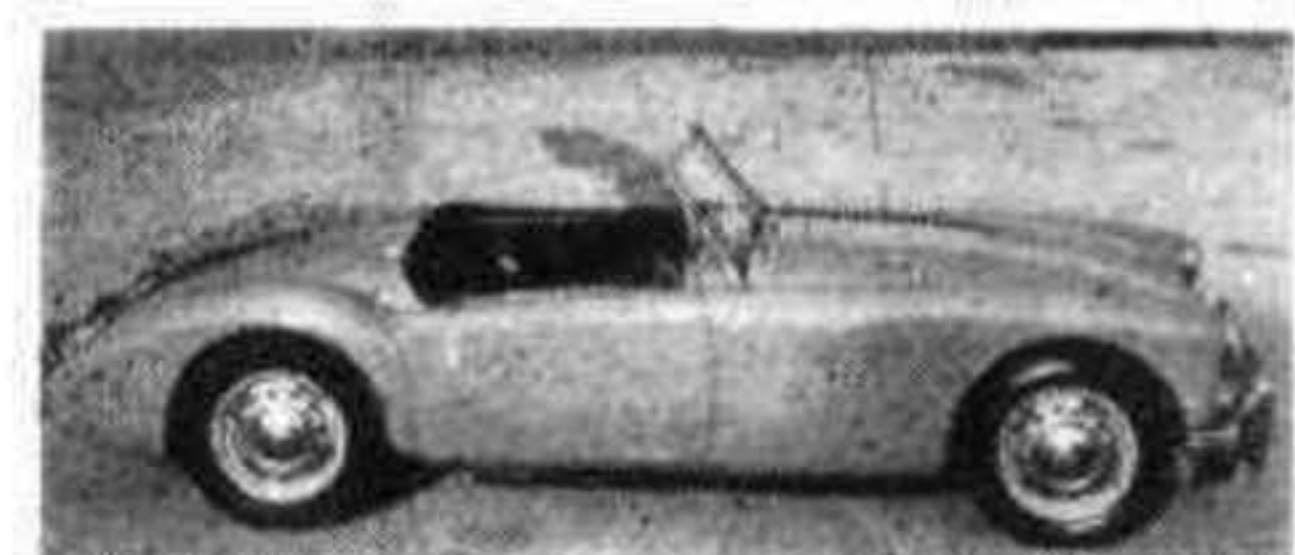
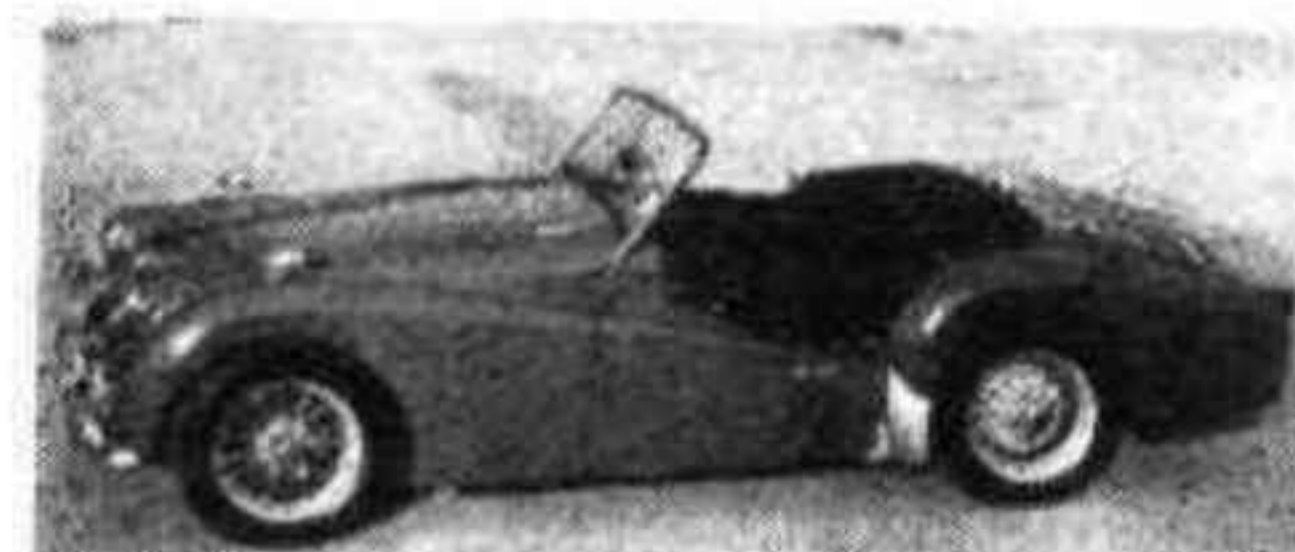
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1970 TVR Vixen S3, in dark brown with coachlines, fitted alloy wheels; one owner **£1,095**

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

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

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

1969 TVR Vixen 1600 S.1, in yellow, fitted stereo radio, 6L wire wheels, fat tyres; nice example. **£895**

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

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

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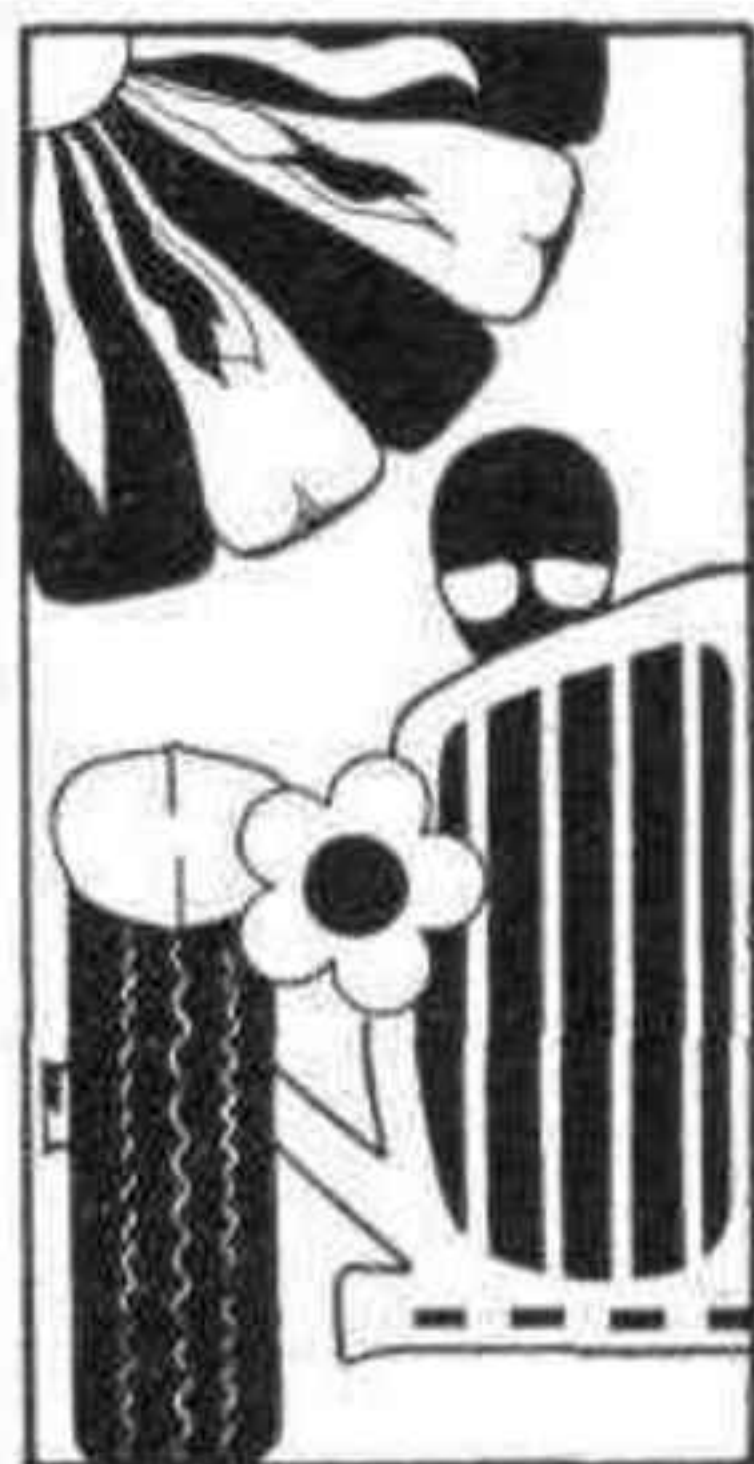
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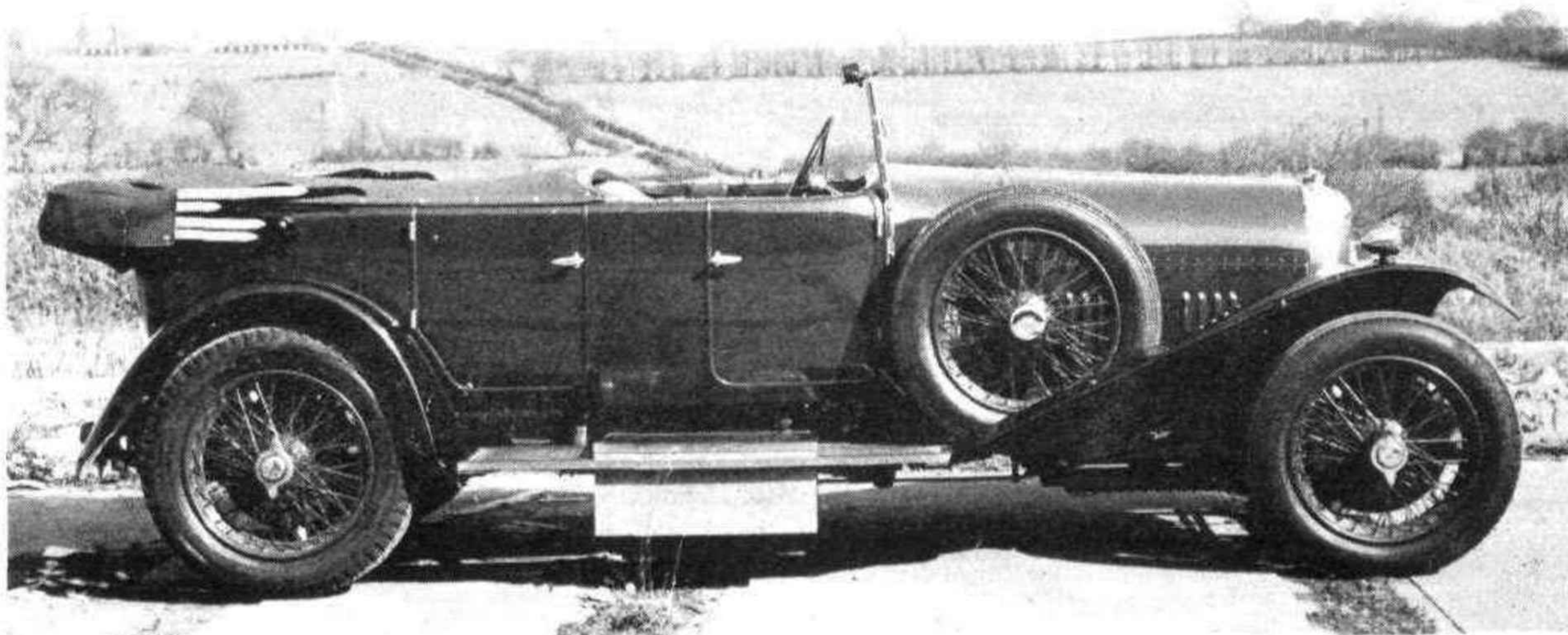
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For a start there'll be nearly 30 Team Castrol members competing. And that includes virtually all the top racers. Like Bill McGovern, for instance.

Bill will be out to take his Chrysler Imp to its fourth overall win. Mind you, Frank Gardner now has a bigger, faster, lighter SCA Chevrolet Camaro Z28. So he'll be looking for something more than just another Class win. And very close to him will be Brian Muir.

Because 350 bhp from his new Alpina BMW CSL Coupé should make Brian a lot more competitive this season.

But the real secret of success in a long series like this is consistency. And that's why the top racers choose Castrol oils and greases. By using them, friction levels are reduced to a point at which wear rates are dramatically low. So, even under the tremendous strains of Group 2 Saloon racing, a car will stay at its peak longer.

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with Castrol GTX.
The high performer.**



**There's very little friction
between the top Group 2 racers.**



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MOTOR SPORT

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Publication date first of the month

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CONTENTS

	Page
Matters of Moment	461
Fixtures for May	462
GKN-Daily Express Silverstone Meeting	463
Nurburgring 300 Kms.	465
Hockenheim F2	465
Saloon Car Racing USA	466
Dijon 1000 Kms.	468
Around and About	470
Rumblings	472
European Letter	473
European 2-litre Sports Car Championships	474
Le Mans Trials	475
Monza 4-hour ETC	476
Veteran—Edwardian—Vintage	477
Tuning Topics: Alpina BMW	482
Viva Ecosse	483
Tale of Two Clubmen	484
Rally Review	488
Vallelunga 6-Hours	489
Ideal Pairs—A Summary	490
Bob Gerard Looks Back	492
Book Reviews	495
Letters from Readers	517

FRONT COVER PICTURE: The World Sports Car Championship moved to Europe last month with races at Vallelunga in Italy and Dijon in France. Here at the Roman circuit Brian Redman in his Ferrari 312P leads the winning Matra 670 which Gerrard Larrousse shared with Henri Pescarolo and Francois Cevert, whose efforts had much to do with its success.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ WARMING UP

Our survey of readers' opinions on Formula One racing showed that, contrary to what the pessimists would have us believe, there is still a very healthy spectator interest in top-class motor racing. The attendance at Brands Hatch for the Race of Champions Meeting endorsed this, although on that occasion the Race of Celebrities may have drawn the crowd. It also earned the RAC a slap from the *Sunday Express* for not allowing legless Douglas Bader to compete in this battle of the Consuls, although the Air Ministry permitted him to fly fighter aircraft. At one time the RAC shut its eyes to one-eyed racing drivers and those with limb deficiencies but one can see that had Bader taken part in this fun-race there might be repercussions later, in full-scale racing.

The foregoing is a reminder of the splendid diversity of present-day motor racing, even if the multiplicity of formulae can be darned confusing for those on the outer fringes of the game—why, they even race caravans seriously round the circuits, these days! There is also the very stimulating saloon and sport-car racing for those who find that they are less attracted to Grand Prix racing since it has become more a matter of sponsor against sponsor than make competing against make. In the International context we have a make-against make entry for the Manufacturers Sports Car Championship, with Porsche beating Ferrari in the Le Mans Four-Hour warming-up race, to what the appetite for the 1,000 km. race at Spa on May 6th and the inimitable Targa Florio on May 13th, followed by the punishing Nurburgring long-distance race. And Le Mans, on June 9/10th, with cars doing 200 m.p.h. down the straight, should be worth seeing. At Vallelunga Matra-Simca put it across Ferrari, with Porsche, Lola, Alfa Romeo, Gulf-Mirage and Chevron in the field (report in this issue). At home there is the BMW/Ford bid for Group 1 saloon-car honours, with plenty of inter-make racing in the other classes. Much the same is happening in the European Touring Car Championship races, with BMW Alpina fighting hard to stay ahead of the 3-litre Ford Capri RS and an Alfa Romeo taking the 2-litre category from Ford Escort, at Monza. These races have pit-stops and the old *marque* loyalties, so if anyone is tiring of F1, they should seriously consider watching some of these long-distance saloon and sports-car/GT races.

Certainly Group 1 saloon-car offers a load of excitement, and interest in how these virtually standard cars perform. Those who have cried out for production-car racing now have it on their doorsteps, the cars even racing on road tyres this year, which has so far not caused any apparent difficulty. They still use racing-style exhausts, which is a pity, because racing improves the breed and exhaust systems give much trouble on production cars. However, this is no doubt a sensible safety measure, applied for the same reason that mudguards were banned on TT cars before the war, on the grounds that the fewer things there are to come adrift, the safer for all concerned. We still think longer Group 1 races would be instructive and when you remember that, pre-war, we had six, twelve and even 24-hour races, for sports-cars which were far less exciting in action than today's quick saloons, we cannot see any objection. Perhaps there will be a grand 1973 long-distance *finale*, to really resolve BMW/Ford supremacy and the rest of the inter-make challenges in the other classes.

■ ROLLS-ROYCE IN A RUT

When the unhappy news was received that Rolls-Royce were in financial difficulties we published a patriotic Editorial pleading for their survival. Then the Car Division was reprieved and announced flourishing sales. Now Rolls-Royce are again in trouble. We do not profess to understand the financial/legal implications which at one moment suggest that the most famous of British companies may be sold, perhaps to Japan, and at another that the High Courts are seeking a remedy. We only hope a solution can be found, because Rolls-Royce and British prestige are synonymous. There was a time when those who felt that a Rolls-Royce was too obvious (or expensive) for them and a Jaguar not quite their sort of car, could turn to a Daimler for their actual and imagined motoring comforts. Now that a Daimler is a Jaguar they have no such solution and may seek solace in a top-model Mercedes-Benz or BMW, if a Royce is denied them, or turn to Italy for a Fiat 130, or go trans-Atlantic with a Lincoln or Cadillac. They may

Continued on next page

Motor Sport Fixture List For May

* Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list. *
 C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
May 5th	Ulster AC	Bishops Court Airfield	Nr. Downpatrick, Co. Down	Gallagher Meeting (R)	14.00
May 5/6th	Shiple & Dist. MC	C. D. Bramall (Bradford) Ltd.	Bradford, Yorks.	The C. D. Bramall Trophy Rally (R)	22.31
May 6th	RAC de Spa	Spa-Francorchamps	Francorchamps, Belgium	Spa-Francorchamps 1000 Kms. (INT)	—
May 6th	ASA Basco-Bearnais	Pau	France	European Formula Two Trophy (INT)	—
May 6th	AC Roma	Vallelunga	Rome, Italy	Ignazio Giunti Trophy (INT)	—
May 6th	Nottingham Sports CC	Croft Autodrome	Darlington, Yorks.	May Race Meeting (R)	14.45
May 6th	BARC	Mallory Park	Kirkby Mallory, Leics.	Championship Car Races (R)	14.30
May 6th	750 MC (Scotland)	Camperdown Park	Dundee	Tay Autocross (R)	14.00
May 6th	Huddersfield MC	Scammonden Water	Nr. Huddersfield, Yorks.	Eso Uniflo Speed Hill-climb (R)	13.30
May 6th	Bugatti Owners' Club	Prescott	Cheltenham, Glos.	National RAC Championship Hill-climb (N)	11.00
May 9/12th	Federation Royale Marocaine des Sports Automobiles	Rabat	Morocco, Africa	Morocco Rally (INT)	—
May 12/13th	Mid-Cheshire MRC	Oulton Park	Nr. Tarporley, Cheshire	F5000 Race Meeting (INT)	—
May 13th	AC Palermo	Targa Florio	Palermo, Sicily	Targa Florio (INT)	—
May 13th	BARC	Silverstone	Nr. Towcester, Northants.	Championship Races (C)	14.00
May 13th	Falcon MC	Knebworth Park Motor Circuit	Stevenage, Herts.	Championship Autocross (R)	—
May 13th	VSCC	Curborough	Lichfield, Staffs.	Speed Trials (C)	13.30
May 13th	BDR & HRA	Santa Pod Raceway	Wellingborough, Northants	Drag Race Meeting (C)	13.30
May 19/20th	Southern CC	Barkers Garage	Crawley, Sussex	The Kleber Southern Rally (C)	22.00
May 19/20th	Gotene Motoklubb	Kinnebullering	Sweden	European Formula Two Trophy (INT)	—
May 20th	RAC Belgium	Zolder	Belgium	European Formula One Grand Prix (INT)	—
May 20th	Aston Martin OC	Silverstone	Nr. Towcester, Northants.	Martini International Super Sports (INT)	—
May 20th	Bristol MC & LCC	Yoxter	Nr. Bristol	Hoopers Autocross (R)	14.30
May 23rd/28th	Auto. & Touring Club of Greece	—	Greece	Acropolis Rally (INT)	—
May 26/27th	ADAC Gesamtclub	Nurburgring	Germany	Nurburgring 1000 Kms. (INT)	—
May 26/27th	MG CC	Silverstone	Nr. Towcester, Northants.	MG Silverstone Festival (C)	11.20
May 27th	York MC	Thixendale	Yorkshire	Thixendale Autocross (R)	—
May 27/28th	BDR & HRA	Santa Pod Raceway	Wellingborough, Northants.	Drag Race Meeting (C)	13.30
May 28th	Hagley & Dist. LCC	Castle Combe	Chippenham, Wilts.	Race Meeting (R)	—

MATTERS OF MOMENT

Continued from previous page

even be lost to such markets for ever, should they decide to temper patriotism with frugality and opt for an Anglo/Germanic Ford Consul or Granada.

For this reason alone, Britain must hope to retain Rolls-Royce. The Silver Shadow at £10,550 may seem expensive compared to the Daimler Double-Six Vanden Plas at £5,362. However, one computer-type report gives the ordinary Daimler Double-Six full marks only under the headings of performance, ride comfort and hush (our own report next month, we hope). R-R owners do not necessarily want a top speed of 140 m.p.h. and the Silver Shadow is maybe quieter than the Daimler and its sophisticated self-levelling suspension probably gives an even better ride. That the stylists forced the Spirit of Ecstasy to her knees is one thing; for Oriental speculators to rape her would be quite another matter...

COMMENT ON AN EDITORIAL

A spokesman at No. 10 Downing Street replied very expeditiously on behalf of the Prime Minister to the MOTOR SPORT Editorial "Stop Clobbering Us", which we had forwarded to the Rt. Hon. Edward Heath, as we promised you we would do, last month. No comments were offered to what were described as our "forceful" views. The Editorial was also sent to the Department of the Environment, which replied as follows:—

"The Minister for Transport Industries has asked me to reply to your letter of March 12th.

"You will not expect me to comment on the points you make about enforcement of the law, as this is a matter for the Home Office. I merely make the point that endorsement of licences applies to a limited number of offences, all related to road safety.

"There is strong evidence that speed limits have a big effect in reducing the severity of accidents. The Department's

policy is that speed limits should be realistic and that local authorities should keep them under continuous review to meet changing circumstances. For roads in towns, the basic limit stays at 30 m.p.h., but there is a recommendation that 40 m.p.h. and 50 m.p.h. limits should be more widely applied.

"In the case of the Oxford Ring Road—which you referred to specifically in your editorial—you may like to know that action was already in hand to remove the 50 m.p.h. restriction before your issue of MOTOR SPORT was published".

Although the usual passing of the buck is evident, you will see that all is not lost in respect of less stringent speed-limits. So frequent letters to your MP, the Minister for Transport Industries, etc., could well be stepped up, until fair play prevails.

Vintage Odds & Ends.—*Ford Times* has been looking for long-term Ford owners. Its first bag was all of pre-war cars, a 1936 Y-model Eight bought new by its Bedfordshire owner, a 14.9 h.p. Model-AF tourer bought with 7,000 miles on the "clock" at the Alexandra Palace Used Car Show of 1928, which has since put in another 200,000 miles for its builder-owner (who also has a 1926 Clyno bought in 1931), and a 1913 Trafford-Park-built Model-T tourer sold by its original owner to a garage which used it as a hack. It is still in the same ownership, and has its original hood and upholstery. The aforesaid Model-Y, incidentally, replaced a 1922 Model-T Ford. There is also mention of a pre-war Model-Y Ford in daily use in Majorca. These Fords have a definite trace of Model-T ancestry and must be the most simple of the many economy cars of that era. Omission of a line in the caption to the Donington pictures last month made it appear that Austin won the pre-war TT, Nuffield Trophy and Empire Trophy races

there. What they did win were the 1937 Coronation Trophy and 1938 Empire Trophy races—as you can read in the new "MOTOR SPORT Book of Donington". Oh, and in the Pomeroy Trophy at Silverstone Lawrence spun at *Woodcote*, not getting quite so far as Worcester! *Yowl*, Journal of the Scott OC, has some nostalgic material; the Club hopes to have more Scotts than Triumphs in the VMCC Banbury Run on June 17th. Its secretary is: A. Marfell, 295 Northfield Road, Harbourne, Birmingham 17.

Another good drive

HAVING mentioned some fast drives in Europe recently, we mustn't overlook the jaunt made by 68-year-old Alroyd Lees, in his 1960 Mk. IX Jaguar. According to Johnny Walker (Holdings) Ltd. who sponsored him, Mr. Lees drove from Stroud to London and Dover, and thence through the EEC towns of Paris, Toulouse, Rome, Basle, Luxembourg, Brussels, Amsterdam, and home via Calais and Dover. Which sounds as if he had been reading MOTOR SPORT! He claims to have done the 4,864-mile journey, calling at the British Embassy in each capital to get his route-card signed, in 81 hr. 37 min., snatching 6½ hours' total sleep, a running-time average of almost 64.8 m.p.h. Most creditably, the run was in aid of the British Red Cross. But whether Johnny Walker are correct in calling this a "World Record Solo Drive" is open to question and they are wrong in describing the Jaguar as a vintage car.

Proposed Marauder club

THE Marauder sports car, based on Rover components, celebrates its 21st anniversary this year and O. F. W. Fisher, Thorcote Green, near Sandy, Bedfordshire, who owns a 1952 example, supports a Marauder club. He is proposing a meeting and champagne tea at his address, starting at 14.15 hours on May 20th, but asks those who would bring Marauders to write to him first.

GKN-DAILY EXPRESS SILVERSTONE MEETING

Something of Everything

Silverstone, April 7th/8th

THIS YEAR was the twenty-fifth race meeting organised by the BRDC at Silverstone under the title of the International Trophy. The first one was in 1949, when Alberto Ascari won with a supercharged 1½-litre Ferrari from the Scuderia Ferrari, and since that day the BRDC have run this annual event without fail. From the inception the meeting has had the support of the *Daily Express* and in recent years GKN have joined the BRDC with their support. From the start it has been a day (or two days) of immense activity, with a varied programme of racing in which a miniature Grand Prix has always been the highlight. Referred to as the BRDC Festival of Fun and Speed it has always lived up to this title and this year's meeting was no exception.

Formula Ford and Formula Three had heats and a final, saloon cars had a 20-lap thrash, Formula 5000 had a 25-lap race, Historic cars had a race, and the International Trophy was held over 40 laps for a mixture of Formula One cars and the better F5000 cars. There was practice on Friday April 6th, as well as Saturday, and just in case there wasn't enough happening, there was unofficial practice on the previous Wednesday. It was during this practice that things began to happen, for Peterson was out in the works Lotus 72/R6, when he tangled with a Formula Three car and went off into the barriers, wrecking the Lotus pretty thoroughly, but as always, stepping out of the wreckage unharmed. Back at the Lotus factory his second car, 72/R8, was just about as dismantled as it could be, having returned from South Africa to be brought up to 1973 specifications with the new protective sides to the monocoque. Everything was unriveted and dismantled, but continuous shift-work by relays of Lotus mechanics got the car built up in its new form by Friday morning and Peterson was just able to join in the official practice on Friday afternoon.

The much-publicised entry of the new B3 Ferrari failed to materialise, as did the new UOP-Shadow for Graham Hill, and the Ensign, but such was the excitement in the first practice that these things were hardly noticed. Anyone who thinks that Formula One cars are dull or that Grand Prix drivers are not worth watching, should have been at Silverstone for the practice sessions. Of course, this does not apply to the total entry, and never did, but the top handful are still outstanding. The sight of the really fast ones coming through Woodcote Corner at 145 m.p.h. was something that was not to be missed; Fittipaldi (Lotus 72/R5), Regazzoni (BRM), Stewart (Tyrrell 006/2) and Revson (McLaren M23/2) were really terrific to watch. Peterson needed the first afternoon to get his rebuilt car adjusted properly, but the others were really flying. Stewart had a brand new Tyrrell, which was numbered 006/2 and was built to the 1973 specifications, and 006 was there as a spare, this

having been rebuilt to the new structural regulations. A really new Tyrrell is due later, and this will take the popular number 007, the new Silverstone car being to the same basic design as 005 and 006, and it had the rear aerofoil mounted very low and very far back, as used in South Africa. Fittipaldi was in the car he used briefly at the Race of Champions, Regazzoni was in a P160 BRM that had been brought up to 1973 regulations with new cockpit sides and designated P160E and Revson's McLaren was a brand new M23, the second to be built. The other Formula One runners were Hulme with McLaren M23/1, Pace with Surtees TS14A/03, Hailwood with a brand new car, Surtees TS14A/04, which had a lighter monocoque, Oliver and Follmer with the two UOP-Shadows they drove in South Africa, DN1/1A and DN1/2A, respectively, both modified since that race so that the engine doesn't fall out, Ganley with the Frank Williams Special, called ISO-Marlboro, and Lauda and Schuppan with BRMs, the former on a normal P160 and the latter on a modified-structure P160E.

Just when everyone, or nearly everyone, was getting well and truly wound up, in spite of an icy wind that was so cold that even the brass monkeys stayed in the beer tent, there came a light shower of rain and everything stopped instantly. The top half-dozen drivers had all been scratching away to get pole position on the starting grid, the existing lap record having long since been passed and as there was no point in going slower, they all stopped. The rain did not develop enough to bother putting on wet-weather tyres and as soon as the track was dry they were all out again and driving on the limit of tyre adhesion in the battle for the premier position. Regazzoni was driving with sheer bravery and heroism, the BRM looking as if the outside front tyre was the only one on the ground, Stewart was putting all he had got into his driving and using more of the track than anyone, Fittipaldi never had the Lotus in a stable situation for more than a few yards and Revson did not even look fast.

The lap record for the Silverstone Circuit was set last year by Hailwood in 1 min. 18.8 sec., a time that the fastest F5000 car had already equalled, and the Formula One *élite* were making the record look ridiculous. Revson and Fittipaldi finished up at 1 min. 17.5 sec., with Stewart at 1 min. 17.7 sec. and Regazzoni at 1 min. 17.9 sec. The combination of Revson and the new McLaren M23 was most impressive, because it did not look as fast as the others, being so smooth and stable. These four were lapping at over 135 m.p.h. average speed, and while Fittipaldi, Stewart and Regazzoni looked as if they were, Revson didn't and there must be a lesson to learn there.

On Saturday two of the F5000 drivers put the cat among the Formula One stars, for in their morning practice Hobbs and Lunger, with the Carl Hogan Team Lola T330-Chevrolet V8s, got well under the lap record.

Lunger at 1 min. 18.2 sec. and Hobbs at a staggering 1 min. 17.5 sec., equal to the times of the brave lads of Formula One on Friday. It was obviously a fast day on Saturday, and if it wasn't there were going to be some red faces among the Formula One teams. The Formula One practice was late on Saturday afternoon, after the F5000 cars had had their 25-lap race, which Hobbs won by one second from Lunger, at an average speed of 132.1 m.p.h., while they both recorded a fastest lap of 1 min. 18.0 sec., so that for the rest of the day the official lap record for Britain's fastest circuit was held by a Formula 5000 car. It did not take long for the Grand Prix aces to get back in the groove and the pattern was very similar to the day before. Just when they were all really well wound up and any lap time over 1 min. 18.0 sec. was for the also-rans a shower of icy rain put a stop to things. Just as quickly it dried up and the battle was on again, and this time Peterson joined in, having got his newly-built car right, and the select group just went faster and faster. Yesterday's fastest time was passed and became unimpressive and then even a lap in 1 min. 17.0 sec. was nothing to get excited about. The average speed was now over 137 m.p.h. and they hadn't finished, though Regazzoni was forced to drop out of the battle when his BRM engine went sick, just as Hulme had been forced out the day before when his Cosworth engine broke.

Anyone who thinks the modern Grand Prix car corners "as if on rails" should have seen them through Woodcote, Stowe or Club corners. The fast ones were looking almost out of control and incredibly exciting, and even the McLarens were beginning to get in a twitch. Those that looked as if they were on rails were pathetically slow, by Formula One standards, though a lap at 130 m.p.h. is still unbelievably fast by normal standards. The two black and gold John Player Team Lotus 72 cars had Stewart's Tyrrell well and truly on the run, but the little Scot was not giving up and the three of them put on a display of high-speed Grand Prix driving that earned them their starting money. Before the practice was over, another rain shower put a stop to things and the final outcome was Fittipaldi 1 min. 16.4 sec. (137.92 m.p.h.), Peterson 1 min. 16.6 sec., Stewart 1 min. 16.9 sec., Revson 1 min. 17.1 sec., Hulme 1 min. 17.2 sec., Pace 1 min. 17.4 sec. and Regazzoni 1 min. 17.5 sec. The two Shadows were entirely unimpressive, Lauda wasn't doing badly, Schuppan was out of his depth and Ganley needn't have bothered to come, while Hailwood was not happy or convinced about his new car, having tried it with wide-track suspension on Friday and standard suspension on Saturday.

The best of the F5000 drivers were invited to join the Formula One cars for the 40-lap race on Sunday afternoon, after Formula Three had run its final, and saloon cars had run their 20-lap race. The thirteen Formula One cars were joined by sixteen F5000 cars, with Hobbs in between Pace and Regazzoni

in the third row. Fortunately somebody in high-places has seen the light about starting grids and the fetish for only two cars in a row has been replaced by the normal 3-2-3 grid, so that we had the exciting prospect of a super start with Fittipaldi, Peterson and Stewart on the front row, and if we can't anticipate that sort of excitement we might as well give up motor racing and play croquet. Peterson did not jump the flag, he merely made the perfect start from the centre of the front row and was gone, with Stewart chasing after him, while Fittipaldi crept off the line with his clutch burnt out boxing in Pace very effectively in the process. The Lotus was pulling a very high bottom gear and he had made "practice starts" on his warm-up lap to get the feel of it, and overheated the whole assembly. He only just managed to creep along by the pit wall as everyone roared by, except for Oliver who had also burnt his clutch out on the Shadow and followed the stricken Lotus into Copse Corner. The Shadow was lacking first gear in its Hewland box and Oliver had been forced to try and start in second gear, but it was more than the clutch could stand. Peterson's glory lasted for one lap and then Stewart was by into the lead and that was it, with Hulme third, Regazzoni fourth, Revson fifth, Lauda sixth, Hailwood seventh and then Lunger in the first of the F5000 cars. It looked as though everyone had done their heroics in practice and were now going to settle down in a steady procession and earn their bread and butter. But it wasn't to be as simple as that for Stewart overcooked it at Beckett's and spun and while he was sorting himself out Peterson, Hulme, Regazzoni, Revson and Lauda went by smiling. It was said later that a deflating rear tyre had caused Stewart to spin, but anyone who was watching the race and watching the way he outdrove everyone in his pursuit for the rest of the race would have doubted the statement. It was one of those inspired drives that mark the real Grand Prix driver, and the blue Tyrrell was driven to its limit. Lauda was disposed of in one lap, Regazzoni in three laps, Revson took a little longer, Hulme one lap more and at half-distance Peterson was looking in his mirrors more than he was looking at the way ahead. It was nearly all over, Stewart was silencing all his critics, he was outdriving everyone and showing who was still at the top, even though there might be others up there with him. For lap after lap he hounded the black and gold Lotus, in and out of the "travelling chicanes" made by the slower F5000 cars. Occasionally a slight baulk would let Peterson get away, but not for long and it was just a matter of how long the Swede could stand the pace and not get rattled. He was getting noticeably untidier and on lap 32 it happened. The icy wind that had been blowing all day was turning into flurries of snow and one particularly large one fell across the area of Beckett's and dampened the track and Peterson spun off, in company with others. Stewart saw this coming and saw that Peterson was heading for disaster and braked earlier and harder than normal, and it was his turn to laugh as he sailed by into the lead. The Swede recovered to hold second place, and that was it, Stewart romped home to a well-earned victory to the intense displeasure of a lot of people, the enjoyment of many more and

with the whole-hearted admiration of anyone who takes his motor racing seriously.

There were some others in the race, but most of them hardly showed. Regazzoni's BRM was nearly under-steering itself off the road most of the time, but he pressed on regardlessly to finish third, Revson was a neat and tidy fourth, Lauda fifth and Follmer a gentle sixth with the Shadow. Hailwood's car seemed to have very little adhesion on its front wheels and as he was getting nowhere he called at the pits to see if some different tyres would help. Just as he did this there was a flurry of sleet and it looked as though heavy rain might start so he had full-weather tyres fitted to his Surtees and set off to find the wet weather did not materialise, so he was even worse off than before; at that he gave up in despair. His Brazilian team-mate Carlos Pace got a flat tyre on his Surtees, stopped to have it changed and in the hurry the wheel nut was not tightened properly and soon after he rejoined the race the wheel came off its driving pegs and that was that. Hulme's race came to an end in the pits when he saw the oil pressure sinking rapidly on his Cosworth engine and stopped before the engine was ruined and Hobbs had his Chevrolet V8 blow up, having done a lot of work during the previous two days. Lunger who was in the lead of the F5000 cars crashed in the closing stages, leaving the class to Van Lennep.

After the victory celebrations had sub-

sided the cars for the Formula Ford Final assembled and almost without warning a real snow storm started and Silverstone disappeared under a layer of the white stuff. When it stopped and sodden heads emerged again it was decided to reduce the last two races of the day to five laps apiece, so that the Formula Ford race was an instant sprint to victory and the JCB Historic race was a slippery parade of miscellaneous sports, racing-sports, and Grand Prix cars from 1950-1960 led by Neil Corner in his "lightweight" 250F Maserati 2528, followed by Willy Green in 2525, the "offset" 250F Maserati built specially for the 1956 Italian GP. Corner should have driven his Aston Martin DBR4, but it was not ready, so he transferred to his Maserati. A large proportion of the crowd rushed to leave just as the snow came down and the result was a complete and thorough traffic jam that did not clear until after the last two races were over. By the time the JCB Historic finishers had consumed the bottles of champagne that each were given by the importers of G. H. Mumm & Co. and their caravan behind the paddock had nearly burst asunder with the number of people in it, the traffic had gone and we could all drive home in gentlemanly fashion.

It had been a good meeting, well worthy of the twenty-fifth anniversary of the event and one that the BRDC can mark down as quite a classic.—D. S. J.

Results :

INTERNATIONAL TROPHY—Formula One and Formula 5000—40 laps—188.4 kilometres

*1st	J. Stewart (Tyrrell 006/2)	52 min. 53.2 sec.—213.75 k.p.h. (132.82 m.p.h.)
2nd	R. Peterson (Lotus 72/R8)	53 min. 03.6 sec.
3rd	G. Regazzoni (BRM P160E/7)	53 min. 16.9 sec.
4th	P. Revson (McLaren M23/2)	53 min. 21.8 sec.
5th	N. Lauda (BRM P160D/1)	53 min. 46.2 sec.
6th	G. Follmer (UOP-Shadow DN1/2A)	1 lap behind
*7th	G. van Lennep (Lola T330-Chevrolet V8)	2 laps behind
8th	T. Belso (Surtees TS11-Chevrolet V8)	2 laps behind
9th	V. Schuppan (BRM P160E/5)	2 laps behind
10th	K. Holland (Trojan-Chevrolet V8)	2 laps behind
11th	A. G. Dean (Chevron B24-Chevrolet V8)	2 laps behind
12th	C. Santo (Lola T330-Chevrolet V8)	3 laps behind
13th	R. Brown (Chevron B24-Chevrolet V8)	3 laps behind

* Class Winners.

Fastest Laps : F1 : R. Peterson (Lotus 72/R8), in 1 min. 17.5 sec.—218.81 k.p.h. (135.96 m.p.h.).
F5000 : B. Lunger (Lola T330), in 1 min. 18.8 sec.—215.20 k.p.h. (133.72 m.p.h.).

Retired : E. Fittipaldi (Lotus 72/R5), lap 1; J. Oliver (UOP-Shadow DN1/1A), lap 2; I. Ashley (Lola T330), lap 4; G. McRae (McRae GM1), lap 5; R. Allen (Surtees TS8A), lap 6; T. Pilette (Chevron B24), lap 10; C. Pace (Surtees TS14A/03), lap 16; S. Thompson (Chevron B24), lap 17; J. Russell (McRae GM1), lap 17; R. Evans (Trojan T101), lap 20; D. Hobbs (Lola T330), lap 23; D. Hulme (McLaren M23/1), lap 24; H. Ganley (Williams Special), lap 26; M. Hailwood (Surtees TS14A/04), lap 27; D. Oxtton (Begg FM5), lap 30; B. Lunger (Lola T330), lap 32.

29 starters — 13 finishers.

Supporting Races

FORMULA FORD—5-lap Final—28.5 kilometres

1st	R. Parsons (Royale)	9 min. 56.0 sec.—142.26 k.p.h. (88.40 m.p.h.)
2nd	R. Bruce-White (Dulon)	9 min. 56.2 sec.
3rd	D. Lawrence (Dulon)	10 min. 06.0 sec.

Fastest Lap : R. Bruce-White (Dulon), in 1 min. 55.6 sec.—146.69 k.p.h. (91.15 m.p.h.).

FORMULA THREE—20-lap Final—94.20 kilometres

1st	R. Wood (March 733)	31 min. 18.6 sec.—180.54 k.p.h. (112.18 m.p.h.)
2nd	I. Taylor (March 733)	31 min. 20.0 sec.
3rd	M. Harness (Ensign LNF3/73)	31 min. 28.8 sec.

Fastest Lap : I. Taylor (March 733), in 1 min. 32.2 sec.—183.93 k.p.h. (114.29 m.p.h.) (Class record).

FORMULA 5000—25 laps—117.75 kilometres

1st	D. Hobbs (Lola T330-Chevrolet V8)	33 min. 14.2 sec.—212.59 k.p.h. (132.10 m.p.h.)
2nd	B. Lunger (Lola T330-Chevrolet V8)	33 min. 15.2 sec.
3rd	A. G. Dean (Chevron B24-Chevrolet V8)	33 min. 41.0 sec.

Fastest Lap : D. Hobbs (Lola T330-Chevrolet V8) and B. Lunger (Lola T330-Chevrolet V8), in 1 min. 18.0 sec.—217.41 k.p.h. (135.09 m.p.h.) (Class record).

SALOON CARS—Group 2—20 laps—94.20 kilometres

1st	B. Muir (BMW 3.0 CSL)	34 min. 03.4 sec.—165.98 k.p.h. (103.13 m.p.h.)
2nd	A. Rouse (Ford Escort 1.950 c.c.)	34 min. 51.0 sec.
3rd	F. Gardner (Chevrolet-Camaro)	35 min. 08.6 sec.

Fastest Lap : B. Muir (BMW CSL), in 1 min. 35.0 sec.—178.50 k.p.h. (110.92 m.p.h.).

JCB-HISTORIC CARS—5 laps—28.5 kilometres

1st	N. Corner (Maserati 250F)	10 min. 07.4 sec.—139.59 k.p.h. (86.74 m.p.h.)
2nd	W. Green (Maserati 250F)	10 min. 10.4 sec.
3rd	N. Faure (Lister-Jaguar)	10 min. 17.0 sec.

Fastest Lap : W. Green (Maserati 250F), in 1 min. 57.2 sec.—144.69 k.p.h. (89.91 m.p.h.).

Nurburgring 300

March 31st/April 1st

YET ANOTHER season of racing at the Nurburgring started on March 31st with the opening round of both the Interserie, and the European GT Championship as well as a Formula Three race. The Interserie was the main attraction, this European version of Can-Am racing entering its third year, hopefully with better grids and more exciting racing in 1973. The entry was limited although there were four turbo-charged Porsche 917/10s amongst the entry. Reigning Can-Am Champion George Follmer actually had the championship-winning Penske car from last year although it is now owned by Bobby Rinzier Racing, an American team backed by Royal Cola. Also with his last year's 917/10 was reigning Interserie Champion Leo Kinnunen, both 1972 cars having been updated to the latest Stuttgart specification. There were also two brand new 917/10s in the hands of Willi Kauhsen and the wealthy but little-talented George Loos. Ernst Kraus had a normally aspirated 917/10.

The McLaren challenge was somewhat limited to Hulme's last year's Can-Am car, the M20, now entered and prepared by the Felder Racing Team for their regular driver Helmut Kelleners and powered by an 8.3-litre Chevrolet. The Belgian Team VDS had an older but much-modified McLaren M8F fitted with Porsche-like bodywork and a Morand-tuned Chevrolet fitted with a turbo-charger and reputed to give 930 b.h.p.—about the same as the Porsches. The rest of the team was completed by various make-weights including several 2-litre cars including the quick Chevrons of Twaites and Raymond.

In practice Kauhsen showed he would be difficult to beat by posting fastest time at 7 min. 31.5 sec.—faster than his own Interserie record. Kelleners was second fastest some 10 sec. behind, while Reinold Jöst in his well-used 3-litre Porsche 908 was third fastest ahead of George Follmer who was busy learning the 'ring and trying to combat bad handling and various other problems. Kinnunen and Pilette both failed to break the 8 min. mark while Raymond made the likes of Loos look rather silly.

The race was split into two parts—7-lap heats on Saturday and Sunday. Kauhsen dominated the first while the only interest was the battle for second place between Kinnunen and Kelleners which was resolved when the latter's McLaren blew up. Follmer completed the first lap with a puncture and re-started almost a lap behind, just in front of Kauhsen who never actually caught and lapped him. So the order was Kauhsen, Jöst and Pilette with Raymond's 2-litre Chevron taking fifth place ahead of Loos.

The second heat started with drama when Follmer hit a Chevron on the warming-up lap and promptly retired with body damage. Kelleners' McLaren had a new engine fitted but this promptly blew in the warm-up lap so it was simply left for Kauhsen to cruise round for victory ahead of Kinnunen who failed to offer a challenge. Pilette made a pit stop to check bad handling and lost third place to Jöst who was being challenged cheekily by Raymond until the British driver lost it on a wet patch at Hatzenbach and hit the armco. Twaites thus inherited the 2-litre

class only to crash leaving victory to Obermoser's GRD—the first time the Griston firm has won in sports car racing. So the final order was Kauhsen, Kinnunen, Jöst, Pilette, Kraus and Loos.

The GT race was also held in two parts and produced something of a lucky win for the Frenchman Claude Ballot-Lena, in one of the many Carrera RSRs which made up the competitive entries. Last year's Champion John Fitzpatrick had his new Kremer-prepared Carrera on pole position but he over-revved on the first lap and retired. This left the race to Gunther Stekkonig and Clemens Schnickenstanz who were having quite a battle before the former crashed at Hatzenbach and the latter blew his engine in his attempt to miss his rival. This left victory to Ballot-Lena. In heat two Fitzpatrick made amends by tearing through from the back of the grid to victory with the Frenchman second, thus giving him overall honours.

The Formula Three race also belonged to the French with the works Alpine-Renaults of Sepaggi and Leclere dominating the proceedings. Serpaggi went on to win and Leclere made a pit stop. Second was F3 newcomer Jean-Pierre Paoli from France with a Martini with promising Swede Gunnar Nordstorm third in his brand new GRD. Britain's Russell Wood (March) was sixth. There was quite a scene after the race due to several cars being found to be underweight but the final results stood after some initial disqualifications.

NURBURGRING 300 Kms.—Group 7—2 by 7 laps—319.45 kms.		Results :	
1st :	W. Kauhsen (Porsche 917-10 turbo)	1 hr. 49 min. 36.3 sec.	—175 k.p.h.
2nd :	L. Kinnunen (Porsche 917-10 turbo)	1 hr. 51 min. 32.9 sec.	
3rd :	R. Jöst (Porsche 908/3)	1 hr. 56 min. 20.8 sec.	
4th :	T. Pilette (McLaren M8F-Chevrolet turbo)	2 hr. 3 min. 32.8 sec.	
5th :	E. Kraus (Porsche 917-10)		
6th :	G. Loos (Porsche 917-10 turbo)		

Fastest Lap : W. Kauhsen (Porsche 917-10 turbo), 7 min. 32.8 sec.—181.6 k.p.h.

Hockenheim F2

April 8th

FOLLOWING Jean-Pierre Jarier's crushing victory in the opening round of the European Formula Two Championship at Mallory Park in March, a month elapsed before round two at Hockenheim in Germany. This gave everyone the time to catch up and the entry doubled from the twenty cars seen at Mallory. The Motul Rondel team appeared with a full complement of their own Motul M1s, there were no fewer than nine March-BMWs, several more GRDs, the Alpine-based Elf 2 and various other additions. Last year's F2 Champions Team Surtees were also well represented but as the meeting clashed with the International Trophy at Silverstone the works Matchbox cars were driven by Jochen Mass and Derek Bell.

Practice for the thirty places on the grid showed that the March-BMW was far from invincible with Mass' Surtees setting equal fastest time with Beltoise's March. Jarier was third fastest while Patrick Depailler, having his first race since his seventh place in the US Grand Prix for Tyrrell, was fourth fastest in the Elf 2.

As usual at Hockenheim the race was split into two twenty-lap parts with combined



STRONG SECOND.—Patrick Depailler brought the Alpine-based Elf 2 into second position after an excellent race.

times to count for the overall result. When the flag dropped for the start of heat one, it was Jarier who steamed off into the lead taking Beltoise with him and the pair soon pulled away from Mass and Depailler, the German later stopping with a puncture. Thus it was the three Frenchmen—Jarier, Beltoise and Depailler—who filled the first three places. Driving in only his second single-seater race Hans Stuck jnr. made a tremendous im-

pression by bringing the third works STP March-BMW through to fourth place ahead of Bell's Surtees and the works Chevrons of Birrell and Gethin. Pescarolo was the first of the troubled Motul drivers (Schenken and Scheckter collided on the warm-up lap and lost time) while Wilson Fittipaldi in the works Brabham and Coulon's March-BMW completed the top ten.

Continued on page 471

SALOON CAR RACING USA

A look at the NASCAR stockers

IN THE grand scheme of international motor racing, saloon car racing has never figured very prominently by comparison with Formula One for instance, for it lacks the glamour and prestige of the premier class. In America however, it is a completely different situation for NASCAR's (National Association for Stock Car Auto Racing) Grand National stock car series ranks in importance with other top forms of racing; USAC/Indy, SCCA road racing or even the World Championship events in America, in terms of commercial involvement as well as in terms of spectator count and mass media coverage on radio, television and in the press.

In its twenty-fifth year, NASCAR Inc. is big business and, what is more important, NASCAR and everyone involved knows that motor racing is big business from the superstar drivers and their teams to racetrack promoters and sponsors. In effect, NASCAR runs like a benevolent dictatorship originally under the founding President Bill France and since last year under his son Bill France Jr. NASCAR runs like a family business with the France family holding key positions. Decisions are made in the best interests of the family whose twenty-five years of growth which began with a hard struggle has matured into prosperity.

There is no haggling over rules or shilly-shallying over decisions, the NASCAR hierarchy makes them, they are passed down, adopted, enforced and occasionally bent but always for the good of the organisation.

Twenty-five years ago stock car racing in America was an amazing mass of small regional operations with no uniformity of rules and plenty of fast buck promoters who might just disappear with the prize money before the racing was over. Out of this maze, Big Bill France forged NASCAR which today in its premier league, there are several lesser grades leading up to Grand National, has a 31-race series with posted awards of over \$2.5-million. With the sponsorship of Winston cigarettes the championship points fund is over \$600,000. In 1972 two drivers, Bobby Allison and Richard Petty, won over \$200,000 each. Not bad for a couple of saloon racers.

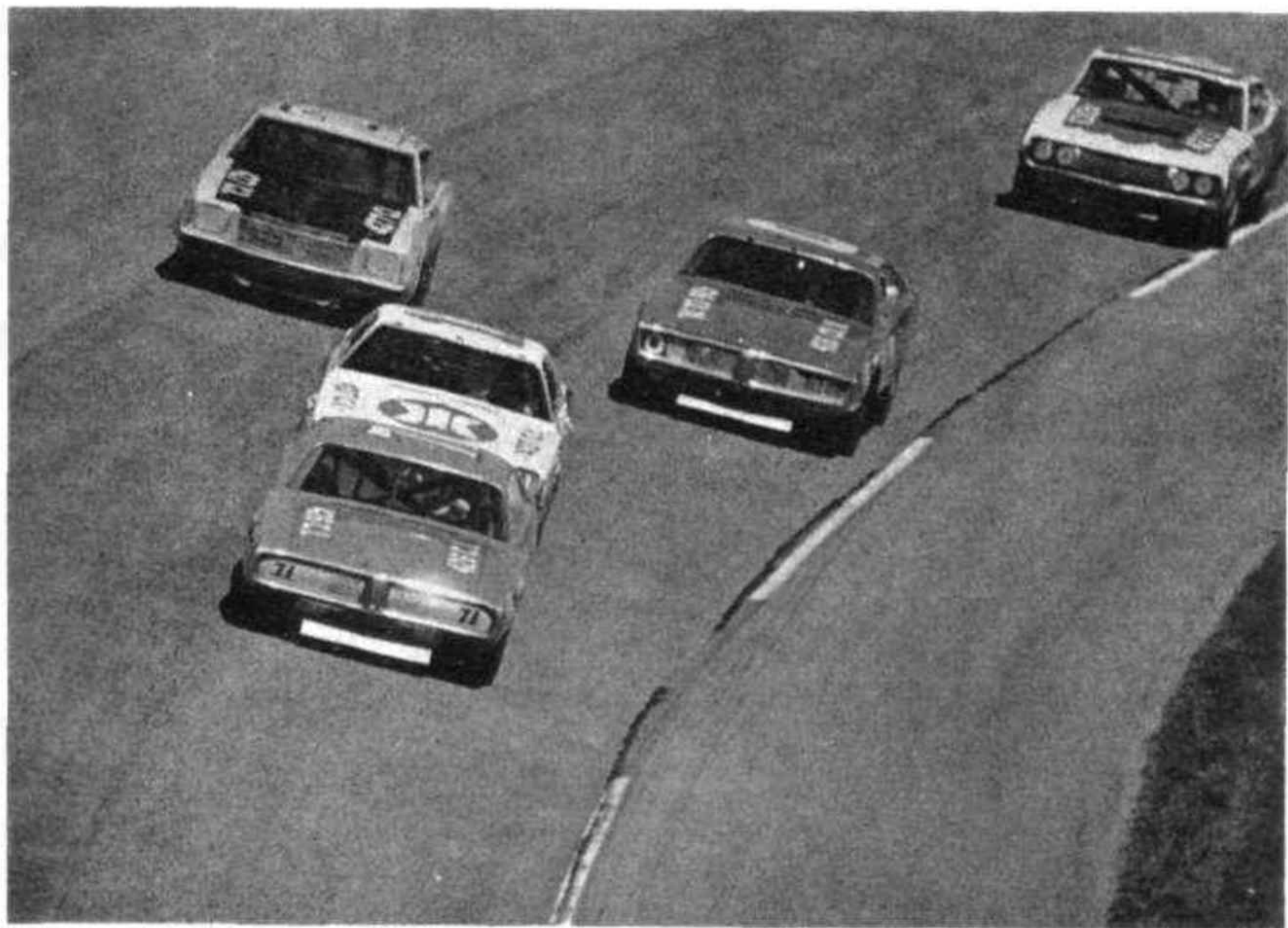
The success of Grand National stock car racing is based on two things: close competition which is fostered by the rules which may be updated when necessary, even in the middle of a season, and strong public identification with the stock-bodied racing cars which at a distance look just like the ones that the average man can buy for his own use. As a result, thousands of stock car fans can identify directly with racing heroes such as Richard Petty in his Dodge or Bobby Allison in his Chevrolet benefiting the race promoter who can sell lots of seats in his grandstand as well as the sponsors of Petty (STP) and Allison (Coca Cola) who can sell more of their product and all the while NASCAR becomes stronger and stronger.

Although a Grand National car may look like a normal passenger car, that is where the resemblance ends for in fact the stock car racer is a healthy, husky, pure-bred competition machine the best of which would do proud the craftsmanship of any top Formula One team. Within the basic body shell of a standard American production saloon a stout roll cage is fitted. The roll cage is mandatory for safety reasons but in fact it serves the additional purpose of greatly increasing the torsional rigidity of the car, thus greatly increasing the efficiency of the suspension. The suspension itself is a variation of the basic American passenger car layout, A-frames at the front and a solid rear axle. All components are of course heavy duty, either hand-made by each car builder or bought from a supplier. Several years ago when the major manufacturers (Ford and Chrysler) were involved in stock car racing, much work was done in the design and production of heavy duty stock car racing components and these items are still available, Ford stock for Fords and Mercurys from Holman and Moody and Chrysler stock for Plymouths and Dodges from Petty Enterprises. In recent years, Bobby Allison has established a line of Chevrolet-based components. In addition a company called Frankland Engineering supplies brake and suspension components.

As a result of the sources of supply, Grand National cars until recently were either Ford or Chrysler under the surface of their stock bodies. For instance, Roger Penske's American Motors Matador began life as a Ford under

the surface using a Holman and Moody Ford type frame and roll cage, Ford suspension, brakes and drive train but retaining the Matador body and engine. This was done by Penske as an expedient to get into racing fast but, over the winter of 1972-73, the Matador was substantially reworked and it is now more a Penske car under the surface. Until the development of Bobby Allison's business, all Chevrolets were basically Fords under the surface using Chevrolet bodies and engines. Some of them are still interesting hybrids such as Junior Johnson's car driven by Cale Yarborough which uses a Ford-style front suspension and Chevrolet-style rear suspension.

It is in the area of engine restrictions that NASCAR is able to level competition in order to put on a good show for the racing fans. Capacity is limited to 7.1-litres using a stock block with considerable freedom in modification of the engine. The vital control factor is carburation which is limited to a few approved types and sizes of four-barrel carburetter while engines are handicapped by a sleeve which fits within the carburetter according to capacity of the engine and the degree of sophistication of the basic engine. When the factories were in stock car racing some very fancy hemispherical combustion chamber units were developed which easily ran away from the normal production cylinder head models but they are all equalised fairly now. The result is that Grand National events are being won by all types of engines from the normal design 6-litre Penske Matador driven by Mark Donohue at Riverside, to Richard Petty's 7-litre "Hemi-Head" Dodge in the Daytona 500 to David Pearson in the Wood Brothers 7.1-litre "Boss" (hemi-head) Purolator Mercury in the Atlanta 500 and Cale Yarborough in Junior Johnson's 7-litre "Porcupine" (semi-hemi) Chevrolet in the Bristol 500—four different engine types in four different races. The net result in terms of performance is that the old unrestricted



THE EXCITEMENT of NASCAR racing. A bunch of the big 7-litre saloons pound round an oval track at astonishing lap speeds approaching 200 m.p.h. Often the races are won by tactics and pit work.

breathing rules permitted Cale Yarborough in a 7.1-litre "Boss" Mercury to set an all-time qualifying record for the 2.5-mile Daytona International Speedway tri-oval at over 194 m.p.h. in 1969 while the pole speed for the 1973 Daytona 500 was only 185 m.p.h. set by Buddy Baker in a 7-litre "Hemi" Dodge. In 1969 unrestricted engines were producing approximately 650 horsepower while this season the output is more like 550, but the racing is better.

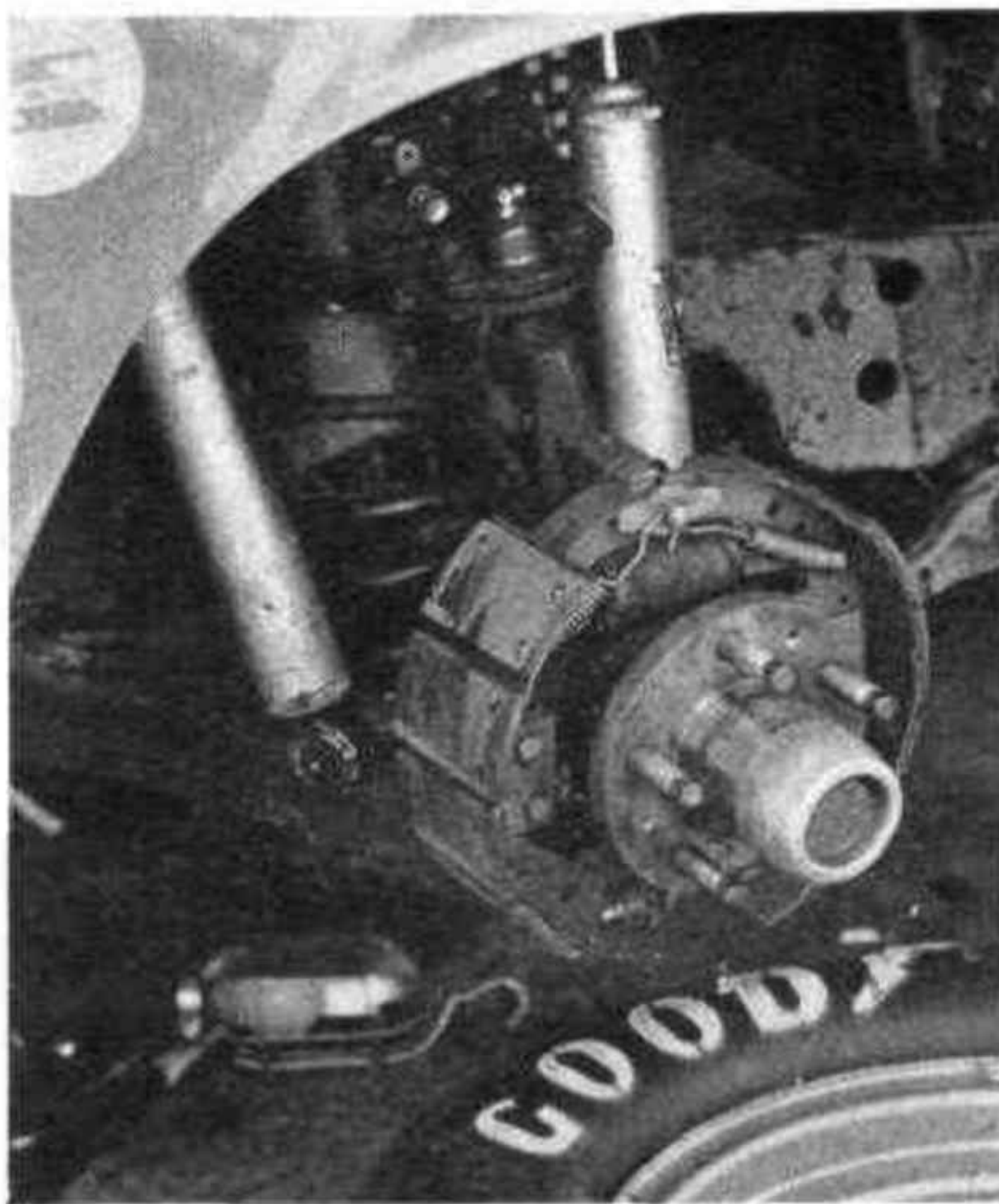
One final and important feature of the carburettor sleeves is to increase engine life and reduce expensive blow-ups, an important factor in a class of racing which has only one works entry, the Penske Matador.

The Grand National calendar has three distinctly different types of circuits; the high-banked, high-speed superspeedway ovals like Daytona and Talladega, the short ovals of less than a mile in length and two road races a year at Riverside, California using the short sports car course. The better financed teams will build special cars for each type of track and for some they even have several categories within each category. The K & K Insurance team which races Dodges prepared by Chief Mechanic Harry Hyde, one of the most highly respected men in the business, has five cars, one of them just for Daytona and Talladega. Interestingly many teams use their short track cars for the basic set-up preferred on the short tracks for running the Riverside road course.

Speed in NASCAR is a product of two factors, horsepower and aerodynamics. Horsepower results for the continuous development of engines while the aerodynamic pursuit involves an exercise within severely limited parameters. NASCAR requires the use of stock bodies and because of some unbelievable cheating in the past has developed an elaborate method of checking bodies during technical inspection. In addition, a front spoiler measuring no more than four inches by three feet and a rear boot spoiler no more than three inches high by the width of the car is permitted. Years ago, it was found that in order to reduce the inherent front end lift found in American passenger cars travelling at over twice their normally intended speed, the ideal solution was to lower the car as close as possible to the ground and rake the body so that it was lower at the front than the rear in order to try and prevent air from passing under the car by spilling it over the top instead. Since the rules are so restrictive the ultimate aerodynamic action became that of assembly of the body panels so that fit was perfect with no gaps between the doors and fenders letting the airflow over the car become disturbed. The masters of this form of preparation are the aforementioned Harry Hyde and Richard Petty's team. The latest Petty trick is to cover his car with several coats of hand-rubbed lacquer after the trade stickers identifying his various sponsors have been applied so that the final race ready surface of the car is super slippery and naturally the car is always highly polished.

With straightforward suspension systems, an important tuning aid for ultimate handling is the use of the front and rear spoilers. The usual method is to use the maximum front spoiler permitted by the rules and then balance the handling using as little rear spoiler as possible.

NASCAR racing is show business



The suspension of one of the NASCAR monsters

developed to a very high degree. Through years of well executed public relations and advertising, NASCAR drivers have become superstars who can draw crowds on the strength of their names alone. Their fame is so widespread that the likes of Petty, Allison, Yarborough, Baker and Pearson are known even outside the south-eastern region of the United States where Grand National racing is strongest.

The races themselves fall into predictable patterns. Because the cars are limited to a maximum fuel tank size of 22 US gallons, maximum range is less than 100 miles, depending on the speed of the track. As a result, even the shortest championship event requires several pit stops. This necessity of making pit stops plus the use of the pace car to slow the field, causing it to close up behind the leader during an accident situation, means that the race itself becomes a series of short sprint contests. Provided a driver can remain on the same lap as the leader he is a potential winner for the odds are very high that an accident will close up the field and anyone who makes it into the last portion of the race may challenge for the win. In fact, many shrewd drivers pace themselves in order to run their fastest at the finish and NASCAR races frequently end in close finishes with mere feet separating several cars after 3-500 miles of racing.

Stock car racing is a stadium sport in which the majority of spectators watch the action from grandstands located on the pits straightway. In most cases those fans who can see the pit action can also view almost the entire racetrack so that a passing duel on the back straightway is not lost on the paying customer. Because the pits are in view of most of the paying public, the pit stops for fuel and tyres become an important part of the show. The acknowledged pit stop experts are the famous Wood Brothers who among their long list of achievements include a share in Jim Clark's Lotus-Ford win at Indianapolis in 1965. Imported especially for the occasion by Ford, the Wood Brothers astounded the Indy establishment with their efficiency and faultless speed. In NASCAR they consistently change two tyres and add 20 gallons of fuel from two churns in less than 20 sec.

and can change all four tyres and add fuel in less than 40 sec. The Wood Brothers crew, consisting of three brothers and two cousins, have been working together for years and have developed numerous subtleties in technique from the choreography of their every movement to the way they remove and replace the wheels which are fitted with four nuts. In March during the Atlanta 500 they performed a routine two-tyre and fuel stop in less than 15 sec. Their driver David Pearson won the race, perhaps because he was the fastest that day but also perhaps because the time he gained in the pits permitted him to run his car just a little easier while his opposition overstressed their cars.

An important part of the history of NASCAR is the fact that many of the drivers got their first experience at fast driving by hauling illicit liquor on the back-roads of the south-east with Federal agents on their tails. The souped-up liquor runners of the forties and fifties became the NASCAR stars, a notable example being Junior Johnson who is now retired as a driver but continues as one of the shrewdest car owners in the business. Perhaps because of the presence of some basic larceny plus the extremely tight restrictions in the NASCAR rule book it is necessary to be able to cheat to win in NASCAR. In the past the cheating was blatant but now it is very subtle and sophisticated and there is an inherent degree of fairness because everybody is doing it and it is only possible to get away with so much before the all-powerful NASCAR Technical Inspector catches up with the offender.

Some of the famous fiddles of the past include Smokey Yunick's 1/8-scale car which was not discovered until it crashed. Yunick also mastered a hidden fuel tank which meant that his drivers could always go a little farther on a tank of gas, until he was caught. For the most part, cheating in NASCAR is used to give just a little bit of an advantage because a big advantage will be noticed while a little one can be just enough to make the difference between winning and finishing second.

Like other forms of racing, the car is all important in stock car racing. A super driver in a mediocre car does not stand a chance against a so-so driver in a super car so that a lot of time and money is spent on preparing the cars. It takes a very special car to run at over 180 m.p.h. for mile after mile on a track like Daytona. Slipstreaming is important and a winning car must be capable of running in another's wake without overheating or without losing its handling ability. Races have been won or lost because a driver was not able to run in his opponent's draught, as the slipstream is known in NASCAR terms. In one recent race, the challenger was able to run right up to his opponent's bumper in the slipstream, but when he pulled out to pass the turbulent air which spreads in a vee-shape from the front of the leading car like the wake of a boat, completely upset the challenger and he was forced to drop back, losing the race.

The thundering thirty-car fields of 3,800 lb. stock cars running on their pace lap is a sight to stir any racing enthusiast but it falls short of the exciting multi-car slipstream battles which make NASCAR Grand National racing the success that it is. No description, however, can equal actually seeing a good stock car race.—F.D.S.

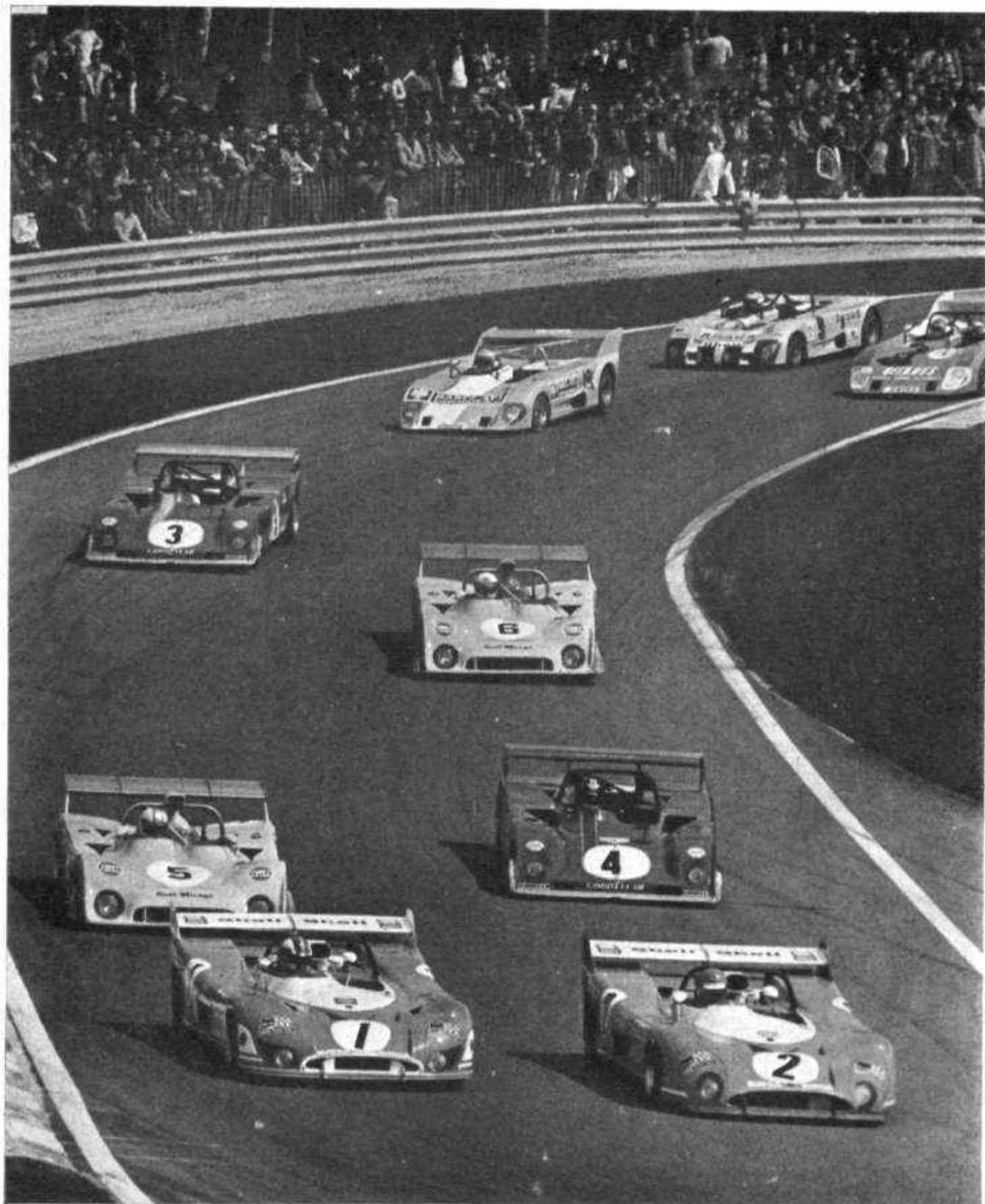
THE DIJON 1000 KMS.

A Matra victory

DIJON-PRENOIS, FRANCE, April 15th

WITH THE cancellation of the BOAC 1000 at Brands Hatch the Automobile Club of Bourgogne were quick to take up the date and organise a 1,000-kilometre race on their new Autodrome north-west of the town of Dijon. This new circuit is carved out of virgin land in undulating countryside and is roughly rectangular, with a straight of 1,100 metres, on which the pits are situated and a winding, switchback of a back leg, with no really slow corners, so that average speeds are in the region of 120 m.p.h. As small Autodromes go it is quite amusing and it keeps the drivers very busy. There are plans to extend it considerably in the near future with an out-and-back stretch off the back leg of the present circuit. At 3,209 kilometres (2 miles) to the lap a maximum of 20 starters was imposed and the race was over 312 laps, a time-keeper's nightmare.

Such is the trend in long-distance racing these days, that 20 cars on a 2 mile circuit is accepted as a round in the Manufacturers Championship, but it could hardly be called a Long-Distance Classic race. The main contestants were pairs of cars from Matra, Ferrari and Gulf, with various private teams in support and at the end of the list a factory Porsche 911 Carrera run under the Martini Racing Team colours. Two Matra-Simca MS 670 open cars were entered, mechanically as raced at Le Mans last year, but having various aerodynamic devices added, like the protruding lips on the nose cowling and modified tails and aerofoils. Beltoise and Cevert had a car with a Hewland gearbox and Pescarolo and Larrousse had a car with a ZF gearbox, both being powered by the well-proven Matra V12-cylinder engine. The two Ferrari cars were up-dated 312P models, with large air snorkels feeding the inlets of the flat 12-cylinder engines and the 1973 suspension layout at the rear and the 1973 "shovel-nosed" bodywork. The driver pairings were Ickx/Redman, and Merzario/Pace. The Gulf Research Mirage cars were both Cosworth V8-powered, with open cockpits and were driven by Hailwood/Schuppan and Bell/Ganley. These six were the sum total of the "pace-setters" though not necessarily the sum total of the possible winners in this age of long-distance Formula One two-seater sports cars. The rest of the entry comprised old Porsche 908/3 models, various Lola-Cosworth V8 cars, 2-litre Lolas and 2-litre Chevrons, a Lola with a fuel-injection Weslake-Ford V6 Capri engine, a Maserati V6-engined Ligier coupé, a De Tomaso Pantera and three Porsche RSR Carreras, Muller and van Lennep with the works car, Fitzpatrick/Keller with the Kremer Racing Team car, and a Swiss-entered one. Although 29 cars entered for the event, only 20 turned up for practice so there was no problem over qualifications, the whole object of practice being to



MATRAS TO THE FORE.—On the pace lap for the Dijon race Cevert lines up for pole position alongside Pescarolo, with Hailwood's Gulf-Mirage astern, Pace's Ferrari, Ickx's Ferrari and Bell's Gulf-Mirage. These six form the core of prototype racing at present, until the Alfa Romeos appear.

get as near the front of the rolling-start grid as possible, as overtaking on the little circuit was not easy. The Lola-Capri V6 was too slow to qualify leaving just 19 starters. Being such a fast circuit the lap times were around 1 min., just under the min. for the Matras and a Mirage and just over a min. for the other fast cars, the slow ones taking a min. and a quarter or more. It was all instant happening. Cevert was fastest in practice at 59.4 sec. for a lap.

As at the twisty Vallelunga circuit the Matras proved to be faster than the Ferraris and the puzzled faces in the Italian camp indicated that they did not realise that their cars were not very good last year, but there was nothing to compare them with. Now that Matra have joined in races other than Le Mans it has become obvious that having things all their own way last year did not do Ferrari much good. At the best of times the team drivers merely raced amongst themselves and that is never good for development. This year they are paying the price for domination,

not that they could be blamed for the domination, but without any sort of yardstick you cannot tell how good you are.

The 2 by 2 rolling-start grid saw the Matras of Cevert and Pescarolo on the front row, followed by the Ferrari of Pace, and the Mirage of Hailwood, with the remaining Mirage and Ferrari in the third row, driven by Bell and Ickx, respectively. The whole race revolved round these six cars, with the Lola T282 of Wisell leading the private teams and the works 911 Porsche leading the GT cars. After streaking off into the lead Cevert collected a flat tyre and his pit stop let Pescarolo into the lead. Hailwood gave the Ferraris trouble until an exhaust pipe split and lost him 300 r.p.m. along the straight, and Bell brought up the tail end of the works cars. With the long down-hill right-hand sweeps on the circuit, tyre wear on the outside tyres was pretty phenomenal and flat tyres were very frequent. The Ferrari of Ickx started the race with a front bodywork giving more down-thrust than that used in practice

DIJON'S sweeping curves on the back section of the 2-mile circuit suited the Matras, Larrousse pictured here in the MS670 which was rarely headed during the race.

and while it improved the handling it was pressing the bodywork on to the front tyres. At the first stop the old-type front was put back on.

Cevert worked his way back to the front again, in company with the other Matra but then starter motor trouble and further deflating tyres delayed him and Beltoise. The second Matra ran perfectly throughout the 312 laps and Pescarolo and Larrousse were worthy winners. The Mirage of Bell and Ganley was well in the hunt, actually leading at one point, when pit-stops and driver changes caused a reshuffle in the order, but it was eventually forced to retire when the taper roller bearings in the left rear hub broke up.

The two Ferraris suffered badly from body damage at the front during the race, from contact with slower cars, front tyres rubbing under braking and flying rubber, so that they looked pretty second-hand at the finish. Throughout, the Matras were faster than the Ferraris, having more acceleration out of the corners and better handling, so that in spite of time wasted at pit stops the Matra of Cevert/Beltoise was able to snatch third place just before the end. At every stop the French V12 engine had to be started by a mechanic pushing a long rod up the tail and poking about at the starter motor.

The three Porsche Carreras that started gave a typical Porsche demonstration, finishing 1-2-3 in the GT class.—D.S.J.



Results:

DIJON 1000 KILOMETRES—Manufacturers' Championship—Group 5 Prototypes and Group 4 GT 312 laps of 3.22-km. circuit

1st	H. Pescarolo/G. Larrousse (Matra-Simca MS670—3-litre V12)	5 hr. 34 min. 37.1 sec.—179.528 k.p.h.
2nd	J. Ickx/B. Redman (Ferrari 312P—3-litre flat-12)	1 lap behind
3rd	F. Cevert/J-P. Beltoise (Matra-Simca MS670—3-litre V12)	4 laps behind
4th	A. Merzario/C. Pace (Ferrari 312P—3-litre flat-12)	4 laps behind
5th	M. Hailwood/V. Schuppan (Mirage M602-Cosworth V8—3-litre)	9 laps behind
6th	R. Wisell/J. L. Lafosse (Lola T282—Cosworth V8—3-litre)	22 laps behind
7th	G. Pianti/P. Pica (Lola T280-Cosworth V8—3-litre)	31 laps behind
8th	C. Haldi/C. Fernandez (Porsche 908/03—3-litre flat-8)	41 laps behind
9th	H. Muller/G. van Lennep (Porsche 911 Carrera—2.8-litre flat-6)	46 laps behind
10th	J. Fitzpatrick/P. Keller (Porsche 911 Carrera—2.8-litre flat-6)	49 laps behind
11th	B. Cheneviere/C. Zbinden (Porsche 911 Carrera—2.8-litre flat-6)	55 laps behind
12th	A. Wicki/M. Cohen-Olivar (Porsche 908/2—3-litre flat-8)	93 laps behind

Fastest Lap: F. Cevert (Matra-Simca V12) on lap 165, in 1 min. 00.6 sec.—190.634 k.p.h. (new record).

Retirements: J. Vinatier/G. Chasseuil (De Tomaso Pantera); J. Juncadella/J. de Bagration (Chevron B23); J. Busby/G. Edwards (Lola T292-FVC); G. Ligier/J-P. Jarier (Ligier JS2); D. Rouveyran/F. Migault (Lola T280-Cosworth V8); R. Jöst/M. Casoni (Porsche 908/03); D. Bell/H. Ganley (Mirage M605).

19 starters — 12 finishers.

Pause for Thought

THE POOR FELLOWS who have to write race reports for the weekly motoring comics that we used to call the technical press, have a hard enough time falling over themselves, and each other, in order to gather up information and get their story written by Sunday night or Monday morning, without having deliberate confusion thrown in their path by the PR world or well-meaning team managers. Immediately after a race, especially if a favourite has had trouble, they dash around saying "What happened, what happened?" They note down the official statement from the team spokesman and dash on to the next one. Few of them seem to pause and say to themselves "Wait a minute, that doesn't ring true." There is such an artificial urgency to beat the rival paper that they don't seem to have time to be inquisitive, they take people's word as gospel and never do any simple cross-checking, either by thinking or looking.

At the GKN-Daily Express meeting at Silverstone everybody's favourite goofed and was left on the starting line in pole position. The Team Lotus 72 of Fittipaldi was pulling a particularly high first gear, which he wasn't used to, so on his warming-up lap he did some practice starts, which were spectacular to watch, but gave the clutch a bit of a caning. When the flag dropped Fittipaldi crept away with a burnt-out clutch, going slowly through the first corner with the revs rising and falling ineffectually as he blipped

the throttles. He came to rest on the far side of the circuit. After the race the Lotus team manager said "Oh dear, don't blame the poor old clutch, Borg and Beck will get all the blame. Say the flywheel came loose or something." This story spread and the results that appeared in print the following week were a riot of fun and imagination, ranging from the flywheel coming off to the flywheel breaking, through bolts breaking and coming loose. The important thing was that to anyone who saw the start none of the stories would hold water.

When you do a racing start with a Cosworth V8 you have 8,000 or 9,000 r.p.m. on the engine, with the flywheel and clutch assembly whirling round at this speed on the end of the crankshaft. If, as one writer said, the flywheel fell off it would surely have sailed over the top of the grandstand, taking the clutch housing, most of the gearbox and some of the suspension with it! If the flywheel had broken, as another writer suggested, there would have been a terrific mess of broken clutch housing, clutch and its mechanism all over the track. If the flywheel bolts had sheared, and there are eight of them, the crankshaft would have revolved in the spigot, there would have been no drive to the gearbox and the engine would have run in a very peculiar fashion. If one flywheel bolt had broken there would still have been drive through the clutch, the probable symptom

being a terrible roughness that would have got worse as the over-loaded remaining bolts broke, but there would always have been sufficient drive through the clutch to get away with the rest of the competitors. The classic statement among the comics was that the Lotus failed at the start and then *coasted as far as Club Corner*. Including the uphill bit from Copse Corner to Maggotts, one is tempted to ask?

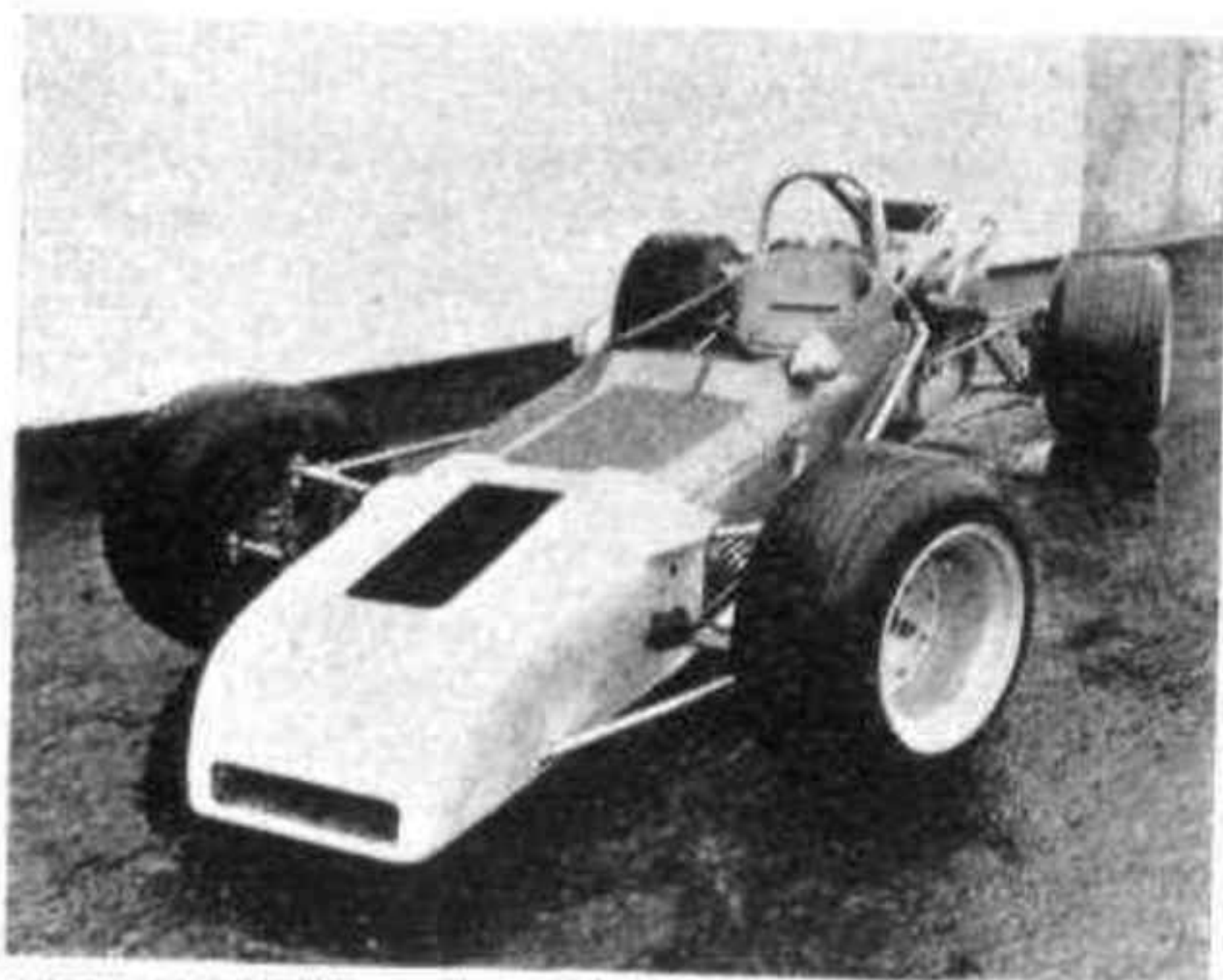
It is all too easy to rush round the paddock after a race, like a blue-bottle, saying "what happened, what happened?" and writing down everything you are told. To pause for thought would appear to be difficult, even for 30 seconds, and what has happened to the inquisitive mind? With the influx of commercialism with motor racing and the army of PR men, whose job is to protect their customers, the inquisitive mind is not very popular; you are supposed to believe what you are told.

At a sports car meeting a Matra stopped out on the circuit and the man from Matra-Simca said it was an old engine and now had a big hole in the side, suggesting a connecting rod broke. This would have resulted in a lot of mess around the engine and probably a lot of oil as well. When the car was towed back to the paddock the engine was completely dry! It had been an electrical fault. Few people in motor racing have ever told the truth, and as Stuart Turner of Fords once said, "It's not that they are dishonest, but they just don't know how to be straight." For the race reporter the only antidote to this is to Pause for Thought, and be inquisitive.—D.S.J.

Around and About

A glassfibre F3 car

WHEN YOU SPOT an entry in a Formula Three race within the next few weeks for a car called a Genie to be driven by a man named Woody Harris, take a second look. Harris is a Californian who has just brought his home-developed car over to Europe for a season's racing. It is particularly interesting because the Genie features a fibreglass and polyurethane foam chassis, and is said to be the only current racing car using this method of construction. The original chassis was laid down by Joe Huffaker who has also designed and built several Indianapolis and Can-Am cars and started life as a Formula B car, and has subsequently been developed by Harris.



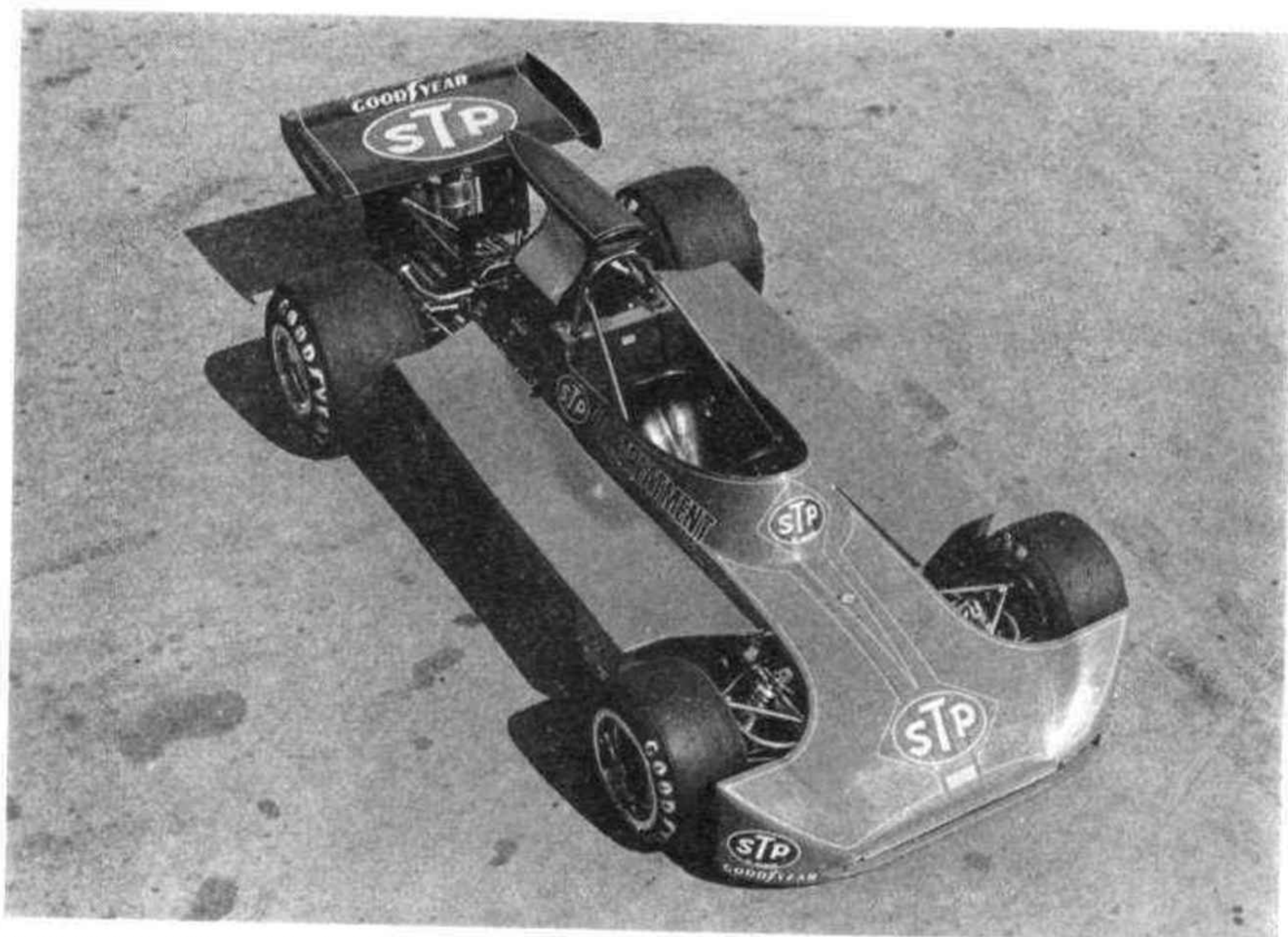
HARRIS' fibreglass Genie

Harris, a San Francisco State University graduate, started motor racing as a teenager in Germany where his father was a Government official. He has since packed in a good deal of racing in America, won a Formula Vee title in 1965 and has since raced in Formula B and in the NASCAR Super Modified category. But his ambition has always been to race in Europe and, to finance this latest project, Harris has sold up his service station in Sacramento, Calif.

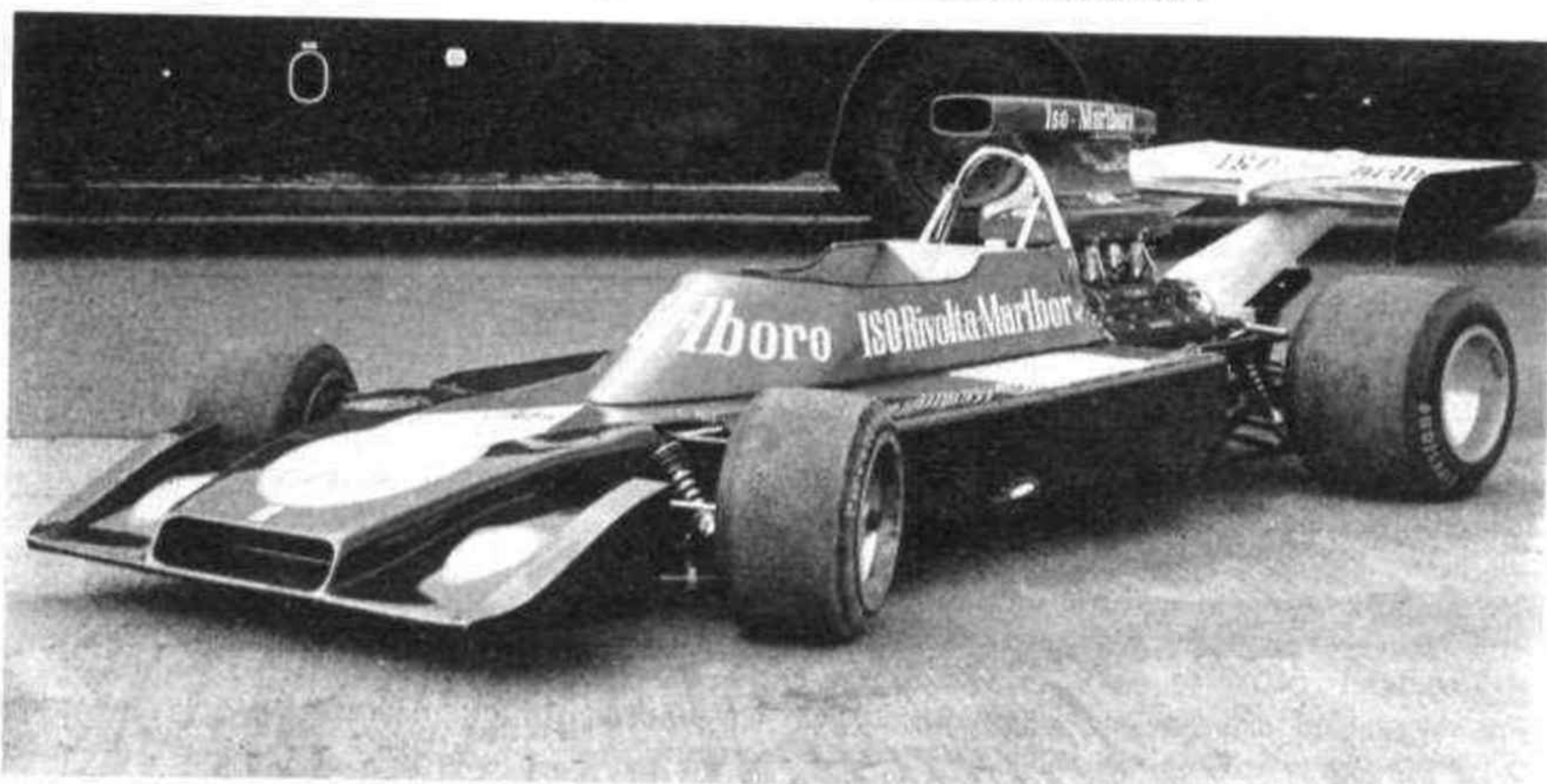
The car itself will probably be powered by a Novamotor engine and apart from its special chassis, features fairly conventional outboard link and wishbone suspension. Amongst the spares is another complete monocoque and various other parts. Harris is making no claims to leave the competition in the dust but hopes the car will at least be competitive. His team is actually called Sierra Racing and he has a small degree of sponsorship from Airheart disc brakes, with which the car is fitted but, Harris hopes to tie in a commercial sponsor as well. It will be interesting to see how the car fares in the competitive world of Formula Three.

Two men to watch

Two men who Woody Harris is going to find hard to beat burst on the Formula Three scene at the Silverstone International Trophy



TWO NEW FORMULA ONE cars scheduled to make their Grand Prix debut in the Spanish Grand Prix are the latest March 731G (above) and the Frank Williams Iso-Marlboro IR 1 (below). The March is really little more than an update of last year's car although it looks completely different with the latest style March bodywork and large side pods which include the deformable structure. The oil radiators currently under the rear wing will find a new home in the side pods. The March team will continue to be backed by STP and Jean-Pierre Jarier will be the only regular driver, although Henri Pescarolo is expected to drive the car at Barcelona as Jarier is committed to Formula Two. The Iso is the second car to be built by Frank Williams team and the first to be designed by John Clarke. The team will run a pair of these machines for Nanni Galli and Howden Ganley.



meeting. They are Larry Perkins of Australia and Leonel Friedrich of Brazil. Neither finished in the final but both served notice that they will be strong runners in the forthcoming rounds of the John Player Championship. Perkins comes to Britain with a home reputation something like that with which Emerson Fittipaldi or Jody Scheckter arrived. He started racing in Formula Vee less than four years ago and by the end of 1970 was the Victorian Formula Vee Champion with 11 wins to his credit. In 1971 he dominated Formula Ford driving for Bib Stillwell's team and his nine wins helped him towards the Australian Formula Ford Championship.

Last year the success continued in the Australian Formula Two Championship, which he won in an Elfin, including a run of eight straight victories. He came over to

Britain for the Formula Ford World Championship and finished fifth and laid plans for a European season of F3 with a GRD, before returning home. His second ever F3 race with the car was at Silverstone and he surprised everyone with a victory in his heat, although he retired in the final.

Perkins comes from the little Victorian outback town of Cowangie which claims a population of 25, most of whom seem to be Perkinses. He has a well-organised little outfit and make no mistake he is heading for the big time.

The Brazilian Friedrich actually made his F3 debut at Silverstone, doesn't speak a word of English and actually sat in a single-seater racing car for the very first time on the day of the Silverstone heat. All credit to March Engineering that the car was immediately

competitive for, in his first drive at Silverstone (and in the car) Friedrich was eighth fastest in practice. It made all the "aces" who had been in F3 for two or three years look rather sick. The 23-year-old Brazilian went on to finish sixth in his heat and he was contesting third place overall in the final when he had to retire with engine trouble.

It must have all seemed very different from racing a Volkswagen around his home circuit at Taruma, Port Alegre; Friedrich is the 1972 up-to-1600-c.c. Brazilian Touring Car Champion. Another Emerson Fittipaldi perhaps?

Hill goes rallying

One of the first entries for the forthcoming Avon Tour of Britain is for Graham Hill, who hasn't taken part in a rally since 1967. He is scheduled to drive a Datsun Bluebird 180B SSS in the £1,059-£1,500 class and will be part of a three-car team run by Datsun (Baker Street) Ltd. This firm is run by David Joliffe who used to be a mechanic to Hill some ten years ago.

The event, which is to be staged in early July, is already attracting an enormous amount of attention and it seems that various other leading Grand Prix drivers will take part. It is to follow the pattern of the popular Tour de France with a route which includes races at Llandow, Oulton Park, Silverstone, Snetterton and Brands Hatch plus seven more rally-like special stages. We will bring you more details nearer the date.

Silverstone sky day

Anyone who was at Silverstone for the International Trophy meeting no doubt noticed the number of private planes which landed at the circuit. On June 23rd the famous racing circuit will be taken over completely by the flying fraternity with the first "Sky Day". The gates will open to spectators at 8 a.m. and from then on there will be static displays, pleasure flights and a fair.

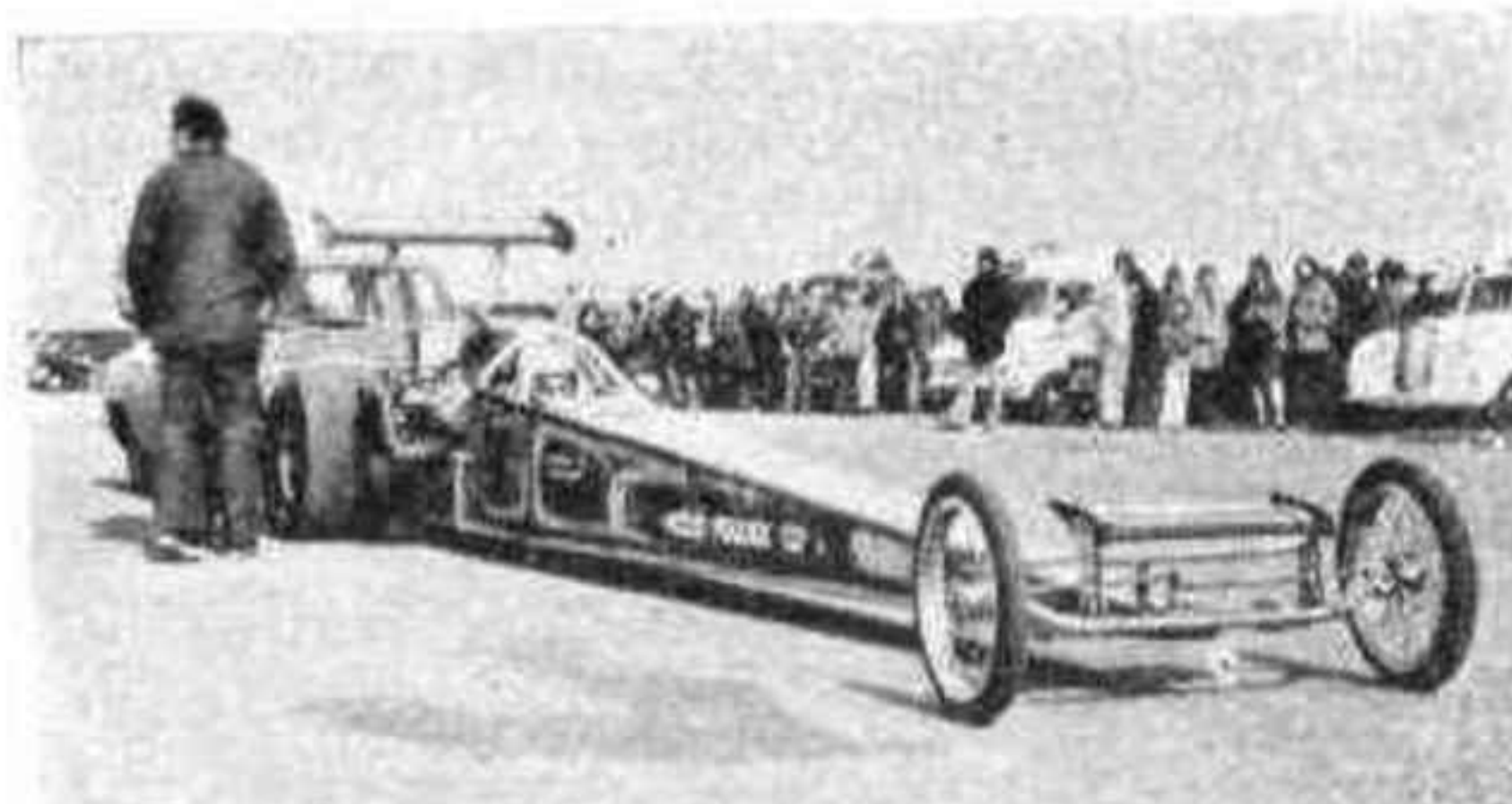
Then in the afternoon there will be a flying programme which will consist mainly of aircraft of the Royal Air Force supplemented by a number of other attractions including "The Barnstormers" Flying Circus. There will also be musical entertainment from the Southern Band of the RAF and it is hoped that there will be exhibits arranged by the Royal Navy, Army and Royal Air Force Career Information Offices.

Admission to the special spectator enclosures will be 50p for adults, and 20p for children and the net proceeds will go to an RAF charity.

Drag gets RAC backing

The National Drag Racing Championship, which covers six meetings, is now being recognised as the official RAC Championship and is also being sponsored by Castrol. Over the past year drag racing has been rapidly gaining popularity in Britain and there has been an influx of several new cars, particularly in the awe inspiring AA Fueller category.

The first round of the championship was held at Wroughton Naval Air Yard last month and was won by Clive Skilton in his brand new Kuhl & Olson American rail although his last year's mount the Accles &



Pollock Revolution 3 showed well in the hands of its new driver Roland Pratt.

The championship moves to Fulbeck Airfield near Newark, Notts. on May 6th for round two and then on to Silverstone on June 24th for the third round. Further details of the meetings are available from the National Drag Racing Club, 11 Northumberland Avenue, Hornchurch, Essex.

Pit stops

● Two new championship sponsors have been announced recently. The BARC Formula Ford series is to be backed by Wella for Men. Wella is an international company which claim to be the largest international hair cosmetics house and this initial involvement could lead to bigger things in the future. Meanwhile the Monoposto Club has found a sponsor for its annual championship. The sponsor is Sta-Power (UK) Ltd., the British wing of a Californian company, who have just launched their range of oil additives in this country.

● Spectating at race meetings can sometimes prove quite a problem, particularly when the crowds are thick. To combat this is a new device called the Seemore Grandstand which fits on your car roof. It comes complete with a ladder, is light, and stows away neatly. The price works out at about £35 and further details are available from Seemore at Sutton Mandeville, Salisbury, Wilts. (Tel.: Fovant 671).

Club items

The BMW Car Club is now doing well, with a membership approaching 400. It is a private, non-profit club which issues a newsletter and printed *Bulletin* and is open to all BMW supporters, not just owners. The Secretary is P. E. L. Carmichael, Tower Hill House, Cheriton Fitzpaine, Devon.

A proposed Honda AC is suggested by

HOCKENHEIM F2

Continued from page 465

Heat two was simply another March-BMW demonstration although Stuck had to be push-started and was disqualified. Jarier took an immediate lead but Beltoise lasted only two laps before his engine swallowed a stone and damaged a valve. Depailler thus was a clear second ahead of the rest led by the works Surtees although, again, Mass ran into trouble and had to retire. This time Schenken finished fourth ahead of Roger Williamson's GRD which had been dicing for many a lap with Colin Vandervell's

P. S. Goodger, 1 Marlow Road, Bishops Waltham, Hants, to cater for Honda car owners. Mr. Goodger is a member of the HOC which caters for Honda motorcycles and has some 800 members.

Marc H. Bruna, Delistraat, 57 The Hague, Netherlands wants to start a register of early divided-rear-window VWs. He asks owners to send him details of year, car nos., etc.

The recently-formed Metropolitan OC has a membership of 32. Details from W. E. Dowsing, 4 Burnham Road, Knaphill, Woking, Surrey.

Malcolm Buckler, son of the late Derek Buckler, asks us to say that he has formed a Buckler Register. His address is: Fairy Oak, Regaby, IOM.

The things they say

"THE car, a special souped-up Citroën, went by so fast that many villagers didn't see it. Inside it, grinning hugely, was Idi Amin, President of Uganda. Someone had just given Amin the Citroën, said to be capable of 180 m.p.h. He drove it flat out for 557 miles, mostly over narrow, unsurfaced roads, and got back to Kampala in less than seven hours".—From "Assignment Africa" in the February 1973 edition of *Reader's Digest*, sent to us by a MOTOR SPORT reader in Cyprus.

"There are certain traumas in a man's life when one realises that the past is gone and a veer to a new future is ahead. Such is the moment when a man decides that his fidelity to the British Motor Industry is dead and the plunge into Japan is taken. . . . One turns one's tired eyes across another sea. Perhaps a period of purgatory can wreck the sins of the coffee-break. Goodbye Brummingham. Hello Yokohama. Let us hope, Brummingham, that me and thee may meet again. The light is in the dashboard"—Allan Fotheringham, writing in the *Vancouver Sun* after buying a Datsun, following ownership of a secondhand Austin, an Austin Healey Sprite (he says it weighed approx. 180 lb. fully-loaded!), four MGs, a Sunbeam and an Austin 1800. The cutting came from a MOTOR SPORT reader in Vancouver who also drove British cars until three years ago, when he changed to an Isuzu with 15,000 miles on it, which is still, he says, on its original clutch after 80,000 miles. Action Lord Stokes!

March-BMW, the pair having previously been rivals in Formula Three.

On combined results it was Jarier the 20-sec. Victor over Depailler with Bell third, Pescarolo fourth and Wilson Fittipaldi in fifth place for Brabham. Vandervell claimed sixth place in his second ever F2 race and Coulon seventh in his first. The combination of the latest March chassis and the BMW engine is undoubtedly going to be a difficult combination to beat, while Jean-Pierre Jarier is certainly rewarding March for the confidence they have shown in him.

—A.R.M.

Results:

JIM CLARK MEMORIAL TROPHY—Hockenheim—Formula Two—Two by 20 laps—267 kilometres

1st	J-P. Jarier (March 732-BMW)	1 hr. 22 min. 27 sec.—197.6 k.p.h.
2nd	P. Depailler (Elf 2-Ford/Hart BDA)	1 hr. 22 min. 46.9 sec.
3rd	D. Bell (Surtees TS15-Ford/Hart BDA)	1 hr. 23 min. 59.4 sec.
4th	H. Pescarolo (Motul M1-Ford/Smith FVD)	1 hr. 24 min. 55.5 sec.
5th	W. Fittipaldi (Brabham BT40-Ford/Wood BDA)	1 hr. 25 min. 20.8 sec.
6th	C. Vandervell (March 732-BMW)	1 hr. 25 min. 53.4 sec.

Fastest Lap: J-P. Jarier (March 732-BMW), 2 min. 2.4 sec.—199.7 k.p.h.

Rumblings

■ **ENTHUSIAST.**—Walking through the paddock at Silverstone, at the GKN-Daily Express meeting we came across an Alfa Romeo Montreal 2-litre V8, the latest GT car from the Milan factory, and the first we had seen in private hands. The BRDC badge on the front showed that it belonged to K. D. Evans and to the average person at Silverstone that probably did not mean very much, while keener-eyed ones may have seen that K. D. Evans was in the programme as Chief Flag Marshal for the whole meeting. Those who know their motor racing history will know that Kenneth Evans was a very active racing driver at Brooklands, Donington Park, Crystal Palace and events abroad in the nineteen-thirties and immediately after the war in a number of events. Anyone fortunate enough to be a member of the Brooklands Society will have read about Kenneth Evans and his sister Doreen and brother Dennis in a recent issue of the Society's magazine, wherein he tells the story of their racing and competition activities from the start in 1930/31, and how their father and mother instilled motor racing enthusiasm into them at an early age. He says "I cannot remember a time in my life when I could not either steer or drive a car, or when the main topic of conversation in the family was not of cars and how fast they would go."

In 1925 or 1926 the Evans children were taken to tea with Parry Thomas and allowed to sit in the Welshman's famous racing cars, which added fuel to the enthusiasm for racing already born in them by their parents. In 1937 when Kenneth Evans owned the Monoposto Alfa Romeo with which Nuvolari had won the 1935 German Grand Prix, the writer went to their Bellevue garage on his bicycle just to look at this magnificent car, and his day was made when K.D. actually let him sit in it! From 1930 to 1939 the Evans family trio ran a very professional racing team of MGs in British racing, although they were essentially sporting amateurs whose hobby was racing, Dennis being the owner of Bellevue Garage in South London and Kenneth being in the family business of Chartered Surveyors, Auctioneers and Estate Agents. When Doreen married and went to live in America the family team divided, Kenneth going on to International racing and Grand Prix events and Dennis concentrating on sprints and hill-climbs.

All that was a long while ago, some 35 years in fact, long before most of the drivers at the 1973 Silverstone meeting were born, but Kenneth Evans has lost none of that early enthusiasm and he works as hard as all the other marshals and officers to make every Silverstone International meeting a success and fun for the drivers of today, just as people did for him when he was racing. That one of the outstanding road cars in the paddock should belong to K. D. Evans is surely descriptive enough of the term "motor racing enthusiast".

■ **JCB-HISTORIC RACING.**—Great Britain must surely provide more opportunity

for people to go racing than any other country and anyone aiming for stardom can set his sights on the World Championship from the moment he takes part in his first Kart race round a mini-circuit of straw bales or old tyres. He can drive his brilliant way through Karts, Formula Ford, Formula Super Vee, Formula Three, Formula 5000, Formula Atlantic, Formula Two, Sports Cars, Saloon Cars, club racing Formula and so on until he becomes a Stewart or a Fittipaldi, an Oliver or a Ganley. But if he just wants to drive racing cars for the fun of the thing there are an equal number of outlets in free-for-all club races, hill-climbs, sprints, autocross and so on, or if he doesn't want to bother with the rat-race of the latest Ford tuning parts, Mini goodies, wide wheels, trick suspensions and so on, he can live in the past and do vintage car racing. There is every possible outlet for anyone who wants to race. The Vintage Sports Car Club restrict their fun and games principally to cars of the 1920-1930 period, with a selected group of 1930-1939 admitted and a small group of old Grand Prix cars from 1946-1961 providing they are front-engined and historically interesting, single-seaters. In recent years yet a further activity has grown in the racing of old cars in what is called Historic Sports Cars, these being cars of the 1945-1961 period which are outside the scope of the VSCC. They are in a separate world of their own, with no real reason for existence other than to have fun with old cars, that are more practical and less costly than the pure-bred vintage or PVT car, and while the vintage world may represent heavy engineering or the blacksmith's art, vide Bentleys and Frazer Nashes, the Historics represent the "do-it-yourself" era of Lotus, Cooper, Lister, Lola and so on.

Talking to Anthony Bamford, the son of the manufacturer of JCB excavating machinery, a year or two ago we mentioned the ideal race as being one in which any driver could choose any car and not be tied by contracts, visualising a 1,000-kilometre race with Ickx in a Grand Prix Ferrari, Rodriguez and Siffert in 917 Porsches, Revson in a USAC car, Hulme in a Can-Am car and so on, preferably on a real power circuit like Spa, Nurburgring or Le Mans. At the time Bamford was thinking about sponsoring a form of racing rather than an actual car, as he was doing at the time, and he got together with Nigel Moores, and they schemed up the JCB-Historic Championship open to cars built before 1961, either sports cars as accepted by the Historic Sports Car Club, or racing cars, as accepted by the Vintage Sports Car Club. The result was a series of happy events in which all sorts of people could play racers with cars ranging from ex-factory Grand Prix cars, to simple and crude Lotus Elevens. One outcome has been that a tatty old Lotus-Climax or Lister-Jaguar that could not be given away for £250 is now considered valuable and to be worth £2,500, but that is the trade problem. Most of the people who joined in the JCB-Championship enjoy playing with their Historics without all the hysterics of say Formula Ford and none of them are out to gain fame and fortune or prove anything, they merely enjoy their hobby of "messing about with racing cars". As a result there is a very happy club atmosphere among the com-

petitors and at some time or another everyone seems to be driving someone else's car, and those with more than one lend them to unfortunates who suffer mechanical disasters with their own machinery.

From an entirely different direction, some of the members of the staff of Cock Russell & Spedding Ltd. of 35 Curzon Street, London, W1 were awoken to the fact that 50 years ago the firm of G. H. Mumm & Co. of Reims, makers of fine champagne, sponsored Raymond Mays to the tune of a supply of "bubbly" in exchange for him calling his Brescia Bugatti "Cordon Rouge" after Mr. Mumm's best champagne. Cock Russell & Spedding are the importers of this same champagne, and they thought they would like to get the name of G. H. Mumm involved with racing again, not to the tune of hundreds of thousands of pounds and the buying of a complete team, like John Player, Yardley or Marlboro, but in a small way that would be appreciated by the recipients. One Formula was discarded because the drivers all seem to drink milk or Coca Cola, another because the drivers would probably take the champagne and "flog" it in the local market, another because they only ever consume "cups of char and wads", another because they probably would not know how to get the cork out of a champagne bottle. It was getting difficult until their PR man got them together with JCB-Historics and the VSCC. Cock Russell & Spedding Ltd. thought this a splendid idea as "Cordon Rouge" was the same as it was 50 years ago and so were some of the cars, though not many of the drivers. A selection of JCB events and VSCC events were chosen and at each of these the winner gets a Jereboam of "Cordon Rouge" and all the finishers a bottle of the same excellent medicine. After the first event there were a lot of empty bottles to be seen for the JCB-Historic competitors are like the VSCC competitors and enjoy a good party after their gentle afternoon drive. The endless search for more power, more speed, more road-holding, and more money, they leave to the "professional" racing drivers, who have to stay fully wound up from one meeting to the next in case someone gets ahead. In the JCB-Historic and Vintage world this worry does not exist, for even the newest and latest acquisition is obsolete and desparately slow by modern standards, but nevertheless fun for those playing and also fun for some of those watching. There are those to whom the sight of a 250F Maserati going round Silverstone brings tears to the eyes, just as the sight of a Bugatti or Bentley does at a Vintage meeting, but they overlook the fact that under the same conditions a 250F Maserati lapped Silverstone at 89.91 m.p.h. while a Formula Ford with Cortina engine and standard road tyres lapped at 91.15 m.p.h.!

If you just like old cars for the fun of it then JCB, the VSCC and G. H. Mumm & Co. are all on your side but you must keep your sense of proportion and remember that a Cooper-Bristol was a rather dreadful machine in 1952 compared to a Ferrari or a Maserati and a Lola or Lotus-Climax was not really in the same field as a D-type Jaguar or a Testa Rossa Ferrari, but they are all competition cars and really we love them all, good and bad.

European Letter



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

Dear W.B.,

Since I last wrote to you in this series Great Britain has joined the European Economic Community so it is no longer "us on the island, and them on the mainland", we are all in United Europe. In the mid-fifties the idea of a united Europe began to grow and I used to carry a plaque on my old Porsche which said EU—Europe United, and anyone who travelled about Europe could not help agreeing with the idea. If you merely left Great Britain for two weeks holiday each year, and even then by plane to Nice and a Hertz or Avis hire car, then the idea of a united Europe obviously did not mean too much, but if you were in the habit of having breakfast in Austria, lunch in Germany, tea in Belgium and dinner in France, then a united Europe made sense. Since those early EU days there has been some progress, notably in the ease of crossing frontiers and the European road system of numbers and uniformity of motorways. There was one moment when it looked as though money was going to stabilise and one French franc would equal one Swiss franc would equal one Deutschmark, but economics ruined it all, though for a short time we had the Deutschmark and the Swiss franc equalling each other, which made life a lot easier, but it did not last. One thing on which Europe has always been united is measurement, the kilometre being universal distance measurement. Now that Britain is part of Europe I wonder how long it will be before Dover to London or Birmingham is marked up in kilometres; and then we have the business of driving on the right all over the continent but on the left on our island. When you see manufacturers offering right-hand steering on cars that are basically designed with left-hand steering, you wonder how much longer we can go on being the odd one out. Making right-hand drive Porsches or Dino Ferraris cannot possibly be a profitable business, bearing in mind how few of those cars are sold in Britain. For

almost as long as I can remember I have been quoting race distances and average speeds in kilometres per hour, not so much because I felt we would eventually make our measurements in kilometres, but because of the discrepancies that always cropped up in converting k.p.h. to m.p.h., two people seldom agreeing. As the official figures from any European race are given in k.p.h. it at least meant that the result we published was the official one. For some years now the organisers at Oulton Park and Silverstone have given race results in m.p.h. and in k.p.h., which was a nice gesture. One day we shall get complete uniformity in this matter.

Since joining the EEC the rules and regulations for commercial vehicles have been unified and these are going to make a lot of differences for the racing teams and the trade and industry which operate heavy goods vehicles all over Europe. People involved in racing seldom work to rules or even to the legal limits and many of the racing transporters have been known to keep rolling for days on end with mechanics taking shifts at the wheel. The new rules forbid this and lorry crews have to leave their vehicle for a rest period after eight hours and during that time no one man can drive continuously. A completely new crew could take the vehicle on for the next eight hours, but the original crew are not allowed to stay on board the vehicle. All this time a log book has to be filled in at every quarter of an hour, and if stopped by the police the log must be filled in up to the previous quarter of an hour. There are many other detail regulations that are going to cause a lot of headaches this year to anyone who does not want to fall foul of the law. Many of the racing teams will no doubt chance their arm and plead ignorance if caught, but a big International firm like Goodyear or Firestone, with branches and management throughout Europe cannot do this. These new rules are going to mean the addition of at least a day and half on to the time taken to get to the Targa Florio for example. A little while ago there was some

"... the future of Rouen-les-Essarts would seem to be assured ..."

agitation in Germany about private car drivers spending too many hours at the wheels, especially with the motorways of Europe joining up, and suggestions were being made that the number of hours should be limited. Some investigations were going on into the travel habits of regular motorists and non-stop driving figures of ten or twelve hours were causing consternation among the German traffic experts. Drivers falling asleep on the motorways was the worry and there was a lot of discussion on how the private motorist could be controlled and there was some talk of travel log books and such-like. These people would appear to have got their hands on the transport drivers already, how much longer will it be before they control you and me? The days of freedom are surely numbered. In the motorcycle world there is a bit of a rumpus going on because the British Government is proposing to make it law that you must wear a regulation crash-hat when riding a motorcycle. Now no-one in his right mind would ride a 100 m.p.h. motorcycle without a crash-hat, or without boots and gloves for that matter, but at 10 m.p.h. along a muddy lane on a trials motorcycle crash-helmets can be tiresome. What most people are objecting to is not the crash-helmet as such, but the fact that the law is proposing compulsion on a small group of citizens. Anyone riding a motorcycle will not be allowed the freedom of choice. In Belgium it has been law since 1948 to my knowledge, and I remember the first time I went to Belgium and saw a priest on an old side-valve FN motorcycle in full regalia with a crash-helmet perched on his head. It seemed ludicrous and I was staggered to find that the Belgium law demanded it. As "foreigners" we could ride without crash-hats, which we did until we went racing, and then we put on crash-helmets, leathers, boots and gloves, because we knew the risks we were taking. I am always more horrified by seeing people riding motorcycles in sandals and with bare hands than I am by seeing them without crash-helmets.

Enough of rules and regulations, there is still plenty of racing going on and in France on one weekend there was car racing at Le Mans, motorcycle racing at Rouen, hill-climbing down in the south and a Championship Moto-Cross meeting, all at the same time. On my way to Le Mans I called in at the circuit of Rouen-les-Essarts, where the big bikes were gathering for a Formula 750 race. These bikes must keep a basic production 750-c.c. engine and gearbox, with a free hand on frames, forks, wheels, brakes and riding position. It's not unlike the car Formula 5000, but whereas the car Formula is virtually a one-engine Formula with everyone using Chevrolet V8 engines, the F750 motorcycle racing has Honda, Suzuki, Norton, Triumph, Ducati and Kawasaki all building works bikes for this form of racing. The main reason for looking in at the Rouen circuit was to see that all was well with that popular circuit. Judging by the money that has been spent on new two-tier concrete pits and a new length of road across the middle of the old circuit to reduce its length and cut out the section that used the main arterial road, the future of Rouen-les-Essarts would

seem to be assured. The first circuit was laid out in 1950 and in 1955 it was lengthened to take in the section of super-fast main road. It has become increasingly difficult to close the main road, so the AC of Normandy have reverted to what is basically the 1950 circuit, by building a complete new length of road across the forest in which the circuit lies. With the new pits on a by-pass road the circuit looks as though it will satisfy everyone. In the world of circuit safety the car people have turned a blind eye to the requirements of racing motorcyclists and last year the GPDA actually made the pompous statement that it was no longer possible to have cars and motorcycles using the same circuits. All those circuits being made "safe" were being done so for car racing and the motorcyclists would have to stop using them. It was the sort of fatuous statement that was typical of the GPDA last year, and was not one to endear them to anyone, especially the motorcyclists and organisers. In case anyone thinks that motorcycle races are not held on car circuits, the only one I can think of where this does not happen is Monte Carlo. At Nurburgring, Le Mans, Rouen, Spa, Zandvoort, Monza, Salzburgring, and many more, motorcycle races are held regularly.

The dreaded Armco barrier may be all right for bouncing a racing car back onto the circuit, but it is murderous stuff for a wayward bike rider. At Rouen the Armco on the downhill section had been completely covered with old-fashioned straw bales, a costly business for the organisers, but a welcome one.

While pondering on this circuit alteration question I thought about a conversation I had with Fangio last year while engaged on a film and a book of his life story. The discussion was life itself, not particularly motor racing life, and Fangio told about a saying he read once "God give me the serenity to accept the things that I cannot change, the strength to change the ones that I can, and the ability to distinguish between the ones and the others." He saw it in a text hanging on the wall in an Italian house, many years ago, and he wrote it down and never forgot it. When watching the "improvers" and "dogooders" going busily about their work I think about that text; especially the last part.

Last winter I had occasion to make a trip across England to Harwich with some friends in a transporter and John the driver, who had a natural instinct for good transport cafés, pulled into one in the wilds of Suffolk

and there on the wall was that same text that Fangio had found in Italy. His was written in Italian, our was written in English. "Ma" who was serving the tea knew nothing about it except that someone had bought it at a jumble sale.

When the Mulsanne straight at Le Mans was being cleared up a few years ago, with removal of trees and the building of an Armco wall, an old monument disappeared in the clean up. This was a simple stone monument to Georges Louvel and Maurice Fournier who were killed on the 23rd July, 1911. Fournier crashed when the front axle of his Corre-la-Licorne broke, and he and his mechanic were killed in the accident. At that time the Le Mans circuit was 33½ miles to the lap, the present straight being used in the opposite direction and the circuit running away to the south-east, away from the circuit used today. Quite by chance I discovered this historic monument standing round the corner of the Automobile Museum in the village behind the present pits. There was no explanation of what it was or why it was there, all rather typical of the rather unimaginative organisation behind the Le Mans Museum.

Yours,
D. S. J.

European 2-Litre Sportscar Championships — Le Castellet, April 8 Chevron win as favourites fail

THE OPENING round of the 1973 European 2-litre Sportscar Championship was held at the ultra-modern, and for many, "plastic" Circuit Paul Ricard at the beginning of April, and it provided Chevron Cars of Bolton, with a comfortable, if not somewhat lucky victory. On aggregate, John Lepp driving one of the Red Rose Racing Chevron B23s, finished a lap ahead of his team mate John Burton, both drivers making their debut in the team run by John Bridges.

Prior to the event, there had been much speculation and guarded optimism surrounding the 1973 Championship, for new marques were scheduled to appear, challenging the "old campaigners", Chevron Cars, Lola Cars, and the Italian Osella Abarth equipe, each of whom had previously won the series.

Of the new cars at Le Castellet, the March 73S seemed the most likely candidate for victory, showing well in the Springbok series in South Africa, and powered by the sixteen valve, 285 b.h.p. BMW engine also used in F2. As with other English constructors, March Engineering will not be running a full works entry for the series, instead they will be giving assistance to Dutchman Toine Hezemans who supplies the engines, with the Bicester company supplying the chassis and know-how.

There were in fact two March BMWs in France, the aforementioned together with another for the Italian driver Gabriele Serblin. Unfortunately, neither car ran very well, Hezemans bare chassis being delivered the day before practice, and needing a great deal of sorting in the handling department. During the race the car was holding a steady fifth place until delayed by overheating, this same complaint affecting the other machine. However the biggest asset that the March

possesses is the BMW engine, which is more powerful, and has more torque than its counterparts, and once the fragile connecting rods become more reliable, the March will be an obvious contender.

The Griston-based GRD company was also making its first sortie into the realms of European sportscar competition, with the works-backed car being driven by John Miles, and entered under the DART banner. Although much testing had been carried out in England, Miles was disappointed with the car's performance, being outsped by other cars with the Chevy-Cosworth engine, Cosworth Engineering spent much time during the winter on the engine in an effort to find more reliability to match the engine's speed. Miles however was soon out of the race with electrical problems.

1972 Championship-winning manufacturer Sig Vincenzo Osella brought along two of his new Abarth PA1 models for regular driver Arturo Merzario, with rally driver Jean-Claude Andruet driving the second. Even the hard-trying Merzario found the new car difficult to handle, the wiry Italian being hard-pressed to make the second row of the grid, and before the first heat was half over, both cars were back in the transporter suffering from severe overheating. Doubtless Osella will effect changes to improve the handling before the next round at Vallelunga.

Lola Cars had up-dated their T290 chassis with various modifications to the suspension, together with a new striking body shape, and the works car was in the hands of Guy Edwards with sponsorship from Barclays International. Aided by the Cosworth Chevy engine, and some pre-race testing, Edwards completely dominated practice and the first heat, until an oil filter sealing ring fractured, and the unfortunate Edwards was out of the race he looked certain to win.

Other new T292 Lola models were on hand from Chris Craft in the Cosworth BDG-engined Crowne Racing car, but he retired with gearbox problems, whilst Gerard Larrousse had what must be the best combination of chassis and engine, the T292 powered by a BMW engine. Unfortunately the Frenchman joined the long queue of unemployed at Paul Ricard, when his Schnitzer-tuned engine poked a connecting rod through the side of the engine.

Revisions to the front suspension of the Chevron B21 in order to accommodate lower profile tyres, and a change of marque number to B23, was the Chevron challenge for this race, and as the results show, Messrs Lepp and Burton with their Smith FVC engines finished first and second in the two-heat event, Lepp recording his first ever International win. After all the leading lights had gone out, Frenchman Jacques Henry in his Lola finished third, with Serblin fourth, and the Venezuelan Marcotulli fifth.

One of the biggest disappointments of the meeting was the non-appearance of the new Alpine-Renault, which apparently blew-up its engine during testing.—H. G. W.

Results :

TROPHÉE PAUL RICARD—2 by 45 laps—293.670 kms.

1st :	J. Lepp (1.9 Chevron FVC B23)	2 hr. 13 min. 20.0 sec.—89 laps
2nd :	J. Burton (1.9 Chevron FVC B23)	88 laps
3rd :	J. Henry (1.8 Lola FVC T290)	88 laps
4th :	G. Serblin (2.0 March BMW 73S)	88 laps
5th :	M. Marcotulli (1.8 Chevron FVC B23)	81 laps

No other classified finishers.

Fastest Lap : G. Edwards (2.0 Lola Chevy-Cosworth T292), 1 min. 16.3 sec.—153.991 k.p.h.



Le Mans weekend

(March 31st—April 1st)

THE noise of racing cars on the Circuit of the Sarthe for the first time since last June must be what attracted a surprisingly large crowd of spectators to Le Mans for the weekend of testing and the 4-hour race. Although there is now a lot of activity throughout the year on the little Bugatti Circuit it is not the same as the full circuit being in use, with cars approaching 200 m.p.h. down the long Mulsanne straight. This year the number of competitors for the 24-Hour Race next June 9th/10th who took the opportunity of practising and testing was very small and rather unimpressive as far as the spectators were concerned.

The Gulf Research team turned up with two Mirage cars M601 powered by a Cosworth-Ford V8, in open form as has been raced rather unsuccessfully so far, and M603 powered by the new Weslake-Ford V12 engine, and fitted with a long-tailed coupé body, making its first public appearance and still unpainted aft of the cockpit. On the Wednesday before Le Mans the Gulf Research transporter arrived back at Slough from the Vallelunga 6-Hour Race with M602 and M605, unloaded and next day set off for Le Mans with the original prototype and the unfinished coupé on board. At Le Mans were Bell and Ganley waiting to drive the cars. Matra appeared with one car, the actual winner from the 1972 Le Mans race, fitted with the latest V12 engine and with three types of tail fairing to be tried. Two works Porsches were in attendance, these being the latest Carrera RSR and both were fitted with 3-litre engines, the capacity being given as 2,998-c.c. Apart from a serious test programme the Zuffenhausen team also entered both cars in the 4-Hour Race, with Gijs van Lennep and Herbert Müller in one and Manfred Schurti and Helmut Koinig in the other. Ford Werke of Germany sent along a Capri RS powered by a 3-litre V6 fuel-injected Weslake-Ford engine, with Gerry

Birrell and Hans Heyer driving it, they also being entered for the 4-Hour Race as well as the test sessions for the 24-Hour Race. Italian workers on strike were blamed for the non-appearance of the works Ferrari team, the almost mythical Alfa Romeo with its flat-12-cylinder engine and a trio of De Tomaso Panteras for private owners, but even so four Daytona Ferraris arrived under the surveillance of the Ferrari customer staff. More than likely the Ferrari team were still smarting under their defeat at Vallelunga by Matra the week before and the 12-cylinder Alfa Romeo is far from being race-worthy. The rest of the entry for the weekend was made up by a Ligier JS2 with 3-litre Citroën-Maserati V6 engine, numerous Porsche 911 and Carrera models, Lolas, Chevrons and two French built copies of the last two, one called an ACE and the other a Grac, powered by Ford 4-cylinder engines coupled to Hewland gearboxes.

On Saturday the Mirage team had a bad time trying to get their V12 Weslake engine to run properly and Matra were in equal trouble, for while Beltoise was singing round the circuit the lovely Matra V12 noise suddenly died when electrical trouble intervened and the car came back on the end of a tow rope. The V12 Mirage eventually managed one lap, but it was lacking fuel pressure most of the time, and the Lucas fuel injection could not function on the low pressure. This compact Weslake engine of 75 x 56.5 mm. bore and stroke, 2,995-c.c. capacity is claimed to give 465 b.h.p. at 10,600 r.p.m. and the coupé Mirage with its long tail with full-width stabilising aerofoil is hoped to reach 220 m.p.h. down the Mulsanne straight. It looks like a smaller and meaner version of a Porsche 917 and the engine sounds good when it gets on to twelve cylinders. If it does give 465 b.h.p. there should be a lot of Formula One special builders rushing to acquire it, especially those with ordinary Cosworth V8 engines giving an honest 435

b.h.p. However, time will tell.

While all this was going on with the 3-litre prototype sports cars the two GT Porsches with their new 3-litre engines, were being impressively fast and making the GT Ferrari Daytonas look awfully slow. The coupé Porsches were not quite out-speeding the Daytonas, but they were certainly out-braking them and out-cornering them. One Porsche was painted in Martini Racing Team colours and was to the full racing specification, with the widest possible wheels and tyres and flared wheel arches, while the second car was plain silver and had narrower wheels and tyres with standard front wheel arches and narrow rear ones bolted to the body shell by a row of Allen screws. After trying the car in this "narrow low drag" form the front body sections were unbolted and complete new ones fitted to cover the very wide wheels and tyres that were then tried. The detachable panels at the rear were removed and wide ones fitted and the car tried again in "wide high drag" form, but with increased cornering power available. Van Lennep drove the car in both forms and returned almost identical times, the relationship of speed to cornering power just about balancing out whichever way it was approached.

On Sunday morning the Matra re-appeared and Beltoise put in a very quick lap in 3 min. 36.3 sec.—227.018 k.p.h. and then once more the car returned on the end of a tow rope; this time the engine had broken so the French team went home. However, this fast lap was a new unofficial record so Matra were fairly happy. Last year's fastest practice lap was by Ickx with a 312P Ferrari in 3 min. 40.4 sec., and the fastest lap in the 24-Hour Race, and the actual official record was by van Lennep in a Lola T280 in 3 min. 46.9 sec. After some more trouble with a flat battery the V12 Mirage coupé finally got going and Bell lapped in 3 min. 56.5 sec., while Ganley in the open car, with Cosworth V8 engine, recorded 3 min. 40.7 sec. One way and another the prototype sports cars had a miserable and unproductive weekend, while the Porsche and Ford works GT cars were most impressive and instructive. The Porsche Carrera RSR was over ten seconds faster on the lap than the best Daytona Ferrari and Birrell was half a second quicker than the best Italian car, with the blue and white racing Ford Capri. This was indeed a sign of the times and an indication that Porsche and Ford are out to force the future long-distance race rules into "super hot" production GT cars rather than the present "detuned Formula One" cars. If Ferrari is going to stay in the GT race he is going to have to produce his 4.4-litre flat-12-cylinder mid-engined BB car, for the front-engined V12 Daytona is now obsolete by comparison with the Porsche Carrera and the Ford Capri.

In the 4-Hour Race on Sunday afternoon, which should have started at 2 p.m., but actually started at 2.08 p.m., Porsche rammed home two lessons. One was the speed of the 3-litre Carrera, which we had already seen, and the other was the economy of the fuel-injected flat-six cylinder. Both works cars ran for 1½ hours on the regulation 120-litre maximum fuel tank capacity, whereas the Ferrari Daytona could only just manage 1¼ hours on 120 litres. In a 24-hour race that is a disastrous difference, apart from the sheer performance difference. The Martini coloured

car was driven by van Lennep and Müller and they had little difficulty in winning. The challenge from Larrousse and Bayard with a Lola T292 did not last long as the Ford FVC engine cooked itself. Greder's very fast Chevrolet Corvette disappeared when he handed over to Marie-Claude Beaumont and the engine blew up in a big way. Birrell and Heyer were having fun with the Ford Capri until the engine broke and all that the Ferrari Daytonas could do was to give the second works Porsche a bad time. This was driven by two newcomers, Schurti and Koinig, who the Porsche team drew from Formula Vee and Formula Super Vee. The experienced Andruet and Wolleck driving a Daytona for Charles Pozzi, the French Ferrari agent, just managed to beat the two new boys, but ahead of them all and in a very worthy second place were two French amateurs, Tourel and Rouget with an old Porsche 910 fitted with a 1972 engine from a 2.4-litre 911S. By reason of consistent and economical running they were rewarded with second place, admittedly a long

way behind the winning Porsche, but ahead of a lot of worthy runners. Those two well-known Historic racers, Willie Green and Neil Corner, shared Anthony Bamford's Ferrari Daytona, the actual car that Maranello Concessionaires of England ran at Le Mans last year. It was entered by JCB and painted in the bright JCB yellow and in all the publicity material and entry lists it was supposed to have been driven by Graham Hill, but even the JCB coffers were not prepared to pay the sum demanded so the car was left in the enthusiastic hands of the two Historic sportsmen. It destroyed its clutch on the morning of the race and a real "vintage rebuild" in the paddock got it into the 4-Hour Race just

two minutes after the rest of the runners had departed. Green and Corner drove it flat-out with great enthusiasm and finished up in sixth place overall, it running perfectly for the whole 4 hours.

The Le Mans Test weekend was not an exciting one, nor was it a profitable one for some teams, but there was quite a lot of "writing on the wall" and the Porsche Works Racing Team went home still insisting that they would only participate with factory cars as much as was necessary to further the technical development of the Porsche Carrera for customer use. Which sounds a reasonable thing for the Racing Department to do!—D. S. J.

Results :

4 HOURS OF LE MANS—April 1st—Circuit of the Sarthe—Cold and Dry			
1st :	G. van Lennep/H. Müller (Porsche Carrera 3-litre)	.. .. .	772.629 kms.—193.157 k.p.h.
2nd :	R. Tourel/J.-P. Rouget (Porsche 910—2.4-litre)	.. .. .	754.116 kms.
3rd :	J. C. Andruet/R. Wolleck (Ferrari Daytona—4.4-litre)	.. .. .	753.185 kms.
4th :	H. Koinig/M. Schurti (Porsche Carrera—3-litre)	.. .. .	753.015 kms.
5th :	F. Migault/L. Guitteny (Ferrari Daytona—4.4-litre)	.. .. .	742.735 kms.
6th :	W. Green/E. N. Corner (Ferrari Daytona—4.4-litre)	.. .. .	725.241 kms.
Fastest Lap : G. Larrousse (Lola T292) in 4 min. 07.4 sec.—198.480 k.p.h.			
25 starters — 13 finishers.			

Monza 4-hour

ETC first round to BMW

The first round of the much-publicised European Touring Car Championship battle between the Ford Germany and BMW manufacturers' teams fell in favour of BMW on the 5.75 kilometer Grand Prix circuit, without last year's chicanes, at Monza, near Milan. However, it was the private BMW 3.0 CSL entry of Bavarian tuning firm Alpina which took the honours, driven by Niki Lauda and Brian Muir, after two of the factory-entered Capris and both factory-entered BMW CSLs expired with mechanical problems and the third works Capri of Jochen Mass/Jody Scheckter, which finished second, 21.4 sec. behind the BMW, was delayed by a disorganised pit-stop.

Vittorio Brambilla took an early lead in the Schnitzer-entered BMW CSL shared with Bob Wollek, soon overpowered by Jackie Stewart and Jochen Mass in Capris, while Hans Stuck Jnr. challenged them closely in the works BMW shared with Chris Amon. The Gerry Birrell/John Fitzpatrick Capri retired after only three laps with a leaking water pipe between the cylinder

block and one dry-deck head.

After the Brambilla and Stuck cars had retired with blown head gaskets, the second works BMW of Toine Hezemans/Dieter Quester had departed to the paddock with suspension problems and continually-loosening wheel nuts and the Tino Brambilla/Walter Brun Schnitzer-CSL had broken its gearbox, Stewart and Mass and then co-drivers Dieter Glemser and Jody Scheckter opened up an immense lead, circulating at close to 130 m.p.h. and lapping the entire field by the 81st of the 142 laps. Eighteen laps later when Scheckter brought the second placed Capri in for what should have been a routine pit-stop and change-over to Mass, four minutes were lost changing the nearside rear tyre when the air-line for the compressed-air wheel brace proved too short and then the alternator belt was found to be cut and twisted. Glemser made a quick hand-over to Stewart in the midst of this melée, who continued in the unchallenged lead, but Lauda had

now passed into a clear second place, 75 sec. ahead of Mass, one lap down on the leader.

A Ford win seemed assured, until on the 117th lap Stewart retired at Lesmo when the camshaft broke, leaving the thoroughly reliable Alpina-BMW, which Lauda/Muir had paced well, to take the laurels. Mass did all he could to catch Lauda, but found the task impossible and Lauda even found time for a further stop for fuel. Two privately-entered Capris finished third and fourth, seven and eight laps down.

The up to 2-litre class fell to the ex-Autodelta privately-entered Alfa Romeo GTAM after the very quick Norman Reeves (Uxbridge) Escort RS 2-litre of Dave Brodie/Claude Bourgoignie retired with ignition problems and the Rafael Barrios/Umberto Grano Broadspeed RS 1840 slowed with fuel-starvation.

Stewart and Vittorio Brambilla set joint fastest lap of 1 min. 38.3 sec. (210.452 k.p.h., 131 m.p.h.).

Results :

MONZA 4 HOURS—Monza—Group 2			
1st :	N. Lauda/B. Muir (3.0 BMW-Alpina CSL)	.. .. .	142 laps, 816.5 kms.—202.87 k.p.h.
2nd :	J. Mass/J. Scheckter (3.0 Ford Capri RS)	.. .. .	142 laps
3rd :	A. Ruiz-Gimenez/J. Mesia (3.0 Ford Capri RS)	.. .. .	135 laps
4th :	H. Kautz/A. Krebs (3.0 Ford Capri RS)	.. .. .	134 laps
5th :	K. Fritzingler/Miss W. Odenthal (3.0 Ford Capri RS)	.. .. .	132 laps
6th :	U. Knecht/M. Gerny (3.0 BMW-Schnitzer CS)	.. .. .	126 laps
Fastest Lap : J. Stewart (3.0 Ford Capri RS) and V. Brambilla (3.0 BMW-Schnitzer CSL), 1 min. 38.3 sec.—210.452 k.p.h.			

Maps and Guides

The need for detailed road information on the South East of England and London in particular has been apparent for some time: the expansion of industry around London, coupled with the capital's pulling power as both a tourist and work centre, has been accompanied by the development of the road network of the region—development enforced by the ever-increasing volume of traffic. More than 120 maps to a scale of 1 in. = 1.6 miles span an area of some 900 square miles, showing motorways, primary routes, and A and B roads clearly and attractively. The motorway detail includes interchanges and their numbers, service areas and access and exit points. All the maps, of course, show other useful road information, such as ring roads, dual carriageways and bypasses. An additional feature of the atlas is an 18-page section of

large-scale London street maps, scale 4½ in. = 1-mile together with a companion index. The inclusion of such a section makes this publication the first atlas to provide a combination of route maps and street map detail. Produced in a convenient format, and complete with a 36-page index to place names, the "RAC Road Atlas London & the South East" meets this need. It is available in two bindings, laminated soft covers and plastic jacket, priced at £1 and £1.25 respectively. The publishers are Map Productions Ltd., Paulton House, 8 Shepherdess Walk, London N1.

* * *

Four new restaurants, two of which are in Paris, have been awarded the three stars signifying "one of the best tables in France, well worth the journey" in the "1973 Michelin Red Guide". At the other end of the scale, for the traveller of more modest means, a new classi-

fication has been introduced to indicate restaurants offering meals for below 15 francs. This is a diamond symbol and, initially, 3,000 "diamonds" have been awarded this year. This is in addition to the well-known letter "R" in red, denoting restaurants offering a good meal for about 15-20 francs, there being 359 listed in this year's Guide. More than 80,000 amendments have been made for the new Guide and, in all, 584 new establishments have been added and 539 withdrawn. There are now a total of 10,775 hotels and restaurants listed, in 4,410 towns and villages throughout France. In addition to the information on hotels and restaurants, the "Michelin Red Guide" also contains the usual comprehensive details on towns, villages, population figures, altitudes, the whereabouts of casinos and golf courses, and the main tourist attractions. This guide should now be available in the shops in Britain.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Welsh Gymkhana

(March 31st/April 1st)

THE ANNUAL Welsh week-end of the Light Car Section of the Vintage Sports Car Club, now a flourishing organisation, this year took the form of a Gymkhana (driving-tests to you) in the well-suited site of the Royal Welsh Show Ground at Builth Wells on the Saturday, followed, after festivities at the Rock Park Hotel, Llandrindod Wells, by a sporting trial. The event was graced by the presence of VSCC Secretary, Peter Hull, who was flown into Shrobdon from Newbury in a splendidly-period Tiger Moth, before being whisked off to navigate his 1923 Horstman, an excellent light tourer replete with a cockpit kickstarter (which functions) and a built-in sprag, which Whyman was conducting. Moreover, he had returned from an inaugural meeting of an Edinburgh Section of the VSCC in a somewhat faster aeroplane that very morning.

Some of the more interesting entries, such as Sant's nice 1926 Clyno tourer, which had developed an ominous end-float on its crankshaft, Wood's s.v. Riley coupé, which wasn't ready, Hamilton-Gould's 1921 Citroën, Dr. Payne's 1919 Stellite and Griffiths' 1930 Austin 7, didn't appear. However, this left 21 runners, although Condon, having been at work on his 1923 AC until the early hours of that morning, missed the driving-tests and Mrs. Arnold-Forster, making yet another courageous journey in her 1921 GN, only just got to Builth Wells in time. Being involved with the Tiger Moth's arrival this reporter also missed most of the tests, although it was apparent that there is nothing to beat a stark GN, in this case Riddle's 1922 Vitesse, for good vision for coping with judgement in "as close as you can get to the pylons" frolics.



Peter Hull's Horstman is defeated by the grass hill called Llwynbarried.



PRESIDENTIAL CYCLECAR.—Mrs. Arnold-Forster has her husband Nigel, President of the VSCC, as passenger in her GN on the Light Car Section's Welsh Sporting Trial in Radnorshire.

Having done well in the tests, the GN Vitesse fell sick, but investigation showed this to be broken-up brake-shoes and as Riddle carries a very full emergency-kit with him and GNs are easy to repair, only temporary alarm and despondency prevailed. It was good to see Arthur Jeddere-Fisher and family arrive in their E-type 30/98 Vauxhall. Arthur assisted in diagnosing the GN's malady, assisted with the tests and marshalled a hill and he was, of course, closely connected with the early days of the Light Car Section, when he owned a brace of minute Lagondas.

In the trial rain greeted the competitors as they assaulted the first hill, a bumpy grass acclivity named Llwynbarried. Rooney's Austin failed right at the top with wheelspin, but Dr. Gray's Austin Chummy, with young passenger, made a very fast ascent and Thomas' 1927 11/22 Wolseley made it look easy. The Horstman stopped halfway up, however, Mrs. Bell in her 1924 10/23 Talbot two-seater had the misfortune to come to rest on a nasty ridge adjacent to the "finish" pylon but, changing gear, Brett's bull-nose 1926 Morris saloon made an excellent ascent of this short climb up the side of a field. Reed's modified 1930 Mulliner Austin 7 two-seater was another impressive performer but Ianson's 1927 9/20 Humber, although revving strongly, its gears growling, and passenger-less, just made it, Rosemary Burke's smart 1930 Morris Minor two-seater got up, the AC, on beaded-edge tyres, hadn't a chance, stopping almost at once, Townsend's 1924 Gwynne Eight, now on correct artillery wheels and beaded-edge tyres, was slow and only got halfway, but Coates' nice 1927 Chummy Austin toured up. Mrs. Newens' 1927 Cup-Model Austin 7 made a racing ascent, light weight obviously paying dividends, and Diffey's 1926 9/20 Humber, hood down, refused to accept defeat, in spite of driving over a considerable hummock. Riddle then proved that you can't keep a good GN down, with a nicely controlled climb, but Barry Clarke, braved driving his 1913 Singer Ten sans any kind of windscreen, another car on "proper" light-car tyres, appeared to jump out of gear when it had almost finished a very fast run, but it rolled on to clean the observed section. After an initial tail-slide Pam Arnold-Forster's GN faded out.

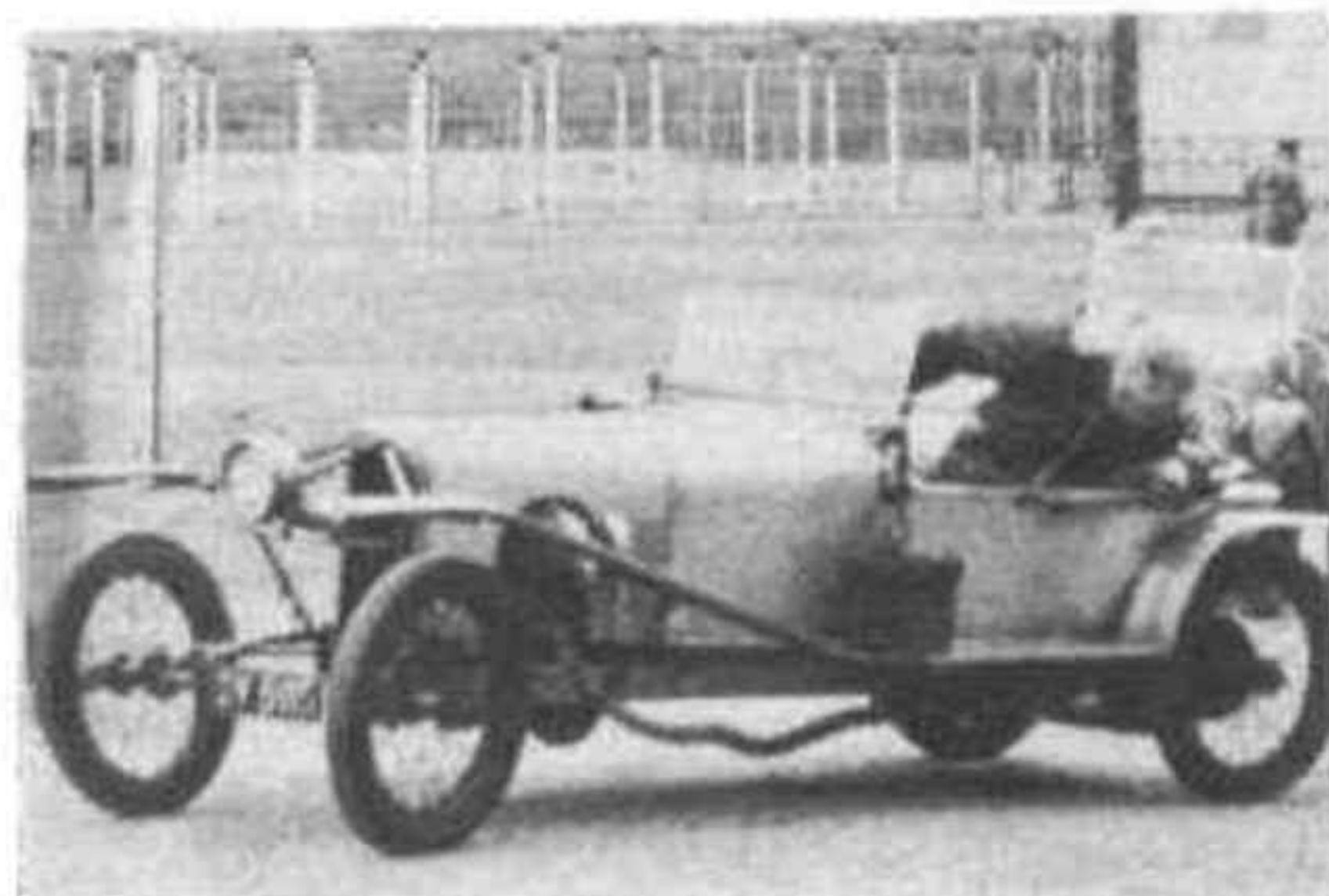
Gregory's 1923 Humber Eight Chummy,

on oversize tyres but with contracting-band rear brakes as compensation, didn't get far and after hand-cranking its engine, Wallace's 1925 Standard failed near the top, after making a good attempt—soon afterwards it stopped with a stuck-up carburetter slide, but was soon on its way. The intrepid lightcarists, in pitiful rain, then entered the narrow, gated lanes of the Elan Valley. Following the route, I noted the inboard (back) brakes(!) of Riddle's GB and the useful hood-cum-tonneau cover of Mrs. Burke's Morris.

The final hill saw the Wolseley, which has another interesting braking facet, in the form of arms above the springs at the front to enable $\frac{1}{2}$ -elliptics to cope with the torque of front brakes, straddle at bank before its attempt but it was quickly extricated without damage and the cars returned for an excellent cold-table lunch at the New Inn at Newbridge-on-Wye, where Sue Blakeney-Edwards expeditiously announced the results. This frolic of the small cars made an excellent overture to a busy vintage season, which opened with the VSCC Silverstone Race Meeting on April 28th, too late to report in this issue of MOTOR SPORT.—W.B.

Results :

Llwynbarried Trophy : R. E. Reed (1930 Austin 7), 239 marks.
First Class Awards : E. Riddle (1922 GN Vitesse), 226 marks, and Dr. B. Gray (1925 Austin 7), 225 marks.
Second Class Awards : P. J. Rooney (Austin 7) and D. F. White (1928 Austin 7).
Third Class Award : D. W. Brett (1926 Morris), and P. Diffey (1926 Humber).



Judgement—Edward Riddle's GN Vitesse in a "come close to a pylon" frolic at Builth Wells during the VSCC Light Car Section Welsh Week-End.

1920s Illegality!

A READER has sent us the following interesting and self-explanatory letter, about a fast, and we fear illegal, race which apparently took place one April Sunday in 1929, between an Essex Super Six and an unnamed adversary. The letter is on the notepaper of a Manchester garage, which, perhaps advisedly, was patented for the "Betafoot Brake", although for Fords and not necessarily Essex cars. The first page of the letter carries a diagram proclaiming that its writer drove an Essex Challenger from London to Manchester in 3 hr. 40 min. for the 187 miles, which was very good going, even over the deserted roads of those days. Indeed, read on and you will see that the drive was quite hectic, and not at all well-planned in respect of refuelling arrangements. Does anyone know the make of car which the Essex challenged, and vanquished?

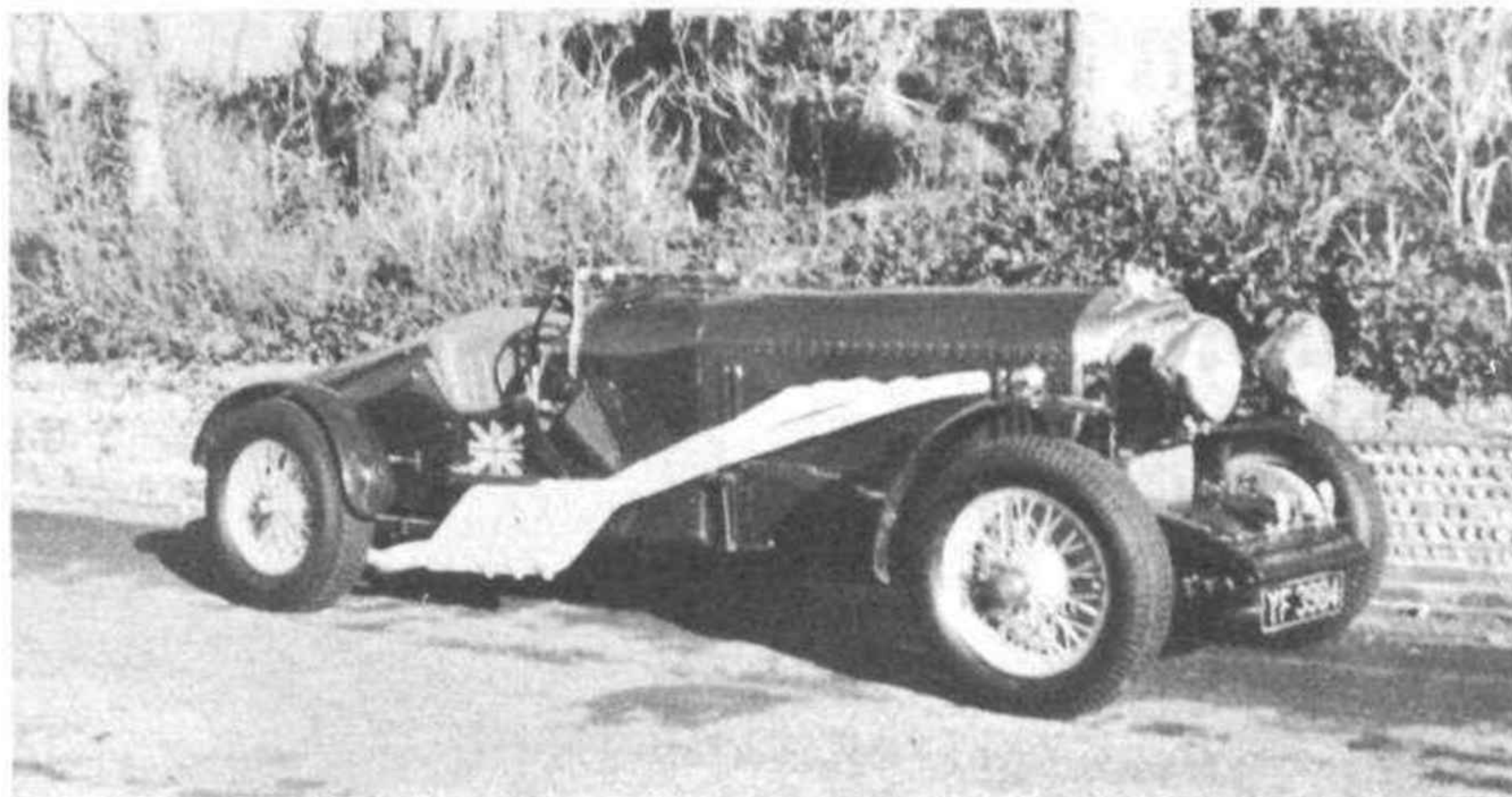
Dear Sir,—No doubt you will be interested to learn of a very wonderful performance put up by an Essex Super Six "Challenger" 4-door sedan, which I had the pleasure of driving personally on Sunday, April 21st, 1929.

During a conversation, the previous week, with a large Manchester distributor of a well-known make of car, I was detailing a few of the wonderful performances put up by the new Essex Challenger, in the hilly districts of Derbyshire, after which, much to my surprise he challenged me to put up a race with the car he was selling against the Essex, the contest being to leave Manchester together and the first at Marble Arch, London, to be the winner.

Starting at 5 o'clock on Sunday morning from the Manchester Town Hall, my opponent proceeded by Cheadle, Congleton, Talke, etc., myself proceeding by Altrincham, Holmes Chapel, Talke, etc. The first 52 miles were covered, by the Essex, in exactly one hour, and I was certain in my own mind that my friend was certainly left behind—well. This average was kept up with the Essex, until I arrived at the level crossing, 16 miles south of Atherstone. Here, I was to learn from a railway employee that my opponent had passed through five minutes previously, this was due to me underestimating the skill of the other driver, who must have averaged 53 m.p.h., and obtained the unexpected lead.

Now came the time for serious work both for car and driver, having only 80 miles to go to finish, with a handicap of 5 or 6 miles to pull up, so I then proceeded at 70 m.p.h., according to speedometer, for most of the time, ran for periods at 75 m.p.h., and twice clocked 80 m.p.h. At Fenny Stratford, I stopped for petrol and replenished with the 2-gallon spare tin, carried in the car, later stopping again at a shilling slot machine for petrol. My passenger and I had but two separate shillings in change, obtaining 1½ gallons only. The next stop was at Dunstable, and here we were able to get filled up, the time being about 8 a.m., and still no signs of the other car.

Continuing to St. Albans at 70 to 75 m.p.h. then on to Radlett and Elstree, at which place we caught the first glimpse of the other car, since leaving Manchester. By



This 1926 6½-litre Bentley is owned by A. L. Baker, whose father won the last race at Brooklands in his Graham-Paige—see also the "Ideal Pairs" article on pages 490-491.

this time only 10 miles from the winning post, I was on his tail for the next 5 miles, and was unable to pass owing to the other car hugging the right side of the narrow road, still doing 65 m.p.h., until we reached the tram track at Edgware Road Corner. I was not in a position to pass until Hendon was reached at 70 m.p.h., this pace being maintained along Maida Vale and Edgware Road to Marble Arch, arriving there at 8.40 a.m., with only 40 seconds to spare.

In conclusion I may say that the heavy calls made upon the "Essex", during the latter stages of the run, to dispose of the handicap, which was imposed by myself during the first stages of the journey, justifies the name of "Essex"—"The Challenger".

V-E-V Miscellany.—The Speed 20 Alvis which Sir Henry Birkin ordered before his death and which he intended to drive in the TT has, Rivers Fletcher tells us, turned up near Silverstone, after spending most of its life in Devon, and is in original condition. Someone in California is building a replica of the 4½-litre Lagonda driven by Earl Howe in the 1936 TT. Near Tamworth a rather sad Singer Nine four-seater converted to a two-seater is being restored. Sunbeams of the STD Register, supported by Roesch Talbots, return to Wolverhampton, their birthplace, on July 1st, with a visit to the Severn Valley Railway at Bridgnorth planned for the previous day. The Trojan CC has published a list of known two-stroke Trojans around the World, which numbers 71 pre-war examples. The engine in Robbie Hewitt's CGS Amilcar is a 1922 C4-power unit and not as stated in our VSCC Thruxton report. Ronald Barker has acquired a couple of Napier Sea Lion engines and threatens to install one in a road-going chassis, after converting it to aero-engine specification. He may also use one of their Amal carburettors on his well-known 1908 Napier, after enlarging its inlet tracts to get back some of the original performance—as if the old Napier doesn't go well enough as it is! There are not many old cars in regular use these days but near London recently we saw an immaculate yellow four-seater Anzani-AC on a trailer.

The National Traction Engine Club's March issue of *Steaming* is devoted to steam in Cumbria. 1973 is the 50th anniversary of Citroën Cars Ltd. trading in this country and the Citroën CC wants as many vintage Citroëns as possible to attend its Beaulieu Rally on June 17th.

Vintage Postbag

Carnivals

Sir,

One can appreciate the Editor's distaste of fetes, carnivals, etc., in which veteran and vintage cars are featured as publicity gimmicks, but not all of them fall victims of the "sticky fingered brigade"!

It seems a pity to deny people of all ages the pleasure of seeing such fine machinery just because they do not qualify as vintage-car connoisseurs, and we doubt whether the recent Tutankhamun Exhibition would have been so successful had it only been restricted to those members of the public versed in Egyptian culture.

We beg to suggest that if the organisers of these events tackle the job properly, the seeds of genuine interest can be sown that will ultimately benefit the veteran/vintage-car movement as a whole.

Ascot.

PAUL FINN,
Organiser, Lynwood
Veteran & Vintage Rally
in aid of B.E.N.

Those Royal Daimlers

Sir,

My copy of *MOTOR SPORT* arrived yesterday and I saw the picture of the two Royal Daimlers and read the letter about them with interest. The cars are the two 1911 57-h.p. 6-cyl. sleeve-valve models supplied to HM George V and Queen Mary in 1911 and both are fitted with Hooper limousine coachwork; as they are State cars they bear no number plates.

I am afraid that I cannot tell when the photograph was taken or where; it must be remembered these cars were in constant use by the King and Queen from 1911 right up to 1924. I believe I am correct in saying that Charles Y. Knight took one of them to America with him when King George finished using it; the other one passed to Lord Craven's family and was rebodied as a Weymann limousine and later owned for a time by Cecil Clutton, but I am afraid that I can tell you no more than this.

Grouville. JOHN OLDHAM.
[I rode in it.—ED.]

Sir,

I was interested to see the photograph on page 245 of the March issue showing the Royal Daimlers. About 1962 a garage in London Road, Leigh-on-Sea, Essex had one of these types for sale. It was the same style and coloured black with dark green lower sides. It looked as if it had been made the day before; and I was told by the garage owner it had belonged to Colonel Sir Francis Whitmore, who had at that time just died. It was also claimed that the late Colonel had in turn purchased the car many years earlier from Buckingham Palace, when he became Lord Lieutenant of Essex. I was shown a small metal cylinder which was lined with green baize and contained the original spare light bulbs. The tyres on the car were alleged to be the original ones fitted.

The car was magnificent; and the robbing, capitalistic, mercenary garage owner was asking the earth for it—£275!

Westcliff-on-Sea. D. S. HURRELL.

Early Electrics

Sir,

Mr. R. J. Evans' interesting letter about early car electrical systems, particularly those of CAV, underlines how the English manufacturers lagged behind the Americans in this department. Although the frictional contact drive of the 1914 CAV starter may have worked well on a sleeve-valve Daimler, I think Mr. Evans will agree that the resistance of thickened oil on a cold winter's morning could usually defeat it. It was also surprisingly reactionary of CAV still to rely on a free-wheel clutch and manual charging switch, instead of an electro-magnetic cut-out, because despite the free-wheel being deliberately made noisy, drivers not infrequently forgot the switch and an overnight halt with the dynamo "motoring" was quite enough to discharge the battery. The automatic cut-out, in one form or another, had been known for many years and various devices are described in my 1889 edition of Spon's "Workshop Receipts".

By contrast, American "electrics" were very advanced and, as is well known, Cadillac were ahead of the field in fitting electric lighting and starting sets as standard equipment, not as expensive extras, in 1912. In the same year Lanchester cars were supplied with probably the most elaborate and beautifully-made electrical equipment ever fitted to a standard production model. The basis of this was American, Delco indeed, and the general mechanical design and lay-out were according to George Lanchester's specification.

The equipment consisted of a powerful "dynamotor" driven by a silent chain through a silent "escargot" free-wheel clutch from the propeller shaft. The free-wheel was needed to allow the generator to function as a motor without having to propel the car. At its forward end the machine drove through a six-to-one epicyclic reduction gear to a pinion which was manually slid into mesh with the toothed flywheel by the switch lever. So far, the arrangement was similar to that of the contemporary Cadillacs, but one of the refinements of the Lanchester system was that although the generator windings of the dynamotor worked at 8-volts pressure the motor windings were arranged to accept current at 32-volts pressure and ingenious series/parallel switchgear made the transition possible. The object of the exercise was to avoid the effects of voltage-drop in the starter circuit in cold weather, and similar series/parallel arrangements were found on some of the luxury cars, including Talbots I believe, of the 'twenties. The Delco-Lanchester equipment not only included an automatic cut-out but an automatic charging rate regulator some twenty years before such devices became common.

Another very advanced early American system was the USL flywheel-dynamotor fitted to some of the pre-1914 Sheffield-Simplex cars. This was a beautifully made piece of work, which anticipated the DKW "dynastart" by a quarter of a century, but, like many direct-coupled dynamotors, it could be defeated on cold mornings by the gummy resistance of thickened oil.

For misplaced ingenuity perhaps one cannot beat the "electricity" Mr. Dowsing fitted to his 1896 Arnold carriage. This included a dynamotor powerful enough not only to start the engine but to propel the car in town traffic or in the event of a breakdown. With the batteries needed for such a large electrical load one feels the Arnold's 1½ h.p. engine may have been slightly overburdened.

Potbridge.

ANTHONY BIRD.

Nostalgic

Sir,

I found the enclosed photograph the other day and thought you might be interested to have it. It was taken at Heston Aerodrome (having written which I think it was then called Heston Air Park) in about 1935. I have no real information about the Mercedes except that it was owned by a man called Blythe who was Chief Pilot of Jersey Airways. He seemed to use the car for general motoring, coming to work, etc.



In case you wondered, that's nothing more than a brown-paper parcel on the spare wheel—it just happens that I can remember putting it there whilst standing alongside the car. I was working and flying for Brian Lewis at the time, whose company, Brian Lewis & Co., were UK concessionaires for de Havilland aeroplanes and operated from Heston, with a London office at 30 Conduit Street and a branch at the old Hooton Aerodrome, Liverpool. Yes, I'd have those days over again. . . .

London SW 7. P. E. GORDON-MARSHALL.
[So very interesting—I remember seeing this Mercedes 90, before the War, returning to London along the Brighton Road late at night, and making light of traffic congestion at Streatham Hill which demoralised much of the more modern traffic. Where is the car now?—ED.]

Horstman or Horstmann?

Sir,

In his book "The Vintage Car", T. R. Nicholson says that the second "n" was dropped in 1921—presumably to make the car sound less Germanic. Mr. Plaister's Coventry-Simplex-engined car (the one Mr. Grigg mentions in his letter in March) is, I believe, a 1921 model and has Horstman on the radiator but Horstmann on the rear cover of the integral gearbox/rear axle assembly. The 1923 Anzani-engined tourer, which Mrs. Horstmann owned until recently, has Horstman on both the radiator and the axle/gearbox cover, but Horstmann on the tax disc and so (presumably) in the Log Book! Mr. Grigg's letter tells us what many eminent authorities have said on the subject of the first British car to have hydraulic brakes. Michael Sedgwick says that this honour is shared by Triumph and Horstman! However advanced the brakes on the 1925 Horstmans (men?) were, those of the ex-Mrs. Horstmann tourer are quite basic: cable-operated, on the rear wheels only, using internal expanding and external contracting shoes on the same drums—the former being the footbrake and the latter the handbrake. What this particular car lacks in the stopping department is more than compensated for by the methods available for starting the engine. There is a starting handle in the conventional position, a starter motor mounted under the driving seat working through a worm gear onto the prop-shaft, and a kick-starter operated from the driving seat, which works on the Archimedean screw principle and is rumoured to have unpleasant effects should a backfire occur!

Newbury.

JIM WHYMAN.

The First British Hydraulics

Sir,

I read with great interest the letter of Mr. Grigg, of Hornchurch, under the heading "Inconsistent History" in the March issue of your magazine. As mentioned elsewhere in that issue I am an avid Triumphophile and as such have in the past been puzzled by the Horstman/Triumph braking-system mystery. Perhaps, as a result of my researches, a little more light can be thrown on the subject.

The Automotive Products advertisement referred to, shows the "Light 15" of Mike Cooke which was, until a couple of years

ago, the earliest Triumph known in this hemisphere. Subsequently, a very original 10/20 model of late 1924 was discovered in Northern Ireland and made its way across to these shores for National Triumph Day, 1970. It was then that I had the chance of examining the car and found that it had hydraulic brakes of the internal-expanding type. Now the interesting part of this investigation is that the original 10/20s which appeared in March 1924 (the first car ever produced by Triumphs) were fitted with mechanical brakes. One of this model is extant in Lismore, NSW. The Irish 10/20 is therefore the earliest Triumph fitted with hydraulics and pre-dates any Horstman that I have seen using a hydraulic system.

Three patterns of hydraulics were used by Triumphs before 1930, these being:

1. Internal expanding on the 10/20, 1924-1926.
2. External contracting (single-band), on the 13/30, 1926-1927.
3. External contracting (twin-shoe), Light 15, 1926-1930.

On the introduction of the Super 7 in 1927 the Company had reverted to the internal-expanding type and stayed with them up till the last real Triumph, of 1940. In 1936, a tandem master cylinder system was available as an optional extra and in 1939 the tandem system became a standard pattern on the Dolomite. These must surely be yet more "firsts for Triumph"?

I must admit that I have seen very few Horstmans (two to be precise); one had hydraulics and I strongly suspect that it was the same car as that referred to by Mr. Grigg. I understood that it was a 1925 model. The other Horstman had non-hydraulics and was I believe a 1922 model. If the Horstman dates are correct this makes Triumph the first British car to be fitted with hydraulic brakes. If, however, the Horstman dates are not correct, then the whole question still remains open.

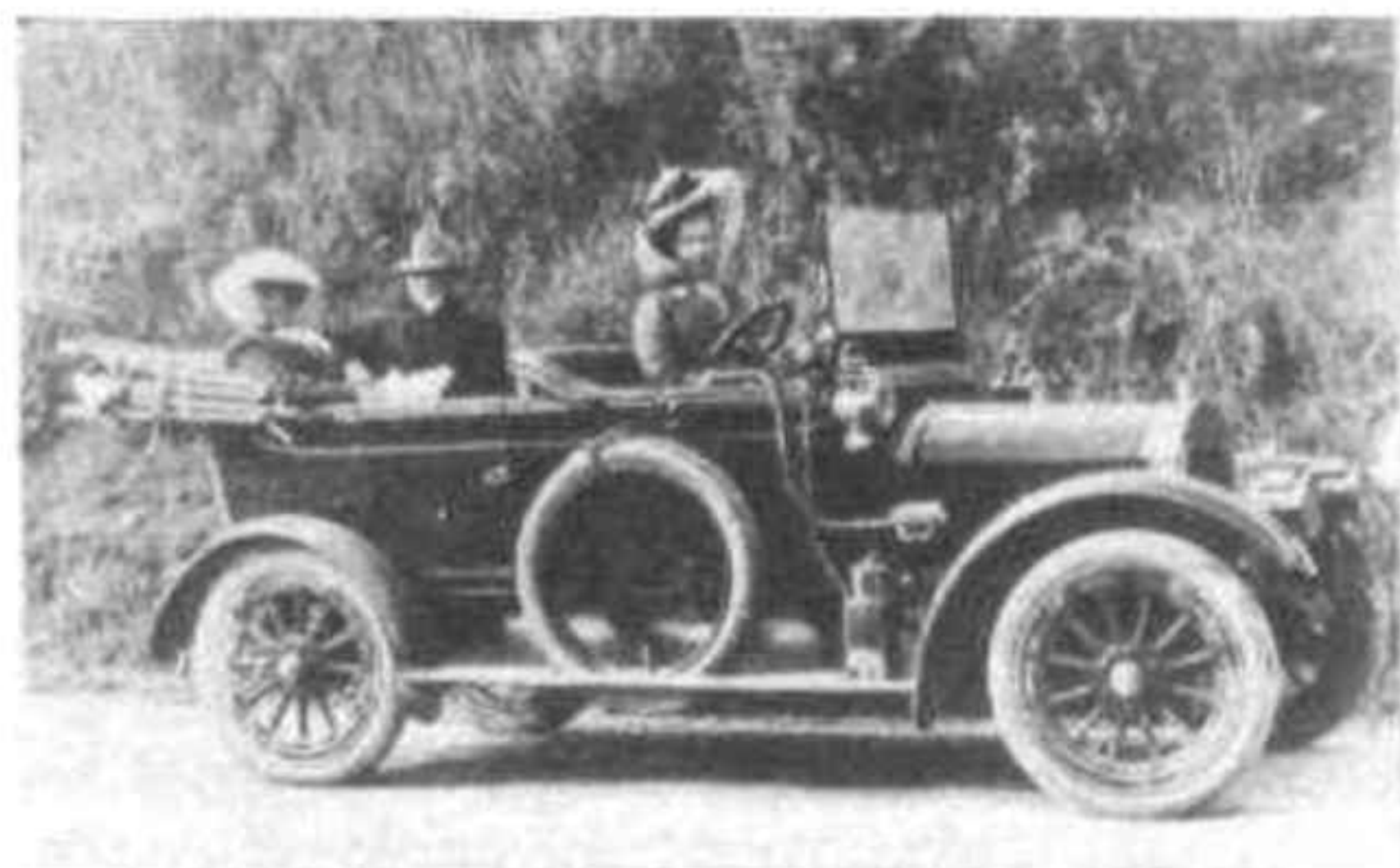
Wollaston.

A. C. COOK,
Hon. Sec.,
Pre-1940 Triumph OC.

The Enfield

Sir,

The enclosed photograph is that of an Enfield. My late father bought this car in April, 1913. He sold it in 1924 when he bought the most peculiar-bodied Rolls-Royce owner-driver saloon. The Enfield was dark green in colour with a buff canvas hood. It had a 4-cylinder engine. Unfortunately I remember very little about it. On his return to England in 1919 my father had the lamps converted to electricity; a most exciting development! You will notice that, in the photo, the gas generator for the headlamps



is shown. The badges on the upper tank of the radiator are of interest. The one on the header tank consisted of a brass circle on which was inscribed in green, the word ENFIELD (at the top); in the centre a stand of arms (similar to BSA) and below, "MADE LIKE A GUN". In the centre of the radiator was a very large representation of a 13 pdr. gun made of aluminium, about 10 in. by 6 in.

The petrol tank was situated under the front passenger's seat and held, I think, about six gallons, and the car had a spray and compression taps to be primed before starting. The cruising speed was 25 m.p.h. and the maximum ever attained, that I can remember, was 50 m.p.h.

In the enclosed photo the passengers are: In the front seat, my grandmother; in the rear, my grandfather, Admiral Rooke and my mother. My father took the picture. Worthing.

BASIL KARSLAKE.

Measham Matters

Sir,

For the sake of those future historians to whom MOTOR SPORT must remain an impeccable source of reference, may I make two small corrections to your otherwise admirable report on the VSCC Measham Trophy Rally?

The last time that the Rally finished at the Measham sales ground was in 1956, which I believe was before the formation of the Motor Museum. Thereafter it became more convenient both for the Measham Sales Organisation and the rally organisers for the event to finish elsewhere. At the same time, the title of the event was changed from the Measham Rally to the Measham Trophy Rally, to perpetuate the association between the Rally and the then head of the Measham Organisation, Mr. Hill, who originally donated the Measham Trophy.

Secondly, the Long Mynd hotel is in fact in Church Stretton, in which town all events since 1959 have finished, either at the Long Mynd or Sandford hotels.

Kidderminster,

R. H. CARTER,
Clerk of the Course,
Measham Trophy Rally.

Vintage Cars and the EEC

Sir,

I will attempt to reply briefly to Mr. Doland's letter in your last issue. Nothing can prevent an individual country passing such legislation as they think fit whether it concerns cars or anything else. The EEC cannot control such powers but as one of its aims is to encourage the free movement between Members of the Community, the Commission would favour those supporting that aim, not those seeking to restrict it.

In the second part of his letter Mr. Doland is on firmer ground inasmuch as any Committee is open to criticism and the Historic Vehicle Clubs Joint Committee is no exception. We have to decide which of the deluge of regulations shall be opposed and as with all negotiations, it is sometimes necessary to accept less than one would really like on one score in order to secure amendment to some regulation which we consider to be more in the general interest of our members. If anyone wishes to give up his

spare time and energy and can do better, he is welcome to try. One thing is certain. If we adopted the attitude of mind so clearly indicated by Mr. Doland, *nothing* would be achieved except to lose overnight the fund of good will built up over the years by the Committee and its members with both Ministers and Ministries.

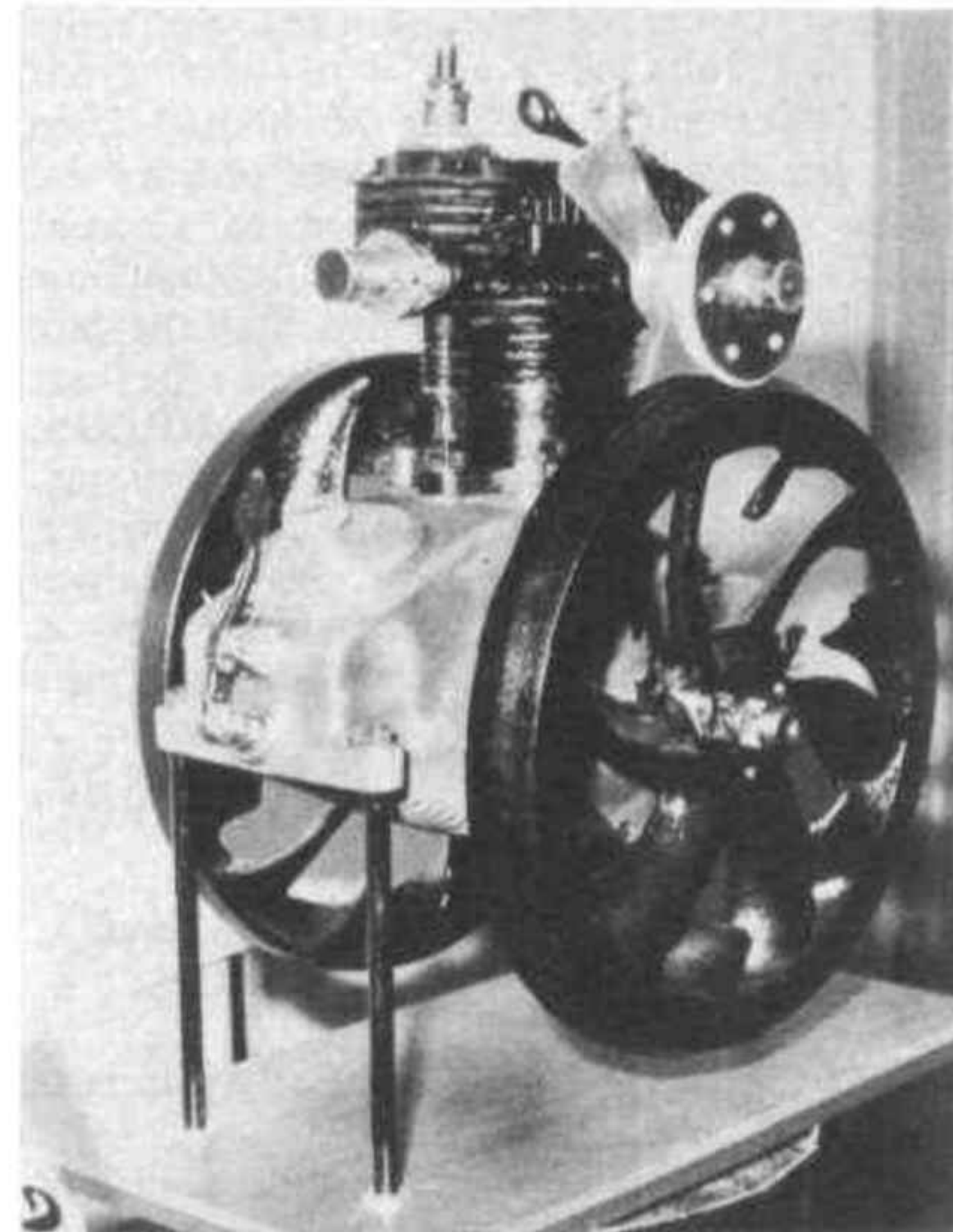
London, EC3.

JAMES W. T. CROCKER,
Chairman, Historic Vehicles
Clubs Joint Committee.

What Is It?

Sir,

Can you help me? I have recently restored an old engine which has been in my possession for about fifty years. There are no markings of any kind on it, other



than the number 139 which is stamped on several places, including the flywheel keys!

I have always understood that the engine came from a three-wheeled cycle-car dated about 1905, but the make is unknown. If you could find room in your magazine to publish the enclosed photograph, perhaps one of your readers could help me identify it.

Roche. J. TRETHERWEY.
[Could it be from a rather later AC Sociable?—Ed.]

"Sorting Out the Sunbeams"

Sir,

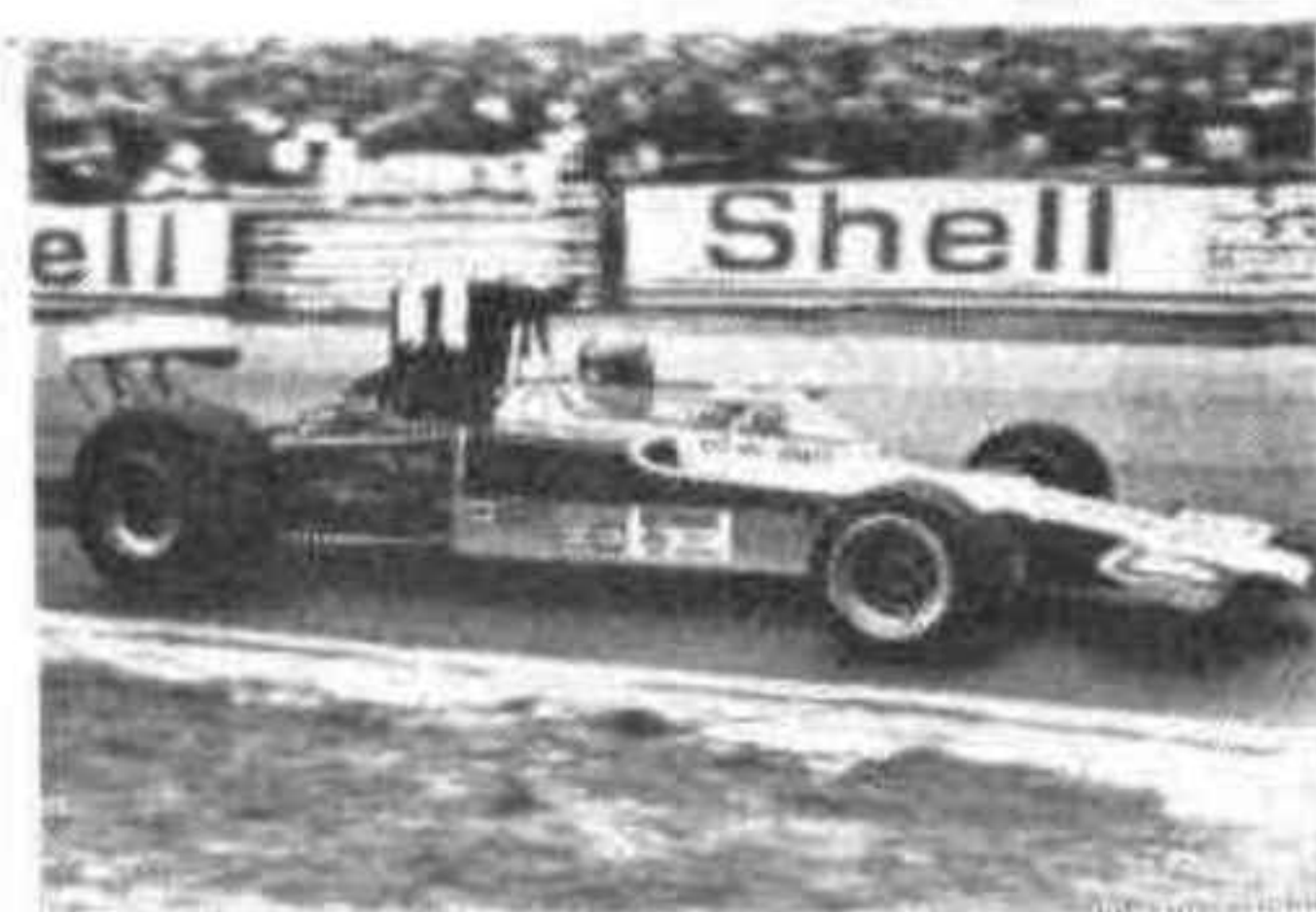
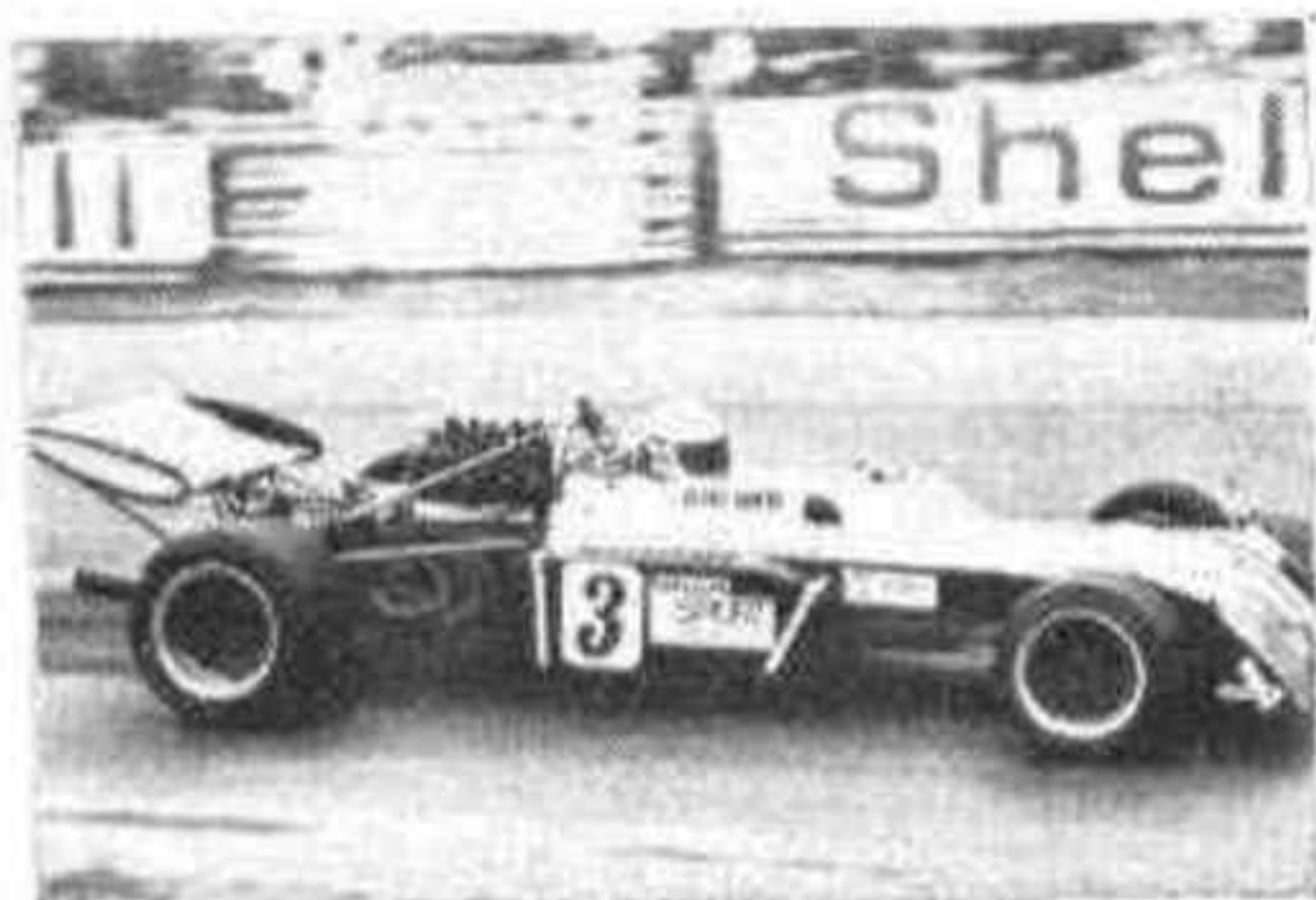
I can add very little information to add to "Sorting Out the Sunbeams". I confirm mine having chassis No. 1 and engine No. 4.

It was red, and the seat was tailored to fit me (hence a tight fit for Kaye Don), to whom my mother sold it after June 1928.

My son tells me all his reference books agree that the 1924 Sunbeams had a longer wheelbase to make room for the supercharger, than those of 1923. Seems odd that in any rebuild, a new chassis could be issued without a number.

If "D.S.J." is D. S. Jenkinson, this is a car he would like to see. My crash at Blackpool was in the TT Replica Bentley, after which we had it rebuilt and supercharged. London, SW3. M. C. MILLINGTON.

Shell SPORT news 2



A Great Day for Formula 5000

SHELLSPORT LUXEMBOURG Team finish 3rd, 5th, and 8th.

The 1973 Race of Champions will long be remembered as the day Formula 5000 made history when Peter Gethin trounced the Formula 1 opposition to win the race outright. The SHELLSPORT LUXEMBOURG Team cars of Tom Belso, Clive Santo and Gijs Van Lennep finished 3rd., 5th., and 8th., respectively in the Formula 5000 category. The 2 Lolas were only ready a few days before the meeting, they were desperately short of practice - Tom

having only 10 laps before his very first drive in Formula 5000 and Gijs only a few more in a completely new car - making their performances all the more creditable with Gijs almost certainly losing a higher placing due to a pit-stop for a puncture. Clive Santo, driving the Surtees, coped admirably with the problem of sorting out the handling after having a wheel knocked off on the first lap of the Rothman's race the day before.

SHELLSPORT LUXEMBOURG drivers - Clive Santo and Tom Belso recording their experiences of the race for Radio Luxembourg. It is expected that these 'on the spot' comments immediately after each race will become a feature of the station's weekly motor racing programme during the season.



DATES FOR YOUR DIARY

SHELLSPORT
Celebrity Races:
May 6th Brands Hatch
May 13th Oulton Park

SHELLSPORT
Clubmans Championship Races:
May 6th Mallory Park
May 20th Brands Hatch
May 28th Snetterton

Lanfranchi hits the winning trail.



Smoking off the line at Mallory Park in the SHELLSPORT LUXEMBOURG BMW 30 Si is SHELLSPORT driver Tony Lanfranchi who followed his second place at Mallory with a win at Silverstone to put him firmly into the lead in the Castrol Group 1 Championship. Tony also leads the Britax championship in the Moskovich (running on Shell of course), with a total of four wins already this season. He already leads the SHELLSPORT Gold Star Award which will be presented at the end of the season to the driver scoring the highest number of victories running on Shell Super Multigrade Oil.



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

TUNING TOPICS

Four doors Five seats 150 mph

THERE are several ways of buying 150 m.p.h. performance and shattering acceleration for over £7,000, but the only purchasable package I am aware of which achieves this and at the same time makes available luxury accommodation for five people, four doors, copious luggage space while out-accelerating a Lamborghini Miura to 60 m.p.h. is the BMW Alpina 3.0 SI. A maximum speed of 146 m.p.h. and a 0-60 time of 6.1 sec. must surely make this the fastest four-door saloon obtainable for road use in Europe.

The 3.0 SI tested recently had basically the same modifications, including the 260-b.h.p. DIN engine, from the Bavarian Alpina tuning firm as that company's own 3.0 CSL which I tested on the Continent for the February issue. However, I make no apologies for what appears to be a duplicate test, for the four-door saloon so modified represents a different philosophy to the lightweight coupé. This SI belonged to BMW Concessionaires GB, who on the day of writing increased their prices to compensate for the de-valuation of the £ against the Dm., the standard 3.0 SI rising by £600 to £4,899 and the Alpina car by a similar amount to £7,595, £700 more than the standard 3.0 CSL. Orders for similar cars can be placed through any BMW dealer, who should make arrangements through John Markey or Mike Heath-Wise at the Concessionaires.

For those readers who don't have the February issue to hand a re-cap is necessary on the Alpina specification, which varies slightly on this saloon, particularly in respect of the gearbox which was the standard four-speed Getrag unit with ratios of 3.855:1, 2.202:1, 1.401:1 and 1.0:1 with a final-drive ratio of 3.25:1 in place of the five-speed ZF gearbox and 3.89:1 final drive fitted to the Alpina CSL. Most of the cost goes into the engine, which the Concessionaires continue to claim 250 b.h.p. DIN for, although Alpina told me that 260 to 265 b.h.p. is nearer the mark. The increase from 200 b.h.p. DIN of the production car comes from a comprehensive rebuild, including increasing capacity from 2,985 c.c. to 3,020 c.c., fitting forged pistons, polished the conrods, increasing the compression ratio to 10.5:1, converting the combustion chambers from triple-hemisphere to fully-hemispherical, polishing the ports and valves, fitting an Alpina sports camshaft and replacing the Bosch electronic fuel injection by a Kugelfischer mechanical pump and Alpina's own design of injection system, fed by a special air-cleaner and cold air box. The exhaust system is of a larger diameter, though the standard manifold is retained. A larger diameter Fichtel and Sachs clutch (240 mm. instead of 228 mm.) with alloy pressure plate is attached to the lightweight flywheel assembly and the complete



150-M.P.H. TOURER.—The Alpina-tuned BMW 3.0 SI with 260-b.h.p. engine.

crankshaft assembly is balanced. Aids to efficiency are a thermostatically controlled oil cooler and an electric cooling fan.

Suspension improvements on the saloon included Bilstein struts and rear dampers, increased rate progressive coil springs all round, negative camber on all four wheels and adjustable front and rear anti-roll bars. While the CSL had alterations only to the front discs of the four-wheel ventilated disc-brake system, involving increasing their width from 22 mm. to 28 mm., this saloon had 28 mm. discs all round.

A limited slip differential had been added to the saloon as well as 7J x 14 in. Alpina alloy wheels shod with 195/70 x 14 in. Michelin XWX tyres, items which are standard equipment on the CSL. The wheel arches had not been modified to accept the wider wheels, for which the CSL receives shiny wheel arch extensions, though they appeared not to protrude illegally. An Alpina front spoiler was included as a very necessary aid to streamlining and high-speed stability, making the car's aesthetics rather more distinctive.

The beauty of this saloon was that performance was achieved without sacrificing comfort or having to endure vastly increased noise level. The Alpina CSL had proved much noisier than this car and had a choppy ride, because of the reduction in sound insulation and the lighter shell. The standard SI makes no concessions to lightness, occupants being well-protected from mechanical and road noises and surrounded by solid, heavy steel. Indeed though the distant engine note sounded rather more urgent in this modified car, it was certainly not painfully obtrusive, and what could be heard aided one's appreciation of the finesse put into the engine.

Ride was firm, again not to the discomfort of passengers, the frequency of pitch being low, but feeding an exceptional feel of tautness to the driver—even more so than the standard SI, itself almost beyond criticism. Roll was well subdued, if rather more notice-

able than on the CSL because of the heavier superstructure, and handling was equally neutral. Roadholding was such that it was virtually impossible to get the tyres so much as to drift in the dry, however hard the car was pushed and in the wet the XWX tyres showed supreme adhesion, though there was an ultimate and fairly sudden breakaway point from which the big car could be recovered easily. In fact the wet weather road manners were better than the Alpina CSL's, largely because the latter had 205 section tyres on the rear, prone to aquaplane very easily in heavy rain and making breakaway even more sudden and recovery less smooth.

The Concessionaires had chosen to retain the power steering with its standard 18.9:1 ratio, effective ratio to the driver slightly reduced by fitting a smaller diameter Alpina leather-rimmed steering wheel. I praised Alpina at the time of the other test for fitting a manual steering box to their car, but now I'm not so sure: for one thing I've driven several power-steered big BMWs since then so have grown accustomed to the system and for another the suspension modifications on this SI had undoubtedly helped the feel and response. Certainly after my experience with this car, which had steering superior to the standard CSL, I would choose power-steering should I be lucky enough to afford an Alpina car. It was not overlight, yet it made traffic conditions, parking and tight cornering into supremely easy exercises.

Of course the one thing which really made this car stand out was its performance, which bears comparison with the best of the world's performance cars, even if its gearing and extra weight made it slower than the Alpina CSL, 3.9 sec. quicker from 0-100. The gear ratios, though somewhat wide, were perfectly adequate for main road driving, the torque of this engine being considerable, although I missed the sheer pleasure of screaming through the close-ratios of the Alpina CSL's five-speed box. Speeds in the gears were lower than might have been expected, showing the rather poor ratios of the standard box: 1st, 36 m.p.h.; 2nd, 65 m.p.h.; 3rd, 103

m.p.h. Accelerating through the gears showed these ratios to be just about adequate having regard to engine characteristics: where this inappropriate selection was inadequate when driving hard round winding roads when the right ratio was never available for the right corner and when changing down for braking effect.

While acceleration was really electrifying, made all the more so by the knowledge that it was a big, heavy motor car which was achieving it, an even more remarkable fact was that this SI was remarkably tractable and flexible, quite happy pottering through London traffic at 1,200 r.p.m. or burbling along at 30 to 40 m.p.h. in third gear in a for-once sensible and consistent convoy in 50 or 60 miles of motorway fog. The plugs never fouled and the engine never coughed. One slight problem early in the test was that the throttle pedal was sticky and insensitive at small openings. This disappeared after the performance tests during which the vertical link to the throttle butterflies continually fell apart at one of the plastic knuckle joints, because of the peculiar angle at which it worked on full-throttle. The problem of stickiness must have been that knuckle joint because the feeling subsequently disappeared. Apparently the linkage will be modified for future cars.

The rev-counter needle fairly flew round the gauge in every gear including top, which makes the fitting of an ignition cut-out at 7,200 r.p.m. (the standard SI cut-out operates at 6,300 to 6,400 r.p.m.) extremely sensible and necessary to avoid a blow-up which could run into four sterling figures. Right up to the cut-out figure the engine was superbly smooth and crisp, a tremendously satisfying unit.

Performance needs no more qualification other than perusal of the accompanying performance figures, which speak for themselves, but this type of mechanical vigour in a heavy motor car must be paid for, the penalty in this case being an overall thirst of 16 m.p.g. of five-star, yet considerably less than an XJ12 and not likely to worry the man who can afford £7,000. The range is reasonable on a 15½-gallon tank, including 1¾-gallon reserve, operated automatically, at which point a warning light comes into operation.

The comfort and spaciousness of these big BMWs has been written about in this journal before, so requires no further comment. Suffice to say it is difficult to better and combined with the Alpina modifications makes this an extremely desirable motor-car, particularly for the businessman who makes frequent Continental journeys on which he can utilise its performance to the full.

Viva Ecosse

A poky estate from the north

A COMPACT yet roomy sporting estate car offering good handling and performance in the range of 110 m.p.h. and 0-60 in 10 sec. for £1,600 would be a tempting addition to any manufacturer's list, the ideal vehicle for a sporting driver prevented by three children and a motoring Labrador from entertaining the less practical performance cars his instincts would otherwise desire. In fact no manufacturer makes such a car: Granada, Cortina and 2.5 PI estates come fairly near, though miss out either on excessive size or higher cost, and none of them quite reaches those performance figures. However, almost knocking on the door of this ideal combination is Vauxhall's stylish Viva 2300 SL estate car; so near that with a helping hand from SMT, the Perth-based Vauxhall dealers, this Viva derivative has reached the ideal and is being semi-productionised by them as the Viva Ecosse.

SMT's Viva estate offers a large number of beneficial modifications for only £187 more than the £1,413 standard vehicle, the most important of which is a Bill Blydenstein big-valve cylinder head giving an immediate power increase of 15 b.h.p. Other items are Koni Load-a-Juster rear shock absorbers, an Aerofan to reduce power loss, Lucas Bright-eyes quartz halogen headlights, Toric inertia reel front seat belts, fire extinguisher, under-bonnet light, hazard warning lights, rear fog warning lamps, automatic reversing lights, map light, front and rear mud-flaps, oddments pockets for driver and passenger the latter containing a first-aid kit, bonnet lock, electric screenwashers and high-speed wiper blades and arms, dipping driver's mirror and passenger mirror, better-wing mirrors, Rostyle wheels, reclining front seats and the Firenza Sport SL's seven dial instrumentation including rev. counter and clock. A couple of small flashes on the rear quarters identify the SMT product. All these items are fitted of course to brand-new cars, although as Scotland's main Vauxhall Sportspart dealers, SMT, well known for their racing and rallying Firenzas and Vivas, can supply Blydenstein modifications for Vauxhall owners to fit to their own cars.

On first acquaintance this speedy estate refused to engender the same sort of enthusiasm which had arisen for Blydenstein's own Firenza tested in the March issue. This was largely the writer's fault for I hadn't done my homework on the Ecosse and assumed that the engine specification was the same as the Firenza's. Performance seemed considerably less and I couldn't understand why until discovering that the Ecosse used a standard 8.5:1 compression ratio with the big-valve head instead of that Firenza's 9.5:1, used a standard exhaust manifold as against a fabricated tubular one and had no alterations to the twin Zenith-Stromberg 175 CDS carburetters.

Incidentally, that same report on the Blydenstein car said that the Vauxhall 12-month warranty was not invalidated by the modifications. That was incorrect with the Stage 3H high compression ratio head fitted to that car. The Viva Ecosse, on the other hand, is still protected by the warranty by virtue of having the Stage Three head.

Power steering of the SMT car is about 7 b.h.p. down on the Blydenstein Firenza, though not inconsiderable for the size of car at 125 b.h.p. DIN, compared with the standard output of 110 b.h.p. for the twin carburettor 2.3-litre engine.

Performance was extremely deceptive, which perhaps helped that initial disappointment. There was no great kick in the back, no powerful roar from the exhaust or induction and indeed the engine sounded rather flat and fussy. Yet it was surprising how quickly journeys could be undertaken, how easy overtaking manoeuvres could be attempted. The car's virtues weren't really removed from under the bushel until the fifth wheel was added at the test track, when extraordinarily good figures were easily achieved, the 0-60 time being only 1.7 sec. slower than the Blydenstein car and approximately 1¼ sec. quicker than a Triumph 2.5 PI. One hundred miles per hour cruising was a happy affair, the car proving extremely stable, the engine not overstressed and another 10 m.p.h. being available on demand.

Improved performance in third and top showed that the big-valve head had increased torque considerably and low-speed flexibility in the higher gears was also improved. As with the standard car, normal road use demanded nothing more than 5,500 r.p.m., at

Continued on page 486



SPORTY ESTATE.—The Viva Ecosse combines pace with plenty of estate space.

PERFORMANCE

0-30 m.p.h.	2.2 sec.
0-40 "	3.7 "
0-50 "	4.7 "
0-60 "	6.1 "
0-70 "	9.3 "
0-80 "	11.5 "
0-90 "	14.4 "
0-100 "	17.8 "

Maximum speed: 146 m.p.h.

Standing ¼-mile: 14.95 sec. (terminal speed 94 m.p.h.).

Consumption overall: 16 m.p.g.

Tale of Two Clubmen

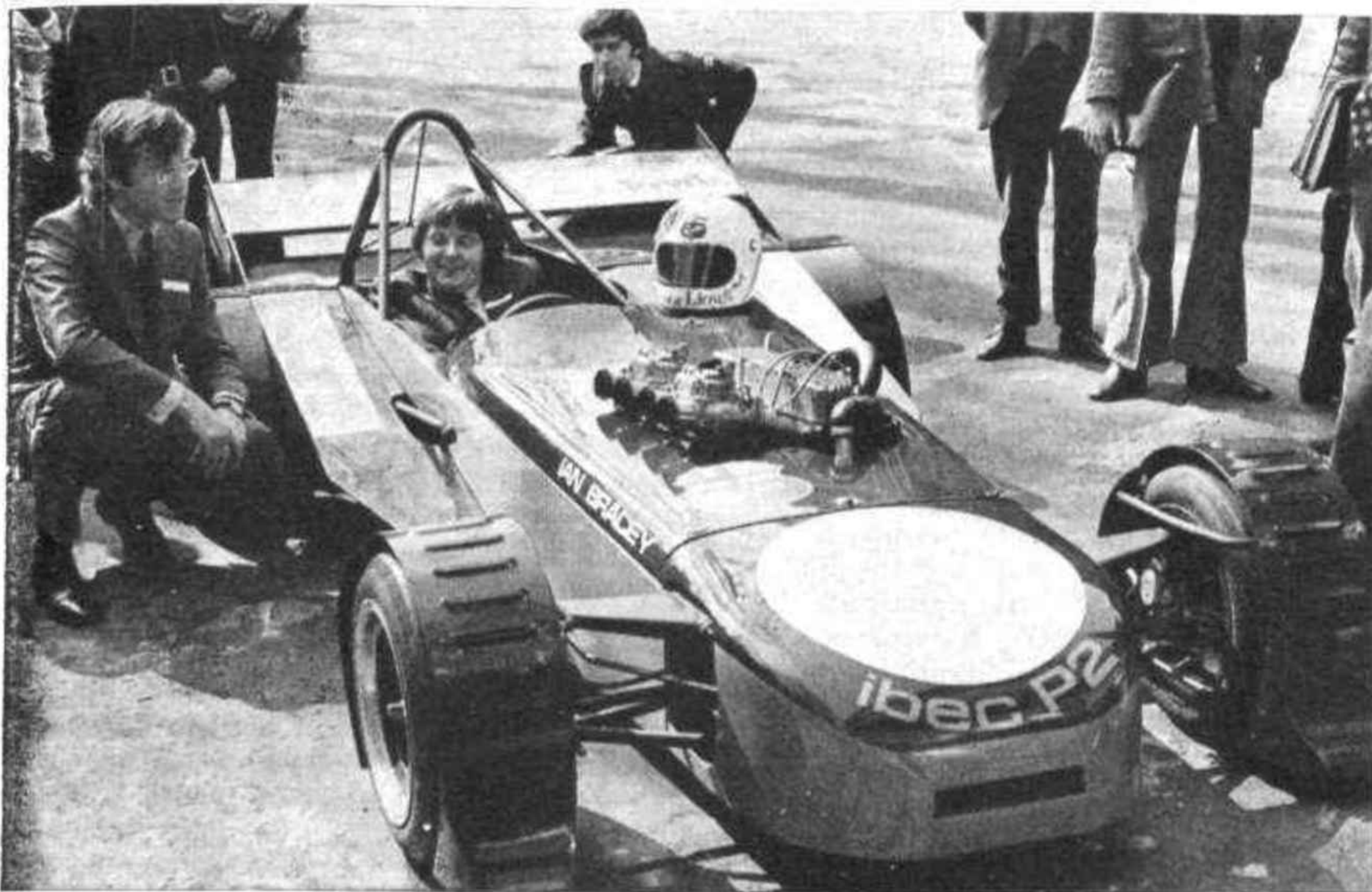
ONE category of racing that rarely merits much more than the passing mention in the pages of motoring magazines yet provides, in its current state of the art, technically interesting and close and shatteringly fast racing is Clubmans Formula, one of the backbone classes of club competition. In those balmy days of racing ten years ago so many people wanted to race Lotus 7s, and a few similar cars, that a special category was ear-marked for them and the name it received was Clubmans Formula. The category has survived several body blows (including a well aimed one in the form of the little lamented Formula F100 from John Webb) and continues to flourish.

We decided to take a close look at two current approaches to Clubmans Racing which, in their different ways, are both extremely interesting and illustrate both the personal and technical astuteness which exists in what is after all a purely club racing class. The first is the Ibec project of Ian Bracey which embraces several interesting peripheral

ferential be used. Structural tubes may encroach upon the minimum cockpit width of 32 in., so long as they only extend diagonally from the body sides or rollover bar and the front mudguards must be a distinctly separate component from the rest of the bodywork and there must be a gap between the mudguards and the rest of the bodywork of not less than 10 cm when the steering is central. Engine modifications are also limited and there are classes for up to 1,000-c.c. and 1,000-1,600-c.c. capacity.

In effect this means that the cars have to be front-engined, are usually Ford powered and can not be covered in an all enveloping body. This description pretty well covered the Lotus 7, upon which the category was originally founded, and adequately suited updated versions of Arthur Mallock's U2 which was originally designed for Formula 1172 (now 1200) applications.

In fact over the years the Lotus 7 (often in various special guises, some official works projects others not) and Mallock's successive



INSURED AT LLOYDS.—The new Ibec P2 Clubman's car with driver/racing car insurance broker Ian Bracey posing at the wheel with underwriter/sponsor Malcolm Blair. This interesting car was designed by Dennis Jones in his spare time.

activities, particularly the co-operation of the City University and the Lloyds insurance market. The second is similar in a way to the first in that it was born of one man's enthusiasm to go motor racing by building his own cars in his spare time but has, subsequently, snow-balled so that man—Andy Diamond—now finds himself in the totally unexpected position of being a full-time racing car constructor.

Just as a reminder it is worth stating the Clubmans Formula rules as they appear in the RAC Blue Book. They say that it is intended for open two-seater cars with the engine and gearbox located wholly in front of the rear axle. The engine must be of British manufacture, of an O.H.V.-pushrod configuration and the gearbox must not have more than four speeds nor may a limited slip dif-

ferential be used. Structural tubes may encroach upon the minimum cockpit width of 32 in., so long as they only extend diagonally from the body sides or rollover bar and the front mudguards must be a distinctly separate component from the rest of the bodywork and there must be a gap between the mudguards and the rest of the bodywork of not less than 10 cm when the steering is central. Engine modifications are also limited and there are classes for up to 1,000-c.c. and 1,000-1,600-c.c. capacity. In fact last year's Clubmans Championship was won by Geoff Friswell driving a U2 and this year's championship is currently being led by a similar car driven by Vernon Davies. Noel Stanbury, who drives the works Gryphon, was a close second in last year's championship and will undoubtedly be a leading contender again this season.

A car which should challenge them is Ian Bracey's new Ibec 2, a highly organised but purely part-time venture for Lloyds insurance broker Bracey and his happy band of helpers who jointly run under the rather grand title of Ibec Racing Developments Ltd. Bracey, following in the footsteps of his father who raced at Brooklands, took to the track at an early age with some frightening machines which were little more than go-karts with big motorcycle engines powering them. Later he moved on to Clubman's racing with the inevitable U2 but as Bracey explains "there is no more satisfying way of winning a motor race than doing it in a car designed, built and developed by oneself. In fact I, personally, would rather finish tenth in my own car than win in someone else's".

So in 1968 Bracey, along with a very talented friend called Dennis Jones who had been involved in the early kart designs, started to draw up a car to beat the U2. But there were other considerations too and after some informal contacts with London's City University it was mooted that their aeronautical department may be able to assist with the project and that the mechanical engineering department might also become interested. Construction of the car started in 1969 to a final dual purpose design by Jones for, as well as a racing car, it was to act as a travelling test bed; Jones foreseeing various applications for research. One of the University Aeronautics lecturers, Adam Scibor-Rylski, designed a special wind cheating body developed from wind tunnel testing which depended on its underside contours as much as the upper ones. The radiator was rear-mounted and fed from air from a breach which was placed to coincide with a high pressure area. Scibor-Rylski's overall body shape was more a vertical than horizontal wedge and the effect was to produce a car which, not only had a low drag factor, but was also extremely stable at high-speed.

The car was on the tracks by 1970 and raced for two seasons with considerable success although Bracey never took the chequered flag first and, on several occasions, engine trouble intervened. Its very inception as a test vehicle meant that the car was rather heavier than most of the competitors. But a good deal of useful data was obtained and the University continued to keep in close contact with Ibec.

Obviously the car was rapidly becoming out-dated and a P2 model was starting to formulate in the minds of Jones, Bracey and their colleagues. Meanwhile Bracey's boundless enthusiasm was directed on a scheme which connected his two interests, motor racing and insurance. He works for the well-known City firm of brokers, Chandler, Hargreaves, Whittall and Co. and spent most of his working hours covering the risk of race horses. What about mechanical race horses he thought? Few people in the past had been prepared to underwrite the risks of motor racing but Bracey was sure that if the whole operation could be done on a large-scale by experts, it could become a profitable exercise. Various underwriters were approached and one in particular, Malcolm Blair of Spratt and White, was most enthusiastic. After a pilot six months, the scheme swung into full action in 1971 and now Lloyds of London Racing Car Insurance Contract, Number 1017, takes the majority of

Bracey's time—over 300 covers being issued last year.

As Bracey says with his usual eloquence "the scheme illustrates the enterprise and originality of the Lloyds market which has made us the insurance centre of the world and one of Britain's most valuable exports".

For 1973 Bracey has tied up his Ibec racing programme with the insurance interests for he recently persuaded the various syndicates in the racing car scheme to sponsor the Ibec 2 in proportion to their involvement in the insurance cover. Lloyds are not known for their commercial involvement of this kind of project but Bracey convinced them it would help to promote the Racing Car Cover and the Lloyds market in general. Already Dennis Jones had a new car on his drawing board, this time specifically for racing in mind and with no compromises as a test bed. Twenty-nine-year-old Jones shows all the expertise of a professional racing car designer although it is purely a hobby for him and he is, in fact, the Technical Manager of DISA Electronic, the firm that specialises in manufacturing equipment used in fluid mechanics research.

The University were brought in again for Jeffrey Howell an ex-BAC aerodynamicist at the University worked on body design and, after various wind tunnel tests, evolved the new body shape. Howell calls it the additive approach as he has added various devices to the simple basic shape and feels that the end result should be aerodynamically more efficient than any current Clubmans car.

Aerodynamic downforce is distributed over the entire length of the body. The underside of the nose and the unique wheel fairings contribute at the front end while the delta sideplates produce considerable downforce about the centre of gravity, in the same way as Concorde derives its lift for flight. The rear-wing, which is adjustable, is used to further increase downforce and provide balance for the distribution of the total downforce over the car. The overall downforce at 130 m.p.h. has been calculated to be 300-400 lb. ft.

The drag force has further been reduced by fairing the drivers head and the wheels. At the base or rear-end, low energy air is fed into the wake via the rear-mounted radiator as successfully tried on the Ibec P1. High energy air from the delta wing is channelled between the rear-wheels and the body to the wake and the cross-sectional area decreases towards the rear, all contributing to a lowering of drag. Howell says this is the theory at least and now he hopes to see the full size car live up to the expectations of the wind tunnel tests.

The chassis is also technically very interesting. Amongst the features retained from the P1 is the front suspension which incorporates rocking upper arms with inboard spring damper units designed to give controlled rising rate characteristic and some anti-dive: all rather like the McLaren M19 Grand Prix car. But on the new Ibec the front suspension incorporates March uprights, which are much stronger than those previously used.

Designer Jones has gone inboard at the rear as well; the new car using an independent system built around a Lotus Elan differential. A certain amount of rising rate and anti-squat has been built in and the fabricated rear-uprights (made, incidentally, by Andy Diamond—Clubmans people stick together)

carry outboard rear-brakes. The chassis is constructed from square tubing and is considerably lighter and less complicated than the P1 and the whole car is much smaller. Bracey and his little team built the chassis and the majority of components, in their spare time but once the sponsorship deal was clinched Mike Chambers of Huron Cars finally bolted the car together. The aluminium bodywork, which looks superb in blue and orange, was the work of Wakefield and Son of Woking.

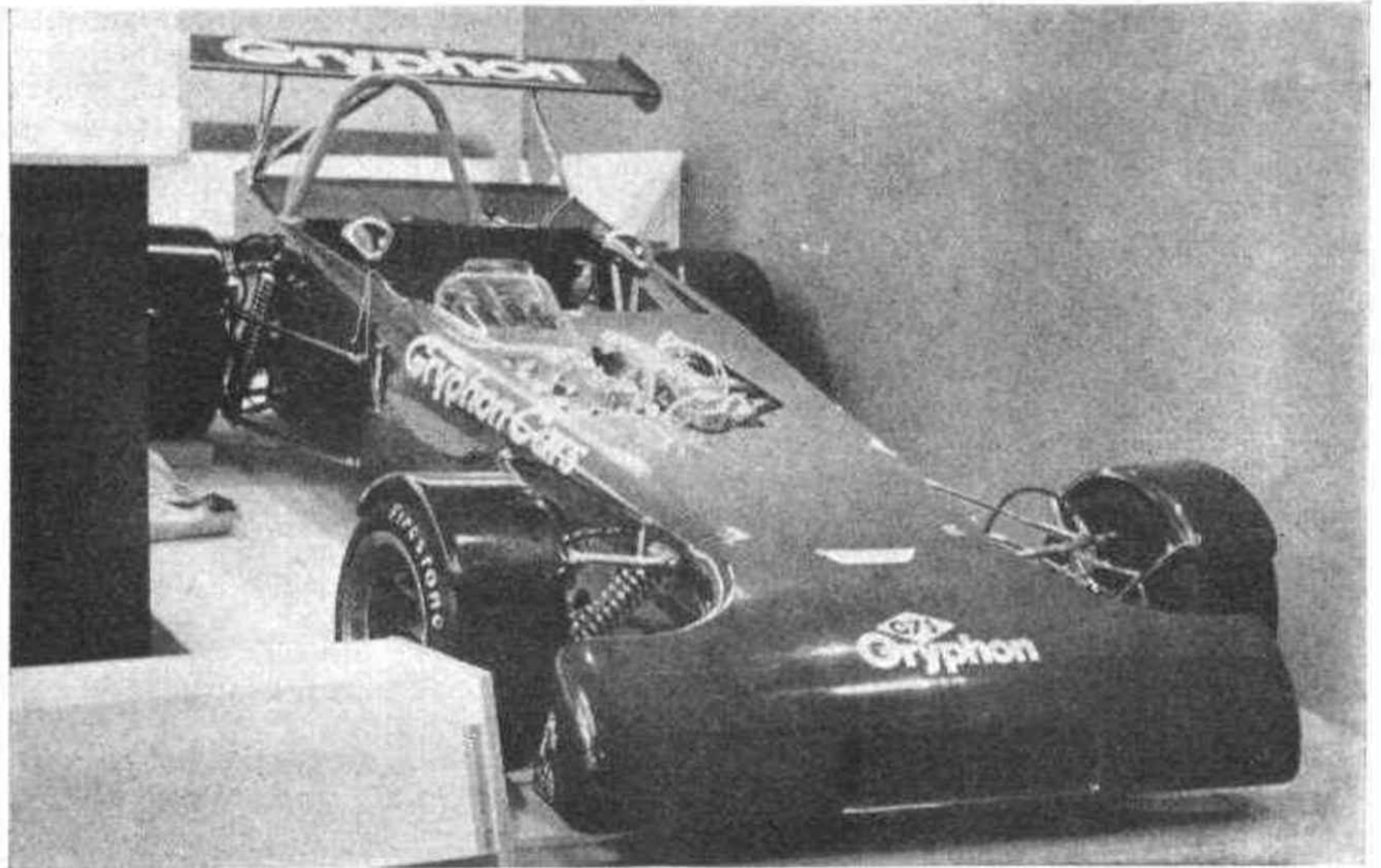
But not only has the chassis been the work of the little Ibec team, but also the engine. Rather than purchase a unit direct from Holbay, who supply the majority of Clubmans engines, the Ibec policy of originality was further stretched and an engine project undertaken in conjunction with Martin Murphy of JM Racing Developments. Instead of taking the usual push-rod 1600-c.c. cross-flow Ford engine as a base and working from there, Bracey started with an old 1600-c.c. Formula 2 FVA engine and converted it from twin overhead camshaft configuration back to push-rod form. The FVA engine was, of course, based on the Cortina block. However, the very strong Cosworth bottom end is retained and the engine has given over 160 b.h.p. on the dynamometer which is reckoned

The Ibec project is tremendously ambitious and now we look forward to seeing Ian Bracey on the track. It also illustrates well that club racing is not all Minis prepared in back gardens but that real innovation and professionalism can be found. Next time you are at a Clubmans race see if you can find the Ibec P2, it is worth a long look.

The Gryphon

Andy Diamond's history to date reads rather like the early days of Colin Chapman. He built his own racing car for fun and started to do well in it, someone wanted a replica and that started to win races too, a couple more potential customers came along and the whole thing started to snowball. All of a sudden without realising it, Diamond was a racing car constructor. This year he has orders for ten of his Gryphon Clubmans cars and, when we visited him at his cramped premises at Welwyn, he and his two employees were working flat out on the fifth and sixth.

Diamond had an excellent engineering training at, of all places, a sewing machine manufacturer, but also harboured a schoolboy desire to go motor racing. Like so many before him he decided to build a 750 Special along fairly conventional lines and one has



ON SHOW.—The latest Gryphon C73 Clubman's car pictured at the Racing Car Show. Andy Diamond's firm will run this car for Noel Stanbury while a further nine customer cars are currently under construction in tiny premises in Welwyn.

to be more than the quick Clubmans Holbay engines. Replicas of the units will be available for sale.

Finally to tie everything up Bracey has sold the P1 to the City University and it is currently being used by students on research projects for which it is proving absolutely ideal. An "instrumented bump" is being devised from which the forces exerted on the tyre can be deduced and Dunlop have already shown considerable interest in this work which is more far reaching than their own studies. Later the aerodynamics people will be using the car as well and Professor Meyer of the University told me that he was most enthusiastic about the scheme and is sure that the students will benefit greatly from this unique facility.

the impression that the apprentice Andy found some of the machine tools which made sewing machines rather useful in the construction of his first car! Whatever, he describes the final result as "a disaster" and though he raced it regularly it wasn't exactly a winner.

The next chapter starts with a friend who lived locally and raced a U2. Unfortunately he crashed it rather badly so the pair decided that rather than buy a chassis off Mr. Mallock they would build one themselves, after all a U2 chassis isn't particularly complicated. Once this was underway, Diamond decided he could build a complete copy of the U2 and plenty of welding and sawing of tubes took place into the small hours of the morning and finally a device known as the Clubmans-BMC.

appeared. Diamond freely admits that it was a straight copy of a U2. The BMC engine, which had previously powered the friend's U2 for he now had a more powerful Ford unit, found its way into this quasi-U2.

Diamond showed that he had learned a good deal since the 750, for the car proved to be extremely fast and Diamond himself showed considerable talent as a driver and won the BARC Clubmans Championship with the car in 1969. Another friend of Diamond's, by the name of Stuart Rolt, had also been developing his own Clubmans car called the Gryphon which, unlike the Clubman-BMC, was much more of an original design. For a start it had fully independent rear suspension rather than a rigid rear axle, still to this day retained on the U2s, but Rolt had various other work on his hands and was getting involved with Formula Vee particularly. Thus Diamond took over the Gryphon project and using his talent as an engineer and a test driver, he soon had the car very competitive indeed.

For the 1970 season the Gryphon was regularly in the results of the 1600-c.c. category and the design was obviously ultra-competitive. Meanwhile, during that year another one-off design, the Dino, originally built by some Ford engineers, was winning the 1-litre category, driven by another ex-750 racer by the name of Noel Stanbury. Clubmans Racing is undoubtedly one of the most friendly classes of racing and a great camaraderie exists between the competitors. Stanbury naturally got talking to Diamond and the result was that for the following year Gryphon Cars received their first ever order.

Diamond was still working for the sewing machine firm but somehow he found the time to construct a car for the 1972 season for Stanbury to drive. Stanbury, who runs a thriving motor racing promotion company, subsequently dominated the 1-litre category of Clubmans racing with his new Gryphon, while Diamond continued to do well with his. Half way through the year he decided to leave his job and concentrate on his own engineering business. The idea at the time was to take in various machinery and fabrication jobs and work on the racing cars in any spare time.

Last year Noel Stanbury became a partner in Gryphon Racing (although not Gryphon

Cars) and the works driver. Diamond gave up racing due to pressure of work, but points out that this is only a temporary situation. For 1972 Gryphon Racing decided to aim at overall victories and enter the larger 1600-c.c. class. What a season it was! Stanbury in the Gryphon and Midlander Geoff Friswell, in the latest U2, were tremendously closely matched. There were some epic races with the pair trading the lead lap after lap and, at the end of the season, Friswell just got the championship verdict although Stanbury had won his fair share of races. The Gryphon, in its maroon colour scheme, was undoubtedly one of the most immaculate and well-prepared cars in all of club racing. A second C72 had also been built for journalist Ian Phillips and that was similarly turned out.

This, combined with the excellent results, produced a flood of orders for 1973 which completely overwhelmed Diamond. The Gryphon reputation had certainly spread and two of the ten orders came from Southern Ireland. Diamond had to drop all his general engineering work and concentrate solely on building the racing cars. Naturally the previous chassis frames had been built by himself but this work now has to be subcontracted to Arch Motors, along with the suspension components although Gryphon still machine all their own uprights and many other parts. A friend who had just returned from Australia joined the, until then, one man firm and has proved invaluable and a third member has also been added to the staff. They are all working 70 hours a week at the moment, turning out the cars.

The little workshop in School Road, Welwyn adjoins the premises of Chambers and Gillies who, from experience, we can personally recommend for work with Lotus Elans. Diamond has only enough room for three cars, a lathe and a few other assorted machine tools. In fact it is quite ridiculous to even consider turning out a batch of ten ultra-competitive racing cars from such a tiny space but Diamond is the sort of man who can achieve that.

However, the situation will soon be alleviated for he is at present negotiating for a new factory in the Huntingdon Trading Estate, which is already known for motor

full load, with which we did not have the opportunity to try it, the suspension may well have proved to be ideally tuned.

Steering was on the heavy side, the two oddments bins on the driver's door and on the passenger side of the tunnel were rather untidily attached by unnecessarily-prominent screws, while the former bin interfered with operation of the window winder and the latter



VIVA ECOSSE room. Taking advantage of the spaciousness should improve handling, for suspension is tuned for loads.

racing firms like Lola, Royale, Specialised Mouldings and Arch Motors. Andy says this is about the biggest step in his life for he has sunk every penny into expanding the business. Obviously the market for Clubmans cars is somewhat limited and Diamond hopes to try his hand at a single-seater in the near future. Even so, the fact that Gryphon is growing shows just how healthy is Clubmans Racing.

The car itself still owes its basic design to Stuart Rolt although each year's development has improved it. One of the most significant factors has been tyres and the Gryphon uses 20 in. diameter Formula Three-type slicks, and the 1973 models incorporate revised suspension pick-up points to cater for this latest rubber. The basic chassis is a spaceframe with aluminium panelling which gives additional stiffness, while the suspension is fairly standard outboard spring damper wishbone and link. Obviously Diamond has done his sums right because the road holding is absolutely sensational and must almost match a Formula Three car. Diamond uses Spax shock absorbers and has found them particularly helpful. The works car uses an engine prepared by Swindon Racing Engines. The little cars are, of course, extremely light for there is no minimum weight and with less than 8 c.w.t. and 160 b.h.p. on hand, the power to weight ratio is extremely impressive. Thus it is not surprising to see that the lap times compare favourably with single-seater Formula Three cars.

Diamond, a well-spoken 29-year-old, deserves all his success to date and a good deal more in the future. He could well be an embryo Colin Chapman but only the years will answer that one.

The Gryphon and Ibec projects are only two of several in Clubmans Formula racing. Diamond's set-up is rather special in that it is now a full-time professional operation but there are several other fascinating one-off cars like the Ibec, although few embrace quite so many facets. Motor Racing needs people like Diamond and Bracey, so next time you see a Clubmans race, particularly at one of the Gregor Grant Championship rounds, give them a cheer and if possible take a close look at the cars in the paddock.—A.R.M.

encroached on passenger leg space, and the gearlever knob came off twice when making snatch changes from third to top.

All-in-all, though, SMT's Viva Ecosse offers an extremely attractive combination of space and performance, has very useful high-speed touring capabilities and would be equally at home taking the entire family on a holiday trip to the south of France as it would be doing the weekend shopping.—C.R.

TUNING TOPICS—

Continued from page 483.

which speed the standard engine runs out of breath in any case. This one revved easily to the red line at 6,200 r.p.m., offering maximum speeds in the gears of 38, 58 and 87 m.p.h. Torque was such that it was easy to squeal the tyres by being abrupt with the throttle from low speeds in first.

Without a load the ride was firm and slightly choppy, though in its favour roll seemed much reduced. Unfortunately handling was disappointing, distinct understeering traits reducing cornering speeds. Pouring the power on simply caused the front-end to run wider and lifting off in mid-corner failed to cause the front wheels to tuck in. These were unusual characteristics for this part of the Vauxhall range and not necessarily standards by which this car should be judged; softening off the rear Konis and possibly re-adjusting tyre pressures would undoubtedly have improved the handling. This is perhaps being unfair to the Ecosse, because with a

PERFORMANCE

0-30 m.p.h.	3.1 sec.
0-40 "	4.9 "
0-50 "	6.9 "
0-60 "	10.0 "
0-70 "	13.8 "
0-80 "	18.1 "

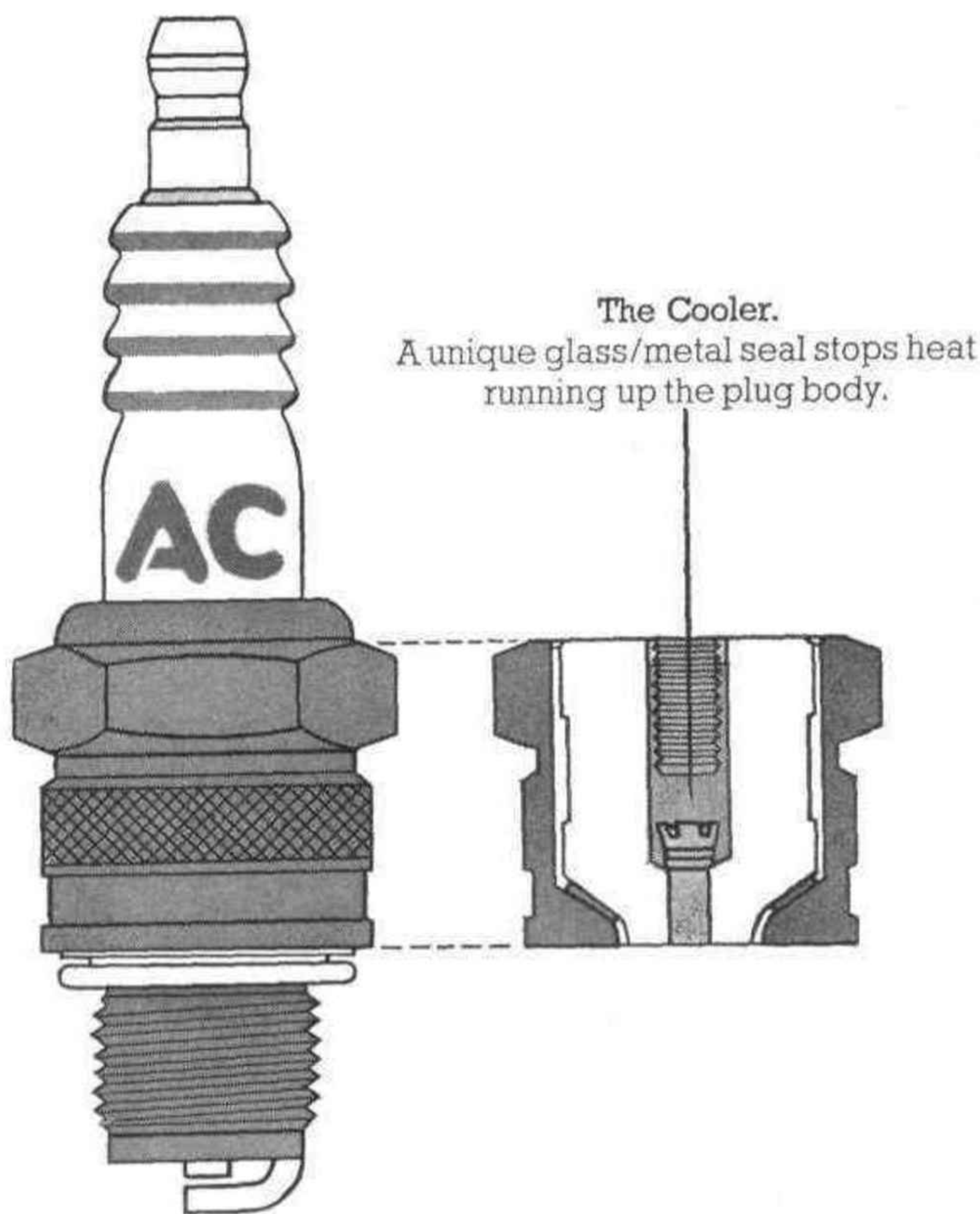
Maximum speed: 110 m.p.h.

Speeds in gears: 1st, 38 m.p.h.; 2nd, 58 m.p.h.; 3rd, 87 m.p.h.

Standing $\frac{1}{4}$ -mile: 17.1 sec.

Fuel consumption (4-Star): 23 m.p.g.

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RALLY REVIEW

TAP RALLY

CHOOSE any rally in the world and, if you wanted to, you could probably pick out a score of features which characterise that event and render it different from all others. But when each one is over, one or two points always remain firmly fixed in your mind above all the others. The TAP Rally had several unique features, but perhaps the ones which are most likely to be remembered about the 1973 event are ones concerning its organisation and its popularity.

In the past, TAP Rallies have been lacking in a certain slickness, although it was never an easy or a disorganised rally by any means. This year the improvement was remarkable and the whole thing fell into place without any of the confusion for which the event was noted a few years ago. In its early days formalities consumed so much time during rest halts that competitors were struggling to fight off acute tiredness towards the end, but nowadays everything is prompt and there are no unnecessary stadium sprints during the stops. These used to keep the crowd happy to some extent, but they effectively prevented competitors getting some vital rest.

Among competitors, the most popular rally in the world is the RAC Rally of Great Britain, and anyone who saw the vast crowds around the special stages and time controls in December must have been convinced that it was also the most popular among the

spectating public. But some of the Portuguese stages made Donington, Sutton Park and the forests of Wales, Scotland and the North Country look like village green tea parties. Indeed, the public interest was staggering and police had a much greater crowd control problem than they have ever had at the Benfica Stadium—and in football-mad Portugal that is quite a comparison.

Newspapers, radio and television gave the rally prominence and wherever mechanics and other followers went they were always being asked the current rally situation by shopkeepers, taxi drivers, schoolboys and even farm workers out in the hills. The rally's public relations organisation had certainly done a magnificent job in Portugal. But the rally takes in other countries as well, for, like the Monte, it has a number of starting places all over Europe, each route converging on a common time control in Portugal before the start of the four competitive legs. Such concentration runs are by no means popular, but when an event is sponsored by an airline such as TAP it is understandable that they would wish a certain amount of the publicity to rub off on cities which have major international airports.

In theory it would appear logical for British competitors to start from London, the French from Paris and so on, but it doesn't work out that way at all. To do well, practice and note-making are essential and anyone spending a week or more making notes on the route within Portugal is hardly likely to want to return to London or any other starting point simply for the dubious privilege of repeating the journey, especially as Lisbon starters did not have to leave until one day

after those of some other starting points, London included.

For the first time, the TAP Rally was included in the World Rally Championship for makes, a status which its organisers had been seeking for some time. It more than deserved it, and fifteen members of the Rally Pilots Association, meeting after the rally was over, were unanimous that it had been a far better event than the two previous qualifiers of 1973, the Monte Carlo Rally and the Swedish Rally.

With a substantial points lead from first place in Monte Carlo and third in Sweden, Alpine was certain to send a strong team; three of the 1.8-litre, rear-engined cars appeared and between them they took first and second places, only the effects of two simultaneous punctures preventing a repeat of the 1-2-3 result which was achieved in Monte Carlo. Ranged against the Alpines were works cars from Fiat, Volkswagen-Austria, BMW-Sweden and BMW itself, all of which retired.

The team of Austrian Volkswagen 1303Ss was four strong, two of the cars being driven by Austrians Fischer and Grünsteidl. The other two were providing a taste of rear-engined motoring for drivers who are more accustomed to front-mounted engines, Tony Fall and Harry Källström. Alas the whole team retired for one reason or another and it was a very disgruntled outfit which returned to Salzburg when the rally was over.

Fiat had three of its 124 Spiders, two for Italians Pinto and Paganelli and one for their newly-acquired part-time Swedish driver Björn Waldegård. Again the team never made the finish, although a few of the team's 1972 cars which had been bought by Portugal's Fiat importer and entered for local drivers did manage to stay the distance, one of them achieving fourth place. Waldegård retired in such a spectacular manner that other drivers wondered how he and Hans Thorszelius managed to escape unhurt; he left the road and rolled a very long way indeed down a mountainside.

Another car to become wrecked during the event was the Toyota Celica driven by Ove Andersson and Jean Todt. This is the car

GENERAL CLASSIFICATION

1st	J-L. Thérier/J. Jaubert (Alpine-Renault)	5 hr. 42 min. 16 sec.
2nd	J-P. Nicolas/M. Vial (Alpine-Renault)	5 hr. 48 min. 57 sec.
3rd	F. Romãozinho/J. Bernardo (Citroën DS)	6 hr. 07 min. 48 sec.
4th	L. Netto/M. Coentro (Fiat 124 Spider)	6 hr. 10 min. 40 sec.
5th	A. Nunes/A. Morais (Porsche 911 RS)	6 hr. 17 min. 00 sec.
6th	A. Borges/A. Lemos (Alpine-Renault)	6 hr. 41 min. 00 sec.
7th	"Meqepe"/J. Amaral (Opel Ascona)	6 hr. 51 min. 40 sec.
8th	A. Martorell/A. Roxo (Opel Ascona)	6 hr. 56 min. 09 sec.
9th	H. Britth/H. Reppling (Capri 2.6)	7 hr. 04 min. 47 sec.
10th	G. Salvi/B. Gama (Porsche RS)	7 hr. 05 min. 24 sec.

80 starters — 23 finishers.
British finisher: C. Malkin/B. Hughes (Group 1 Avenger GT), 7 hr. 46 min. 57 sec. (16th).



Portuguese spectators are so determined to get as close as possible to the action that competitors are offered an avenue of humanity through which to drive. But the survival instinct prevails and no-one actually seems to get hurt, even at this corner where several cars left the road.

entered by the factory in the RAC Rally and which had been left in Andersson's care for a programme of semi-supported rallying in Europe during 1973. Alas the car is no more, for it went sideways into the end of a wall, causing Andersson severe bruising and breaking two of Todt's ribs.

The incident had its sequel for Raffaele Pinto who came along a few minutes later and stopped to help get the injured Todt out of the car. When he arrived at the next control (it was a road section, not a special stage) he found that he was three minutes late and he applied to have the penalty cancelled because it was due entirely to his having stopped to give urgent help to the Toyota pair. There was quite a discussion about this afterwards, and it seems that the stewards were not in favour of cancelling the penalty. But the deliberations were not necessary, for Pinto himself was soon to retire.

Three 2002 TTIs from BMW-Sweden were putting up some excellent times, particularly that of the young Swede Leif Asterhag, but eventually they too retired. The one car from Munich itself wasn't really factory-entered. Achim Warmbold, last year's winner, had persuaded his team to allow him to borrow the car and a few mechanics so that he could try for a double. In the early stages he was keeping up with the Alpines and towards the end he was actually shaping up to take over the lead when a steering defect developed and the resulting bad handling, coupled with a nudge against a very solid tree stump, put the car out of the rally.

And so it went on, with retirements whittling 80 starters down to 23 finishers. In the

early stages many crews were being noticeably sympathetic to their cars, but in the final leg the competition became much hotter and it was then that most of the favourites dropped out. After the two leading Alpines there was a gap of nearly twenty minutes before the third-placed car, a Citroën DS 23 driven by Portuguese pair Romãozinho and Bernardo. This extremely wide gap illustrates how much slower than the two Alpines the remainder had to go in order to prepare their cars. Without question, Alpine has made much progress since the days their "plastic" cars were considered too fragile to venture on anything but smooth tarmac. The TAP was extremely rough in parts, and in May the French team will have cars in both the Acropolis and Moroccan rallies, the latter being the roughest of the whole series.

Mention must be made of the sole British finishers, Colin Malkin and Barry Hughes driving a Gp 1 Hillman Avenger entered by Withers of Winsford. The car gave considerable trouble, which was not at all unexpected considering the battering it was being given in near-standard trim, but it nevertheless survived to finish 16th overall and win its class.

In the space of seven years, the TAP Rally has undergone complete metamorphosis from a recreational motoring contest for members of Portuguese Airways Sports Club to a full-scale international rally which has already been said to have outshone the Monte and the Swedish. It has an abundance of special stages, some rough and some not so rough, and road sections which are also timed at averages which are much faster than those

of most events, although this doesn't always appear the case on paper. In view of the enormous spectator interest, perhaps an easing of some of those road sections might render the event less vulnerable to official criticism in future years.

With three qualifiers gone, Alpine heads the World Championship with 52 points from Fiat (22), Saab (20), Lancia (13) and Ford and Citroën with 12 each. Of those manufacturers it's likely that only Alpine and Fiat will look upon the series as a whole and make a serious bid for points. The others will presumably consider each event on its own merit.

For some time strong representations have been made to the CSI from many quarters that the world's major rally championship should be for drivers, not manufacturers. We have explained the reasons for this on more than one occasion in *MOTOR SPORT*. The Rally Pilots Association is of the same opinion and at the last meeting it was suggested that a hypothetical points table be kept based on the assumption that the series was, in fact, for drivers. The leaders of such a table would be as follows, points having been awarded on the same basis as the official CSI series: Jean-Luc Thérier (40), Jean-Pierre Nicolas (27), Jean-Claude Andruet (20), Stig Blomqvist (20), Per Eklund (15), Ove Andersson (15).

We understand that the CSI has been made aware of the wishes of the competitors which it represents, but whether any change will be made in the foreseeable future is quite another matter.—G.P.

Vallelunga 6-Hours to Matra-Simca

ROME, March 25th

LAST year's onslaught by Ferrari on the World Championship for Makes was impressive, but not entirely without fault, and had there been any strong opposition the Italian team might not have won ten races from ten starts. At the Vallelunga circuit near Rome, for the first European round in the 1973 championship, Matra-Simca sent two cars to oppose Ferrari and dominated the meeting, Cevert going remarkably quickly in practice to take pole position. During the race the car he shared with Beltoise retired at half distance while three laps ahead, but Cevert was then put into the second car entered for Pescarolo and Larrousse and continued to win by a comfortable margin. Without doubt the Ferrari team has been shaken out of any complacency, and the scene has been set for a considerably more exciting season than last year.

Ferrari has sold three of the nine cars used by the team last year, updating the remaining six for this year's championship. Two will be entered in most rounds for Ickx/Redman and Pace/Merzario, and a third will appear in five or six events for Reutemann/Schenken. The 312P now has a longer wheelbase and a new nose form, designed to make the cars handle more progressively, and the engines have been uprated to 460 b.h.p. at 11,000 r.p.m.

The two Matra-Simca MS670 models for Cevert/Beltoise and Pescarolo/Larrousse

were both raced at Le Mans last year and were in virtually the same form, though the engines were uprated to 475 b.h.p. at 11,200 r.p.m. The lead car was a bit lighter, down to the minimum weight of 650 kilogrammes.

No sign was seen of the new 12-cylinder Alfa Romeos, strikes at the factory apparently having delayed their preparation, but some more opposition to the favoured teams came from Gulf Research Racing Ltd., which ran two Ford-Cosworth DFV powered M6 prototypes for Bell/Ganley and Hailwood/Schuppan. The Australian, Schuppan, was recruited a few days previously after Watson's accident at Brands Hatch, having very limited experience of two-seaters and none of the circuit. The 3-litre prototype entry was completed with a Gitanes-Filipinetti Lola T282 for Lafosse/Wisell, and a pair of old Porsche 908/3 models.

The Vallelunga fixture was added to the calendar in January in place of the Sebring 6-Hour race, but few people would claim that the circuit is ideal for a World Championship event. Four tight corners are found in the compact 3.2 km. circuit, the speed differential between the fast and slow cars is very marked, and there are few places suitable for safe overtaking. A total of 288 laps were covered by the leading finishers, an arduous accomplishment for the drivers and their cars, but an important redeeming feature of the circuit is that the grandstand crowds get a fine view of the action.

Cevert soon beat Emerson Fittipaldi's JPS Formula One (outright) lap record of 1 min. 11.6 sec. during practice, establishing 1 min. 8.55 sec. during the first afternoon. This was far quicker than the Ferraris had ever gone, or could hope to go, and second fastest time was set by Redman at 1 min. 10.2 sec. These remained the fastest times, for the other Matra and Ferrari drivers were closely matched in the 1 min. 10 sec. bracket. Except for Cevert the contest was extremely even, though his presence alone tipped the scales towards the prospect of a Matra victory. The Gulf-Mirages were not at their best at Vallelunga, both cars troubled by lack of rear-wheel adhesion out of the tight corners, Bell being the quickest of the four drivers at 1 min. 11.15 sec.

A good start could be crucial on this difficult circuit, and from the rolling start Ickx forged ahead of Cevert while Merzario, in third place, headed Pescarolo, Schenken, Bell and Ganley. The order was unchanged for the first half-dozen laps but when their tyres warmed up the Ferraris began to understeer more than they had during practice, and on the seventh lap Cevert overtook Ickx to lead the race.

Once ahead Cevert pulled away rapidly, and soon Ickx made the first of four unscheduled pit stops with his left front tyre blistered. Eventually the problem was alleviated by fitting harder compound tyre rubber, adjusting the front and rear anti-roll bars, and eventually changing the rear body panels on all three cars after lowering the

Continued on page 494

IDEAL PAIRS

—A Summary

LAST February MOTOR SPORT published a colour feature devoted to our staff's idea of what constitute ideal pairs of cars. This created so much interest that correspondence on the subject appeared in the two subsequent issues and it now becomes my pleasant task to summarise some of the very large number of remaining letters.

Thus, while the Continental Correspondent was sorting through a pile of post telling him when and why readers had lost interest in Grand Prix racing (or, as he explained last month, more likely that they have *not* lost interest) I was wading through another stack of correspondence concerning ideal pairs of cars. I was so busy doing this that I did not have time to tell D.S.J. that my interest in the highest form of motor racing diminished when drivers ceased to be "characters" of great courage and determination, at driving as well as making money, and when racing became far more a case of sponsor against sponsor than marque versus marque—but I digress.

Going through these "pairs" letters I can say with D.S.J. that the very high volume of readers' letters which MOTOR SPORT receives is of the greatest interest and satisfaction, even though only a small proportion can be printed. Not only is a large post a measure of the success of a magazine—any magazine or paper—but from it an Editor can learn much, if he takes the time to read all the letters he receives, regardless of how many he has room to publish. Sometimes, as an extension of this, one subject creates so much interest that it is worthwhile to summarise the correspondence received, although to publish every letter in full would occupy an unreasonable amount of space. So, to our pairs, or rather our readers' choice of two-car pairings.

Letting our Overseas readers speak first, a Lecturer in Engineering in Botswana (what a pity I do not collect stamps!) has as his ideal pair two cars he says are tailored for his part of Africa and yet remain within a limited budget, namely a 1957 Series-1 s.w.b. **Land Rover** and a **Citroën DS19**. The Land Rover was bought two years ago ex-Ministry and brought out from England and the Citroën was purchased from a colleague. This reader says that the former vehicle has given excellent service, although often having to carry 50 or 60 gallons of petrol and similar quantities of water and much camping equipment on safari. Front-wheel-drive is almost essential, he says, in the Kalahari desert and 52 miles in bottom gear over rough going does not upset this rugged vehicle. "The Citroën provides more civilised motoring, is large enough for shopping trips with a wife and three small daughters, is fast enough to give very high average speeds on the magnificent roads of S. Africa", yet its "sophisticated suspension system irons out bumps on the dirt roads very well indeed". Spare parts



Another "Ideal Pair" owned by a MOTOR SPORT reader.

are expensive but not many have been needed, although the car has done 64,000 miles.

Next, let's hear from an enthusiast in Denmark, who owns a **Jowett Javelin** and a **Citroën GS estate-car**. He remarks that both are intelligent designs, and recalls the 1952 Jowett advertisement which read: "The Javelin is a waste of money if you don't care what a car does". He chose the estate version of the GS because it "is so handy when you have two children who tend to sleep on the way home". Incidentally, the previous correspondent is contemplating a Gilbern Invader on his return home this summer and asks for comments. Now for the ideal pair owned by a United States Air Force Officer commanding a Transportation Squadron in Suffolk. He has a 1973 **Ford Cortina GT 2000** and a 1973 **Triumph Spitfire 1500**, saying that the Ford gives enjoyable and reliable family transportation and the Spitfire has the American specifications so that it can be enjoyed in England but will be suitable for taking home to the States. Whether D.S.J. approves or not, most of our readers are family men who have to have at least one big car—but this need not lead to stogginess, a letter writer from Durham using a **4.2 Jaguar Mk. 10** for driving four-up to motor races, for holidays and the week-end runs, etc. but pairing it with a **Norton motorcycle** on which he also goes to race meetings, with his 17-year-old son on the back . . .

From another enthusiast we learn of a Lawrence-modified **Morgan Plus-Eight** and a **Reliant Scimitar GTE**, explained by the reader and his wife being hoteliers eight miles from Snetterton, which gives the gentleman his interest in sporting motoring while his wife, who is the lady chef, requires a quick and commodious car for shopping at the nearest warehouse, 20 miles distant. A vintage flavour comes into the picture with a 1930 **12/50 Alvis Cross & Ellis** tourer which has a 1971 **Volvo 145S** as its Macclesfield stable-mate. This reader says he wanted a 12/50 Carbodies two-

door sports saloon, but couldn't find one, paired with a Lotus Europa, but that the Europa was far too small, so he got an MG-B GT, changed for the Volvo with increases in family. He remarks that both his present cars have bigish engines with bags of torque and display sensible engineering—and the tale ends happily, because he has discovered most of the saloon 12/50 he covets.

Next, a letter bursting with enthusiasm, from S. Africa, where the writer has shelved his ideal of a Porsche Carrera RS Touring and a Ford Granada with 5-litre V8 engine (available from Basil Green of Edenvale) but uses with great satisfaction a **Peugeot 404** for business (his wife's favourite) and a **Ford Escort** with 2-litre o.h.c. Cortina engine and other sporting mods, the latter sold for £1,340 by the aforesaid Basil Green, who puts the big Cortina engine in BDA Escorts, of which, apparently, about 100 were imported but only a very few sold with the twin-cam engine. The ultimate gambit is to have the Cortina power unit upped to some 148 b.h.p. by Super-formance of Jo'burg, using a 3.44 diff. They are keen out there—this letter mentions a Mazda RX-2, the handling of which on dirt and tarred roads was frightening but which is being tuned with a possible 170 b.h.p. in mind . . .

A contrasting pair from Lechlade is a 1972 **Ford Mustang Mach. 1** with the intermediate 351 cu. in. engine and 4-speed gearbox, and a 1971 **VW Beetle**. Total cost, approx. £2,000 and if the Mustang gives only 14 m.p.g., there is the consolation that back in the States fuel will cost only the equivalent of 16p per gallon. To combine vintage-like, comfortable, commodious fresh-air travel on a modest budget a Sittingbourne reader uses a 1973 **Ford Granada GXL** and a refurbished pale blue 1962 **Mercedes-Benz 190SL** with hard- and soft-tops. Outlay: about £3,000.

From Chorleywood comes news of a **Peugeot 504TI** paired with a **Jowett Jupiter**, giving a combination of a large, reliable, quiet

and comfortable business saloon and an openable fun-car able to tour at 10-85 m.p.h. in top—but it's being restored at present, after 21 years and 385,000 miles. A girl from Edgware writes of a 1933 **Austin 7** bought for £20 and restored in a year for an additional £60, which now gives 40 m.p.g. of 2-star, parks easily on shopping trips with the baby's carrycot in the back (I shall probably have to hold D.S.J. down!) and which is named "Lady Clementine" after Lady Churchill, as being a dependable, characterful and beautiful lady. For business the husband has Gilberts, having had a Piper-tuned Genie and two Invaders. The present Mk. II gives 27 m.p.g. and a commendable flexibility and performance from its 3-litre Ford V6 engine. The Austin gets a good spares-service from the firm at Kirby Wiske and Gilbert Cars are reported as being very helpful. One who lives in the country at Great Dunmow has paired a 1970 **Volvo estate** and a 1967 **Ferrari 275 GTB4**. He says the cost was £5,100, which would have been under £9,000 new, which he considers superior to our choice of "that nasty Kraut duo". Having tried all the BMWs except the Alpina, this correspondent prefers the Ferrari, which, with only 12,000 miles on the engine when bought last year, never wets plugs or overheats, even in the North Circular and M1 traffic jams.

A reader living in the country near Leeds but having considerable Motorway driving to do has added a **Renault 5TL** to ownership of a rebuilt 1951 **Alvis Tickford d/h**, not having been deterred by earlier experience of an Alvis Grey Lady coupé which boiled going down hill but not up and exuded oil from the top of its steering column going over Alpine Passes. He says that his wife, who drove fast in E-type and Mercedes SL, "is quite in love with the Renault as a second car". It gives at least 35 m.p.g., with no insurance loading. This letter concludes: "My father had a 2-cylinder Renault in 1908 and that was a good car, too". **Alvises** figure in the next letter I picked out—a 1959 **3-litre saloon** owned since 1961 and an **open Speed 25** which left the factory in August 1940 and was bought in 1960. The idea here is obviously to have an open and a closed car. The same applies to a doctor in Herts., who uses a very basic 1970 **VW 1200** as a hack and for towing a 20-foot sailing sloop, and a **Morgan 4/4** for fun, the latter replacing a Mk. III Sprite. When bought, these gave some change out of £2,000. The doctor's



A Nuffield pairing—Mr. G. P. Howey's 1966 **Morris 1000 estate** and 1954 **Riley RME**. Bought second-hand, this pair cost £525 some years ago.

wife finds the Morgan comfortable on long runs and the VW has covered 50,000 miles in three years with no real problems. A Cheshire reader with 20,000 miles of mixed commuting and long runs to do each year, living five miles from a station, with three young children, solved the problem with a used **MG Midget** and a new **Peugeot 204 estate**. Both fun, both reliable, the MG used 10% less petrol; restricted engine-compartments made home-maintenance difficult on both cars. The advent of a business Triumph Dolomite killed the next development—acquisition of an open **MG-B** with overdrive and a **Peugeot 304 estate**. Given a £10,000 budget this person would go for a **Dino Ferrari** (if a set of golf-clubs would go in) and a **Peugeot 504 Family estate**, hoping to have enough change for the insurance.

From Yorkshire comes a one-make pair, namely an **Alfa Romeo 1750 Gran Sport Spider** with coachwork by Brianza of Milan and an **Alfa Romeo 1600 Sprint Speciale** with Bertone bodywork, which their owner thinks "will take some beating". Next, a letter not so much about pairs as replying to a correspondent who asked what car could replace his open Sunbeam Alpine. The suggestion is, a **VW convertible**, and this Derbyshire reader



A couple of **Alvis** cars suit Mr. J. Carew-Jones, a 1940 **Speed 25** paired with a 1959 **TD21 saloon**.

and his wife own a **VW 1300** and a **VW 1500** and have nothing but praise for Beetles. I was pleased to find a letter from Mr. A. L. Baker, whose father won the last Brooklands race. He has an **Aston Martin coupé** and an **Austin-Healey**, both on AL registrations, the former six years and 16,000 miles old, the latter 13 years and 14,000 miles used. His second pair comprises a **Citroën Safari** and a 1926 **6½-litre Bentley** with special two-seater body, tuned to about the limit, "which if nothing else brings back the aroma of Brooklands". . . .

What else? Well, there is a 1954 **Riley RME** paired with the wife's 1966 **Morris Minor 1000 estate** used in a country area of Somerset, both used cars, total outlay £525 when bought respectively 3½ and five years ago, while someone in Cheltenham recommends an **Austin Ruby** for road use and occasional trials, coupled with a season-ticket with the **Bristol Omnibus Co.**, which shows a saving of £2,400 on a reader's pairing in the **March Motor Sport**. This could, it is suggested, be donated to the "Car Salesmen's Benevolent Fund" or used as down payment on a vintage Bentley! Then we have, in Oldham, a **Volvo 144 Automatic** and a **Fiat 805 sports-coupé**, both 1969 cars bought



A. L. Baker with his immaculate pair, closed **Aston Martin**, open **Austin-Healey**.

second-hand, the Volvo taut, reliable and used for towing both a goods trailer and a boat trailer. Another writer mentions very good service in Nairobi from a **Fiat 124 coupé** and a **VW Kombi** but in England has been using a **Fiat 126 1300 coupé** and a 1965 **Norton 650 SS**. He lists five "pros" and seven "cons" for the Fiat, since sold.

Many of the Pairs Letters were about what would be purchased if Ernie or Littlewood's or the forgotten will turned up trumps. Our correspondents' dreams are mainly about **Dino Ferrari**, **V8 Aston Martin**, **Lotus Elan** and **Range Rover**. Fair enough, because we founded our pictured pairs on day-dreams. For instance, I have not got a 30/98 **Vauxhall** and will have to make-do with a much-worn 1924 **12/20 Calthorpe**, although I am now using a **Ford Consul 3000 GT**. The Continental Correspondent is practising what he preaches with an **E-type Jaguar** and a **750-c.c. Norton Commando**. Some readers felt that two cars were not enough, one quoting a three-car stable of **Bentley Continental**, **VW Caravanette** and **Triumph Spitfire Mk. IV**, another (with his brother) a recent four-car stable, consisting of **Jaguar XJ6**, **Dino Ferrari**, **Jaguar E-type V12** and **Mercedes-Benz 280SL**. Mr. N. H. Fowler of Lincoln says he is pleased I voted for a 30/98, as he would like his old one (E-373) back, although doubting its practicability in modern traffic, but that for less than £1,500 he could be happy—with his 1969 **VW Variant A 1500** backed up by a 1969 **VW Variant A**. What is clear is that lots of families think in terms of more than one car, and that Volkswagens go on appealing to many.

What has pleased me about these interesting letters is the proof that so many of our readers enjoy their motoring, at whatever price-level, and obviously intend to go on doing so in the face of encroaching restrictions—like, for instance, compulsory crash-helmets for ordinary motorcyclists. This reminds me that when told that crash-hats might become compulsory for racing, way back in the 'twenties, the late J. G. Parry Thomas is said to have retorted "If they do, I shall wear mine on my arm". (I think that, in spite of his nasty accident at Boulogne, the only time he did wear one was in the GP Sunbeam at Monthéry, perhaps out of deference to Segrave, to whom he was acting as co-driver (another ideal pair?) in conditions of abnormal ice, rain, hail, snow and fog. (Someone will now write in to remind me of how Thomas met his tragic end, of course . . .!).—W. B.

Bob Gerard looks back

THE HISTORY of the ERA in pre-war "voiturette" races has been well chronicled and widely acknowledged as one of the first tentative steps which led towards the development of Britain's post-war dominance in International motor racing. But with the immediate years following the war, the ERA was campaigned with vigour by many private entrants against the measurably more powerful and up-to-date works teams from Maserati and, subsequently, Ferrari. Those British drivers who took on the Italian teams did so in the knowledge that they had no chance of an outright victory over the opposition, unless some unexpected problems intervened, but they provided a ray of hope and enthusiasm for the patriotic British enthusiast.

Of all the post-war ERA stars, possibly the most prodigious privateer in terms of results was Leicester garage owner Frederick Roberts Gerard. Having started with Rileys at Brooklands and Donington in the 1930s, he graduated to ERAs after the war and continued to race Cooper, Maserati, Frazer Nash and Turner right up until 1961, when he retired from active participation and took up the role of entrant, a role which he maintains up to the present day. Now just turned 60 years old, Bob Gerard presides over a large garage group in Leicester, the hub of which we visited to spend an enjoyable day chatting with him about his varied career in motor racing which embraces some 38 years.

Bob Gerard took his first active part in motoring competition in 1933, but his father had been a director of Parris (Leicester) Ltd. since 1904 and actually imported some De Dion Boutons in the early years of the century with which he had participated in some hill-climbs. Bob Gerard recalls how he went "straight from school to the Land's End Trial with a Riley Monaco (they dealt with Rileys at the time) which the Guv'nor was so disgusted with that he wouldn't sell. Prior to actually going on the Trial, my father went to find out how steep Beggars' Roost was and promptly came back to the workshops where he winched up the front of the Riley to the same angle and started running the engine flat out". It's not recalled what dire effects this simulated test had on the Riley's engine!

Prior to the war, Gerard's racing was all

revolving round the Riley *marque* and in 1934 a Gamecock was purchased, followed shortly afterwards by a sawn-off Brooklands and an off-set single-seater with a two-seater body, allegedly "found in the loo at the Riley factory after they went bankrupt". Parental enthusiasm for young Gerard's racing was mixed, his father condoning it "as long as one should learn from taking part", while his mother simply worried all the time. He made his International *debut* in the Donington 12-Hours of 1936, finishing third in a race won by "Bira's" Delahaye whilst he was second in class in the 1937 and '38 Tourist Trophy with a 1½-litre car at the same circuit, sharing in the former event with Daunt-Bateman.

In 1939, they purchased an 1,100-c.c. Riley to supplement the stable (this was used after the war by Gerard's wife Joan), but with the outbreak of hostilities efforts at the Leicester business were turned towards the war effort. In 1936 Parris had sold out their substantial local 'bus interests to Midland Red and started to concentrate on commercial vehicle maintenance. They were subsequently appointed agents for Gardner diesel engines and later, when the young Foden brother split with his relatives, ERF commercials.

Immediately prior to the war, Gerard had a few outings in the sawn-off Brooklands Riley fitted with a 1½-litre TT engine at the Surrey track—"but it really wasn't much point racing Rileys at Brooklands with Fred Dixon holding sway"—and they had a couple of efforts at doing a 100-m.p.h. lap in the 9-h.p. Monaco, in sports trim. "We could get it lapping in 108 m.p.h., but couldn't get sparking plugs to last the hour without fouling up."

During the war the collection of Rileys was laid up in Leicester and, during the course of the five years, Gerard acquired a trio of ERAs from Reg Parnell, the ex-Fairfield, ex-Wilson R4A 1,100-c.c. machine, the ex-Johnny Wakefield R12B 1,500-c.c. with Zoller blower—"it didn't take long to get rid of that appendage"—and the ex-Benjafield R6B 1,500-c.c. which was bought in pieces. During the immediate post-war years Gerard alternated between R4A, fitted with a 1,500-c.c. motor, and R12B, leaving R6B to be cannibalised for spare parts when necessary.

The first post-war outing was to a static



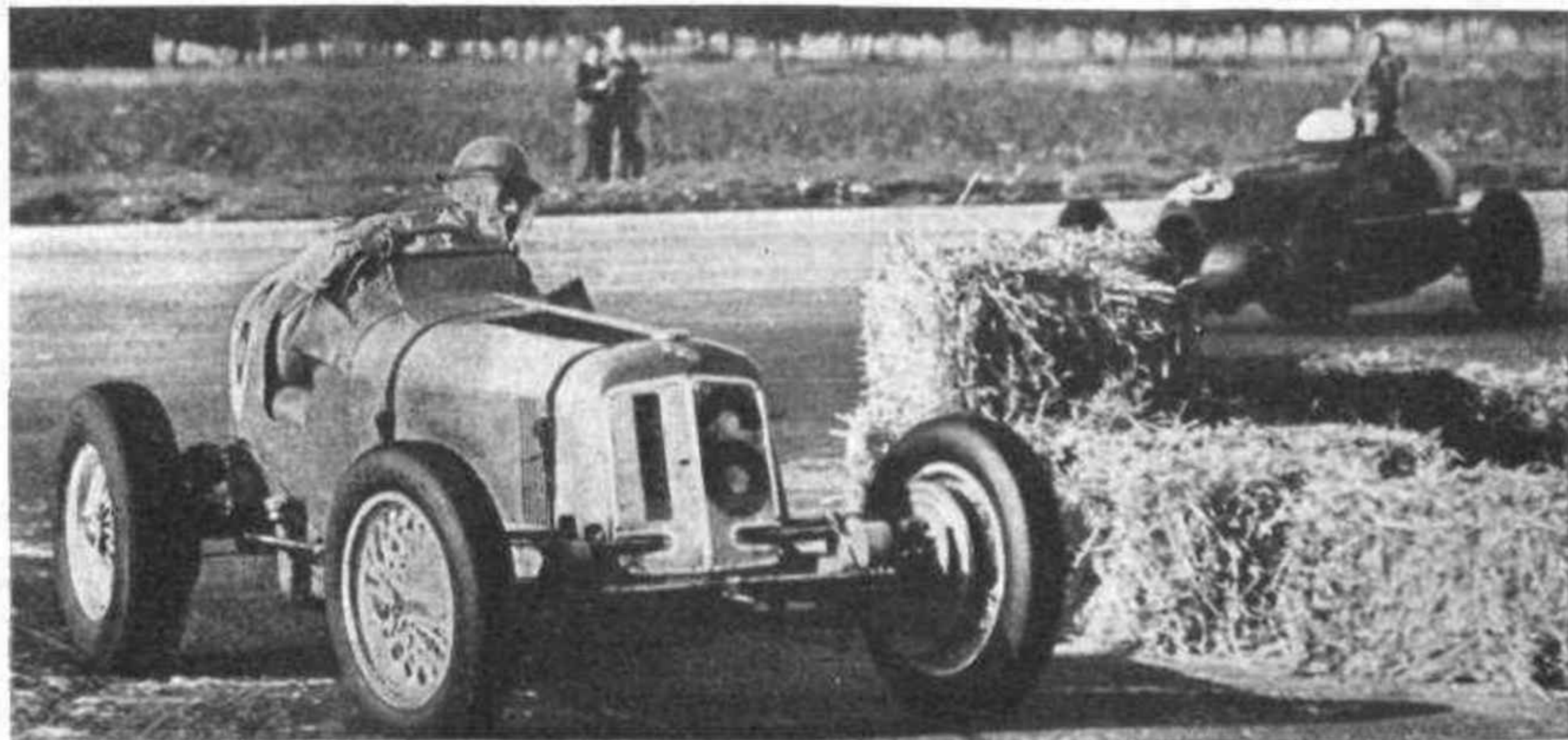
STILL ACTIVE.—Bob Gerard directs work on his F/Atlantic Surtees.

demonstration at the Cockfosters Rally where one of the ERAs was displayed, and the first actually raced was at a Cambridge University CC event at Gransden Lodge, where Gerard recalls that "I spun R4A very neatly". But it wasn't until August 1946 that Gerard took the ERA to its first serious race, the Ulster Trophy at Ballyclare; "I astonished myself by leading the first lap ahead of Bira and Parnell"; one gathers that he almost slowed as much out of deference for his exalted competitors as from the handicap of the car! He finished third.

The first foreign race he participated in was the Grand Prix des Nations at Geneva in 1946 where Gerard remembers "it was the first time we found out the delightful ERA habit of dropping its valve seats. Of course, there were endless problems with the head gasket mating the aluminium head to the iron block and, by the time the head had cooled down and we'd removed it to examine the valves, everything seemed all right. It was only when the aluminium heated up under hard work that the valve seats started playing their tricks". That event at Geneva stirs memories in Gerard's mind as the only time he ever raced against Nuvolari.

In 1947, post-war motor racing really started to get under way and Gerard mapped out an ambitious programme with his ERAs. On their first Continental outing, the Grand Prix d'Europe at Spa, Gerard shared the Zoller-blown R12B with Cuth Harrison and took fourth place behind the Alfa Romeos of Wimille, Varzi and Trossi, while "we were unlucky not to win the Grand Prix de la Marne at Reims, for Kautz's winning 16-valve Maserati blew up just after crossing the line and Chiron's Talbot ran out of petrol on the slowing-down lap. We took third place".

Back to Ballyclare for the Ulster Trophy and this time Gerard took his first fine win, taking the lead after Parnell's newer E-type ERA broke a de Dion tube and Marshall Watson, father of works Brabham Formula Two driver John, backed his Alta off the road through a hedge and was unable to continue.



Chasing round the straw bales at post-war Silverstone, Gerard heads for third place in the 1948 British Grand Prix.

Then on to the Isle of Man for the British Empire Trophy where "we won by a minute and a half after a great scrap with the other ERAs of Abecassis and Whitehead". International racing within the British Isles was very much a leisurely affair, "my family came everywhere with us, and we generally went to the Isle of Man or Jersey for a week's holiday before and then stayed on for a week after the races!"

Hill-climb successes also came his way, Gerard taking records at Stanmer Park and Bo'ness in 1947 before beating Mays' best at Prescott the following year. Then came the first of two victories in the Jersey road race, in 1948 beating the Maseratis of Abecassis, Parnell, Bira and Ansell, while the following year he splashed home to a very wet triumph ahead of Mays' similar ERA. "I won't say that I actually *liked* driving in the wet, but it seemed to be less of a handicap for me than it was for some others."

The 1948 Grand Prix marked Gerard's first major Silverstone success, taking the ERA to third behind the Maseratis of Villorosi and Ascari, while the following year contemporary reports in this journal tell of a "calm and unflurried" race to take second place in the Grand Prix behind Baron de Graffenried's works Maserati, a performance which he looks back on with great satisfaction. In the Isle of Man he again took victory, this time staying off a challenge from the promising Jock St. John Horsfall, deputising for an injured John Bolster in Bell's ERA. The season was rounded off with a lowly seventh in a sad Silverstone International Trophy marred by the death of Horsfall.

By now, even though well over the age of 30, Gerard was accepted as a top British driver and the 1950 season sent further to emphasise this reputation, the Editor recalling with enthusiasm how Gerard beat the much-vaunted BRM at Castle Combe with his pre-war car. He won the British Empire Trophy in the Isle of Man for the third time since the war, but it wasn't a hat trick for he'd failed to win in 1948, and took sixth place in the first British Grand Prix to count for the newly instigated World Championship. But the ERA was really beginning to feel the pinch from more modern machinery and Jersey told a different story that year, Peter Whitehead's 1½-litre V12 Ferrari winning the Maseratis of Parnell and de Graffenried taking the next two places. Gerard was fourth but took sixth place in the Monaco Grand Prix and second at Dundrod in the ERA, plus third place in the production car event at the Ulster circuit in a Frazer Nash assuring Gerard's name prominence at the time.

As part of the firm's business expansion, 1951 saw Parrs as Cooper dealers and, although the ERAs were retained, Gerard confined his success more to the lesser events. He took a Cooper Norton Mk. 5 to a second place at Garston near Sheffield, but the only other first places which came his way were at the wheel of the ERA in *Formule Libre* events at Garston and Castle Combe. Things revived somewhat the following year with a win in the International Trophy with the now 2-litre-engined ERA, but a Cooper-Bristol Formula Two car was subsequently purchased and it was with this that Gerard raced in British Grands Prix from 1953. He missed the 1952 race, for the first time in post-war years, but managed to qualify the little

car halfway down the grid between the HWMs of Macklin and Hamilton the following year.

The Cooper-Bristol continued to be used throughout 1954, scoring tenth place in the British Grand Prix, five laps behind the winning Ferrari of Gonzales; but, nevertheless, the first British car to pass the chequered flag. Success continued with a win in the London Trophy at Crystal Palace, while he "took over Stirling's Maserati 250F for a race at Charterhall when he wasn't available. We had Alf Francis, the whole crowd in attendance, and we kept up reputations by managing to win the *Libre* race". By this time, Gerard's wife Joan had stopped racing. "By the time she retired, she'd briefly held the ladies' record at Prescott with the 2-litre ERA and established a ladies' record at Brighton which wasn't broken for many seasons. In fact, if she hadn't dawdled a bit at the start she'd have given Ray Mays a run for his money."



HALCYON DAYS.—Bob Gerard, together with his wife Joan, after winning the 1948 Jersey Trophy.

In the mid-1950s, Gerard had to slow down his International racing with the expansion of the business and this was further aggravated by the death of his active father in 1954. "But I always tried to take part in the British Grand Prix, although I missed it again in 1955", while he started the following year as the sole Cooper-Bristol entry. Gerard then installed a Bristol engine into the rear of a single-seater Cooper for the following season, the car dubbed the Cooper BG-Bristol, "although I think it would be fairer to have called it the NBG!"

Nevertheless, as Moss and Brooks sped to victory at Aintree in 1957, Gerard survived to finish with a single championship point, even though he was eight laps on the winning Vanwall by the end of 90 laps' racing; "the only thing I can remember about that performance was the car catching fire twice and running over Horace Gould's toes in the

pits when I came in!"

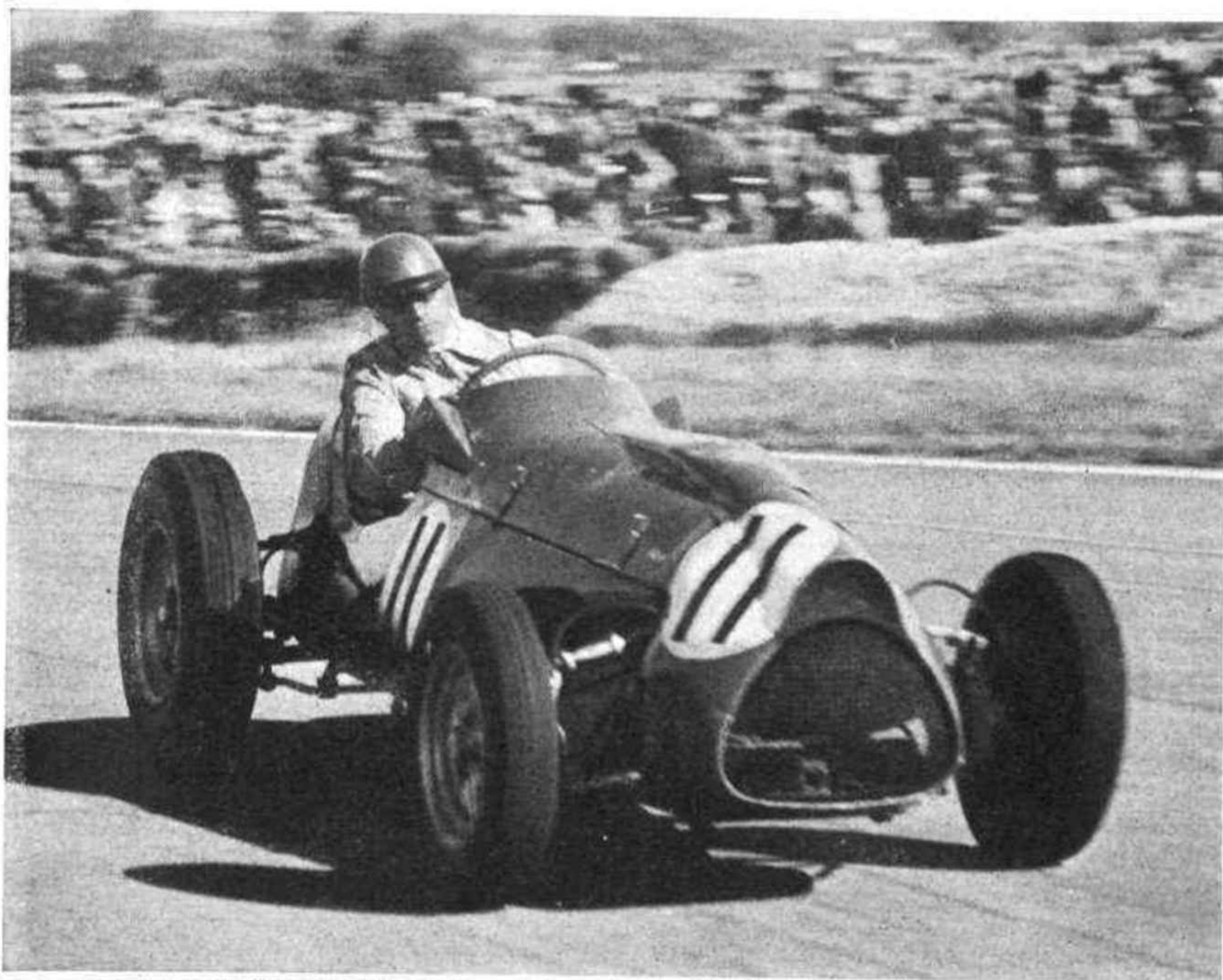
The Cooper-BG Bristol was clearly a major white elephant and "after several attempts to adapt it to run the 2½-litre on nitro-methane, which ended with the motor seizing up solid".

For the last few years of his active racing career, Gerard was an agent for Turner sports cars, so again took to the circuits to advertise the products. Using BMC A-series motors, Gerard used one of these cars to contest the 1959 *Autosport* Championship. He finished up joint winner of the overall Championship and class victor in the up-to-1,000-c.c. category. But single-seaters still provided a terrific attraction for him and, continuing the relationship sparked off by the 500 Norton car and continued with the Bristol-engined car, Gerard's last two seasons were spent with Coopers. He handled a Formula Junior up until the 1961 season "when I went straight

out at Snetterton and piled it straight into a bank".

Gerard recalls that he hadn't any pre-conceived ideas about just when to retire, "but I thought 'if you can't do better than that, then you'd better stop'. The fact that, later on, they found that all the tyre pressures were wrong didn't alter my decision. Once having said I was going to stop, I felt it best to stick by my word."

But simply because Bob Gerard, then almost 50 years old, chose to stop racing, didn't mean the end of his team. He maintained a push-rod Ford-engined Cooper for his mechanic John Taylor and continued to enter him in races up until 1965 when he left to drive for John Bridges. Then came John Rhodes in an FI Cooper-Climax before the Formula Two days started as entrants of the works Cooper for Bob Anderson. This gave way to FVA-powered cars for Peter Gethin



At the wheel of his Cooper-Bristol, Gerard in action at Goodwood.

and Mike Beckwith in 1967—"but they handled disastrously"—and that project came to an end quite quickly.

Shopping round for a chassis after the end of the Cooper deal brought Gerard to the door of Colchester Racing Developments—"they were prepared to do a deal for us to run two works-supported Merlyn Mk. 12s"—and thus the 1968 season was settled. But, again, the Merlyn deal proved to be one of those proverbial "good ideas at the time", but there were

at least plenty of drivers taking it in turn to prove the point: Cardwell, Beckwith, Stiller, Hart, Powell, Walker, Julian Gerard (a second cousin), Rollinson, Gaydon, Walker, van Lennep and Hezemans all having a try until "Mr. Bob", as he was by now affectionately known by the team, was prevailed upon to buy a second-hand Brabham BT23C in the middle of the 1969 season. The upshot of that development was that Robin Widdows won the Monza Lottery and Brian Hart beat

the BMW team at Hockenheim within a couple of weeks of each other.

Thus encouraged, Gerard Racing laid plans to run a pair of Brabham BT30s for Hart and Gaydon in 1970, but the intervention of Henri Pescarolo and his lack of mechanical sympathy plus another big engine disaster resulted in the team curtailing its activities before the end of the year. Hart subsequently drove one of the BT30s on odd occasions in 1971, but that seemed the end of Gerard Racing on the International scene . . . for the time being.

"Mr. Bob's" pretty secretary Maggie Morris, herself a keen racing enthusiast, had become engaged to the firm's chief mechanic Bob Salisbury and the pair of them shared an FF Merlyn before getting married during 1970. With the old F2 Brabham still lying around, Gerard decided to give Salisbury his chance in a few *Libre* events in 1971 and subsequently purchased a new Brabham BT35 to use in Formula Atlantic last year. A promising first season, in which Salisbury finished fourth in the Yellow Pages Championship, prompted Gerard to purchase a brand new Surtees TS15 for this season, and it's the team's intention to run in some selected Formula Two races as well.

Motor racing in Gerard style is now very much a "family" affair with Robert working in the garage during the week and his wife still helping "Mr. Bob" in the administration of the large Renault dealership which Parrs now hold. But at the weekends, the caravan is packed as well as the transporter and it's off to a race meeting, with "Mr. Bob" rolling up his sleeves to work on the car with just as much enthusiasm as he shows in reminiscing over his racing days. Whether it be as post-war Grand Prix driver or contemporary entrant, Bob Gerard is still a familiar face to many and shows no indication of giving up his consuming involvement in the sport.

A.H.

VALLELUNGA—continued from page 489

transverse aerofoils on the replacement tail covers. The Ickx/Redman car was five laps behind the leading Matra after the first hour of racing, seemingly right out of contention, and when the Matras outran the Ferraris by five or six laps before refuelling, the blue cars were first and second for a while.

With all the first pit stops completed Beltoise led the race by 35 sec. from Pace, Larrousse and Reutemann, the Gulf-Mirages holding fifth and sixth places a lap behind. Pescarolo had shadowed Merzario very closely for 59 laps without finding a way past, and now Larrousse had exactly the same problem with Pace—after five laps he managed to overtake, but had made contact with the Ferrari and needed a pit stop to tape the damaged nose section, losing two laps.

Soon before half distance all three Ferraris had lost a little time in the pits having their tail covers changed, and at the three-hour mark Cevert/Beltoise had completed 148 laps,

Pace/Merzario and Schenken/Reutemann 145 laps, Hailwood/Schuppan and Pescarolo/Larrousse 144 laps, and Ickx/Redman 142 laps.

A change in race order was imminent, for on his 149th tour Cevert went slowly to his pit with blue smoke hanging in the air behind the Matra. All the oil had escaped so more was put in and Cevert was sent out again, but he didn't complete the lap.

With the half-distance pit stops completed Schenken, Hailwood and Pescarolo were on the same lap, in that order, with the Matra gaining ground and visibly handling better in the tight corners.

The Gulf-Mirage lost its transmission, joining in retirement the Bell/Ganley car which had been side-swiped by a Chevron and sustained broken rear suspension. At 200 laps Pescarolo caught Schenken, but the Australian wasn't going to make it easy for him to overtake and for several laps the two cars ran nose-to-tail.

Matra team manager Bernard Boyer brought his car in and put Cevert into the driving seat, and when the leading Ferrari made its pit stop the French car went into the lead, Cevert leading Reutemann by 19 sec. and pulling away. Merzario's car had dropped a lap needing another change of tyres, Ickx and Redman were still making up time, but the contest was now between Cevert and Reutemann as the race went into its closing hour. The Matra established a lead of 38 sec. then held steady, Cevert being far too experienced to throw the race away unless something happened to his car, and it was Reutemann who had a last-moment upset when his Ferrari needed more fuel only three laps from the finish dropping him to 60 sec. behind.

Naturally the French team was overjoyed to have beaten Ferrari at the first encounter for more than two years, and the result can only be good for the somewhat tarnished image of long-distance racing.—M. L. C.

Results: VALLELUNGA 6 HOURS—Groups 4 and 5—Autodrome Vallelunga—Dry—March 25th

1st : H. Pescarolo/G. Larrousse/P. Cevert (Matra-Simca—3-litre V12)	..	Group 5	Entrant: Equipe Matra-Simca, France	..	..	929.63 kms.—154.94 k.p.h.
2nd : C. Reutemann/T. Schenken (Ferrari 312P—3-litre flat-12)	..	Group 5	Entrant: Ferrari SEFAC, Italy	..	..	927.06 kms.
3rd : J. Ickx/B. Redman (Ferrari 312P—3-litre flat-12)	..	Group 5	Entrant: Ferrari SEFAC, Italy	..	..	926.16 kms.
4th : C. Pace/A. Merzario (Ferrari 312P—3-litre flat-12)	..	Group 5	Entrant: Ferrari SEFAC, Italy	..	..	922.04 kms.
5th : R. Joest/M. Casoni (Porsche 908/3—3-litre flat-8)	..	Group 5	Entrant: Joest Racing, Germany	..	..	871.62 kms.
6th : R. Wisell/J.-L. Lafosse (Lola-Cosworth T282—3-litre V8)	..	Group 5	Entrant: Equipe Gitanes/Ecurie Antar-Filipinetti, France	..	..	858.69 kms.
7th : G. Follmer/W. Kauhsen (Porsche 911 Carrera—2.8-litre flat-6)	..	Group 4	Entrant: Martini Racing/Porsche KG, Germany	..	..	804.66 kms.
8th : G. van Lennep/H. Müller (Porsche 911 Carrera—2.8-litre flat-6)	..	Group 4	Entrant: Martini Racing/Porsche KG, Germany	..	..	803.27 kms.
9th : C. Haldi/J. Fernandez (Porsche 908/3—3-litre flat-8)	..	Group 5	Entrant: Porsche Club Romand, Switzerland	..	..	731.56 kms.
10th : G. Morelli/M. Nesti (Chevron-FVA B21—1.6-litre in-line 4)	..	Group 5	Entrant: G. Morelli, Italy	..	..	725.10 kms.

Fastest lap not given — 22 starters — 12 finishers.

Book Reviews

"Fangio" by Denis Jenkinson. 143 pp. 9½ in. × 7½ in. (Michael Joseph Ltd., 52 Bedford Square, London, WC1. £3.00.)

This is a pictorial, landscape-shaped complete record of the career of Fangio, from his childhood and early races in the Argentine with Buick Special, Overland Special (using, I think, ¼ or ½ elliptics in place of the transverse front spring!), and Ford Special, right through his great road racing days with Chevrolet, Maserati, Alfa Romeo, Ferrari, BMW and Mercedes-Benz cars, to the making of the Hugh Hudson/Giovanni Volpi film of his life. The pictures are mostly from the film "stills", punctuated by those of other drivers whom Fangio admired and raced against, and what text there is comes from extracts from the film-script, with erudite asides by D. S. Jenkinson.

The result is a most effective book, ending with pictures of Fangio as he is today and during the making of "his" film. We see Fangio winning (frequently), Fangio losing (sometimes), Fangio crashing and in hospital, Fangio anxious, earnest, concentrating and thoughtful. It is better than reading thousands of words about one driver—and Fangio books have been published, anyway. It is mostly action, all the way through, with Fangio's sage commentary and excellent depiction of the racing of his time. Would that we could witness such motor-racing today!

The book contains a number of colour-plates and a full list of races in which this greatest of recent-time drivers took part—a great many, and on how few occasions the *maestro* retired!

This is a treatment which might very profitably be adopted in recording the histories of other top racing drivers, but then not all of them merit a full-length film! Incidentally, "Fangio" had as its overall technical adviser "D.S.J.", MOTOR SPORT'S Continental Correspondent. Let's hope the local cinemas soon release it!—W. B.

"Know Thy Beast" by E. M. G. Stevens. 193 pp., 8½ in. × 5½ in. (The Vincent-HRD Club, 102a Doddinghurst Road, Brentwood, Essex. £1.65.)

The high-powered motorcycle is being ridden by some discerning car owners these days, as a means of seeking and finding fun and much fresh air. So this book about the post-war Vincents, written by a rider who has owned a 1950 Series C Rapide since 1953 which he has used for 160,000 miles, virtually trouble-free, should be of value to those who find this sort of motoring sport centres around a good Vincent.

This is really a service manual, compiled from articles originally serialised in the Vincent-HRD OC *M.P.H.*, but completely

revised. It contains a great deal of information on restoration and maintenance of Series B, C and D Vincent motorcycles. It is only available to members of the Vincent-HRD Club but there is nothing to prevent an owner who requires it from joining. It contains some advertisements but is adequately illustrated with photographs and diagrams and covers electrical matters, both Miller and Lucas.—W. B.

"Castrol Motorcycle Racing Manual". Edited by Mike Micks. 120 pp. 8½ in. × 5½ in. (PSL Ltd., 9 Ely Place, London, EC1N 6SQ. £1.50.)

Here is an excellent insight into how the two-wheeler racing and competition world functions. Excellent and very exciting action pictures abound and writers of the calibre of Dave Amos, John Brown, Chris Carter, Vincent Davey, Neville Goss, Rod Gould, Doug Hale, Frank Perois, Barry Sheen and Jim Swift expound, for the enlightenment of interested car competition folk. There are illustrated biographies of 26 leading riders and details of the major UK race circuits, results of Formula 750 since 1969 and some useful Trade names and addresses.—W. B.

Everyone who owns a post-war, or Crewe Bentley, or any Bentley for that matter, should be a member of the Bentley DC. If they were, they would have received a remarkable booklet, one of those extremely conscientious and comprehensive histories of these cars compiled, after infinite research into old Company records and other archives, by the club's inimitable President, Stanley Sedgwick. This publication, in similar format to that of the *Bentley Drivers Club Gazette*, is called "Twenty Years of Crewe Bentleys, 1946-1965." Published with the authority of Rolls-Royce Motors Ltd., it runs to 52 pages, 5½ in. x 8½ in., and is packed with data—production figures, where the cars went, the coachwork fitted, prices when new, road-test summaries, specifications, chassis numbers with delivery dates, technical modifications, etc. The types covered are the Mk. VI, R-type, R-Continental, S1, S2 and S3, with articles on the R-R Silver Dawn. If any are left, those non-members may be able to obtain a copy, for 50p (two dollars or equivalent, if overseas) from the Bentley Drivers Club Ltd., 76a High Street, Long Crendon, Aylesbury, Bucks. But hurry! If the publication is restricted to members only, it would be worth joining for this data alone!

Those interested in souping-up or otherwise equipping their Fords as rally or fast road cars cannot do better than obtain a copy of the "Ford Rallye Sport" book, which is a book-cum-catalogue about tuning, using the Ford AVO parts available for Escort, Capri, Cortina and Taunus models. With explanations of how to go about increasing the power and improving the road-holding, etc., notes on Ford's European drivers, a 1973 fixture-list, racing and rallying with Mexicos, etc., and lots of pictures and a colour-cover, this is just the job, and good value, at 50p. This "Ford Rallye Sport" book measures 11½ in. × 8 in.,

has 58 pages, and you can obtain it from any Ford Rallye Sport Dealer, here or on the Continent.

"Profile No. 7" is by Michael Sedgwick and covers The Facel Vega, in its 1954/62 FVS HK 500, Facelia and Facel II versions. This makes a highly-interesting study, well illustrated as is usual with these 50p folders, while the author treats us to a discourse on the French *grand routiers* and how Jean Daninos sought to revive their grandeur with his Facel Vegas.

Thomas Nelson & Sons Ltd., 36 Park Street, London W2Y 4DE, have published a pictorial booklet of simplified tune-up instructions for 1965-1971 Volkswagens, priced at £1.45.

CARS IN BOOKS

USUALLY these references to cars which figure in non-motoring books are based on what I come upon in old volumes found on library shelves, or lent or donated by sympathetic readers. What follows, however, is based on a recently-published book, "Rose Macaulay—A Biography" by Constance Babington Smith (Collins, £3.25). This excellent book about the famous writer Dame Rose Macaulay not only contains interesting references to her motoring but the thoughtful publishers have included the motoring references in the index. The author is known to me as the writer of a very worthwhile book about Amy Johnson. In her present book she shows Rose Macaulay as a dangerous driver who enjoyed speed. Dame Macaulay seems to have become well acquainted with motor cars by 1905, although still using only a bicycle herself. In that year she wrote an amusing ballade about a motoring expert who took some friends for a drive in an inferior make of car. Incidentally her mother, as a young woman married to a Rugby assistant-master, used to ride with her husband on a double-tricycle bought second-hand for £12 in Coventry in 1880, which could average some four m.p.h. and on which they made trips of up to 25 miles.

Rose's first taste of real motoring came in 1929/30 when she went for a long and arduous American tour in Will Macaulay's Essex. This is described as a "four-seater" but a picture shows it to have been a typical Essex "coach" or saloon of the period, with the rounded-top radiator.

Rose Macaulay based her book "Staying With Relations" on this tour, with reflected praise for the Essex, which had survived well in spite of losing a rear wheel, springing a leak in its radiator so that a pint of water per mile was lost, and boiling at other times. Compared to other cars encountered in Texas, presumably Model-T Fords, the Essex seemed very superior. By 1934, when she wrote "Personal Pleasures", she devoted three essays in the book to cars, although at the time her personal ones had been merely an ancient, worn-out Morris, which was noisy, thirsty and eventually couldn't climb Primrose Hill in second gear, and the year-old Morris Ten with which it was replaced.

She seems to have taught herself to drive and, following the American trip, was apt to do so largely on the wrong side of the road! There are many references to her bad driving in this book but the makes of her later "succession of cars" are not given, which is a pity, as they are described as being "usually an obsolete model" which "became part of her personality". Incidentally, there is confirmation that Michael Arlen had a Rolls-Royce and not an Hispano-Suiza, in spite of having made his fortune with a novel about the latter make.

I find it especially interesting that Rose Macaulay wrote so scathingly, in the feature "Marginal Comments" which she wrote for *The Spectator*, about racing driver Lord de Clifford's trial before the House of Lords for manslaughter following a road accident, that he sued for libel, which cost the paper £600. Some time ago the Frazer Nash Section of the VSCC published in its *Gazette* an interesting account of the case, as Lord de Clifford was driving a Frazer Nash when the accident happened. But I do not suppose they were aware of Rose Macaulay's attack on the acquittal. Ironically, she had a serious accident herself when on a tour of the Lake District in her aged Morris, in 1929, and she appeared frequently in Court for parking and other offences. At other times she used her column to condemn traffic congestion in London, but Lord de Clifford's acquittal lingered in her mind and she based her book "I would be Private" on it. So here is some more motoring fiction for us to read. . . .

It would be unfair, from a book which is in current circulation, to quote further, except to say that it reveals that Dame Rose Macaulay apparently flew only once in a private aeroplane, Hamish Hamilton's Klemm, from Heston . . . "it had only one magneto and no Certificate of Airworthiness . . ." Those who enjoy the crafts of motoring and writing should read this new book.

* * *

A number of new facets about motoring can be gleaned from "They Didn't Declare It" by H. J. Browning, OBE (Harrap, 1967), a copy of which a reader kindly left on the bonnet of the BMW 2500 when I was at the VSCC Pomeroy Trophy Meeting. As the title suggests, this is a book about smuggling, by a former Deputy Chief Investigations Officer of HM Customs and Excise.

Apart from being exciting reading in itself, the book refers to a number of cars, the most interesting being the sports/racing Delahaye DUV 870, in which a racing driver smuggled more than 3,000 watches into Newhaven in 1950, the car having been raced by Gordon, who had a Lancia in London for which similar special petrol tanks had been made. Both racing drivers, and Mrs. Noreen Harbord whose Chrysler laden with 7,742 illicit watches valued at about £30,000 had caused the Customs men to become suspicious, were arrested. Gordon was imprisoned for two years, but the other driver was acquitted and the Delahaye returned to him, minus its fake fuel-tank—there are pictures of the car before and after the Customs men had dealt with it.

The author's car was a humble Austin Ten, but he nevertheless contrived to do some quite

fast journeys in it, notably one from his home at West Byfleet (called West Weybridge in Brooklands days) to Hurn Airport in intermittent fog, to apprehend a BOAC Captain who was smuggling gold, which should please members of the Austin Ten DC! There is mention of a Daimler 15 used for smuggling tobacco by using boxes to fit on the top of its engine. This is one for the Daimler and Lanchester OC, because the owner concerned, who ran a store in Devonport and lived in a bungalow in Plymstock, also, in 1940, had "an almost new Lanchester 10". The boxes did not fit the Lanchester and although the Daimler was traced to Tavistock it was not seized, as the Lanchester was, as it had changed hands. Among other cars which this interesting book mentions, as having been used for smuggling, are "a big Morris" owned by a German who kept it in Belfast in 1933 and had an Austin 16 in London, using both cars for concealing cigarette lighters, the Buick and Packard cars of an American named Hidden who set up in the mid-thirties as an importer of used cars into this country, declaring them at abnormally low values—he had brought in at least 22 cars when he was arrested in the West End of London—and "two large old Buick cars, each sporting a GB plate", which a man named Morris used for watch smuggling in 1949, driving them on the *carneys* then required, on journeys between London and the Continent. These were, indeed, pre-war Buicks, whose "heavy chassis and capacious wings and body were admirably suited to smugglers . . .". The same gang also used a couple of Citroëns for the same purpose. The Buicks had false floors to their luggage-boots, in which more than 10,000 watches could be concealed. Incidentally, the "big and old" Chrysler which the previously-mentioned ex-debutante Mrs. Harbord, friend of the racing drivers used, had "a dummy battery case and a sealed-off part of the petrol tank", besides having watches concealed in the upholstery and in hollow members of the chassis. It was broken up for spares, a process witnessed by two Customs Officers. One perceptive observation by the author is that when the Delahaye was impounded, its driver, an experienced racing man, who had driven the hundred miles from Paris to Dieppe, had apparently not noticed the effect of an extra 2 cwt. over the back-axle!—W. B.

TRACTION ENGINE RALLIES

THOSE who enjoy traction engine rallies, which often have attendant vintage car displays, should make a note of the following dates:

May 19th/20th, Basingstoke Lions Club rally, Brighton Hill, Basingstoke; May 19th/20th, Medway Festival of Steam, Gillingham, Kent; May 26th-28th, Grand Steam Rally, Picton, near Hitchin; May 27th/28th, Welford Steam Rally, Husbands Bosworth, Leics. May 27th/28th, Rally at Burton Constable Hall, E. Yorkshire; May 27th/28th, Beaulieu Steam Festival, Hampshire; May 27th/28th, W. Wycombe Steam Scene, Bucks.; May 27th/28th, Rally at Strumpshaw Hall, Norwich; June 2nd/3rd, Tynedale Park Steam-Up, Corbridge, Northumberland; June 2nd/3rd, Olde Tyme Steam Fayre, Cardiff.

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WIDE RADIALS

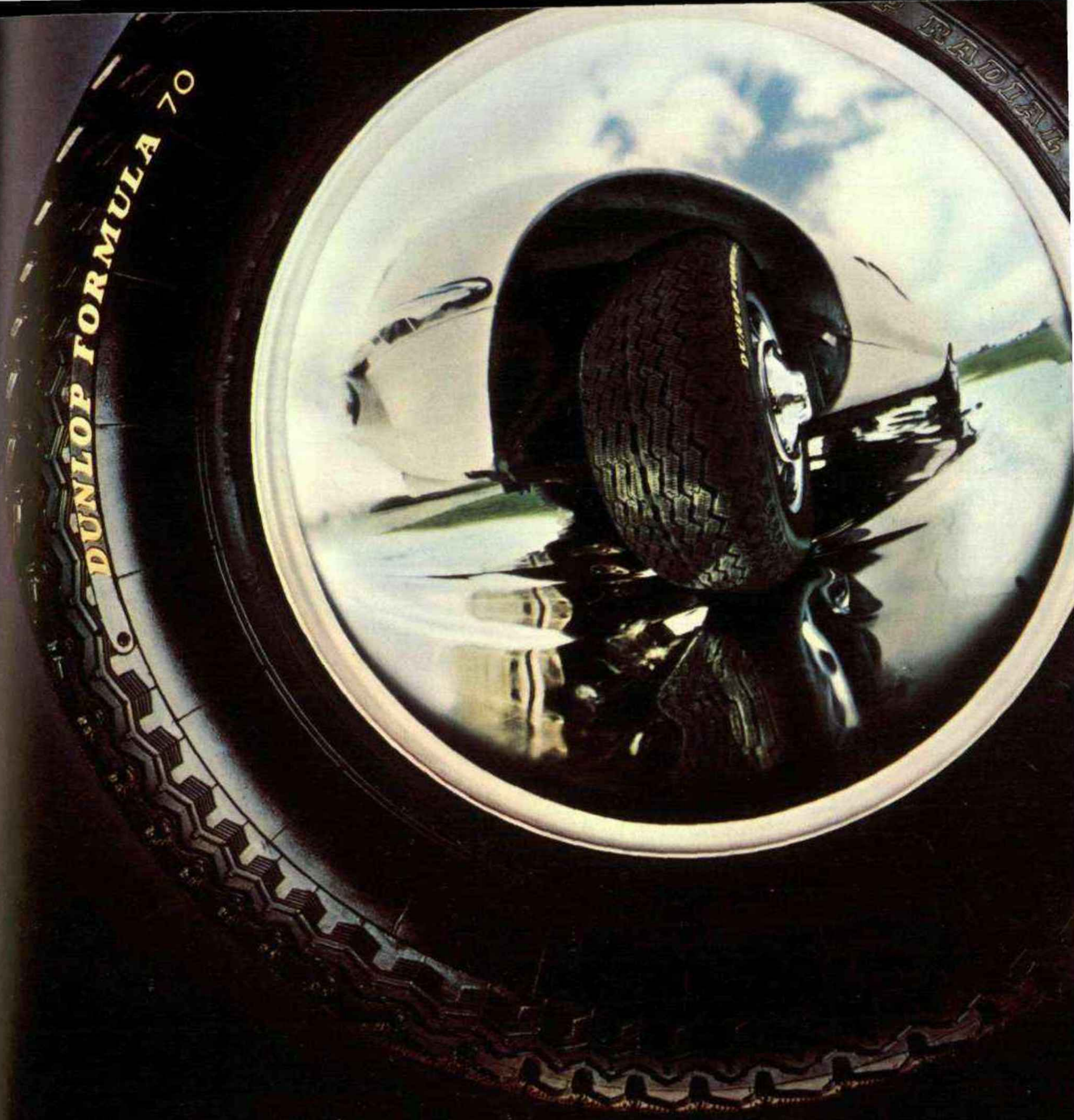
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HILLMAN	All current models except HUNTER GT
HONDA	N600
HUMBER	SCEPTRE
JAGUAR	All current models
JENSEN	All current models (Inc. JENSEN-HEALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA EUROPA TWIN CAM
MAZDA	1300 & ESTATE RX2
MERCEDES	200/8, 220/8, 200D/8, 220D/8, 230, 250 & 250 CE, 250S, 250SE, 280S/8, 280SE/8, 280SEL/8, 280SL/8, 300SEL/8, 350SL
MG	B & BGT
MINI	All current models
MORRIS	All MARINA models 1800 MK II
NSU	1200 C, Ro 80
OPEL	All current models except KADETT 100 CARAVAN 1200 CARAVAN & REKORD CARAVAN
PEUGEOT	404, 504
PORSCHE	All current models except 911T
RELIANT	SCIMITAR GTE
RENAULT	12 SALOON, 15, 16
ROVER	2000, 2000TC, 3500, 3500S
SIMCA	All current models except 1301 ESTATE, 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI & ESTATE and 1300 & 1300TC
TOYOTA	All current models except COROLLA ESTATE CORONA 2000 CROWN CUSTOM ESTATE
VAUXHALL	All current models
VOLKSWAGEN	All current models except KARMANN GHIA
VOLVO	144, 1800ES
WOLSELEY	18/85 MKII

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MONZA 4-HOURS ETC

Niki Lauda/Brian Muir won the first round of the European Touring Car Championship in the lone BMW-Alpina 3.0 CSL. Muir, left, hurtles the 330-b.h.p. BMW round Lesmo. Their average speed of 202.862 k.p.h. (126.06 m.p.h.) made this the fastest-ever European saloon-car race. Jochen Mass/Jody Scheckter in the sole-surviving works Capri RS (bottom left) finished second, delayed by a chaotic pit stop. Toine Hezemans/Dieter Quester in one of two works BMW CSLs (pictured at the Parabolica, bottom right) retired with suspension problems. Third and fourth, several laps behind, were the ex-works Capris of Ruiz-Gimenez/Mesia and Kautz/Krebs, shown below in reverse order. The works Capris of Jackie Stewart/Dieter Glemser, Mass and Scheckter set a shattering 130-m.p.h. pace as they led for over 80 laps, one lap ahead of Lauda/Muir, until Mass/Scheckter were delayed and Stewart's car broke its camshaft.





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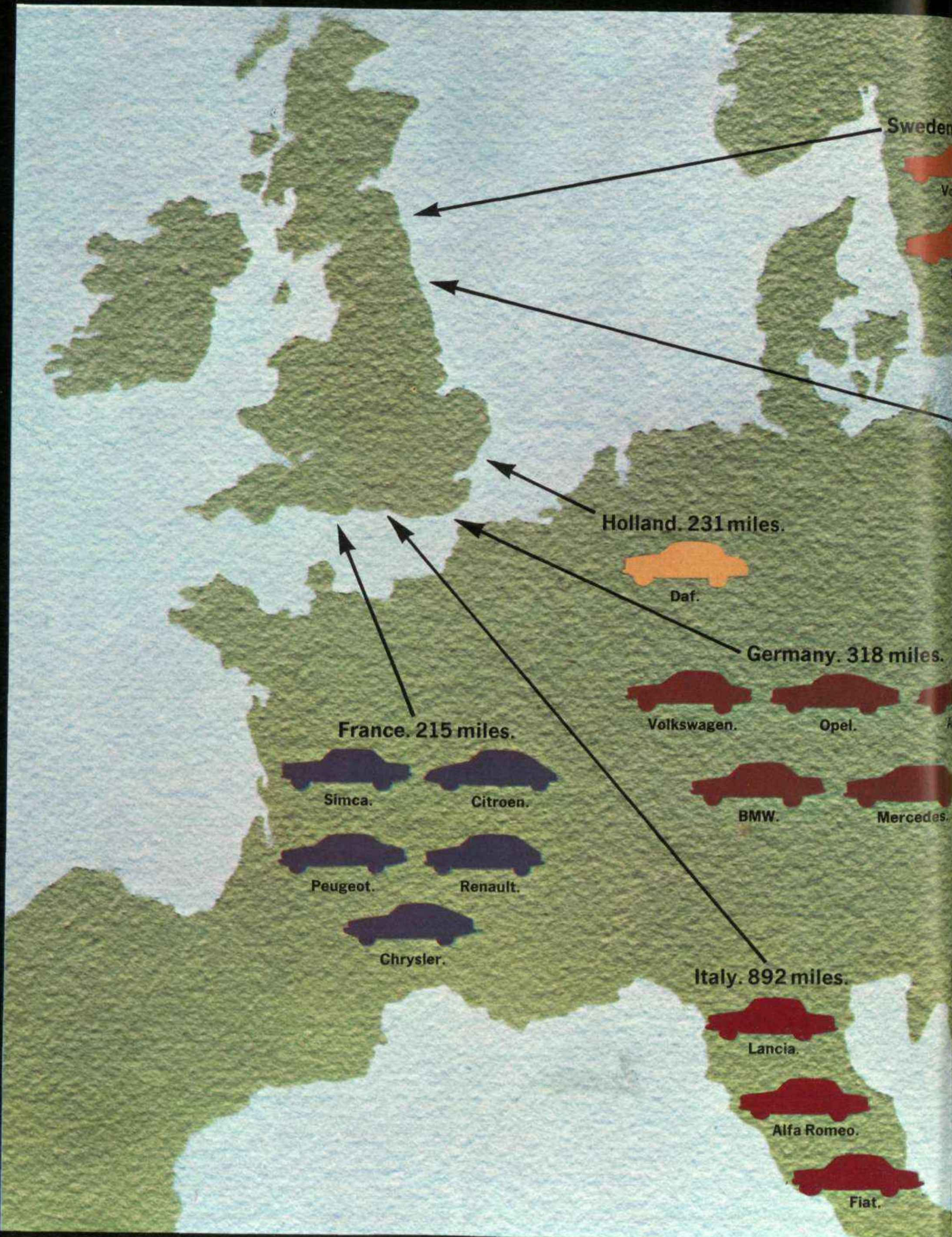
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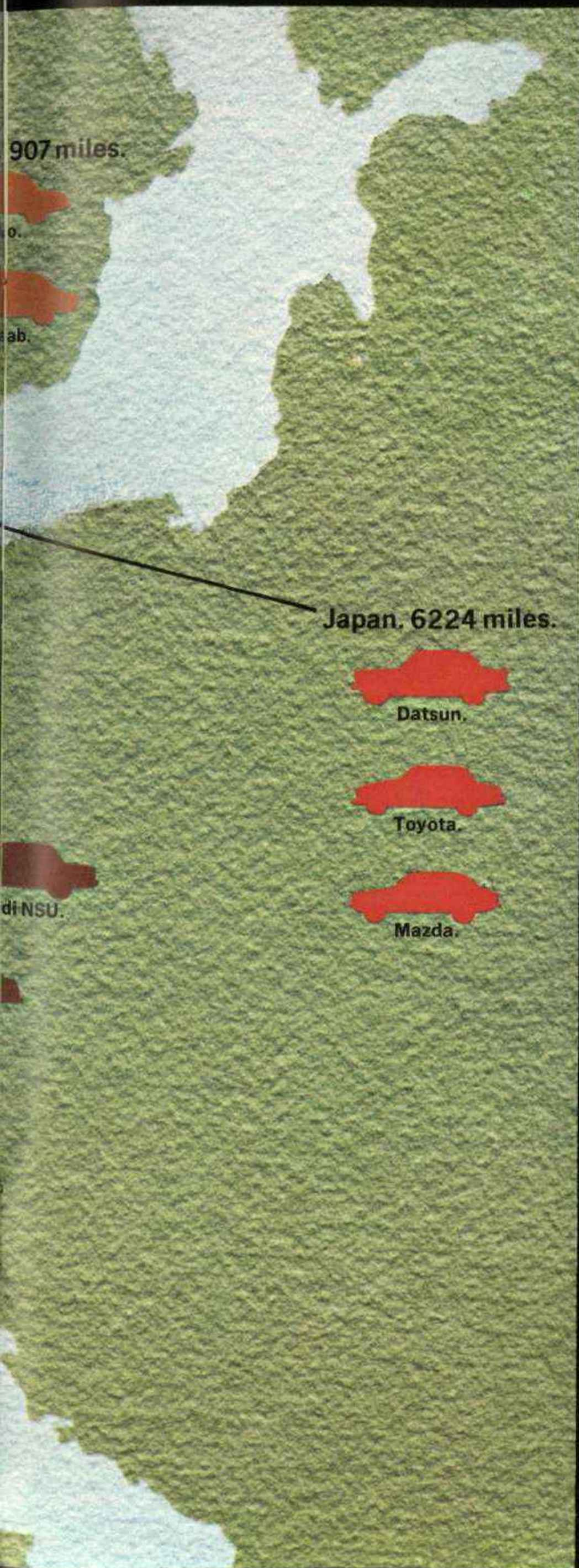
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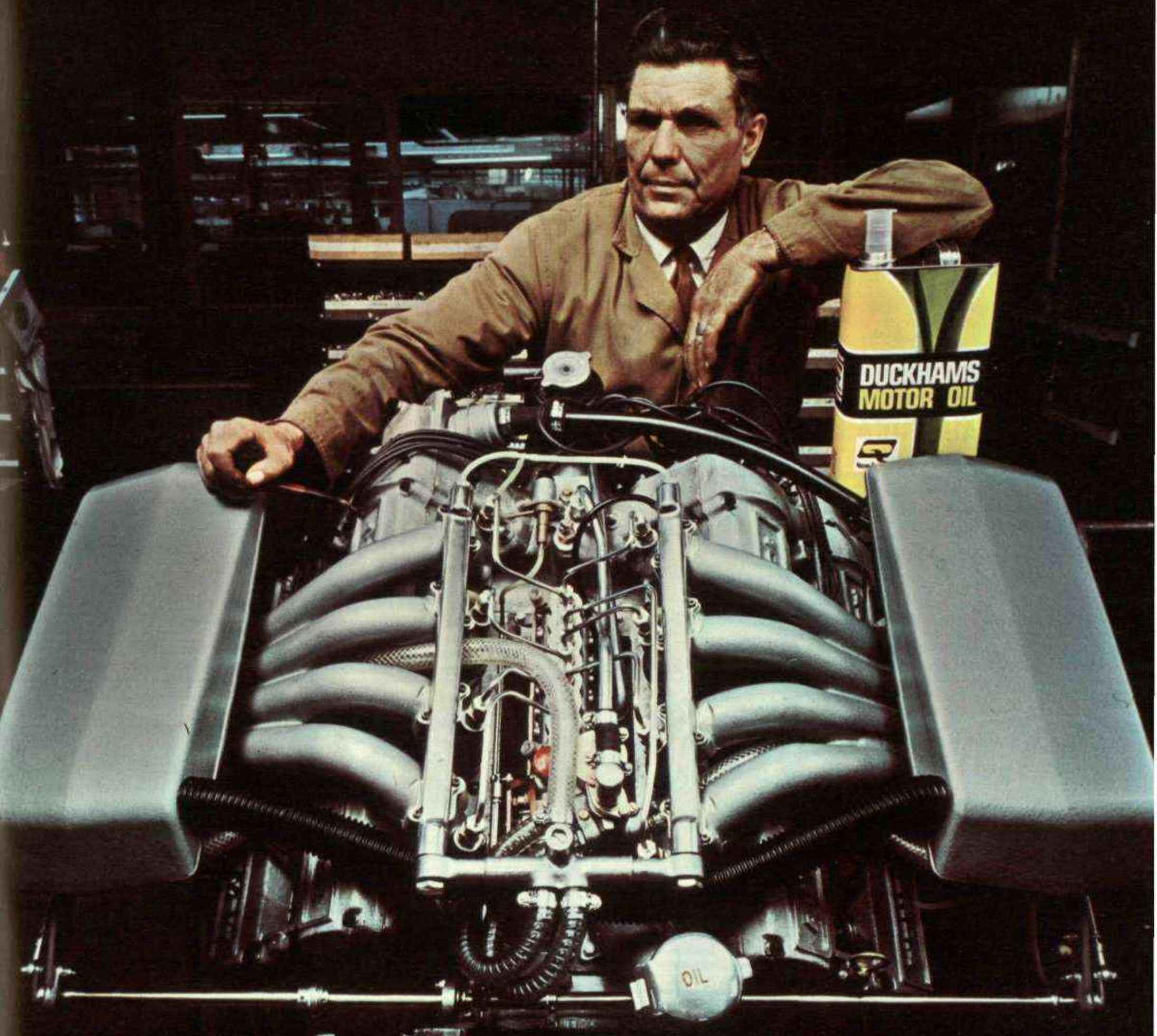
LE MANS TRIALS

SOME three months before Les Vingt-Quatre Heures du Mans in midsummer, entrants are traditionally invited to test their cars on the 13.64-km. circuit. This year few prototypes were running, but Gulf Research Racing took the opportunity to run a new streamlined version of the M6 powered by the new, as yet unraced, Ford-Weslake V12 engine. Ford designer Len Bailey has styled the low-drag body (*above*), intended to give the car a maximum speed of 220 m.p.h. along the Mulsanne Straight. A batch of faulty petrol pumps ruined the test run, but towards the end of the session the car was made to run properly and Derek Bell recorded 3 min. 56.5 sec., while Beltoise in a Matra MS670 was 20 seconds faster. A 4-hour race on Sunday was won by Van Lennep: Müller in a works Porsche 911 Carrera (*right*), which proved considerably faster than the Ferrari Daytonas in the Grand Touring category. A British entry from JCB was the Ferrari (*below*) which finished sixth in the hands of Green and Corner; in June Graham Hill is expected to drive this car.



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DUCKHAMS



TROPHEE PAUL RICARD

THE OPENING ROUND of the European 2-litre Sports-Car Championship was held at the Circuit Paul Ricard in April. Above is winner John Lepp in the Red Rose Racing Chevron B23, making his *debut* drive for the team, and scoring his first International victory. Competing in European competition for the first time was the BMW-engined March 73S, the works-assisted car (No. 30) being driven by Dutchman Toine Hezemans. Also making its *debut* was the Chevy-Cosworth-engined GRD S73 (No. 4) driven by John Miles. Both cars retired with engine problems, as did the new Osella Abarth PA 1 (No. 1) of Arturo Merzario, and the works-entered Barclays International Lola T292 (No. 12), which Guy Edwards put on pole position; Edwards retired after comfortably leading the first heat.





You're never too old for this sort of thing.

inclusive of car tax and V.A.T. (seat belts, delivery and number plates extra). Optional automatic transmission available on Mini 1000, Clubman Saloon and Clubman Estate. Recommended price £105* extra. †Motor Maga

The Mini has always been a young car.

It's something to do with the fun of driving it, and a lot to do with the cost of buying it (from £692*) and running it (42 miles to a gallon of three star†).

But the Mini doesn't appeal only to the young. Its character has made it popular with every age of man and woman.

For instance, the comfort of the Mini's seats, the softness of its carpeting and upholstery endears it to any body that's taken a few knocks in life.

The performance of its transverse engine and the roadholding of front wheel drive can add excitement to any journey that's become routine.

There are now five Minis in the range, from the 850 to the 1275 GT, and over three million have been bought.

By the young of all ages.

Visit your Austin or Morris Showroom and take a Mini out for a test drive.

It could take years off you.



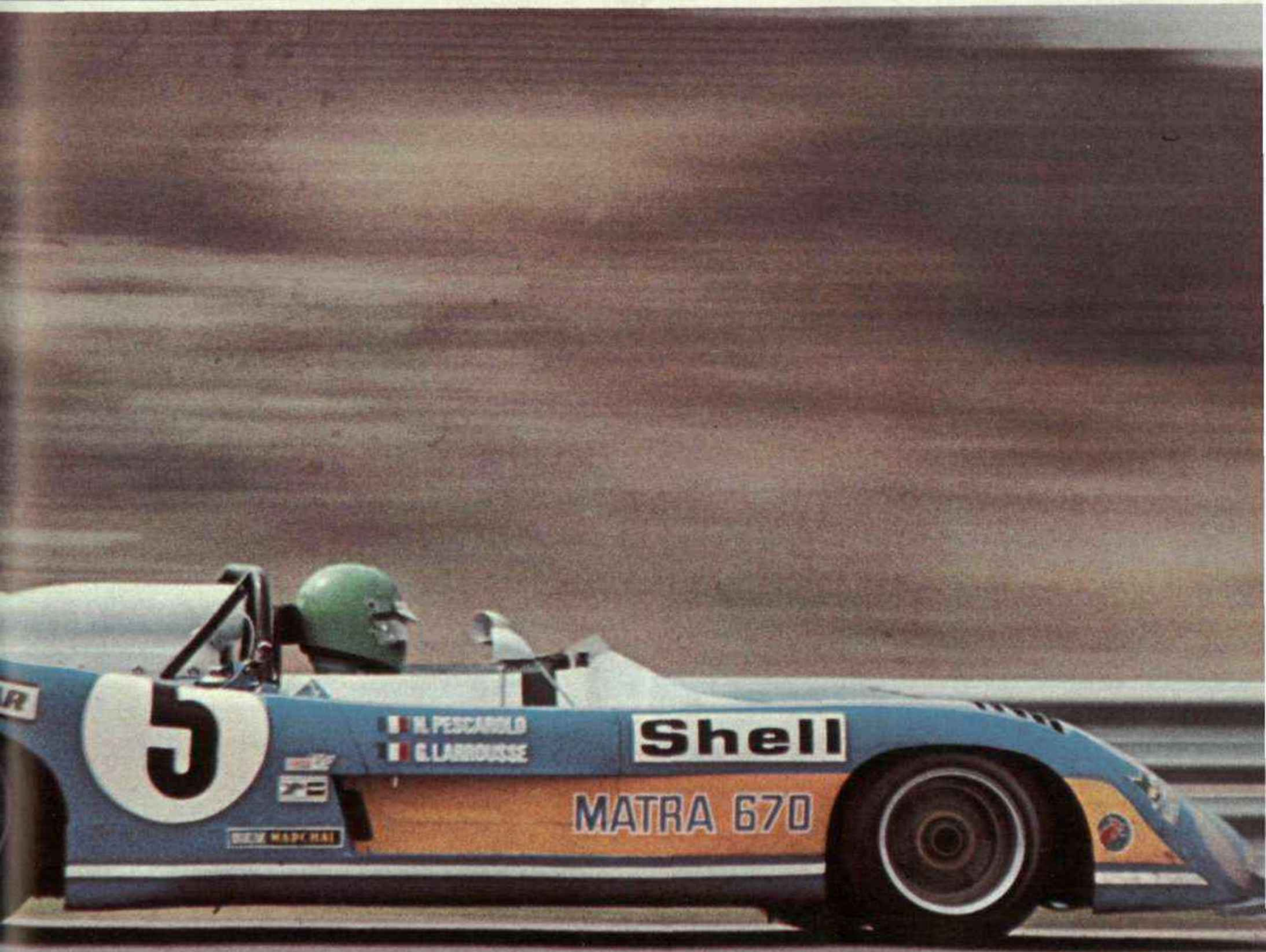
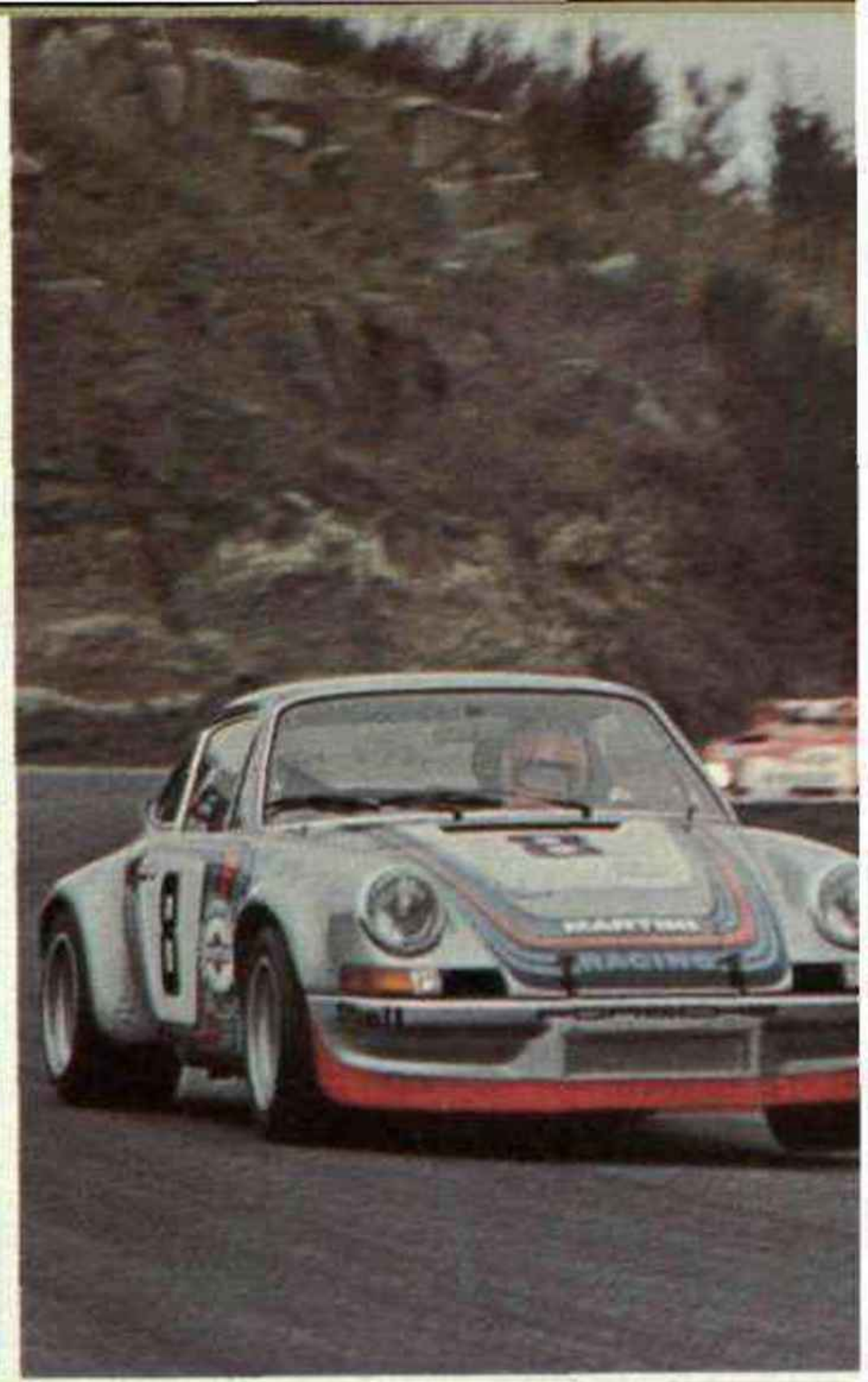
From British Leyland.
Makers of the best selling cars in Britain.

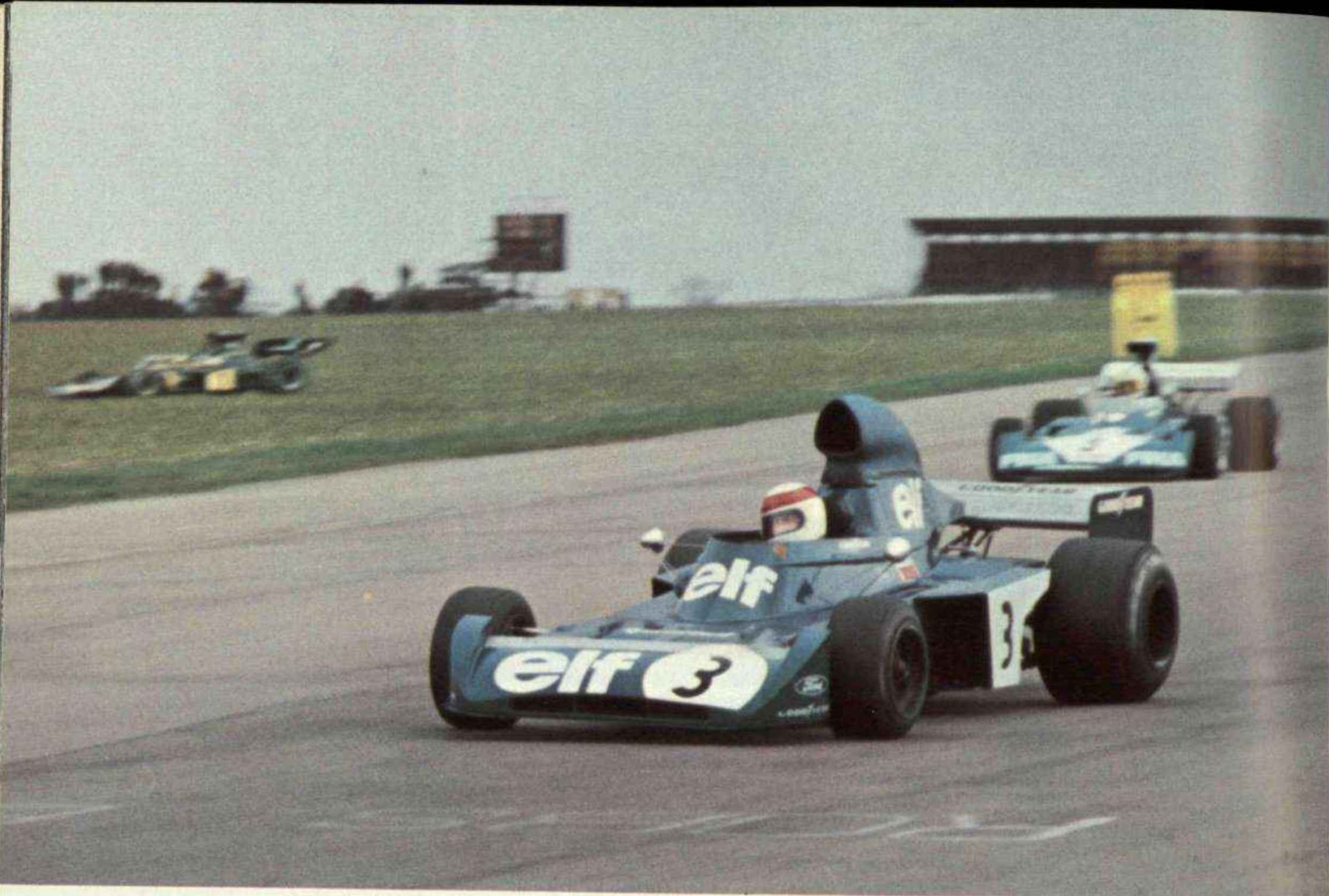


VALLELUNGA 6-HOURS

MATRA MEETS FERRARI.—The first meeting between these two makes for more than two years resulted in victory for the French firm, whose cars handled better on the difficult Vallelunga circuit. Left, Ickx made the best start to lead Cevert, while Merzario held up Pescarolo for 59 laps, followed by Schenken and Bell's Gulf-Mirage. Soon all three Ferraris had problems with their front tyres chunking, the result of understeer characteristics, and Ickx (right) made four pit stops in the first hour. The rule limiting four mechanics to work on a car has apparently been forgotten in the heat of the moment. Below, Pescarolo in the winning car which he shared with Larrousse and Cevert. They finished only a minute ahead of the Reutemann/Schenken Ferrari, but it was still a comfortable win. Far right, Can-Am Champion George Follmer shared a Martini & Rossi-backed Porsche Carrera with Kauhsen to win the Group 4 category, placed seventh overall.







INTERNATIONAL TROPHY

SILVERSTONE RETURN.—Jackie Stewart returned to Silverstone for the first time in two years and scored a very convincing victory in the International Trophy meeting for Team Tyrrell. Here he has just passed an unhappy Mike Hailwood (Surtees TS14) at Club Corner, while, in the background, can be seen Emerson Fittipaldi's abandoned Lotus 72 which retired on the first lap when the flywheel sheared.

NEW MOUNT.—Peter Revson drove his brand new McLaren M23 (No. 10) for the first time at the meeting and finished fourth. Here he rounds Copse with the dark threatening clouds in the background. For Mike Hailwood it was a less happy race and he fought terrific understeer in his Surtees (No. 5) and later retired.



**“Some blokes
can’t take their eyes off my body.”**

“Who can blame them? Rally car wax gives my bodywork the kind of sparkle the men take a shine to.

And you won’t find a harder faster shine that’s easier to come by.

Because Rally’s whipped real smooth. So the polishing won’t polish you off. And the shine stays shiny. It’s all to do with



Rally’s special ingredient, Carnauba wax. The hardest natural wax in the whole world.

Even the Rally packs dazzle the eye more lately. With bright new designs for the whole range.

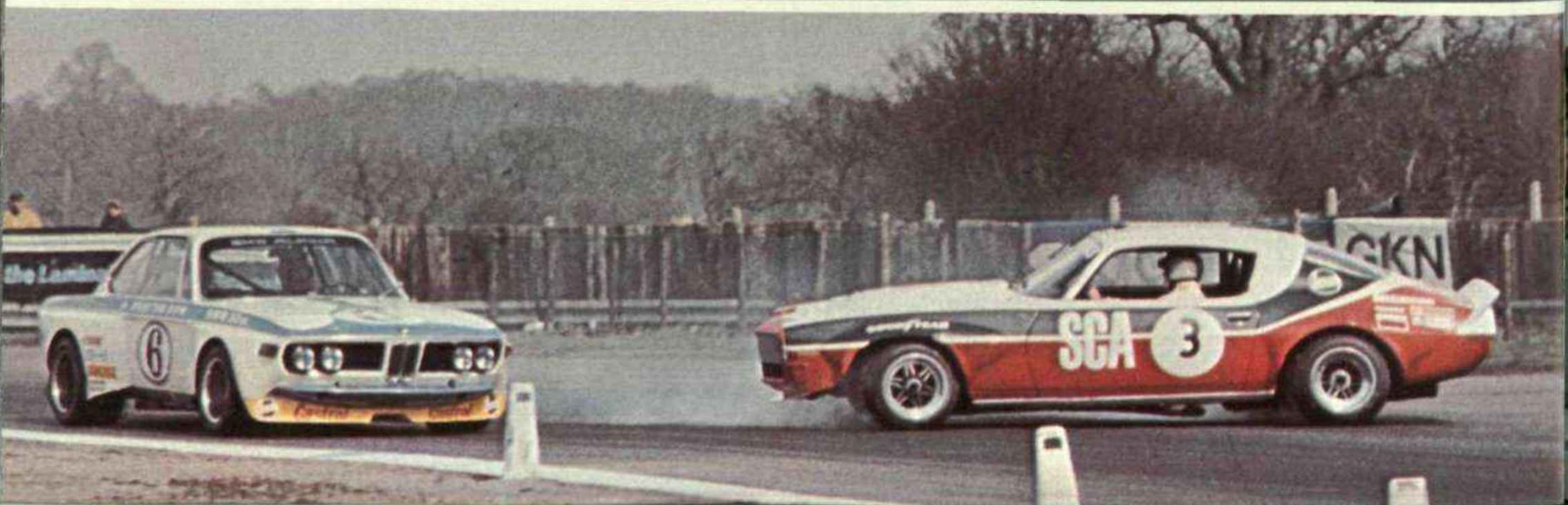
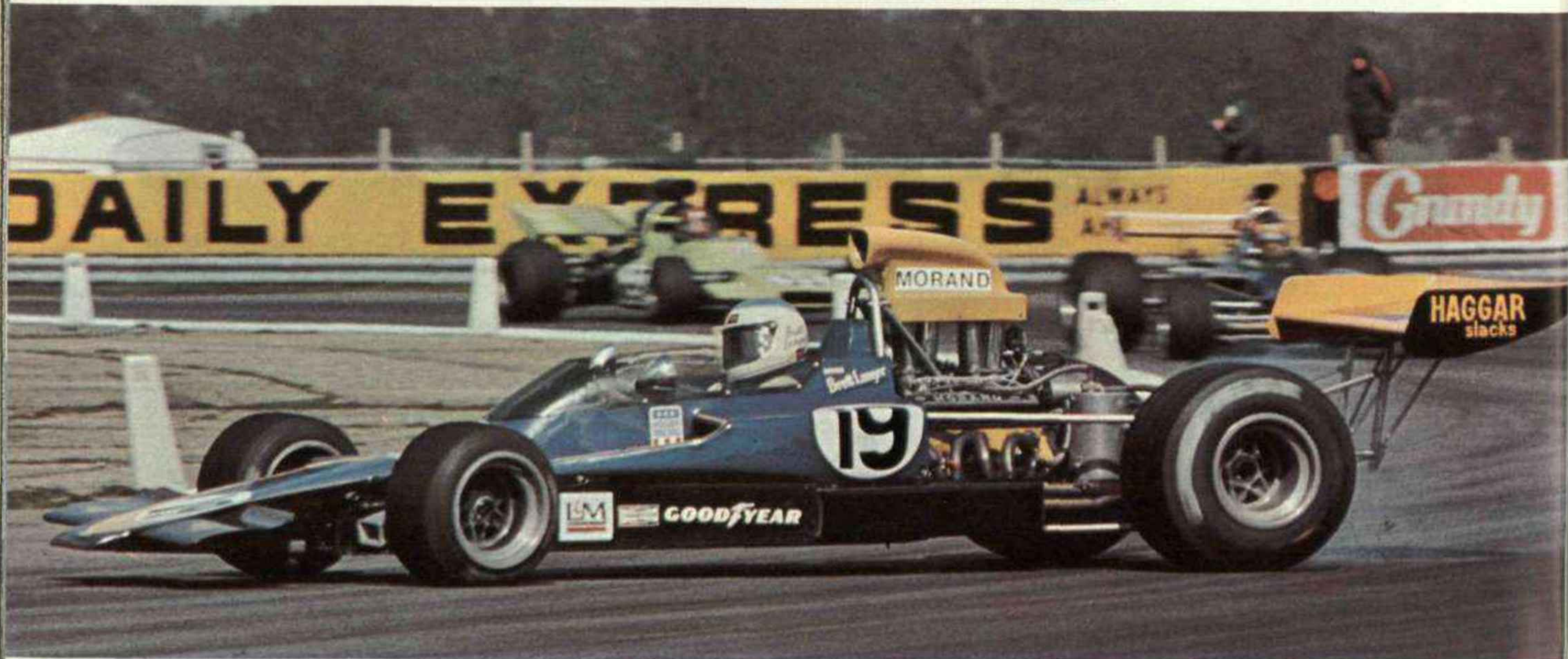
Dazzling the neighbours has never been easier. Now isn’t my body a shining example to all you boys?”



**Rally car care.
For the body beautiful.**

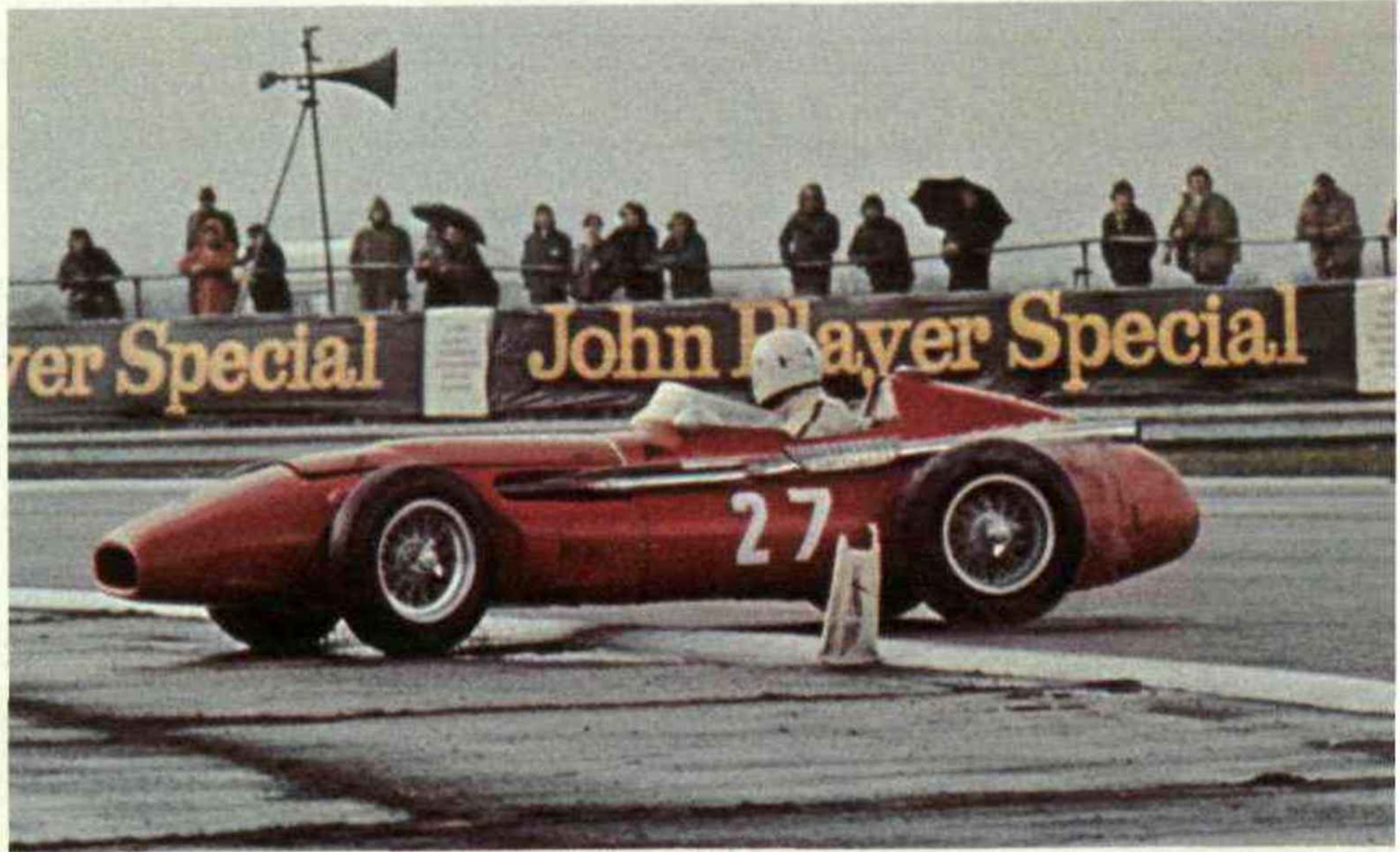


THRILLS AND SPILLS. — March Engineering Ltd.'s new Formula Three car is definitely the one to beat. In the opening round of the John Player Formula Three Championship the March 733s of Russell Wood and Ian Taylor dominated the proceedings and finished first and second. Both cars are works supported but Wood's is sponsored by the Chequered Flag and Taylor's by Baty Group. Becketts Corner surprised a number of competitors. Below, Brett Lunger is caught in the process of spinning away the lead of the Formula 5000 event in his Hogan Racing Lola T330. His team-mate David Hobbs is also in the picture and went on to win with Lunger recovering to finish a close second. Another Becketts spinner was Frank Gardner in the SCA Freight Chevrolet Camaro. Gardner was leading the saloon-car race but was being hard pressed by Brian Muir's Dealer Team BMW 3.0 CSL, seen here passing the spinning American machine. Muir went on to win this exciting race.





HISTORIC FUN.—Although the JCB Historic Championship race was reduced to five laps, it still provided plenty of fun and games. The two leading contenders were Neil Corner and Willie Green, both in red Maserati 250Fs. Green in his first drive in the car showed plenty of speed but, as can be seen, failed to keep it pointing in the right direction, allowing Corner in car No. 21 to splash his way to overall victory. The over-3-litre category produced a spirited battle between two Historic sports cars, both Lister Jaguars, one sporting original bodywork while the other was a Costin-bodied car. Nick Faure in the Camel Hexagon model (No. 3) finally got the verdict, and third place overall, from Richard Bond in the Coopers Metals car (No. 2) which used to be raced by the late Jim Clark.



First progress Then it beat it.

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

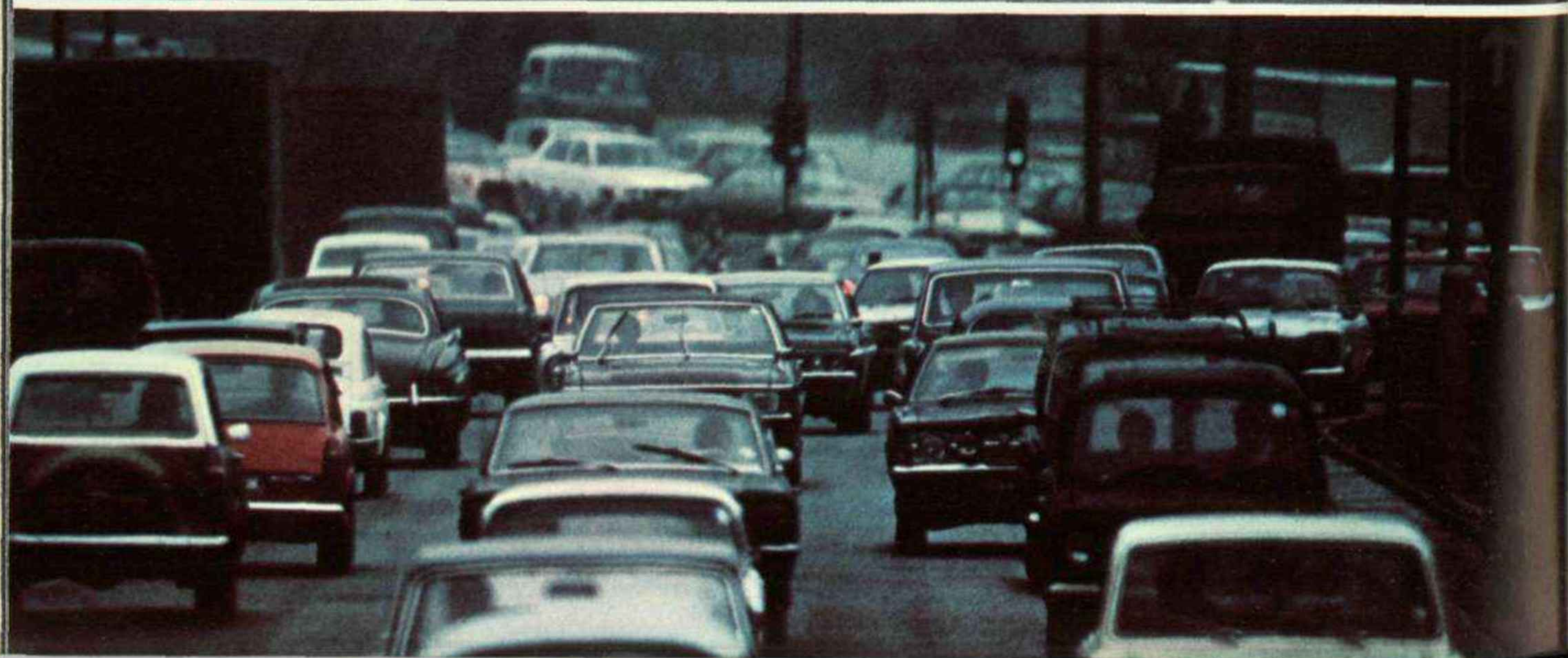
What we didn't say was why your engine was more likely to suffer from oil fatigue in 1973 than in the past.

The reason, in a word, is progress.

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

Took the number of motorway miles to 1,067.

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



caused oil fatigue.

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

How does all this affect your oil?

We'll tell you.

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

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

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

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

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

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

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

And much more resilient.

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

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

Bench tests in America using amongst others an Oldsmobile V-8 engine.

A series of RAC road tests over here

using a wide range of production cars.

The results were dramatic.

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

And that, gentlemen, is progress.



It beats oil fatigue.

More action for your money!

The Viva 2300 package is unique. Performance and style are unmatched at its price. 2300 ohc twin carb. engine developing a tremendous 122 bhp. 0-60 in 11.5 secs. (Motor 3.6.72.)

And there's all the comfort you could want. Contoured seating in soft, resilient Ambla. Reclining front seats. Special sound insulation. Wall-to-wall carpeting.

Full 7-dial instrumentation and sports steering wheel.

Rec. ex-factory prices, including Car Tax, 2 door - £1162. 4 door - £1199 and Estate £1266 (All prices plus VAT.)

Test drive a Viva 2300 at your Vauxhall dealer. If you've an eye for performance you'll find Viva 2300 unbeatable.



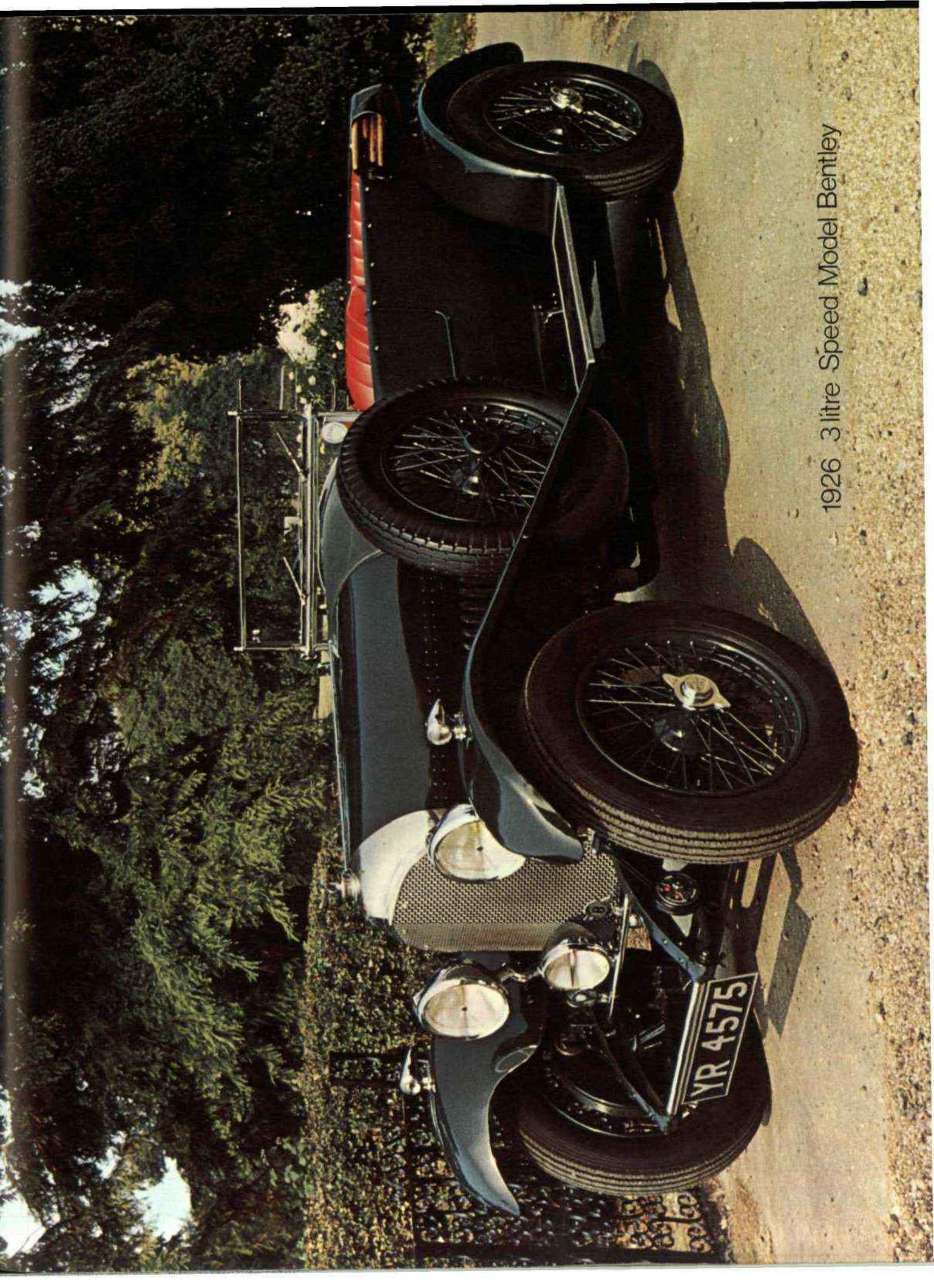
Facts, figures features. Vauxhall's '6-feature' package included in price - heated rear window, front seat belts, power-assisted front discs, wall-to-wall carpeting, alternator, and complete factory applied underbody seal. 175/70 HR radial tyres on 5J rims. Complete 11-stage anti-corrosion treatment,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



Viva 2300

-it's a joy to drive!

Price and specification correct at time of going to press.



1926 3 litre Speed Model Bentley

When did you last clean under the bonnet?

Funny how a lot of motorists spend time and trouble keeping the interiors of their cars clean without worrying about what's going on under the bonnet.

Which is a pity. Because everytime you drive, dirt, varnishes and so on, are getting together to gum up the works. You notice it in fading power, loss of performance, lack of zest.

So what can STP Petrol Treatment do to help? Quite a lot. Added to your petrol, it's like a spring clean for your fuel system. Used regularly, it helps keep things running smoothly - because, naturally, a cleaner engine means a healthier engine. And for a really quick tune up, here's a tip. Just pour a can of STP Petrol Treatment slowly into the carburettor air intake.

Either way you use it, add a can of STP Petrol Treatment next time you fill up.

Treating your engine with STP is treating it with respect.



Letters from Readers

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

No Gloom

Sir,

How pleasant to find MOTOR SPORT bashing the prophets of doom!

My motoring days began in the mid-fifties with a completely reliable BSA Bantam which carried my own 13 stone plus my wife's 7 stone, agonisingly slowly, for over 30,000 miles before I progressed to a 250-c.c. C 11G from the same works. Despite my comparative poverty in those days I always enjoyed reading your publication month by month, dreaming of the 4-wheeled specials I might one day own, which were—and still are—so lavishly represented over the pages of the important end of MOTOR SPORT. As a pre-teenage lad before the War I well remember seeing MOTOR SPORT now and again in my father's small garage where the family Raleigh 350-c.c. combination was stored and regularly worshipped by myself as a small boy, so he may be blamed as the originator of my early addiction to your magazine!

Since those days I have owned a mixed bag of vehicles—A35 vans and saloons, Morris Travellers, Land Rovers, Minis, Spitfires, a magnificent Daimler SP250, a motor caravan, and a veritable chain of MG-B roadsters, together with many motorcycles, including a 1929 BSA Sloper (my age!) and a frightening 1947 Vincent Rapide. From these machines I have given and received a great deal of pleasure and thousands of miles of near trouble free motoring. I still run an MG-B Roadster and ride a Triumph Bonneville when the weather is right, and still enjoy camping trips to midgy Scotland and the sun and rain-drenched Alps. If Ernie plays ball, I plan to drive across Australia one year and Canada the next! I still buy and read MOTOR SPORT each month and now ponder how I can afford a vintage Bentley or a spanking new and preferably red V12 Jaguar E-type or something even more exotic, like a Porsche! I enjoy my motoring. It's nice to be encouraged in my pleasure by MOTOR SPORT.

It seems that my motoring fun and that of thousands of similarly minded folk of both sexes and all ages is soon to end, or at least to be severely curtailed. What with salt in the winter and taxes all the year round **and the world's supply of oil rapidly failing**, we will all be getting around by batteries, steam, horse or by walking! However, there is still petrol in the pumps down the road and I intend to buy it and use it to the last drop, and let the spreaders of gloom enjoy their own forms of pleasure.

I hope that MOTOR SPORT thrives for many years to come, and when Swanmore are selling steam cars and John Britten's "fun advert" lists Morgans running on sewage gas—I'll still be reading and enjoying it, if I am still around! Good luck for the next twenty years!

Kirkby Stephen.

K. I. FRANCIS.

"Ten Capitals in Four Days"

Sir,

I have read the many items about speed limits in the January, February and March issues with great interest, and I particularly enjoyed your 10 Capitals in four days in a BMW 3.0 CSL coupé. What a splendid car this BMW must be.

Unfortunately some readers have seen fit to criticise this fascinating test of endurance. Mr. Edwin Green mentions a generation of motorists arriving on the roads since the 70 m.p.h. limit was introduced, but up to 1930 there was a 20 m.p.h. speed limit, and before that 12 m.p.h. and even 4 m.p.h. speed limits. If Mr. Green's line of reasoning had prevailed we should still be living in the age of the red flag act.

I would have thought that lack of care at cross roads and other junctions was a far greater cause of accidents than high speeds. However the tremendous density of traffic which is resulting in the overloading of Motorways is a great problem.

The trouble is that Britain and many other countries are starved of roads. It has taken Britain 15 years to complete the first 1,000 miles of Motorway, yet in 1848 no less than 1,182 miles of railway were opened to traffic in one year. The 1840s were the days of primitive tools, yet the Free Market economy made it possible to open hundreds of miles of railway year after year.

Surely the best solution to our transport problems would be to recapitalise the railway routes and let the new owners convert their valuable routes into Motorways. In his book "Capitalism and Freedom" Milton Friedman, Professor of Economics at Chicago University, advocates that long distance Motorways should be privately owned and operated and the enterprise running the Motorway should receive the fuel taxes paid on account of travel on it.

This seems a very sensible system, and I feel sure that if the free market was allowed to provide new roads, both by converting the recapitalised railway routes into roads and by new construction we should soon have a really comprehensive network of Motorways providing ample space for the growing number of cars, trucks and buses that industry and the individual will want to use in the future.

Harrogate.

A. I. WATKINSON.

Dazzle

Sir,

Mr. Vyse states that apparently, an increasing number of popular cars equipped with rectangular headlights are causing dazzle to oncoming cars which does not happen with the conventional circular type. He then poses the question as to whether or not these rectangular headlights have advantages or are they merely styling gimmicks?

In answer to this question I would first draw upon my own experience. Until recently, I owned a Cortina 1600E which I changed for a Capri 1600 GT. The 1600E had circular headlights, supplemented by spots when on full beam. This equipment gave what I considered to be a good light pattern at all times, in all conditions, either on full or dipped beam. The Capri has rectangular headlights and these, in my opinion, are "not in the same street". The light pattern on both full and dipped beam is an extraordinary shape and indeed, in some conditions, extremely distracting. In fog or mist, from the driver's seat, strange narrow beams can be seen leading off in all directions above the front of the bonnet. However, in reply to Mr. Vyse's statement about dazzle I must say that I have not experienced irate oncoming drivers indicating that my dipped headlights are dazzling them.

Secondly, I draw attention to a popular car range, the Ford Escort. At the bottom circular headlamps, presumably because they end of the range the 1100 is fitted with are cheaper. Moving up the range to the 1300 Super and 1300 GT models, these are fitted with rectangular headlamps, perhaps because a designer somewhere along the line thought they would "look nice". However, moving up to the top end of the Escort range, the Mexico and the RS1600 are fitted with circular headlamps, albeit that they are of the halogen variety.

It is my submission that Ford consider these circular headlamps to be more efficient and to create a better light pattern more suitable for the anticipated performance of these "top-end" models. You will be aware that the latest Capri 3000 now has twin circular headlamps to replace the original rectangular variety.

It would certainly appear that, in fact, rectangular headlamps are *less* optically efficient than their circular counterparts. Verily Mr. Vyse, they are the result of a stylist's whim.

Perhaps both Ford and Lucas would like to throw some more "light" on this interesting subject!

Great Bookham.

D. J. FARROW.

[The BMW 2500 has dual circular headlamps.—ED.]

Sir,

Your correspondent, Mr. B. Vyse, is partly correct in his assumption that rectangular headlamps are a gimmick. The story, so far, is as follows. The Continental headlamp manufacturers standardised on a single design of headlamp bulb. This No. 410 bulb has a 45 watt main beam filament and a 40 watt dipped beam filament. They also agreed on certain beam characteristics for the dipped beam. Headlamp makers in the rest of the world developed more powerful, and more longlived, all-glass headlamp units.

With the standard No. 410 bulb it is difficult to get enough light from the low-powered 40 watts filament at the all important top edge of the dipped beam. In order to collect as much as possible of the available light the reflector was extended sideways. This lateral extension produces a real improvement in the amount of light

near the top of the dipped beam of Continental headlamps.

Directly rectangular headlamps appeared on Continental cars British stylists demanded that they too should have similar shapes for British cars. What was particularly stupid was that in the mid-sixties the fashionable, but inferior headlamps were only fitted to the faster and more expensive models in a range. The poorer buyer, who purchased the cheaper car, was supplied with the more powerful round headlamps, although he had a car which was not so fast—at least not so fast by day.

The position was partly restored when Lucas produced a small rectangular all-glass headlamp unit which is now a well-developed and powerful lamp with 75 watts for main beam and 60 watts for dipped beam. But in the latest Capri this unit has been supplanted by a metal and glass unit with the No. 410 bulb. Thus seeing has been sacrificed on the altar of standardisation. For now the same front-end design can be used on all European Ford Capris.

Having a variety of headlamp shapes means that the cost and availability of spare parts is increased. Using metal and glass headlamps means that they will deteriorate in their performance. And using the No. 410 bulb means that there will be less light available than on previous cars with round units.

I said this was the story so far. I fear that there will be worse to follow as stylists wrest more of the control of vehicle design away from engineers.
East Finchley, J. B. DAVEY.

Inversion

Sir,

I have just received from my daughter a Union Jack decal to stick on my English car, made by Splash Posters Ltd. It is printed upside down! Is this the new symbol of the Industry?
Minneapolis, PETER TALBOT.

Happy Days!

Sir,

An Italian engineer friend of mine had a very expensive "call of nature" the other day. He had hired a car at Brussels airport and set off along the Motorway towards Liège, where he now works. He was forced to stop to relieve himself and went well off the road, with the car on the hard shoulder. As he was about to get into the car again the Police arrived. They asked him what he was doing stopped on the hard shoulder, if his car had not broken down and there was no accident. He explained and was promptly fined £5 on the spot. He was told he should have waited until he could turn off the Motorway and the fact that he was a foreigner to their country made no difference. Happy motoring!
Great Bookham, H. M. GIRVAN.

Compulsory Seat Belts

Sir,

Re: compulsory wearing of seat belts . . . I agree entirely with Mr. J. C. Armstrong (March issue) and am so glad he has cancelled his membership of the AA, for I have

cancelled my standing order for one of your weekly contemporaries (having been a fairly regular reader for nearly 40 years) for the very same reason.

My wife (26½ years driving and no mishaps) and myself (41½ ditto) currently use an Alfa-Romeo Giulietta and a British Salmson S4C (recently replacing a vintage AC Six) for quite a bit of commuting, as well as pleasure, in our total annual mileage of over 25,000. Neither of these cars, of course, has seat belts fitted.

We have *tried* seat belts—inertia-reel (surely the "best" type?), as fitted to Citroëns for years—but the feeling (and look) of being infants strapped into our high chairs became so oppressive that it affected our driving skills.

I also have a Lancia Fulvia HF, whose seat belts are safely tucked under the rear carpet, where we can't catch our heels in them (which I once did, and twisted my knee—severely!).

My job necessitates getting in and out of a car anything up to thirty times a day . . . How long would it take me to wear a buckle out—not to mention my temper and fingernails?

The RAC (as a rule, not much more helpful than the AA) do at least say . . . "The time is not yet ripe for the compulsory wearing of seat belts" . . . I hope—and pray—that the time will *never* be ripe for such legislation, for it would not only put an end to all our (and your) vintage and PVT motoring, but would almost certainly render *me* accident-prone, which seems a pity, after all these years.

Anyway, I do not anticipate having to cancel my order for MOTOR SPORT!

Crewe, R. H. CANTER.
[I never wear one but would not wish this to influence those who enjoy so doing—especially passengers. Let it remain a matter for individual discretion, like eating and drinking.—Ed.]

"Stop Clobbering Us!"

Sir,

At last I have read an opinion that echo's my own and I concur completely with your conclusions.

You have clearly differentiated between transgressions of the various Road Traffic Acts for which endorsement is in the public interest, and the crime of exceeding the speed limit for which the more serious punishment is the endorsement under the totting up procedure, and not the fine—although Lord knows how various courts can justify the wide differentials for the same offence.

My strongest objection is that no cognisance is taken of the annual mileage covered and the law deals in a similar manner with the housewife who covers one thousand miles per year and the business traveller who may do well over thirty to fifty thousand miles per year—it seems that only a bookmaker would declare the odds of being caught by radar trap or lurking Q-car, but not the magistrates.

I wish you every possible success in your current venture, and I wouldn't even object to a standard fine based on each mile per hour over the legal limit for at least the offending driver could calculate his risk in a fair and unarguable manner.
Whitefield, N. K. STOLLER.

A Problem

Sir,

I have a Rover 1972 2000 which is a delightful car but it has a dreadful road noise. Driving at 70 is like being in a wind tunnel. Rovers have had the car twice, once for 14 days with no improvement. Have any of your readers had this problem and what solution? Silent Travel has had no effect—may be even worse.

I have taken your very excellent journal for over 30 years.

Doncaster Gate, W. J. MACFARLANE.
[Can anyone help?—Ed.]

Ideal Pairs

Sir,

The Alvis article and the "Ideal Pair" photos in your February issue conspire to make me send you a photo of my ideal pair. They are a 1954 MG TF which I purchased new and an Alvis Speed 25 Saloon which was acquired about a year ago. They might be described as an American Anglophile's Pair.



The Speed 25, previously owned by H. E. Bennett of Middlesex, is original throughout. The TF is unmodified except for its Stage II engine. Both cars are quite comfortable on the California Freeways where fierce acceleration is unnecessary. I would judge that passing (overtaking) performance is more important on English roads than here.

The MG is used for daily transportation and has about 110,000 miles on the odometer. It has been used for hill-climbing, autocross and touring. It's been driven across the US three times and is a pleasure except when the top and side curtains are inadequate to filter out rain and snow.

The Alvis has accumulated 106,000 miles and is used primarily for touring with my wife and children. It cruises quite comfortably at 70 m.p.h. and offers great fun in passing Lincolns and Cadillacs. It shows its best attributes on well-paved winding secondary roads where the taut suspension and quick accurate steering are most evident.

Using the "ideal pair" budget of £10,000 I would totally restore each upping the compression ratio of the Alvis and adding a blower to the MG. Or maybe I'd rather trade the MG on a Speed 25 or 4.3-litre Tourer.

MOTOR SPORT is a fine periodical. I enjoy it for the cars but equally as well for its display of the English attitudes and character. Fair Oaks, California. ROBERT C. SCHINDLER.
[See also pages 490, 491—Ed.]

"When Did You Lose Interest?"

Sir,

The heading of D.S.J.'s article in your March issue certainly had a telling ring about it as far as this reader was concerned. Of course, the fact that I am writing to you now



How to change the guard at Buckingham Palace and replace it with The Chocolate Soldier— from the front seat of your car.

Quite simply by reaching out and changing the tape on your new Radiomobile Stereo.

Of course, it is always possible that you could do much the same thing by pushing a button on your radio, and changing programmes.

On the other hand, it's not really very likely that you will find two disc jockeys with exactly the same tastes in music as you. And even

more unlikely that they'll have those same tastes at exactly the same time.

With a Radiomobile Stereo in your car, every journey you take can be accompanied by music that suits your taste and mood.

Rolls-Royce fit the Radiomobile 8-track stereo to the Grand Corniche as standard equipment. Isn't it time it was standard equipment on your car?

Radiomobile Fact File.

Specialist fitting at Radiomobile centres. Model illustrated: No. 108SR Radio/Stereo 8. Two-waveband solid state radio. Tape speed 3 1/4" per second for 8-track cartridge. 40 semi-conductors, max. 7-watt output per channel. Push-pull output stages. Speakers can be sprayed to colour-match interior. Price: £79.12*

Send for coloured brochure to: Radiomobile Ltd., Dept. MS, Goodwood Works, North Circular Rd., London N.W.2. * Recommended retail price.



Radiomobile
THE STEREO ROLLS-ROYCE FIT.

*the
sound
of
luxury*

is proof enough that my interest has not entirely waned; but there clearly is widespread unease about Grand Prix racing and to my mind Denis Jenkinson's article was a disappointment because ultimately it shirked this issue.

What, then, are the causes of this unease? One factor seems to me to stand out: the sport has frankly lost its purpose. At one time racing was very much a pioneering activity and one with genuine practical significance. It set out not only to show what motor cars could do but also to contribute to their improvement. And it undoubtedly succeeded. But even before the last war this role was beginning to appear distinctly unreal because the cars were becoming so specialised as to bear little resemblance to their everyday counterparts. Since the war the rift has continued to grow and today's GP cars are about as relevant to everyday requirements as speedway machines. Indeed GP racing has, I feel, virtually become speedway and its appeal has shifted accordingly. This surely goes a long way to explain the almost total lack of interest now shown by major motor manufacturers and their concentration on rallying instead. (By contrast, in the motorcycle field the rift is less apparent and manufacturers still participate.)

Given that this view has any validity, the inevitable question is what, if anything, can be done about it. In my view the only possible hope must be in a change of regulations. The capacity type of regulation which has been in force for so long has surely outlived its useful life. It should be replaced as a matter of urgency by something more in line with modern motoring needs, for example a fuel consumption formula. This would at once open the way to a vast range of engine types: e.g. reciprocating, rotary, diesel, petrol, internal and external combustion, air, steam, blown, unblown, etc. All right, I know that it has been tried before without notable success, but the attempts were not exactly concerted. The kind of formula I envisage would not rule out high consumption cars, but would penalise them. This could be achieved by limiting the amount of fuel carried by cars at the start of a race, and by further limiting the amount allowed to be taken in at each pit stop. In this way the farcical possibility of the serious contenders all dropping out through lack of fuel would be avoided. In general this type of formula would throw competition open, giving greater variety; it would encourage the development of economical engines (and driving techniques); it would allow regulations to be adjusted without excluding existing machinery; it would possibly even induce manufacturers to resume active participation. . . . Of course this might mean that victory could no longer be guaranteed for one or other assemblage of almost identical British components—but that, I submit, would not be too terrible a price to pay.

Orpington.

I. G. J. BERRY.

Cut Motoring Costs

Sir,

May I be permitted to swell your already large postbag on the February and April 1973, "Matters of Moment".

Here, in these two "Letters to Readers" you really have found a cause, and scored a bulls eye. You seem to be the only motoring body (Sorry) to comment.

I, like yourselves, would like this lop-sided justice to cease, but I would honestly like to know, who does make these laws, and why are they adopted?

Let me expand on this.

At the present time there are three areas where the motorist and the law meet head-on. They are:

1. Car Parking;
2. Excess Speed;
3. Driving under the influence; of whatever.

When 1, 2 and 3 are put into practice the public is told that this type of control of crime, abuse, or W.H.Y. is being done to save lives and makes for better road safety—all good—so far.

However it is not long before the motorist finds that the law makers and therefore the law enforcers, regard these areas as something more.

Even in, once calm, towns in England there is a constant battle when parking between the time, the place and the warden. Now, if No Parking meant what it really said the streets should be kept clear.

The wardens do not move cars along, however and try to keep the kerb side free but issue tickets. At Christmas I stopped at 3.55 p.m. in a local High Street to collect a present from a shop. Unknown to myself and family there is a special time, unposted, here for local conditions. I left the shop, got into the car, (was aware of a warden standing by shop front) and drove off. After the holiday a letter dropped on the mat.

Sir or Madam. If you do not pay £2 you will be etc., etc.

There was no ticket on the car on the day of the "offence!" and one can really go no farther. My mother took the money the next time she happened to be passing the court. Time on court receipt of offence 4.02 p.m. Time of "no parking" starts 4.00 p.m. Two minutes cost £2 or £1 per 60 seconds.

2. Here again we have a curious situation. The local limit, the method used to stop or report motorists, and the irregular setting up of the timing area seems at odds.

There is one particular small village near us which keeps the local police occupied on radar traps.

Wednesday afternoons at about 3.30 p.m. being, it seems, agreeable to all to go out, have one hour on the radar, and then back to the police station for the regulation cup of tea and state issue digestive biscuits.

On the side of one approach road to this village there is a house whose garden walls are built very close to the highway. These walls are about 40 yards long and parallel to the roadway with an opening for the main gateway entrance.

The local police used to set up their trap right inside this front driveway. The radar, first policeman, and of course the second policeman 400 yards away were not only difficult to see THEY WERE 100% HIDDEN, TOTALLY.

When the owner found out what was going on he moved them on in no uncertain manner after heaven knows how many people were caught. The police did move off his property but only by about 30 yards. They now hide behind a large holly bush.

A radar meter, a British Leyland Range Rover, two officers, and a R/T outfit are all

needed to complete this sortie. I often wonder how much this operation costs per hour.

3. Without any doubt this must be the most dangerous motoring offence in the USA and in the UK a tremendous percentage of accidents are due to the too drunken drivers. But what do we find in the UK? The law-makers allow a limit to be attained before the required degree can go to court.

Take the recent case of Lord Litchfield. A police officer observed his Lordship to stagger across the road to his Rolls-Royce. Perceiving that this gentleman was about to commit an offence the radio set was used to call in another car to pursue the suspect. It seems fantastic but his Lordship was allowed to start his journey, was duly stopped by the second car etc., etc.

One would really have thought that the first officer could have said, "Look Sir, give me the keys and I will run you home or I will get you a taxi". What would have happened if his Lordship had hit someone or something during the period before being stopped?

The three examples quoted all have one thing in common. There appears or is an active interest in letting, nay making the motorist break the law, and this interest continues.

Why? If car parking is really to be banned the wardens would have the right of removal at once.

If speeding is really to be controlled a police car should insert itself into a line of traffic and set the pace.

If drunken driving is really to be stopped the limit of alcohol in the blood MUST be set at ZERO with 5 years loss of driving rights.

The police force stands by and watches people who are drunk, but not over the limit go about their business without asking for a firmer law change here, and yet those same policemen would be sick or have heart failure if they thought that the airline pilot of their Boeing 737 had been at the grapes before take-off.

It would appear that the Government is really quite happy to leave things the way they are as it must be a wonderful source of income. For the word "policeman" in future please use new word "tax collector".

I voted for the present Prime Minister, and I have written to him. Sadly I think that your letter will get the replies that I have had. Dear Sir. Your letter has been passed to the appropriate department. Yours etc.

There is a great deal of talk about food costing too much, yet the road fund, and fuel tax are not reduced.

And finally there is the advertisement that you have on page 366. I have seen police forces driving BMW 3.0 SI and Coventry Shiftless Sixes and I am speechless. In a period of freeze, and restraint how do you, sir, react to the police using £3,000—£4,300 cars. I guess they will have Shiftless 12s soon.

Well, if so, I am not voting for this Government, again. I do not blame them for introducing no parking, the 70 limit, weak anti-drink laws, and far too expensive police cars. But I do blame them for allowing it to continue. If the 3.0 SI is a good (fast) police car then the Aston Martin DB S V8 must be better, and a Boxer Ferrari, or a 917. Hemel Hempstead, Herts. MICHAEL POTTER.

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE—continued

DAIMLER 2½-LITRE DB18 drophead coupé; 4-seater; Barker Special aluminium body; green; recent overhaul; M.o.T. £350, Brickell, Tel.: Chirk 3240 (evenings). (5045)

TRIUMPH GT6, Sienna, 1970. Good condition. £865. Tel.: Seddlescombe 307 near Hastings. (5043)

MERCEDES-BENZ 220SE. Fuel injected convertible; 1960 model, white with beige hide interior, hood remade, new hood bag; new radio; part rewired; plus expense and much time, in regular use; very reliable and fast. Fabulous looking and very rare. Reluctant sale at £500. Tel.: Bournemouth 49176 (evenings). (5047)

M.G. ROADSTER Mk. III, immaculate condition; 16,000 miles; soft and hard-top; other extras; lady driver. Only needs seeing. Price £1,150 o.n.o. 25 Oakwood Grove, Warwick Tel.: 45543 (office Leamington Spa 22172). (5048)

ALVIS TF21. Manual; private sale; well under 30,000 genuine miles; brand new condition; sunroof; chrome wires; stereo; dark blue coachwork; distinctive number-plate; taxed and tested. A unique opportunity to buy one of the last made (chassis No. 27425); serviced regularly. Offer over £3,000; could consider exchange for Bristol 410 or 411. 4 Russell Court, St. James, London, SW1. Tel.: 01-839 5591, 01-602 1904. (1063)

M.G.-A TWIN CAM d.h.c. Very good condition throughout. Engine rebuilt last year. £420. Tel.: Leicester 872812. (5050)

M.G.-A F.H.C. 1,800 c.c. Excellent order; new M.o.T.; luggage rack; radio; £366. Tel.: Chieveley 325 (Berks.). (5051)

SPACE NEEDED: M.G. Y-type must go. A chassis and mechanics, recondition complete. Spare chassis, engine, 2 bodins, spare parts. Offers, Bramley, East Villa, Eastfield Road, Pickering, Yorks. Tel.: 07512 3270 (after 6 p.m.). (5052)

1932 BUGATTI type 49 (eight cylinder single overhead cam) with original 4-seater "Grand Sport" type open tourer, coachwork similar to type 43. One owner from new until last year, listed in Bugatti book chassis number 49119. £6,750 to first genuine enquiry. Tel.: 092-574 411 (Cheshire). (5053)

LOTUS CORTINA, 1964. Carefully maintained; smart appearance; present owner four years; M.o.T. Feb. 1974. £295 o.n.o. Tel.: Teversham 2354 for appointment or write/visit Collins, 98 Churchill Ave., Newmarket, Suffolk. (5055)

COMPANY CAR necessitates sale of 1969 Vauxhall Ventura: silver starburst with vinyl roof; overdrive; radials; power-assisted brakes; radio; h.r.w. and usual Ventura refinements. £670. Tel.: Pries (Salon) 486. (5057)

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M.G.-B, "K" registration; 14,000 miles; w/w £1,250 o.n.o. H.P. arranged, part exchange considered Tel.: 021-550 6166. (5110)

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MORGAN PLUS 4, 1964, 2-seater, blue, rebuilt 1970. Good condition. Tel.: 493-4060, ext. 26 (mornings). 586-1200 (evenings). (1065)

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ASTON MARTIN 2/4 Mk. III, 1958. Good condition overdrive; radio. Full servicing history. Owner Airman posted abroad, must unfortunately sell. £625 o.n.o. Tel.: 01-590 0443. (5257)

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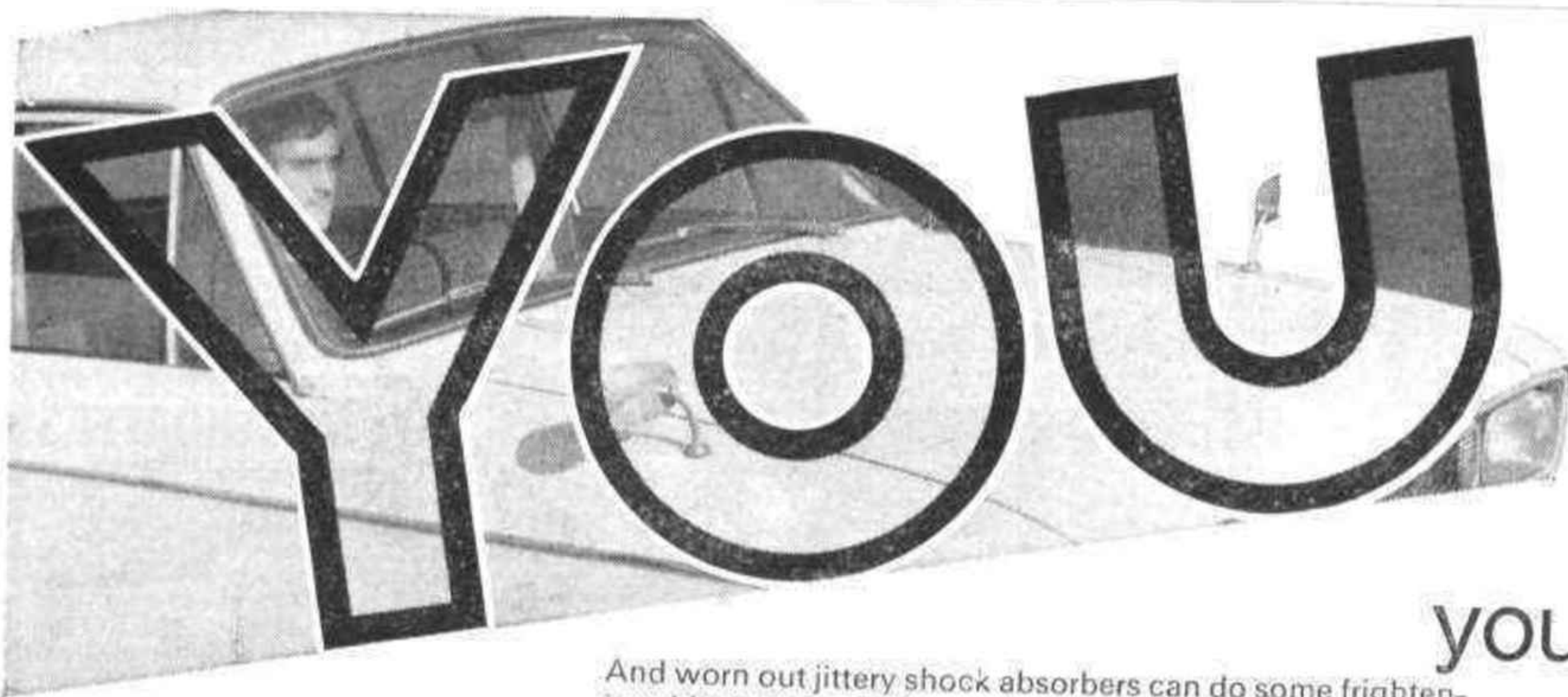


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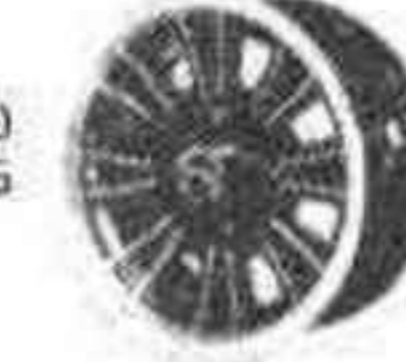
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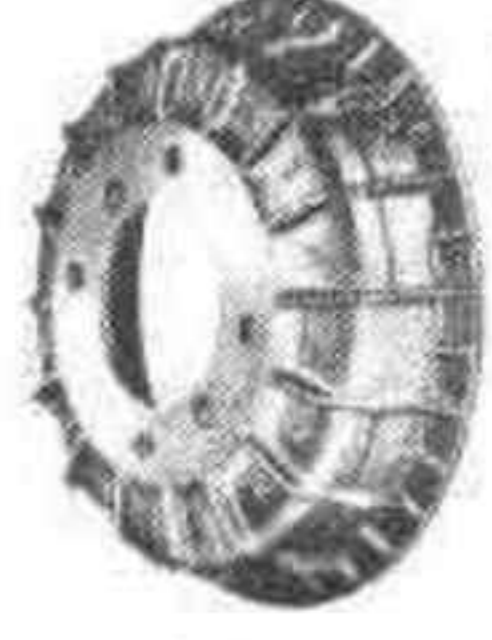
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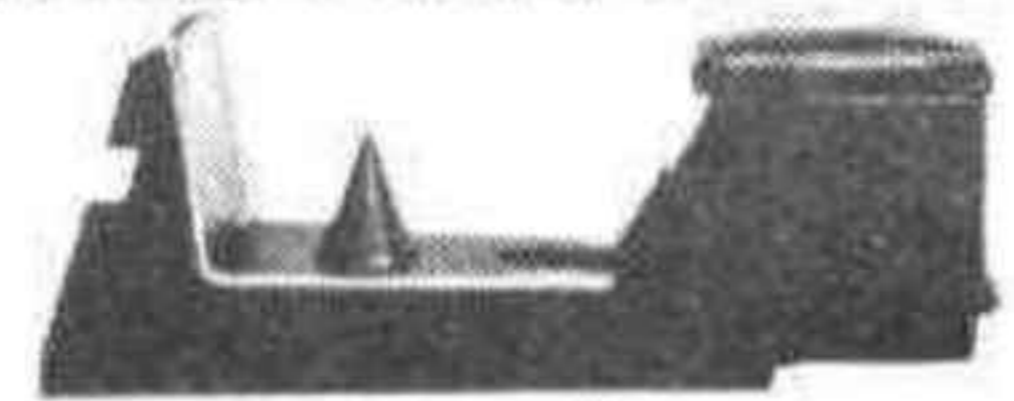
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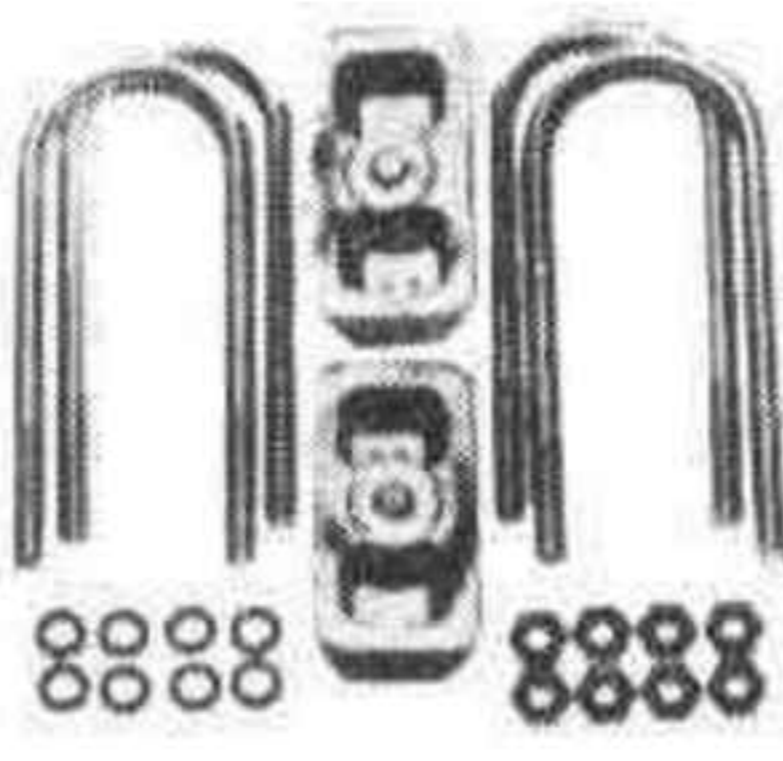
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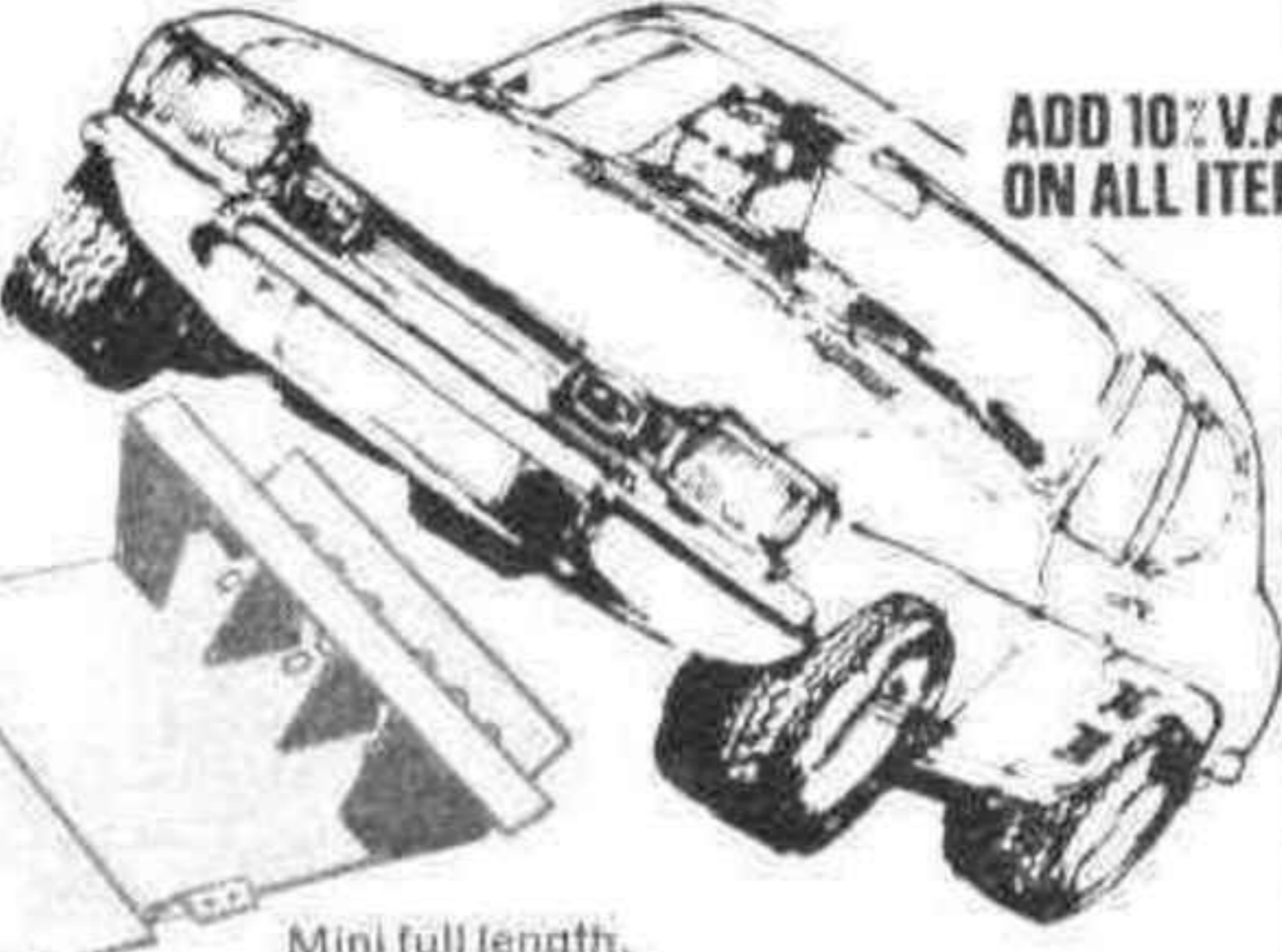
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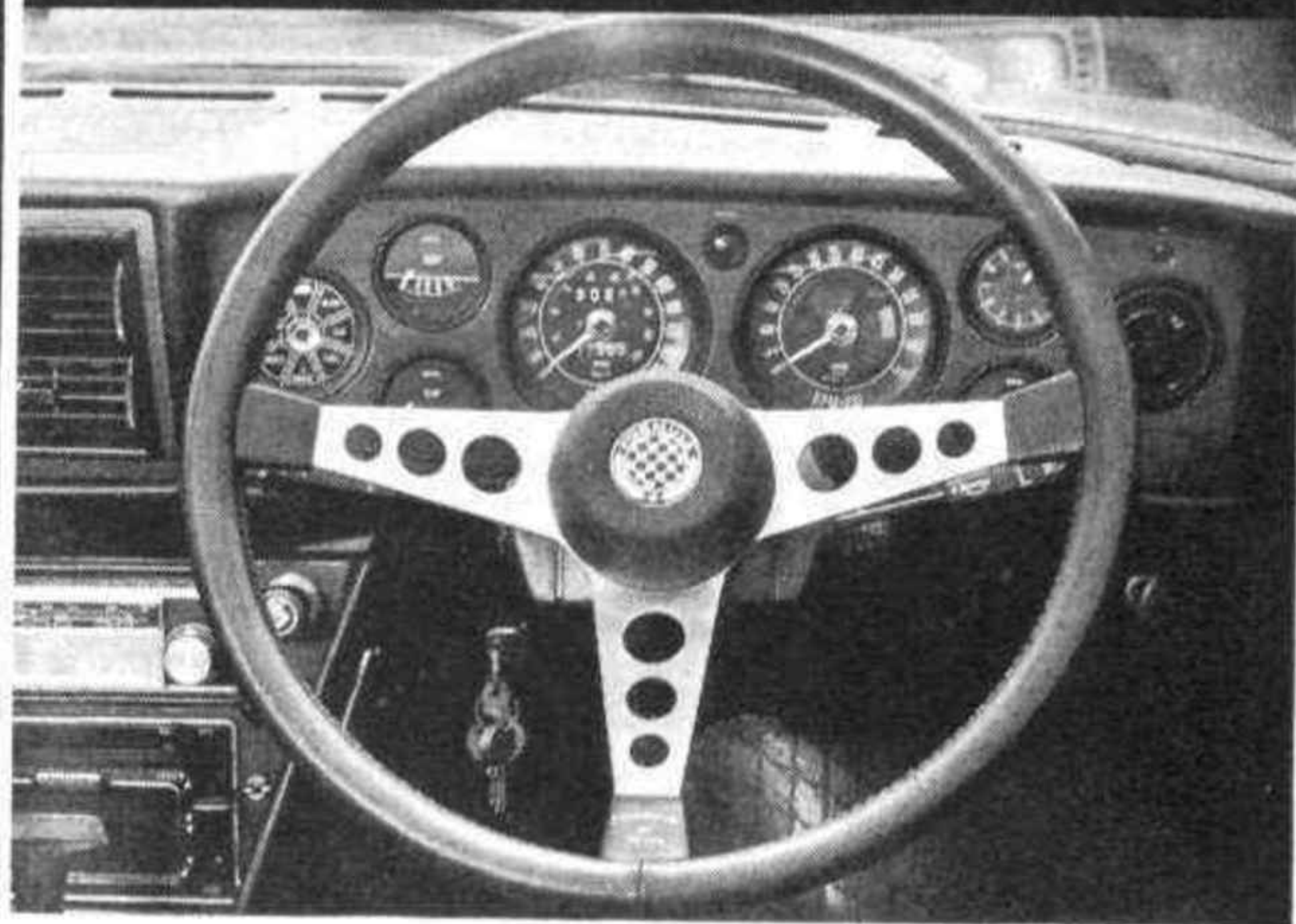
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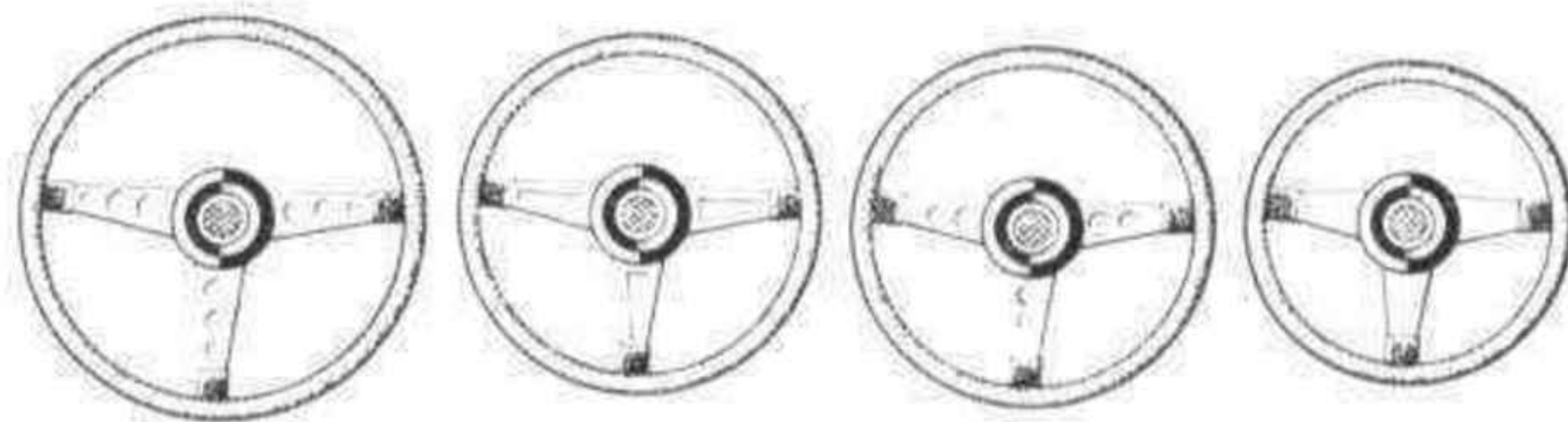
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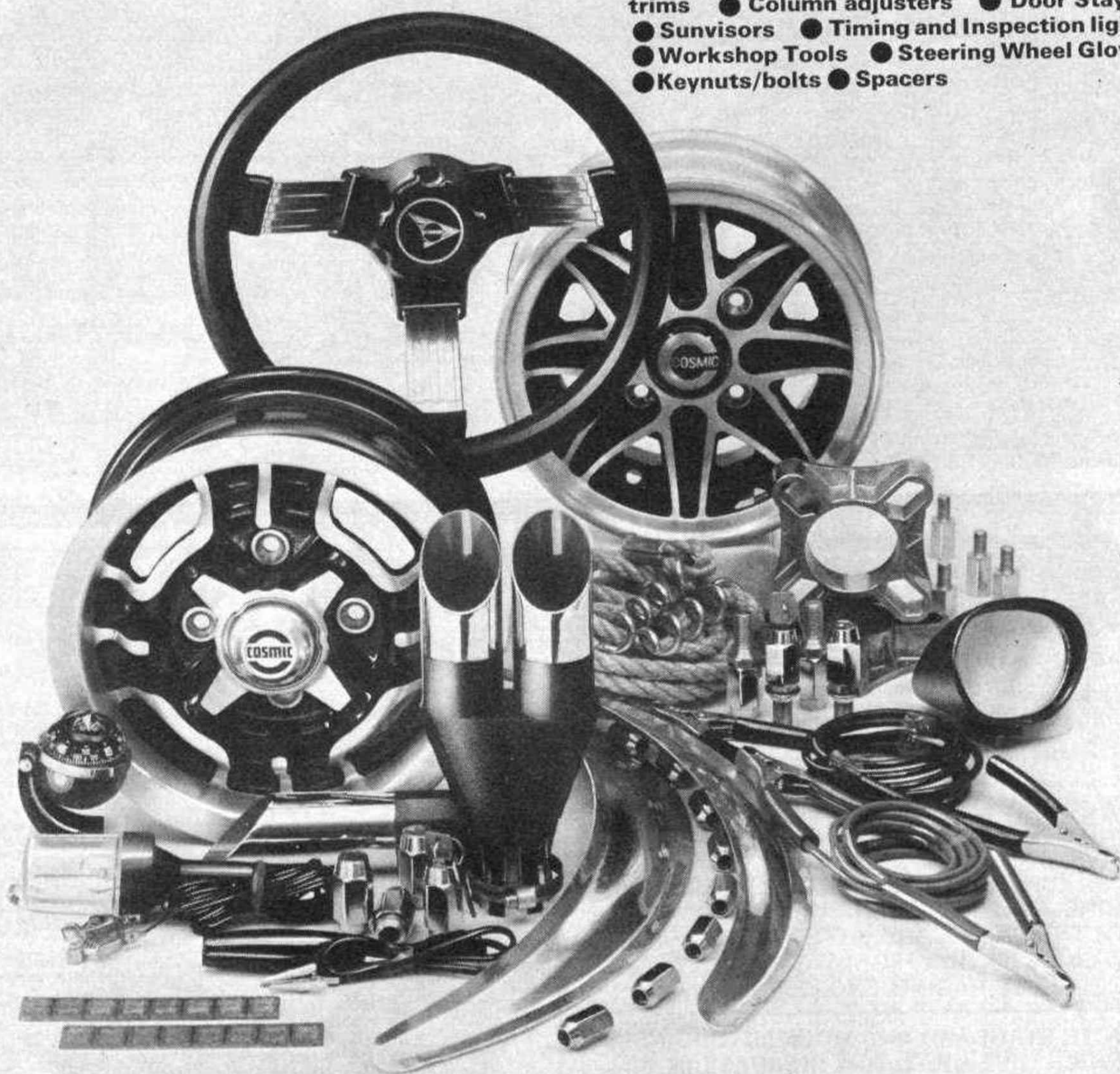
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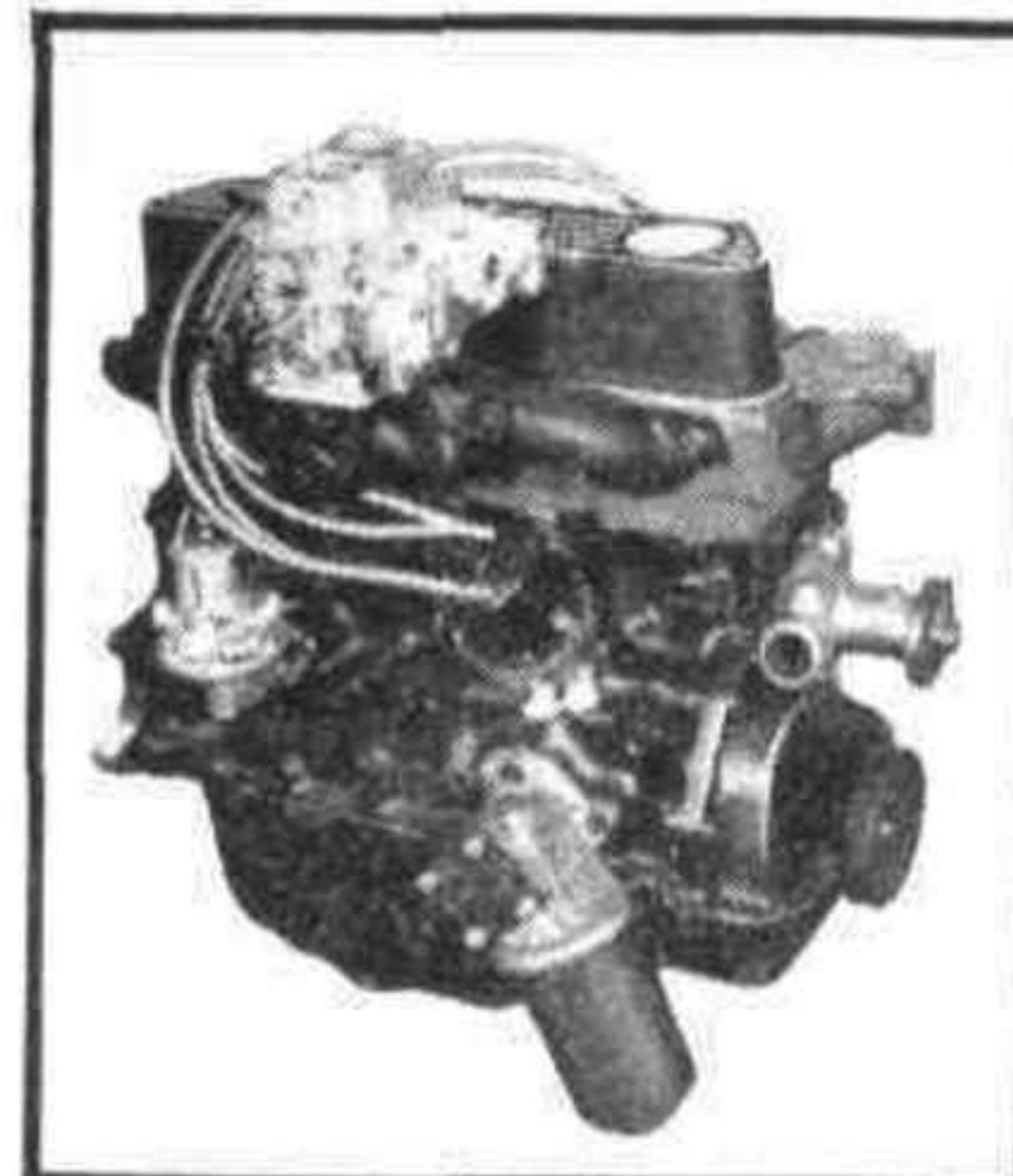
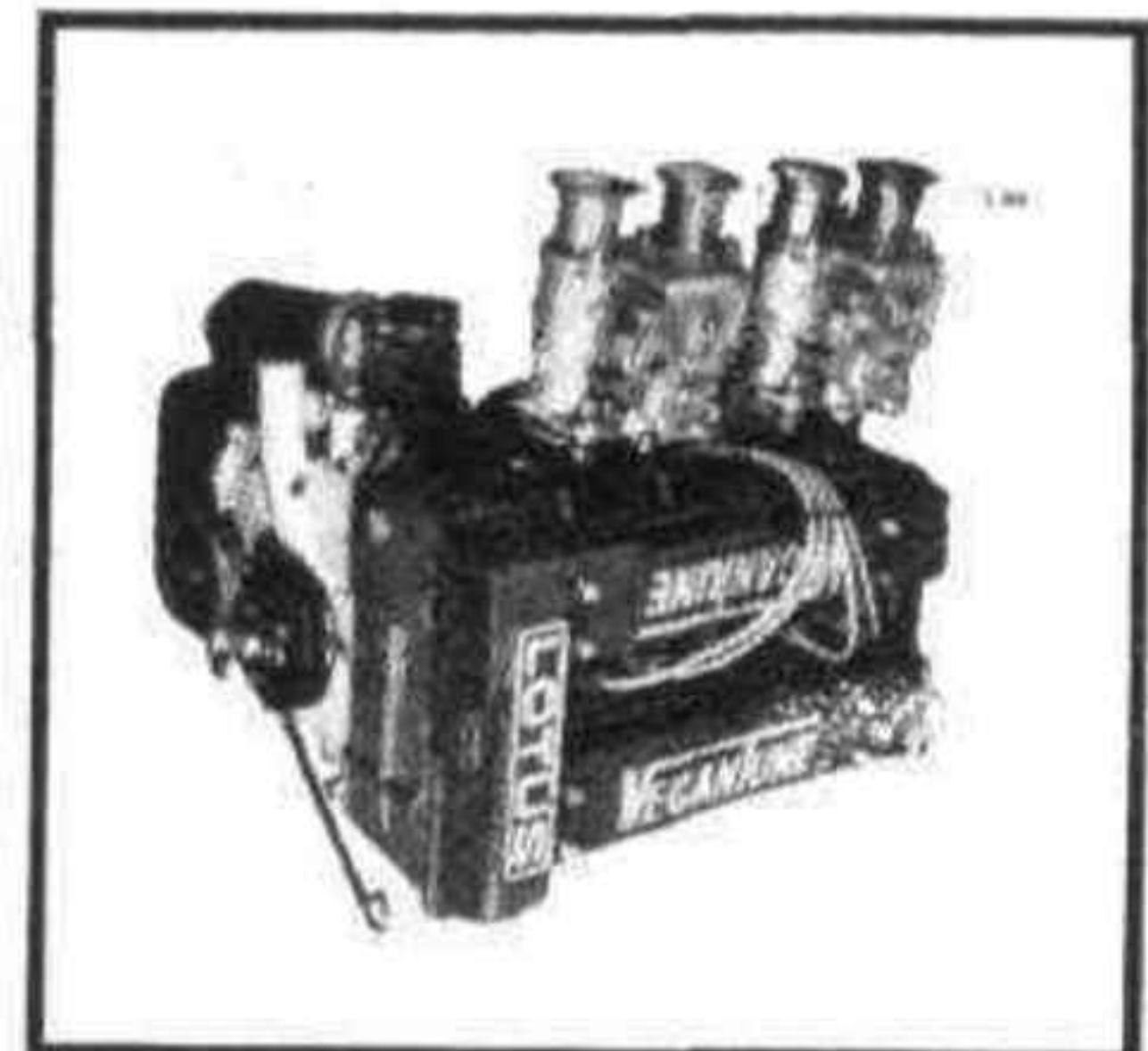
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FOR SALE—continued

M.G.-A 1600 Mk. II, 1962. As new with red upholstery; taxed May, M.o.T. August. £400. Tel.: Brighton (0273) 500988. (5279)

DAIMLER D.H.C. Century power hood convertible, 1955. Really superb condition. One of the best. Offers around £400. Contact Mark Evans, or Dr. Skew, 25 Midford Road, Combe Down, Bath. Tel.: Combe Down 2383 (evenings). 5280

TR3A. A well-maintained car, with overdrive, fog and spot lamps. £295 o.n.o. Wheatley, Tel.: Aberporth 810149 (daytime). (5282)

BRISTOL 403, 1954. Very good condition, engine rebuilt 10,000 miles ago, resprayed. £600 o.n.o. Tel.: 01-674 3303. (5283)

DAIMLER EMPRESS 2½-litre, 1955. Black and apple green, almost perfect condition, hide interior, adjustable steering wheel, electric windows. A magnificent example of this splendid model. £620. Mr. Prior, Tel.: Mkt. Harborough 2321 (home), Corby 2421 (business). (5284)

ASTON MARTIN DB 2/4, 1953. Excellent condition. £625. Also DB 2/4 1955, requires work, excellent potential. £425. Tel.: Cowden (Kent) 556. (5285)

XK140, F.H.C., 1954, M.o.T. Sept. body sound, good driver, needs retrim. £185. Tel.: Bradford (Yorks) 493036. (5288)

AUSTIN HEALEY 3000 Mk. III, 1964. blue, bills for over £450 since 1971. Recent recon. engine, etc., overdrive, 72 spoke wires, p/b radio. Excellent condition £750 o.n.o. Tel.: 01-828 8550 (evenings) (5289)

JENSEN C-V8 Mk. II, Oct. 1965, 63,000 miles, silver, black leather, Mk. III braking system, Q1 lights, new dampers and brakes, fitted XAS, M.o.T. and tax Nov. 1975. Tel.: Portsmouth 35197. (5290)

MERCEDES 190SL, 1958. Collectors car in excellent condition. A fine example of this increasingly rare model, fitted with new tyres, hood, battery, clutch, brakes. Excellent bodywork and mechanics. Quick sale £650. Tel.: 01-303 5326. (5292)

1956 BENTLEY S. Usual refinements, maroon colour, M.o.T. Nov. 1973. Possible exchange either way, or sell £650. Tel.: 061-439 3042. (5293)

"G" REGD. ELAN S4 f.h.c. Red, genuine 28,000 miles. Exceptional condition, radio, etc. P/ex. considered. £895. Tel.: Sheffield 51028. (5294)

UNIQUE DAVRIAN Imp. See "CAR" Dec. 1972 and "Times" colour supplement. New 875-c.c. Siletto engine. Car built and registered by Bill Larkman, August 1969 £520 o.n.o. More details from Larkman, Tel.: Slough 29524. (5295)

LOTUS 7, 1500 c.c. S11/11 wings; Cortina b/axle. View London or Evesham. £600. Tel.: Bideford 2529. (5296)

BENTLEY MK. VI. Very good condition, excellent investment. £455. Tel.: 051-426 4857. (5297)

M.G. PA 4-seats. Extremely rare motor. Engine overhauled; hydraulic brakes. £435. Tel.: 051-426 4857. (5297)

MORGAN PLUS 8, July 1970. Orange; 18,000 miles. Beautiful! Usual extras. £1600. H.P. possible. Tel.: 01-499 0432 (daytime) 01-642 1753 (evenings). (5298)

TRIUMPH TR6, Wires; radio; 32,000. One owner, June 1969. £640. Tel.: Wheat-hampstead (Herts.) 2586. (5299)

TRIUMPH TR6, Wires; radio; 32,000. One owner, June 1969. £960. Tel.: Wheat-hampstead (Herts.) 2586. (5299)

M.G. MAGNETTE Varitone. Recon. BTM 2,000 miles. Suit enthusiast; nearest 180. Details: Tel.: Ascot 20137 (after 6 p.m.). (5300)

1953 DAIMLER Hooper Empress saloon. Originally fitted 3-litre engine. Replaced by 3½-litre engine; 28,000 miles ago. Believed only six cars of this model built. This car maintained regardless of cost. Mechanical condition good, very sound body, but dull 2-tone grey paintwork. Very tidy interior; grey leather seats; red carpets. In regular use. One dedicated owner since 1964. Offers invited over £650. Tabor, Sutton Hall, Rochford, Essex. Tel.: South-end-on-Sea 545730. (5302)

1934 SS11. Ripe for restoration. Running until stored 5 years ago. Details: Tel.: Radstock 2128. (5303)

LAGONDA SALOON, 1957. Four-doors. Floor gear change, radio; M.o.T., taxed. Recent new tyres, batteries and £200 spent. Some history. Some spares; workshop manual; handbook; value £600. Private sale. All exchanges considered. Superb order throughout. Everything excellent, original working order. Regretful private sale by club member. Tel.: 01-560 3245. (5304)

BEAUTIFUL HOOPER built aluminium razor-edge body in dark green with light hide interior on Daimler "Empress", 3-litre; 59,000 miles from new; p/b radio; electric windows. Self lubricating chassis. Must be a bargain at £590. Mike Holder, Tel.: Bishops Cleeve 3891 (Gos.). (5305)

DAIMLER SP250, Maroon; hard-, soft-top; tonneau; new starter; brakes overhauled. Good Dunlop S.P. radials; M.o.T., manual; some spares. £575 o.n.o. Tel.: 08295 (Kelsall) 265. (5307)

M.G.-A 1600, 1961 Roadster. Excellent condition; original bodywork. Company car forces sale. £320 o.n.o. Tel.: Basing-stoke 29063. (5308)

LANCIA FLAMINIA Superleggera GT, 1963. Yellow, l.h.d.; hard- and soft-top. £350. 326 High Road, Chadwell Heath, Romford, Essex. (5309)

MIDGET 1971. White, black trim, one owner; tonneau and hood covers; immaculately maintained. Many extras include radio; underseat and security system. £735. Tel.: Crawley 34334 (evenings). (5313)

TR6 SAPPHIRE Blue, Nov. 1971; 1 owner; overdrive; tonneau cover, soft/hard-tops. Excellent condition. £1,345 o.n.o. Tel.: Cockermouth 3126. (5314)

FOR SALE—continued

M.G. MAGNETTE, 1955. Dark green, well maintained mechanically and bodily. Radio, extremely good car. Offers. Tel.: Moretonhampstead 575. (5316)

BENTLEY MK. VI, 1950. Clean, beauty to drive, honest specimen; part history; value £865. Tom Owton, Cloud Hotel, Tel.: Brockenhurst 2165. (5317)

M.G.-A 1500, 1956. White, handling, looks, extras; sturdy value, £325. Tom Owton, Cloud Hotel, Tel.: Brockenhurst 2165. (5317)

M.G.-A 1600, Mk. II. F.h.c. in beautiful condition. Must be one of the last made; 2 owners; w/w l/r. fogs; long M.o.T.; taxed 1525 (photo). Lewis, 39 Templand Park, Allthwaite, Grange-over-Sands, Tel.: Grange 3429. (5318)

ALFA ROMEO 1750 GTV, 1968. Alfa red, Kadio, Loidie sun roof. Excellently maintained by one owner for business, but engine faulty. Taxed 1973. A bargain for the enthusiast at £750. Tel.: Bath 5476 (office hours), 30728 (home). (5319)

ASTON MARTIN, DB5, late 1964. Manual ZF 5-speed. Front offside damage, all parts. Tel.: Middlesbrough 89636. (5322)

BRISTOL 405. Original condition with works fitted 2.2 engine; servo; disc brakes. Excellent history since new; low mileage. £900. Smith, Tel.: Almondsbury 613602. (5323)

E-TYPE JAGUAR, May 1970. Dark blue, F.h.c. 2-seater, c.w.w. Wife and Mother-in-law forces sale. £1,650. 3 Whitley Road, RAF Dishforth, Yorks. (5324)

M.G. YA, 1947. Engine, clutch, brakes overhauled. Just resprayed two-tone green. All good tyres (one new). £175. Offers. Tel.: Mayhill 269 (Gloucestershire). (5325)

LANCIA AURELIA B20 GT. Rebuilt bodywork. Requires finishing. Current M.o.T. Offers. Ayre, Tel.: Buckingham 3559. (5327)

TR4. Wire wheels; taxed Nov. White; radio; o/d. M.o.T. Nov. Very solid; Surrey top. New pads; l.h.d. £225. Tel.: Lydm 3532 (N. Cheshire). (5329)

BOND EQUIPE, 2-litre coupé. "J" registration. Manhattan blue. One woman owner. £650 o.n.o. Tel.: Southampton 27559 (daytime). (5330)

FORD POPULAR, E93A. Running order. Pilkington, Valdesco, Legsby Road, Market Rasen, Lincolnshire. (5331)

M.G. YB, 1949. M.o.T. November. Good mechanical order; two new tyres; recent service. Two owners. £130. Tel.: Ilkley 3710. (5332)

1972 MORGAN, 4/4 two-seater; 13,000 miles; off white; bucket seats; wire wheels with Cinturatos, long tonneau. Doctor's second car. £1,350. Paterson, Tel.: Hartest 470 (Suffolk). (5333)

MERCEDES 190SL, 1958. Collectors car in excellent condition. A fine example of this increasingly rare model. Fitted with new tyres, hood; battery; clutch, brakes. Excellent bodywork and mechanics. Quick sale £650. Tel.: 01-303 5326. (5334)

1968 M.G.-C Roadster. Automatic. 2 owners; low mileage; Bermuda hard/soft-tops; many extras; v.g.c. throughout; taxed, M.o.T. £895 o.n.o. Tel.: Abingdon 4141, ext. 2105 (work), Rowstock 350 (evenings). (5335)

XK 150. Special equipment, 1959. Overdrive, wire wheels; 61,000 miles, believed genuine. Cinturatos, B.R.G. with green hide interior. New clutch 2,000 miles ago. £550. E. F. Widgery, Hampton Dene, Hereford. Tel.: 3373. (5336)

SINGER CHAMOIS, 1965. Rebuilt engine with sports head, cam and 4 branch manifold; reconditioned gearbox, clutch and brake linings just replaced. Lowered with 5½Js, bucket seats; twin headlights. M.o.T. until mid December. Extra instruments, radio. A very sound impressive car. £250 o.n.o. Tel.: 01-886 9069. (5337)

XK150, 1960. Dark blue, f.h.c. Recent bills for £1,000. Good condition, £1,200 or nearest offer. Keshaw, 114 Great King Street, Macclesfield, Cheshire. (5338)

FERRARI V12, 2 + 2, 250 G.T.E. Superb condition. £1,900 o.n.o. Tel.: Oxford 356193 (evenings). (5339)

TRIUMPH TR6, 1971. Red, black upholstery. Soft-top; overdrive; twin spots; low mileage. Excellent condition; one owner. £1,000. Tel.: Gloucester 34564. (5340)

1935 LANCHESTER 10 saloon. Fluid fly-wheel etc. Known history. In fine original condition including overhauled engine. Very little restoration needed. £350. Tel.: Bolton 53325. (5341)

1950 LEA-FRANCIS 17/4 Sports saloon. Excellent chrome; gleaming black cellulose. Alloy body, no rust. Very good mechanics/electrics/tyres. S/shine roof; long M.o.T. Collector's car, above average condition. Drive away anywhere. £95 only. Box 3844. (5319)

RILEY NINE PARTS. Complete engine; pistons, half-shafts, gears, heads, dynamos, starters, brake-shoes. Box 3835. (4694)

1969 M.G.-C in red; immaculate condition throughout; 37,000 miles only; wire wheels; radio, etc. Any trial. £850 o.n.o. Car or large motorcycle taken in part exchange. H.P. arranged. Mr. Clayton, 117 Norfolk Road, Borras Park, Wrexham, Denbighshire, North Wales. (5348)

AUSTIN SEVEN, 1934 saloon; black; good condition; new Lodge plugs; M.o.T. year, taxed 4 months. £350 o.n.o. Tel.: Reading (0734) 476334 after 6.30 p.m. (5351)

1936 AUSTIN Lichfield. M.o.T. expensive restoration, space wanted. £175. 280 Cromwell Road, Peterborough. (5366)

ALVIS TA14, drophead 1948; documented history. long M.o.T. £275. Also 1959 TD21 rolling chassis. 27 Whiteside Avenue, Hindley, Wigan. (5343)

SUNBEAM TALBOT 90 Mk. IIA; convertible; 12 months M.o.T. Excellent condition. £175. Tel.: 021-458 1068. (5344)

FOR SALE—continued

MG MAGNETTE, 1955. Michelins; smart black; haggled around £30. Tel.: Cheltenham 33421. (5345)

MIDGET, 1962; M.o.T.; Weber; Servo; hardtop; fibreglass Bonnet. £135. Tel.: 01-462 1827 West Wickham. (5346)

ROVER 3-LITRE Mk. III, fixed head coupé, automatic; "D" registered, recorded mileage 60,200, radio, M.o.T. year. £725 o.n.o. Tel.: Reading (0734) 476334 (after 7 p.m. (5352)

TR6, 1968 "F" REG. White; recent engine overhaul and respray. £650. Tel.: Bolton 23668. (5349)

DOVE GTR4, 1963. Alicia blue; splendid 2+2 coupé on TR4 chassis; bodywork immaculate with new steel wings, sills and valance; fastback top fitted Webasto roof, recently recovered; radio; newish XAS; other extras. Expensively maintained since 1968 by third owner. £425 o.n.o. Tel.: 01-642 5925 (Cheam). (5350)

ALFA 1600 Spyder, 1964; new liners, pistons; recent hood, respray, exhaust, head overhaul; full M.o.T. £240. Tel.: Hoddesdon 67830. (5352)

1970 LOTUS Europa. Federal specification. One owner. Excellent condition. Many extras. £1,175 o.n.o. Details Tel.: 01-828 4837. (5354)

M.G.-B GT, 1966. overdrive; excellent condition; M.o.T. November. £600. H.P. possible. Tel.: Lapworth 3281 (evenings). (5355)

HEALEY 3000 Mk. I; accident-damaged; good engine, gearbox, overdrive, etc.; XJ6 tyres/wheels, etc. Realistic offers. PILL 2276. (0443)

DAIMLER SP250, September 1964. Silver blue; good and original condition. £850 o.n.o. Tel.: (Keyingham) 09644 2188 (evenings). (5357)

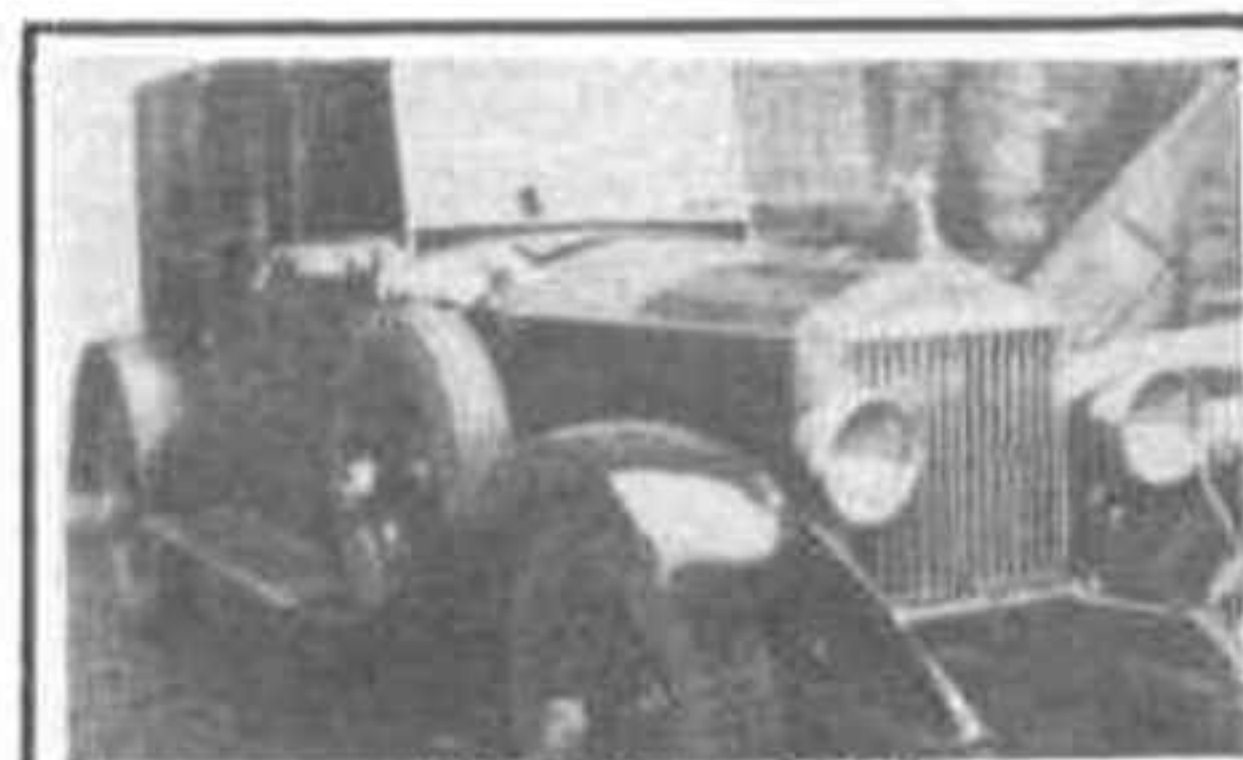
TR6, JULY 1972. Sapphire blue; overdrive; luggage rack; towing bar; electric aerial; stereo cassette/radio. Showroom condition, forced to sell. Offers around £1,450. Tel.: 01-373 1040. (5358)

ALVIS TD21 saloon, 1959; new springs, track rod ends, battery. Nearest offer. £295. Tel.: Kidderminster 5158. (5359)

M.G.-A 1600. I have an excellent 1961 model for sale. Within the last year it has been resprayed and mechanically overhauled. Worth more than the £395 asked. Tel.: Ashted 72243. (5360)

M.G.-B GT, 1967. Sandy beige; wire wheels; radio; SP Sports radials; new gearbox and clutch recently fitted. Family expansion demands sale, consequently £695 o.n.o. B. M. Brearley, Roxholme Grange, Sleaford, Lincolnshire. Tel.: Ruskington 469. (5361)

1932 LAGONDA 16/80 open tourer. Black; much loved car; house purchase forces sale; rechromed, resprayed, in good running condition. All original and complete. Tel.: 0255-870 218. To view, based London. Best offer over £2,000. (32). (5362)



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1928 20-h.p. open tourer. Finished in white. Three-position sedanca hood. Immaculate.

1937 25/30 sports saloon by Wendovers, used daily.

1964 Silver Cloud III. Automatic, P.A.S., electric windows. Excellent both coachwork and mechanically. £3,250.

1962 Silver Cloud II, midnight blue. £1,000 spent in last 12 months to make this car in first-class condition.

1953 Silver Wraith by James Young. A most elegant semi-razor-edged motor car. Finished in midnight blue.

1955 Silver Wraith touring limousine by Park Ward. Automatic. pristine condition.

BENTLEYS

1949/Mk. 6 drophead by Park Ward. Extensively restored. Finished in regal red with beige hide upholstery.

1954 'R'-Type black automatic. One owner from new. Chauffeur driven. £1,725.

1953 'R'-Type automatic, in very good condition. £1,150.

1960 Flying Spur Continental by Mulliner. Regal red and recommended.

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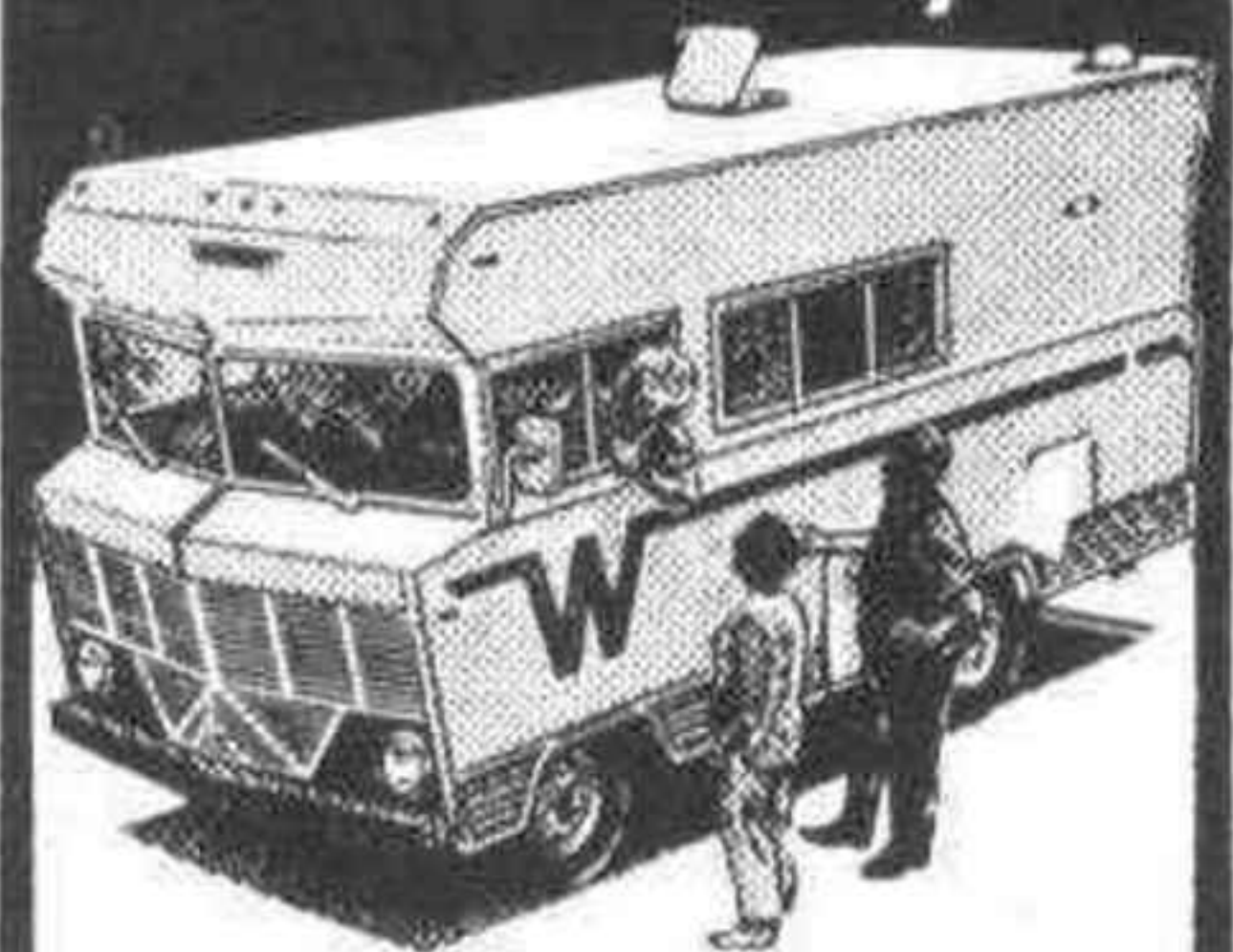
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Road. Tel: Derby 810085**
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FOR SALE—continued

M.G.-C, 1968; overdrive; wire wheels; tonneau, radio. Excellent condition throughout. £675. Tel.: Barnoldswick 2711, ext. 26 (daytime). (5363)

1936 TRIUMPH Vitesse, 14/60 Sports saloon; aluminium body; wire wheels; hydraulic brakes; 4 cyl. o.h.v. Triumph engine. Good condition. Taxed and M.o.T. until August. Offers around £350. Tel.: Blackburn 54970. (5365)

1956 RILEY "Pathfinder", M.o.T., taxed. £175. Elnor, "Hillcrest", Woodville Rd., Aittrincham, Cheshire. Tel.: 061-928 2944 (after 7 p.m.). (4068)

RILEY 1½, 1954, complete, non-runner. £25 o.n.o. D. Hornby, Tel.: Weaverham 3322 (Cheshire). (5368)

BUGATTI TYPE 43 Grand Sport, 1929. Restored to original by BOC member. Professional workmanship throughout, regardless of cost. Complete except for camshaft and associated gearing and housing. Business commitments regrettably dictate sale. Reasonable offers; Box 3852. (5388)

ZAGATO-BODIED Lancia Flaminia; rare and beautiful aluminium coupé; alloy 2.8-litre V6; De-dion rear transaxle; inboard discs; taxed, tested. Superb handling and performance for only £450. 1 Colville Terrace, London, W11. (5389)

1935 AUSTIN 7 Hamblin Special. Mechanically very good, complete. £90. Tel.: Long Eaton 67626. (5391)

1948 LEA-FRANCIS, 4-door light saloon. Good original condition; only two owners from new; full history available. £200 o.n.o. Tel.: 0789 4532. (1123)

1965 LANCIA Flaminia 2.8 saloon. Dark blue, grey cloth interior, radio. £400. Tel.: Cheltenham 25601 (evenings and weekends). (5495)

TRIUMPH SPITFIRE, 1965 Mk. II; red; hard/soft-tops; tonneau, 4½JJs; extras; M.o.T. Very good condition. £350 o.n.o. Tel.: 051-228 4317 (after 6 p.m.). (5496)

HEALEY SPRITE Mk. II; very smart; re-conditioned engine; M.o.T., radio; tonneau. Many extras. £235 o.n.o. Tel.: Woking 3354. (5497)

M.G.-C GT, 1968; white/bk. trim; 33,000 miles; w/w; SP rad.; o/d. oil/clr.; radio. Works maintained. £1,075 o.n.o. Details Tel. Oxford 777656. (5498)

TRIUMPH GT6 Mk. II, 1969 Damsun, overdrive, 8800s, M.o.T. £575. Tel.: Deal 3773. (5500)

LOTUS CORTINA "F" reg. Perfect condition. £450. Apply Coles, 24 Pilgrims Lane, Bugbrooke, Northampton. Tel.: Northampton 830970. (5501)

MORRIS 8 series E, 1948; chassis, body sound; M.o.T. Offers. Tel.: Kidderminster 4351. (5503)

ASTON MARTIN DB4, series IV, 1962. New Dubonnet Rosso overdrive; Blue Spot radio; maintained by AMOC member for last 3 years including £230 engine rebuild. £835 or offers. DB5 wanted Seabrook. Tel.: 01-534 3376 (office), 01-508 1373 (home). Reg. 61 LEW. (5596)

ALVIS TA21, 1961 Park Ward body, blue, silver roof, w/w, automatic, 2 owners; history known, mechanically excellent, body work very good. £400. Tel.: 01-428 2972 (after 7 p.m.). (5597)

VOLVO 1965, Phase I modified Rudd-speed 131, never raced nor rallied. Taxed and M.o.T. £350 o.n.o. Tel.: 01-947 4546 (after 6 p.m.). (5598)

AUSTIN 7 Special, on trailer, plus spare engine, gearbox. Many spares, part body. Buyer collects. Offers. Tel.: 0793 22435. Also 1972 Pirelli calendar. (1067)

FOR SALE. Griffiths TVR 1965 Cobra alloy engine 4,700 c.c. Holly carburetter; high rising cams; very fast, excellent condition; sensible offers; terrific motor. Tel.: Brighton 418752. (5600)

ASTON MARTIN DB 2/4, 1954, White. Superb condition; M.o.T. March 1974, tax August 1973. £700. Dr. Sconce, Tel.: Bradford 33901. (5601)

OWING to cancellation of sale, Marcos 1600 "G" registered; yellow; wire wheels; radio; sun-roof. Well maintained. £950 o.n.o. Tel.: Bradford 47500. (5602)

EX-FILM STAR'S Bentley, 1934 3½-litre, white, two-door drop head coupé. In very good order throughout. Taxed M.o.T.; radio etc. £3,850. Tel.: 01-677 9773. (5603)

XK 140 D.H.C., Recently restored including brakes; steering; hood; shockers; re-conditioned engine; exchange gearbox; clutch flywheel; new tyres; resprayed. Regrettably offer this superb example at around £1,500. Tel.: Biggleswade 312811. (5604)

ROVER 16, 1947 and Singer Hunter 1956. Both M.o.T. and good running order. Both £340 o.n.o. Tel.: Burley (Hants.) 3279. (5605)

M.G.-C 1969 Primrose. Overdrive; wire wheels. Excellent throughout. £975. Bermuda hard-top available. Tel.: Farnborough (Kent) 58182. (5607)

FERRARI 250 GT 2 + 2, 1963 model, "L" registered; l.h.d.; Borrani; new radials; gold/black interior. Moderate example of this classic car; suit enthusiast. Private sale possible, part exchange. £1,075. Tel.: 01-699 0876 (S. London). (5310)

M.G. TF, 1954, B.R.G. Re-upholstered; rechromed engine rebuilt; new springs, etc., etc. Excellent all round condition. Investment at £1,250. Tel.: 01-500 3149. (5633)

S.A.H. RACE-TUNED Morgan +4 (1966). 2,138 c.c. Genuine 22,500 mileage (third car); Saturn yellow; wire wheels; Webers; "C" head; special cam, valves, springs and tappets. Close ratio box; limited slip differential. Four branch exhaust; Kenlowe etc. Full weather equipment. This car has been stored each winter and only used in the summer months, hence its excellent condition. £1,250. Tel.: Turners Hill 288 (Sussex). (5634)

FOR SALE—continued

1937 M.G. TA, Renovated M.o.T. £600 o.n.o. Tel.: Thrapston (Northants) 2854 (evenings, weekends). (5635)

BMW 2000 Tii, white, 1968. Low mileage. Beautiful condition everywhere; overseas employment reason for sale. £930. Tel.: 01-622 5469 (evenings). (5636)

REGISTRATION R.F.U. 1; 3.8 F.H.C. E-type; immaculate; lemon/black; Hi-back seats; Cassette, Motorola; h.r.w.; c.w.w.; air horns; XJ12 tyres. Recent engine overhaul (bills). May sell plate separately or swap later E or Marcos. Offers around £1,000. Tel.: Bedford 52832 (office), 64739 (home). (5638)

XK 150 JAGUAR 3.8S, 1960. F.h.c. grey. Webasto roof all extras and bills; bodywork, interior, mechanics, good. £600 o.n.o. Tel.: Chelmsford 52679. (5609)

M.G.-C GT, 1968, Limestone, black interior; overdrive; 36,000 miles. Recent resprayed and overhaul. £260 bills. Immaculate, one careful owner. Sale reason, acquired Porsche. £1,000 o.n.o. terms. Box 3856. (5610)

1972 BARNARD Formula 6 Go-Kart with racing car body. As new condition. Never been raced. Offers to Mr. Houlgrave, Paul Villa, Lyelake Lane, Lathom, Nr. Ormskirk, Lancs. Tel.: 0695 24029 or 0695 23252 (office). (5612)

BOB 507, Very rare 1935 o.h.c. Wolsely Wasp saloon. Mechanically sound body in some distress. Offers over £650, or will arrange to split registration and car between diversely interested parties. Tel.: Sheffield (0742) 369070. (5613)

VINTAGE MORRIS Minor, 1930, 2-seater tourer, easily restorable, less seats and hood, otherwise complete. Tenders invited. Mansell, Tel.: Chard 2563 (Somerset). (5650)

MERCEDES 190SL, 1961. Superb condition. Many expensively fitted extras throughout, including real hide leather trim. Special 300 SL hard-top; Becker s/s radio; superb engine; M.o.T., taxed. Ex-oil Sheikh's car. Nearest £550 secures HP possible. Small car taken part payment or trailer tent. Tel.: Cardiff 45400 (evenings). (5722)

M.G.-B 1967, Red, perfect service history; 54,000 miles; overdrive; w/w; radio; Cnts. £625. Tel.: 01-422 4528. (5611)

1 CNR on Hillman Super Minx; 12 months M.o.T. £400. Tel.: Loughborough 67525. (5724)

EUROPA TWIN-CAM, "K" reg., Lotus yellow; black trim; alloy wheels; airhorns. Reason house purchase. £1,551. Tel.: Abingdon 4141, ext. 4238 (days), Wantage 2836 (evenings). (5726)

TVR GRIFFITH, 1964, 4.2 V8 dark blue, 6½ wires; R.O.B., engine 30,000 miles. Around £925. Also A/H Sprite, 1963. Many extras around £160. Both for £1,000. Owner emigrating. Tel.: 01-866 4417 (evenings). (5727)

1935 AUSTIN 10, Lichfield, taxed, tested. Original condition. Offers. Box 3858. (5730)

LAGONDA D.H.C., 1953, 3-litre Vantage DB2, floor change. Exceptional mechanical condition. Approx. £500 recently spent on engine, new clutch, new drive shafts, brakes, tyres and exhaust system. Exterior chrome and aluminium body in first-class condition. Easily brought to concours standard. Original registration and instruction book (first owner—Rob Walker). Beautiful, practical car and a worth-while investment. Offers to Manners, Cottage-at-Bridge, Constantine, Falmouth. Tel.: Constantine 588. (5731)

1942 DENNIS Fire engine, 7,000 miles from new. Immaculate; ready for work. Offers. 1964 Halfinger; 5,500 miles only. Not run since 1965. £300. Box 3859. (5732)

1947 M.G. TC, Exceptional condition, offers around £1,200. Tel.: Walsall 26874 (after business hours). (1421)

RILEY 1½, 1951. Original black paintwork, roof, and logbook. Green leather and cloth trim. Engine professionally rebuilt 3 months ago. Exceptional condition inside and out. £360. Pete Talbot, Tel.: Newcastle (Staffs.) 610161, ext. 343 (day). (5818)

1950 TD M.G., Mk. II. Immaculate condition. Fully reupholstered; gunmetal grey body with cream hood. This magnificent specimen of British workmanship at a bargain price. £895 o.n.o. Tel.: 782347 or call, Ferncliffe, Eggescliffe Village, Stockton, Tees-side. (5819)

JAGUAR XK 140, Outstanding example. White with red interior; radio; stereo tape; electric aerial. All excellent order. £750 o.n.o. Would consider part exchanges. Tel.: Uckfield 2663. (5820)

AUSTIN HEALEY much loved 100/4. Re-conditioned engine; wire wheels; radial tyres. recent M.o.T.; radio; original colours. Must sell. £250 o.n.o. Tel.: Bollington (Nr. Macclesfield) 74148 (evening or weekend). (5821)

BENTLEY "R"-TYPE, 4½-litre, 1953. Standard 4-door saloon; sliding roof; heated rear window; radio, etc. Finished in black, with tan leather upholstery. 4-speed synchromesh gearbox. Good condition leather; headlining; carpets; walnut veneers. An outstanding highly recommended. Good value at £1,095. Tel.: 01-337 6362, 21 Derwent Lodge, St. Phillips Ave., Worcester Park, Surrey. (5823)

TRIUMPH SPITFIRE, 1972. White hard/soft-tops; 10,000 miles. Well looked after. £895. Tel.: 051-342 2306. (5824)

SUNBEAM TIGER, 1967. One of the last. Light blue, hard/soft-tops/tonneau; radio/8-track stereo; 5½J wheels (Rostyle). New Cinturatos, no rust; taxed, and M.o.T. Must sell, going abroad. £875 o.n.o. Tel.: Walton-on-Thames 29595. (5826)

SELECTED CARS

70 DAIMLER Sovereign 4.2 Automatic. Sable. One owner, genuine only 24,000 miles... £2,550

71 'E'-Type f.h.c. Webasto roof £2,150

65 MERCEDES 230SL drophead with hard-top, automatic, p/steering. One owner, who has kept it like new. 54,000 miles, authenticated... £1,925

71(K) SAAB 99, 4-door, 15,000 miles... £1,275

69 LOTUS +2, really immaculate in red, mechanically outstanding. This has been somebody's pet... £1,195

70 CRAYFORD Cortina convertible. This is the GT model and is at least half what it cost new!!... £995

70 M.G.-C GT. Immaculate, the best we have driven. With o/d., radio, wire wheels... £995

71 MEXICO Escort. Red. Super order. A rare car... £925

68 JAGUAR 420 Automatic. Power steering. Webasto roof, metallic silver. This is one for a particular buyer... £895

68 ALFA ROMEO 1750 GTO, one owner. White. Usual excellent features... £995

70 TRIUMPH Vitesse drophead coupe, unmarked. Rare model... £895

70 COOPER 'S' 1275. Alloy wheels, spats, otherwise original specification apart from special colour blue... £685

69 COOPER 'S' 1275. Fitted Webasto roof. Special dash with rev counter... £645

67 LOTUS Seven. This is a very special car with a modified 1,293-c.c. Cooper 'S' engine, straight-cut gears in special box, dozens of other features and only 4,000 miles since big rebuild... £645

66 M.G.-B GT. Wires, o/drive... £565

65 TR4A, o/drive, wires. A nice car which will give the usual 'TR' zip with economy... £525

65 BOND Equipe. Spitfire engine. Two owners, last since 1967 who has recently had considerable work done. No chips or blemishes. An opportunity... £335

Let us buy your nice Cooper, Cooper 'S', Vitesse, Jaguar for cash. Immediate settlement, no messing. Also H.P. settled. Finance arranged.

192/4 LONDON ROAD, KINGSTON ON THAMES

01-546 7231

01-546 9292

FOR SALE—continued

"E"-TYPE JAGUAR. F.h.c., fully converted to Series II; excellent condition. Any inspection invited; new engine, gearbox and suspension, 38,000 miles. "C"-type head with large valves and new set of wide chrome wheels with Dunlop Sports recently fitted. Sundynn front screen and rear heated window. This car has been regularly serviced at Jaguar Works, regardless of cost. Offers of £850 and over. Tel.: 021-772-8700. (5825)

ELAN SPRINT, DH 71K. Ochre/white; 3.5 diff., tinted screen; tonneau. J. Hostler, Tel.: 01-261 8480 or 01-452 8172 (evenings). (5828)

SUNBEAM TIGER, 1965. H/S-tops; tonneau; taxed/tested; v.g.c.; new tyres/brakes. £650 o.n.o. Tel.: Upholland (Lancs.) 4307 (evenings/weekends). (5829)

RARE JENSEN-BODIED A40 tourer. Non-runner; new hood; alloy body. One owner 17 years. Offers. Tel.: Lyme Regis 2301. (5831)

M.G.-A Fixed head coupé, 1958. Orient red with black and red interior. Very good body paint and mechanics. Retrimmed red seats. Must be a very good example. £300 o.n.o. Consider part exchange. Tel.: Axminster 2737. (5831)

M.G. Y-TYPE, 1953 PZ61. Good mechanics and tyres. Body needs work. £95. Wilson, 131 Croydon Road, Caterham, Surrey. Tel.: 43042. (5855)

1929 AUSTIN 12/4 Burnham saloon. Beautiful condition both mechanically and bodily. Rewired, retrimmed in hide, new carpets, interior woodwork repolished; new tyres; batteries; exhaust system; wiper; running boards; clutch; magneto; petrol system, paintwork etc. Long tax and test. Lovingly restored, little used. Offers over £1,000. Tel.: 0742 22368 (day), 0742 754126 (evenings). (5856)

LAGONDA 2-LITRE fabric tourer 1931. Good all-round except interior original. £1,500. Roberts, 18 Silverknowes Midway, Edinburgh. (5857)

1970 M.G.-B GT. Blue Royale; overdrive; wires; 39,000 miles; maker's oil pressure. Good condition, recent overhaul; new tyres. Delivered Carlisle or Glasgow. £900 or exchange petrol Land Rover. Creelman, North Lodge, Wemyss Bay, Renfrewshire. (5858)

1971 (JUNE) LOTUS Elan Sprint, in Ocean blue; one owner, 21,000 miles; h.r.w.; stereo. Would consider late Mini "S" exchange or £1,395. Finance can be arranged Mr. Derek Cooper, 24 Princess Ave., Nuneaton, Tel.: Nuneaton 323630. (5860)

AUSTIN HEALEY 3000, Mk. 3, July 1967. White/black body, black interior; radio; overdrive; c/ratio gearbox; recent respray; reground crank; new pistons and rings; no expense spared, must be seen to be appreciated. £1,200 o.n.o. Tel.: 01-954 0849 (evenings). (5861)

FOR SALE—continued

MORGAN 4/4, Believed 1939 re-reg. 1950. Completely rebuilt as original bodywork; engine; upholstery; 6 new tyres; M.o.T., taxed etc. £600. Tel.: Lincoln 30120. (5857)

ALVIS TE21 saloon 1965. Metallic blue manual gearbox. New tyres, exhaust system, rear wing sections, resprayed. Excellent order throughout. £895. Tel.: Milton Abbas 411/675. (5862)

MERCEDES 230 saloon 1966. L.h.d. One owner, maroon. Very good condition. Mercedes maintained. £400. Tel.: Milton Abbas 411/675. (5862)

DAIMLER SP250, Blue (1962), 33,000 miles. Original condition; hard/soft-top. Best offer towards £1,000. Inspection by appointment. Tel.: Brentwood 4311. (5863)

LOTUS CORTINA, 1968. Yellow; black vinyl roof; radio; heated rear screen; fog; spot; Rostyles. All round condition excellent. £525 o.n.o. Tel.: Bolton (Lancs.) 71731 (after 6 p.m.). (5865)

SELLING AUSTIN HEALEY 3000, Mk. III, 1964. Red, black hood; wires; Cinturatos; overdrive. Well maintained, in daily use. Good reason for sale. Tel.: McGilchrist on Emsworth (Hants.) 2381, ext. 252 (office). (5866)

ALVIS TA21. D.h. coupé with 3-litre Grey Lady engine. Recently resprayed; M.o.T. £165. Tel.: 01-947 4181. (5867)

AUSTIN SHEERLINE, 1951. Metallic silver and black sunshine roof; P100s and foglamps; good tyres; M.o.T. and taxed. Workshop manual and some spares. Drive away £120. Gordon, 17 Yule Terrace, Blackburn, West Lothian. (5869)

RILEY 2½-LITRE, RMF 1953. For sale, good mechanics, good body. Offers. Part exchange considered, 36 Huntington Road, York or Tel.: 54754. (5870)

FROGEYE SPRITE, 1960. Red. Excellent mechanics; heater; radio; taxed. M.o.T. November. £240. Tel.: 01-952 6456. (5871)

ASTON MARTIN, DB2/4, 2.6-litre, engine rebuilt 1,200 miles ago. Recent respray in silver, black interior and chrome refurbished; Alfins, new Turbospeed under 2,000 miles. M.o.T. October, taxed, £650. Tel.: Rochdale 48737. (5872)

BENTLEY SI, 1957. Grey with red leather. P.A.S. very good condition; taxed. M.o.T.; radio. Reg. No. WSR 91. Tel.: Southampton 772384. (5873)

VOLVO 1800S sports coupé, 1963. Full year's tax and M.o.T. Very good condition. Reg. No. 4 SRD. Tel.: Southampton 772384. (5873)

1949 HRC 1500. Detailed overhaul, nearly complete £1,250. 1959 A.C. Ace Bristol superb car £1,800. Box 3860. (5874)

TR6 SPORTS, 1970 "H". Good condition; white cellulose, black upholstery, taxed. £1,025. Tel.: Chandlers Ford (Hants.) 4354. (5875)

HARROP MOTOR COMPANY LTD

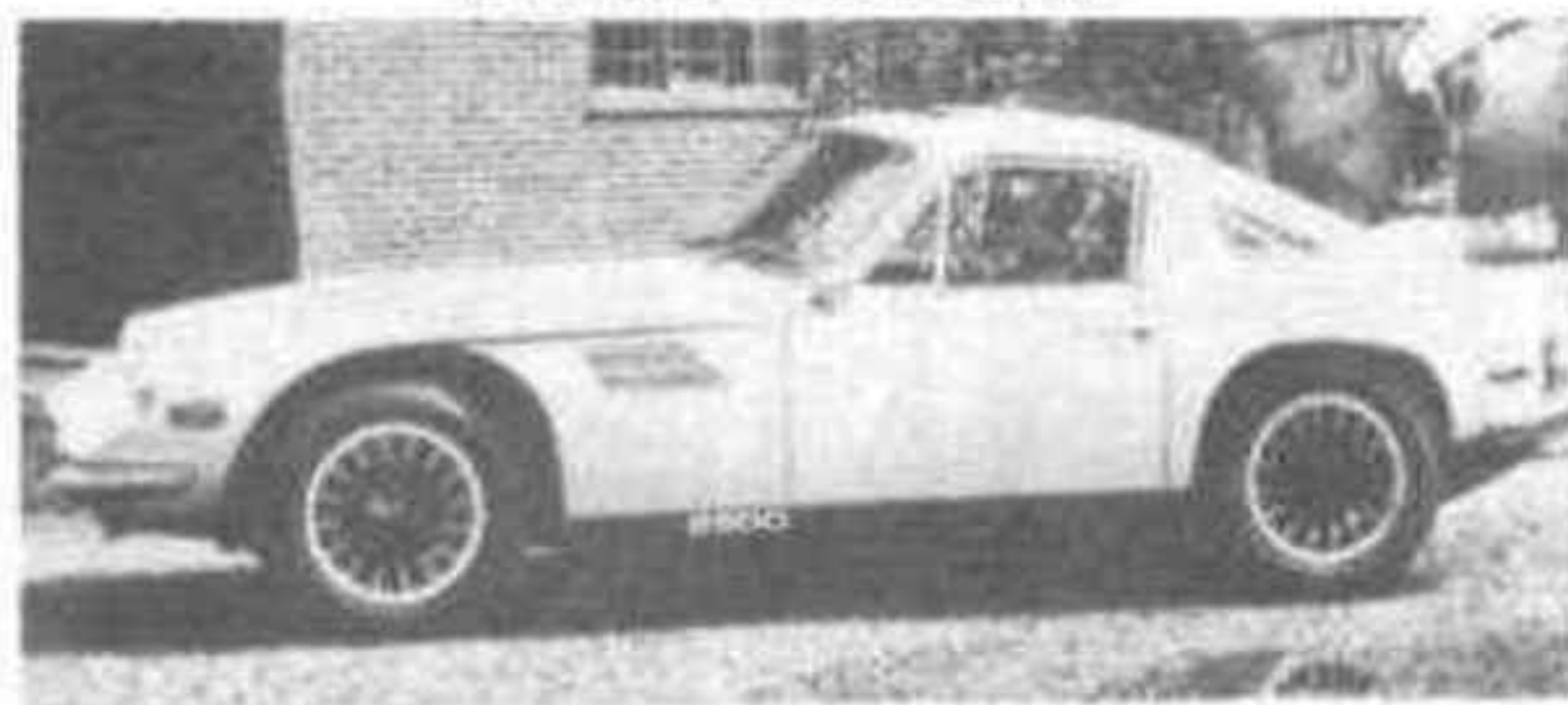
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TVR



NEW TVR 3000M. Sun-roof, tinted windows, radio, h.r.w. June delivery..... £2,464
1972 TVR 1600M. Sun-roof, radio, alloy wheels; one owner. Red..... £1,665
1972 TVR 2500. Overdrive, 7,000 miles guaranteed. One owner. Marigold..... £1,595
1972 TVR Vixen. Radio. 15,000 miles guaranteed. One owner. Red..... £1,442
1972 LOTUS Europa, Twin-cam. 14,000 miles guaranteed. One owner. Blue..... £1,665
1972 DUTTON 'B'. 1,700 miles guaranteed. One owner. Yellow..... £770
1972 SPITFIRE. 7,000 miles guaranteed. One owner. Red..... £985
1971 TVR Vixen. Radio. 17,000 miles guaranteed. Two owners. White..... £1,352
1971 MARCOS 3-litre, Volvo engine, 11,000 miles guaranteed. Two owners. Red..... £1,687

TVR 2500M



1971 COX GTM. Radio, 21,000 miles guaranteed. One owner. Green..... £695
1971 LOTUS Elan 2S 130. 29,000 miles guaranteed. One owner. Yellow..... £1,845
1971 LOTUS Elan Sprint convertible, 24,000 miles guaranteed. One owner. Red..... £1,497
1971 LOTUS Seven 1600. 42,000 miles. Two owners. Red..... £960
'K' Reg. JAVELIN, AM SST, sr, 13,000 miles certified. One owner. Green..... £1,995
1970 TVR Vixen. Radio. 33,000 miles certified. Two owners. Green..... £1,120
1970 M.G. Midget. White..... £650
1970 TRIUMPH Spitfire. White..... £695
1970 LOTUS Elan convertible. Radio, 18,000 miles guaranteed. Two owners. Yellow..... £1,275
1970 LOTUS Seven 1600. 22,000 miles; alloy wheels. Two owners. Yellow..... £960

LOTUS 7



1970 LOTUS Seven 1600, sr, 8,000 miles. Two owners. Yellow..... £910
1970 TRIUMPH TR6. Overdrive, 28,000 miles guaranteed. One owner. Primrose..... £1,150
1970 M.G.-B GT. Overdrive, 23,000 miles guaranteed; wire wheels. One owner. Beige..... £1,130
1969 M.G.-B GT. Overdrive; wire wheels. White..... £995
1970 M.G.-B convertible. Overdrive, 14,000 miles guaranteed; wire wheels, radio. Bahama..... £1,070
1969 TVR Vixen. Sun-roof; alloy wheels. White..... £1,030
1969 LOTUS Europa, in '71 condition, sr. 33,000 miles certified. Bahama..... £1,075
1966 PORSCHE 911, sr, 56,000 miles. White..... £1,595
1970 LAND ROVER pick-up. Our own vehicle no longer required. Green..... £765 not incl. VAT

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FOR SALE—continued

M.G.-B SPORTS Roadster 1970. Bronze yellow; fitted Rostyle wheels; reclining seats, radio. Almost new radial tyres, in immaculate condition. 1925. Tel.: Burghfield Common 2860 (Berks.) (5876)
RILEY RME, 1953. Very good condition throughout and very reliable. Complete rewire, new battery and generator. Five excellent tyres. Must be seen. A gift for offers around £300. Box 3861. (5877)
SUPERB TVR Tuscan 3-litre 1971. Only 12,000 miles. White with black interior; overdrive. Really excellent condition throughout. £1,420 o.n.o. Tel.: Brighton 593707 (after 6.30 p.m.). (5878)
ELAN 54/SE, 1970. D.h.c. Yellow; Motorola, 26,000. Bargain £1,050 o.n.o. Mortimer. Tel.: Culcheth 3461 (home), Leigh 71294 (work). (5880)
MARCOS MANTIS. The most sought-after of all the Marcos' range. Looks like a Lamborghini but with a Triumph 2.5 PI and overdrive. 100 m.p.h. at 3,200 revs. Cost approx. £3,000. Electric windows; h.r.w.; radio, mag. wheels. Must be seen to be appreciated. £1,975. Tel.: Preston 50904. (5882)
OUTSTANDING MEXICO, May 1972. 9,000 miles; lime green; Sundym glass all round; h.r.w.; twin cloth recliners; i.s.d.; 60 amp alternator. Super Oscars and Oscars. Maguard, Bilstein suspension, Minilite sport wheels, never rallied. £1,140. Tel.: Reading 62853. (5883)
VW 1500 KARMANN convertible 1967. Java green/grey interior. Late owner famous film stars daughter. Genuine mileage of 20,000 miles from new. All service records. A very rare example. £695. HP arranged, exchange considered. Tel.: New Milton 613848. (5884)
ALFA ROMEO 1750 saloon Berlina, 1969. Wine red with tan upholstery; radial tyres. Five-speed gearbox; four-seater, four doors. Very fast with excellent road holding. Bargain at £835. HP arranged, exchange considered. Tel.: New Milton 613848. (5884)
PORSCHE 356B, 1962. Taxed. M.o.T. Excellent condition. Recent overhaul. Blaupunkt radio; workshop manual £585 o.n.o. Tel.: March (Cambs.) 3724, Letchworth (Herts.) 6339. (5885)
WHITE SUNBEAM Alpine convertible, June 1967. One owner, genuine 36,000 miles. Overdrive; radio; cigar lighter; new hood, clutch and gears recently fitted. Expertly maintained in excellent condition. Reason for sale—family outgrown small sports car. Must sell. £550. Tel.: 01-387 8541 (day), 01-445 9943 (evenings). (5889)
TR6 5/1969. Damson/white hood NSY 297. Overdrive; radio, stereo, etc. Truly excellent condition, owner 36. available service history; finance insurance; no VAT. Private sale £1,000 accepting new TR. Tel.: 031-449 2827 (evenings). (5895)

FOR SALE—continued

LOTUS EUROPA Twin Cam, EUT 47L. One owner, lagoon blue, beige interior; alloy wheels. 9,500 miles. £1,725 part-exchange considered. Tel.: Wymeswold 880067. (5897)
1935 RILEY Kestrel. Basically sound, but needs some attention; must sell due to purchase of more expensive Riley 195. Tel.: Glasgow 041-638 5859. (5886)
MASERATI 3500 GT, 1963. Electric aerial. Windows—reclining seats; radio; red with blue interior. Immaculate mechanically, well-cared for; new clutch, brakes, exhaust fuel injection overhauled by Maserati agents. M.o.T. Jan 1974. Owner emigrating sole reason for sale. £1,100 o.n.o. Tel.: Potters Bar 58342. (5899)
M.G.-A 1,622 C.C. F.H.C., reconditioned engine; new wings, rebuild needs completing. Reg. No. EEC 234, 1180, Lawson, Lovesome Hill, Brafferton, Darlington, Co. Durham. Tel.: Aycliffe 2161. (5900)
M.G.-A 1500. Well above average. Registration URY 100. Haggle from £250. Tel.: Cheltenham 26967. (5985)
LANCIA RALLYE 1.3, Nov. 1968. Red, tan trim. £830 for quick sale or will exchange HF Lusso M.G.-B GT or similar. 5 Kingsholm Square, Gloucester. Tel.: 23842. (5996)
CONTINENTAL CAR, 1967 Healey 3000. L.H.P. wire; overdrive, coil-bar. Good condition, low mileage. £650. Tel.: "Hubberts Bridge" 271 (Lincs.) (5987)
RILEY R.M.E. 1.5, 1954. Very smart maroon; private sale for customer. £425. Tel.: Nailsworth 2321, 025 13 5442 (owner). (5988)
FROG-EYED SPRITE, 1959. Bought by present second owner 1960. Genuine 33,600 miles only. Garage maintained, superb condition. M.o.T. and taxed to July. £225, appreciating. View Ramsgate. Tel.: Thanet 52919. (4577)
1960 MERCEDES 220 SE drophead. Metallic bronze; new hood; 4 new Michelin 2X radials. Motorola radio. £300 o.n.o. Tel.: Comberton (Cambridge) 2568 (evening and weekends). (1251)
SUPERSPEEDY FORD Escort V6 Special, 1969. White with black trim in superb condition. Staggering performance from tuned V6 Motor Bullitt gearbox; 3.5 differential; Rostyle wheels; GP tyres, power brakes. 0-100 m.p.h. in 18 sec. Cost new £2,000. Twin tanks etc. £950 o.n.o. Tel.: Thevdon Bois 3675. (1440)
LANCHESTER 10 H.P., 1934. One owner until 1967. Good general condition, good tyres. £100 o.n.o. Tel.: Hemel Hempstead 56641. (5989)
1933 TALBOT 14/65. In very good original body and mechanical condition. Darracq touring body, fabric top and wide sunshine roof. 80,000 miles from new. New tyres and brake linings. £600. Tel.: St. Albans 50456. (5999)

FOR SALE—continued

FERRARI 250GT Lusso, 1964, red, 33,000 miles. Immaculate condition, mechanically sound. Offers. Tel.: Hagley (Worcs.) 2661 (evenings). (5990)
1275 "S". One owner; excellent condition; oil-cooler, Kenlowe fan, Hilogens 4½ in. J rims undersealed when new. Taxed, M.o.T. £369 o.n.o. Tel.: Cooden 3464. (5991)
1968 LANCIA Fulvia rallye coupé, excellent condition; low mileage; service history. £895. Tel.: East Horsley 2932. (5994)
M.G.-A TWIN-CAM, 1959. Concours example; body and mechanically restored using rare parts. Quick, beautiful, reliable. £650 o.v.n.o. Tel.: Northwood 28194. (5995)
HEALEY 3000 Mk III, 1966, blue; overdrive, 63,000 miles; tonneau. M.o.T. 1825. Tel.: Reigate (Surrey) 49001 (evenings). (5996)
PORSCHE SC and Lotus Elite, 1800 (b. GJB) £1,000. Both superb, radios, blue/black. Tel.: Bloxwich (Walsall) 75046. (5997)
RILEY 1½, 1954. Absolutely immaculate; original condition, possibly best; black/grey. 44,000 miles. £500. Tel.: Bloxwich (Walsall) 75046. (5997)
FOR SALE: Lotus Elite, series II. Lotus yellow, recent rebuild. Excellent condition. Many extras. £750. Maddover, 8 Brank-some Drive, Wadebridge, Cornwall. (5998)
TWO EXCELLENT Morris Eights: A 1946 2-door, sunshine roof and a 1948 4-door. £250 the pair or exchange for Ford Transit. Tel.: Malmesbury 3689. (6000)
RILEY 1½, 1950, running-in after complete engine rebuild. New gearbox. Body re sprayed. Roof waterproof but replacing would improve looks. A very sound motor car. Many spares including complete car if required. Can be seen in Yorkshire after 5th May. £300 o.n.o. Apply Turnbull, The Meadows, Salt, Stafford. (6001)
"J" REGISTRATION, August 1970, TR6 PI. Soft-top yellow, 25,000 miles. Extras include overdrive, tonneau cover, stereo/radio cassette player, towing bracket, Quartz headlamps, rear foglamps, head rests, nearly new tyres, taxed till June, new clutch, new exhaust system. This car is in excellent condition. £1,250 o.n.o. Tel.: Bath 4263 (after 6 p.m.) or Bath 6911 ext. 3211 (daytime). (6002)
INVESTMENT! Sunbeam Alpine, 1960. One owner. 17,000 miles, genuine from new, green, black hard-top; wire wheels; soft-top tonneau and spare wheel unused since new. All original equipment. Tel.: Stratford-on-Avon 5661. (6003)
PORSCHE CABRIOLET, Super 75, 1962, white/black leather. Motorola. M.o.T. £475. Tel.: Tubberton (Glos.) 360. (6013)
5000 MX LOTUS Elite Super 95, 1962. Must sell. Offers. Tel.: Little Haywood 521. (6014)

FOR SALE—continued

MORGAN 4/4 competition, 3,000 miles since complete rebuild and updating of specification to 1b series. Bodywork stripped to bare metal and sprayed Fiat yellow; doors repanelled; new rear wings; wheels stove enamelled; new bucket seats; fully balanced half race crossflow engine overbored to 1700 c.c.; four branch exhaust; 28/36 Weber; new close ratio gearbox; new king pins/bushes; complete braking system rebuilt. Exceptional condition. £900. No offers. Berry Tel.: Nottingham 240256 (office). (6006)
JAGUAR MK II, 3.4 engine, complete with all ancillaries, 18,000 miles only. £55. Will deliver up to 50 miles. Tel.: Burnham 2774 (Bucks.) 100 Derwent Drive (after 6 p.m.). (6007)
1925 INVICTA. Very incomplete chassis, rusty. £200. 1923 Austin 20/4 Landalette incomplete, body collapsed, rusty. £75. Box 3862. (6008)
M.G.-B ROADSTER, December 1971. Mallard green, overdrive. Good condition. £1,100 o.n.o. 5 Amethyst Court, Olton, Solihull. (6009)
JENSEN 541R. Webasto; radio; GB800s; manuals; some spares. M.o.T. £490. Tel.: Sunbury-on-Thames 89452. (6010)
GINETTA G15, "K" regd; 2,100 miles; yellow; sun-roof; w/washers. Going abroad. £925 o.n.o. Tel.: Potters Bar 57826. (6012)
1950 BENTLEY Mk. VI lightweight saloon by Mulliner. Excellent condition. £1,400. Tel.: Bolton 42356. (6015)
ALVIS TD21 drophead, 1962. A very low mileage car in excellent condition; bronze coachwork, fitted radio and wire wheels. £725. Tel.: Wymeswold 880067. (6016)
E-TYPE (NOV.) 1969. Immaculate drop-head; recent new clutch, wheel bearings, exhaust; many extras including chrome wire wheels, musical horns, boot rack, radio. 39,000 miles; owner disqualified. £1,650 for a beautiful car. Tel.: 021-643 6204 (office hours). (6017)
1939 AUSTIN 12 "Iris" close-coupled saloon; good tyres, no dents; little rust; 30 m.p.g.; last licensed 1969, 1185. Hillingworth, White House, Penrith. (6019)
MORGAN 4/4, 1965. Recond. 1,500-c.c. engine and Westminster green respray last year. 5 good Cints; Morgan buckets seats; twin spots; bumpers; heater; full and half tonneau; good sidescreeens. £580 or exchange plus cash for M.G.-B GT or GT6. J. Giles, 28 Albert Rd., Hale, Cheshire. Tel.: 061-928 3087 (after 6 p.m.) or 061-428 3600 ext. 3742 (work). (4641)
M.G.-A TWIN-CAM. A rare and beautiful car, has hard and soft-tops, tonneau cover. In concours condition. Any trial. £525. Tel.: 01-960 0063. (1454)
TR6, 1969; overdrive; full and half tonneau; low mileage. Exceptional example. Tel.: Billerica 4277 (evenings). (6102)

MARCOS

JEM MARSH TVR



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MARCOS

- 1971 3-litre **MARCOS VOLVO**. Tangerine. 'K' registered. Radio, electric windows, alloy wheels; 13,000 miles.
- 1971 3-litre **MARCOS VOLVO**. Yellow. 8-track stereo; 15,000 miles.
- 1970 3-litre **MARCOS FORD**. Tangerine, radio, sun-roof.
- 1969 3-litre **MARCOS FORD**. Bahama yellow, sun-roof, radio, wire wheels.
- 1969 2-litre **MARCOS FORD**. Silver-green, radio, electric aerial, sun-roof, chrome wires (or alloys).
- 1969 2-litre **MARCOS FORD**. Aubergine, sun-roof, radio, alloy wheels.
- 1967 1600 **MARCOS**. Lamborghini green, sun-roof, radio, alloy wheels.
- 1967 1500 **MARCOS**. Bahama yellow, radio, sun-roof.

— SPARES —

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TVR

TVR 3000 'M'. Claret. 'L' registered. Radio, alloy wheels. 600 miles only, manufacturer's warranty £1,975. A selection of TVR 'M' series always available. Demonstrations by appointment. Telephone for further details and your part-exchange price.

SELECTED SPORTS CARS

- 1971/2 **TRIUMPH TR6**. Pimento, stereo, radio... £1,475
- 1971 **TRIUMPH Spitfire**. White, white hood, immaculate... £795
- 1969 **FORD Mustang Cobra Jet Mach 1**. Blue, wide wheels, etc... £1,600
- 1962 **OGLE Mini**. Aubergine. Collector's piece. Registration No. 2 HGA... £650
- 1967 **M.G.-B GT**. Red and black, sun-roof, wire wheels, overdrive, reconditioned engine... £695
- 1967 **TVR 1800**. Guaranteed 37,000 miles, two owners. Light silver blue, wire wheels, spot lamps, wing mirrors. Exceptional condition and value for the year... £450
- 1973 **MINI 1000**, 'L' registered. White, blue upholstery, push-button radio, spot lamps; guaranteed 1,900 miles only, manufacturer's warranty... £750

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FOR SALE—continued

- XK140 F.H.C.** "C" type, with overdrive. Bills for £300 recently spent. This is a magnificent example of a splendid sports car. Finished in silver moss, with red leather interior. Cannot lose value. Tel.: 01-960 0063. (1454)
- DAIMLER SP250**. New steering, seats; good radiats; brake Servo; M.o.T. March 1974, taxed; good body and mechanics. £495. Tel.: Orpington 33107. (6099)
- M.G.-B GT**, June 1972. 10,000 miles; overdrive; radio; chromed Rostyles; h.r.w.; undersealed. Harvest gold, immac. £1,390. Tel.: Crowthorne 3096. (6101)
- MARCOS 3-LITRE Ford**, mid 1970; white; overdrive; sun-roof; electric windows; alloy wheels; recent new gearbox and shockers. £1,395 o.n.o. Tel.: Polesworth (082 782) 2616. (6103)
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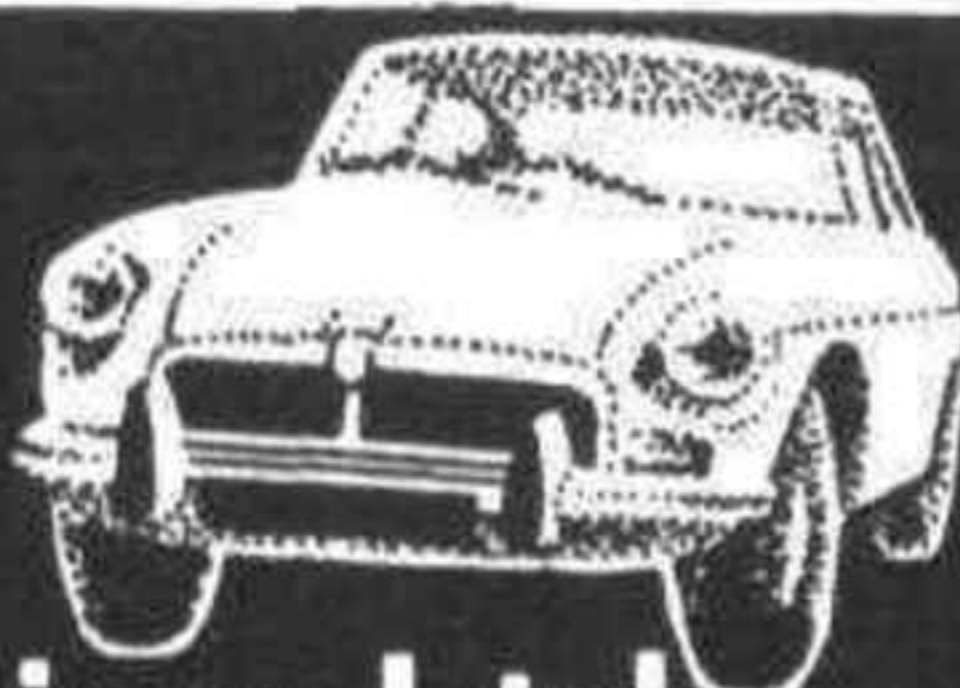
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BENTLEY, 1935, 3½-litre open touring car with aluminium coachwork by Park Ward, recent comprehensive overhaul to engine, coachwork and trim; repainted B.R.G. and trimmed in tan hide; excellent example in all respects.



RUDGE, circa 1860, Rotary tricycle, in mint original order, very rare and unusual machine, subsequently high price required.

BENTLEY, 1950, Mk. VI 2-door close-coupled 4-seater coupé by Freestone & Webb, as depicted on page 253 of "Fifty Years of the Marque", extensively rebuilt and repainted damson over shell grey. A really nice specimen of this practical and sporting series.

BENTLEY, 1958, SI Automatic sports saloon with high-compression engine, a really outstanding specimen with considerable history; elegantly painted in ebony black with impeccable plum hide trim and carpet. A superb example of this popular model.

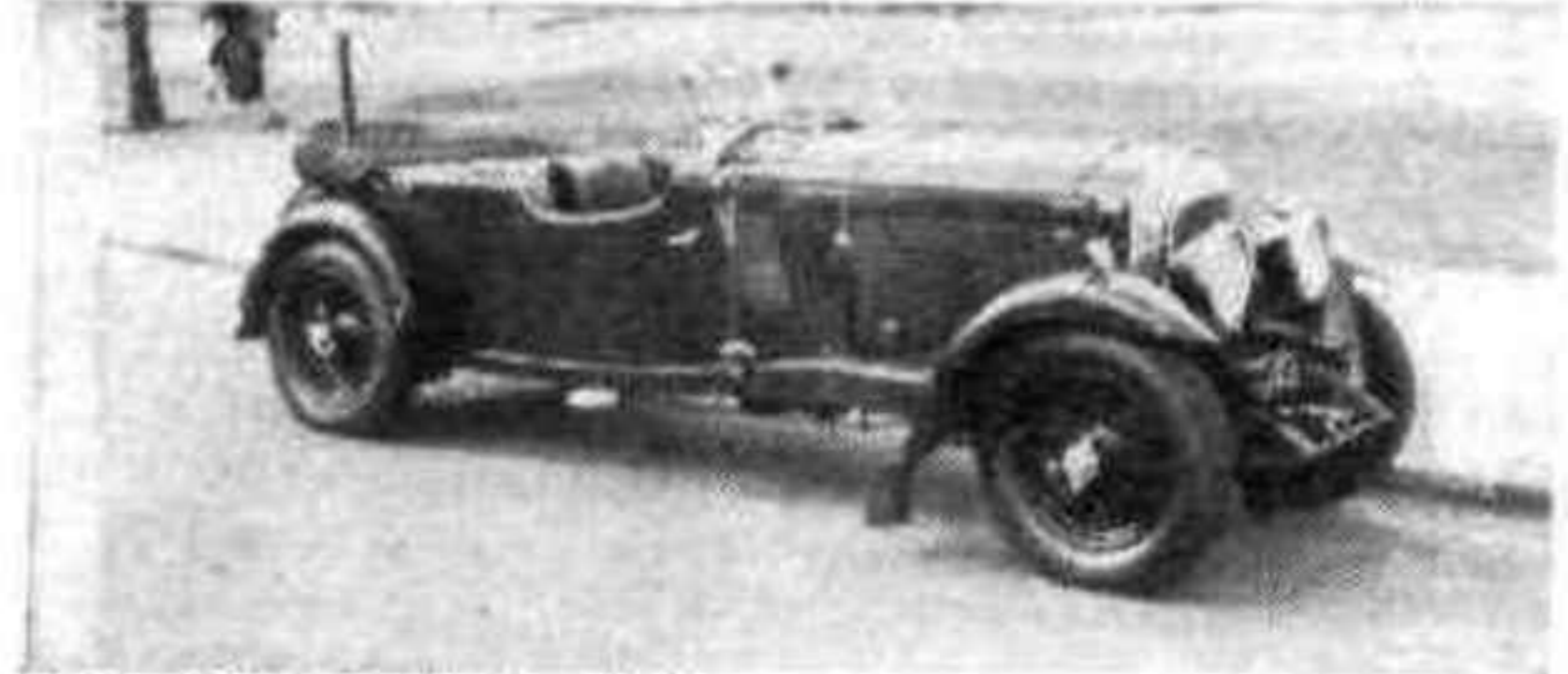


ROLLS-ROYCE, 1937, Phantom III limousine with elegant coachwork by Arthur Mulliner. Superbly refurbished with buttoned hide upholstery to rear incorporating fitted cocktail cabinet, quadrophonic stereo and television. The entire car has been completely restored and is finished in black over yellow, with the recent addition of a new Rolls-Royce 4-cylinder power unit in place of the original 12-cylinder engine.

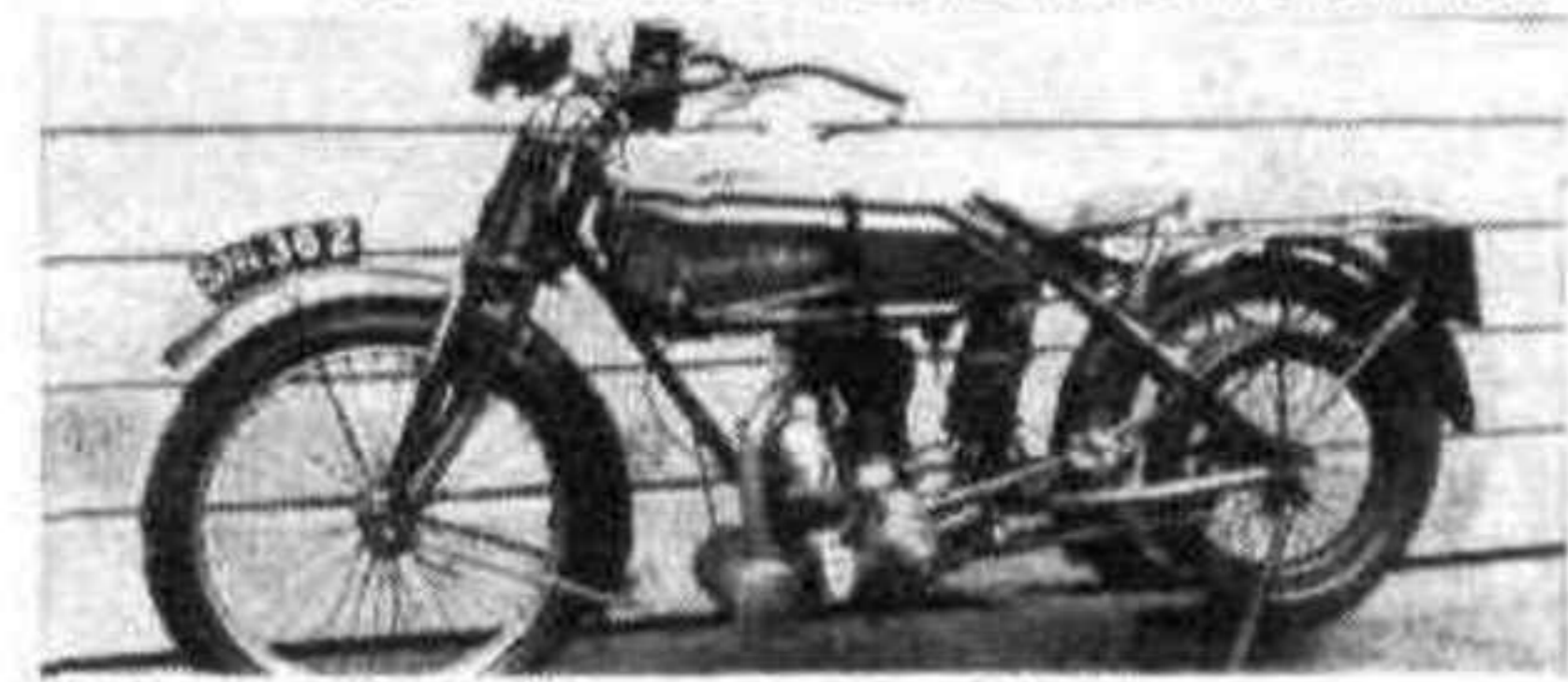


BENTLEY, 1961, S.II Standard 4-door sports saloon, two owners and an excellent history, recent replacement gearbox. A truly outstanding example of its series with magnificent coachwork cellulosed in-embassy black with contrasting red hide trim, just fully serviced.

ROLLS-ROYCE, 1936, 25/30 sports saloon with Mann Egerton coachwork, extended rear boot, side-mounted spare wheel. Just fully serviced and M.O.T. tested, the car has been unused many years and will require repainting.



BENTLEY, 1928, 4½-litre sports tourer fitted with handsome 2-door open V.D.P. coachwork, cut-away doors, outside handbrake, fold-flat windshield, aero fly-screens, P100 headlamps, stone-guard, etc., etc. Mechanically very good, painted B.R.G., trimmed in black hide.



RUDGE Multi 500-c.c. single-cylinder motorcycle, absolutely original condition throughout and running well.

BENTLEY, 1939, rare MX Overdrive series with 4-door sporting coachwork by Park Ward, rear extended boot, fully encased side-mounted spare wheel; just recommissioned after long lay up, reputed mileage of only 31,000 from new; repainted burgundy, coachlined in gold, all original beige hide trim; fully serviced and M.O.T. tested. Probably the best example currently available today.

SCOTT, 1955, 600-c.c. Flying Squirrel water-cooled two-stroke twin, rebuilt to as new condition.

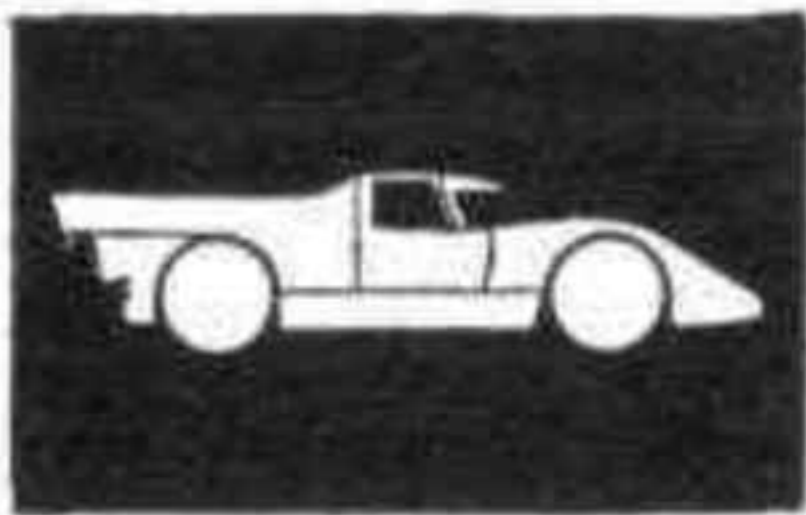
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MG-A Mk. 2 f.h.c., 1961

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MG-A Mk. 2 f.h.c., 1962

Red. 1,622 c.c. New M.O.T. Genuine 30,000 miles, two owners. Some service history. Radio, many extras. Recent new tyres, so must have been pampered. Very beautiful car. £550.

ASTON-MARTIN, 1957, DB2/4 Mk. 2 f.h.c.

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ALVIS TE21, 1964. Connaught green; 5-speed ZF box; radio; belts. Body immaculate and ensured against rust. Under 60,000. Fastidiously maintained by engineer owner and red triangle. Nearly new Cinturatos. 1900 o.v.n.o. Tel.: Oxted 2284 (after 7 p.m.). (6201)

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- 1965 Sunbeam Tiger V8, red/black. Hard-top, radio, etc. £595.
- 1970 Lotus Super 7, yellow/red, roll-over bar, etc. £745.
- 1968G Triumph Spitfire Mk. 3, blue, white hood and interior, etc. £545.
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- 1965 M.G.-B 2, overdrive, wire wheels, radio. £395.
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- 1971 'J' Triumph GT6, damson, radio, h.r.w., etc. £895.
- 1970 'J' Capri 3000 GT XL, fabric top, h.r.w., radio and electric aerial, etc. £895.
- 1969 TR5, blue, 36,000 miles, o/d., wires; excellent. £895.
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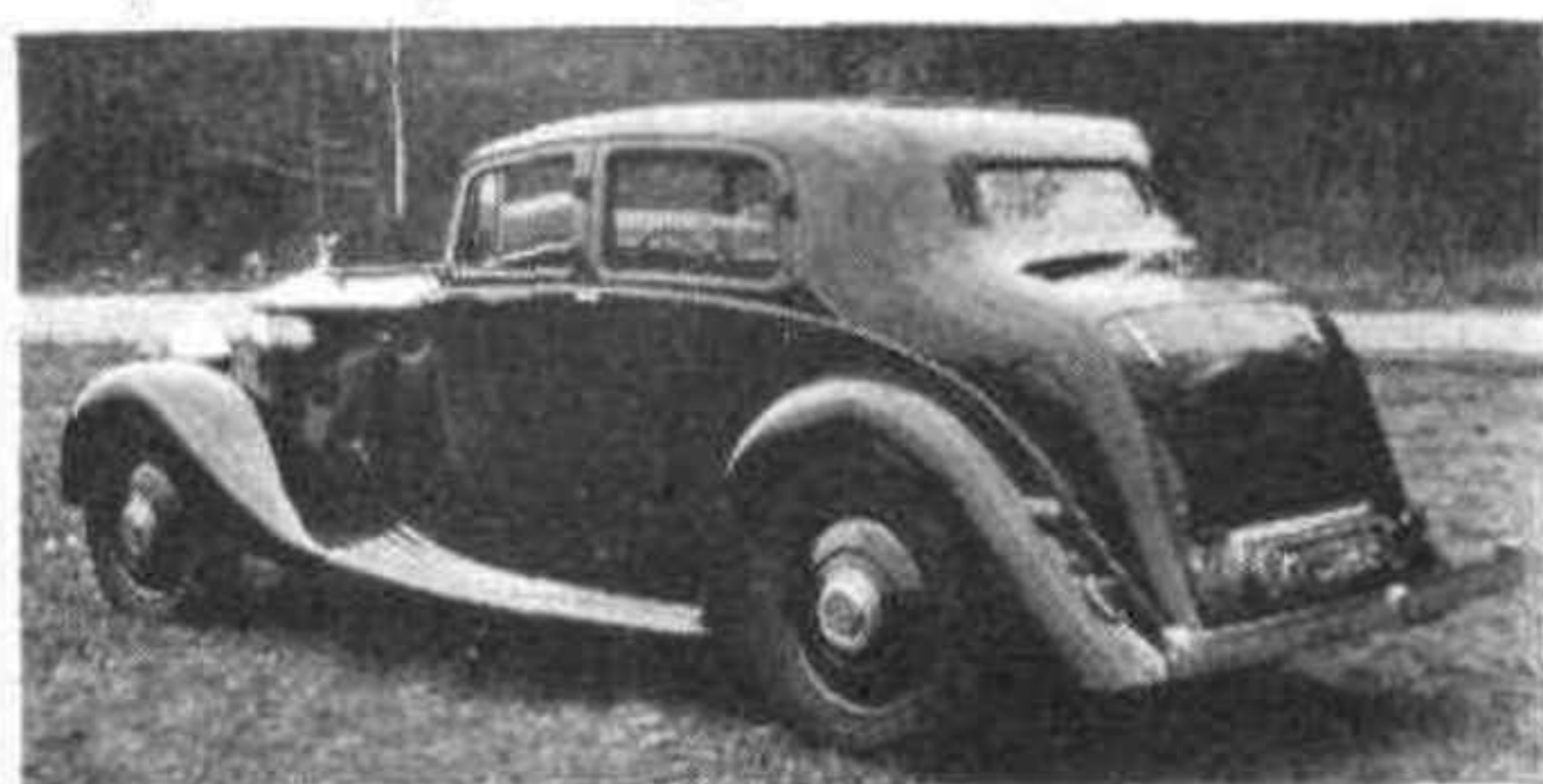
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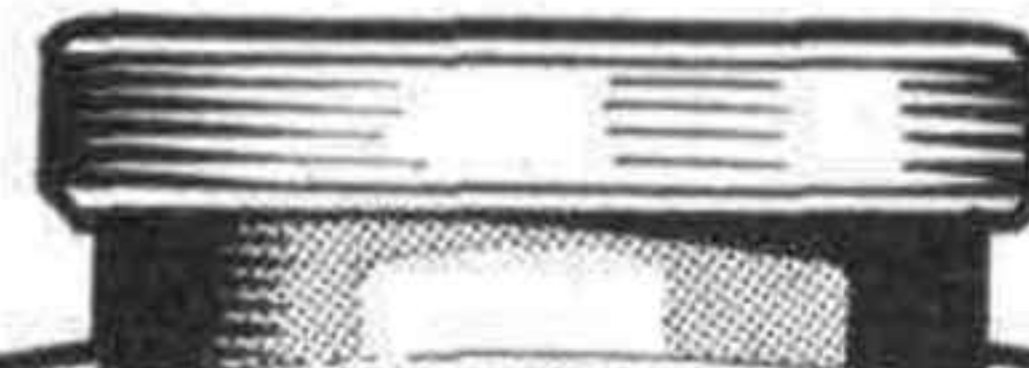
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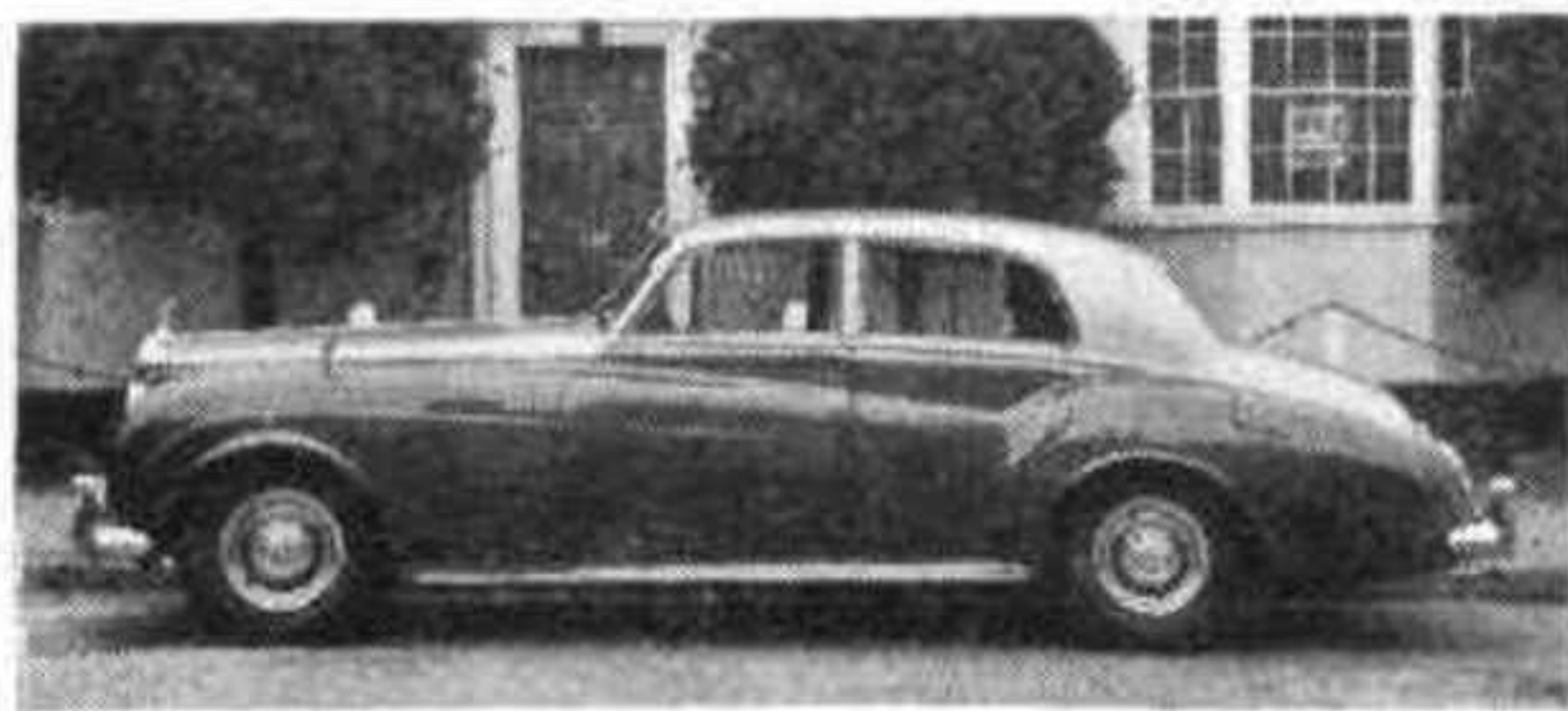
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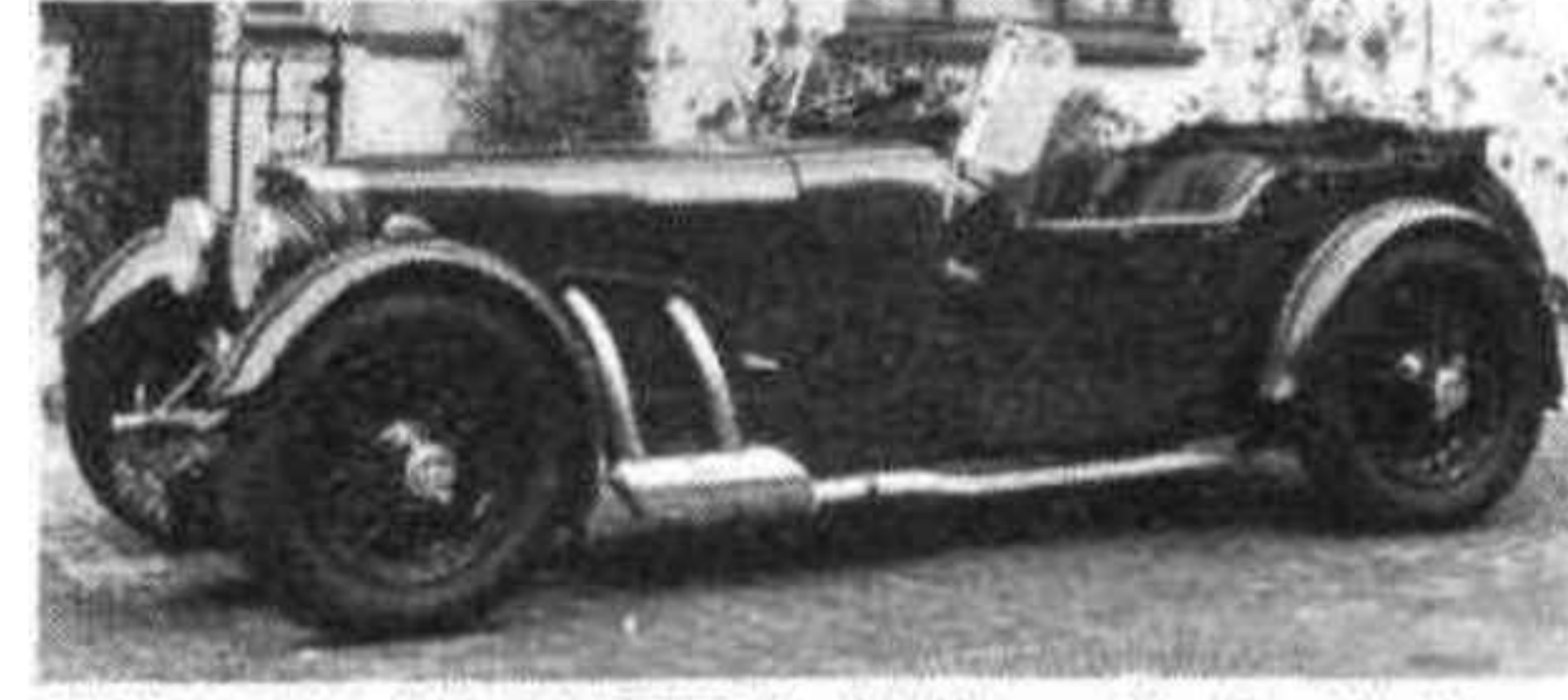
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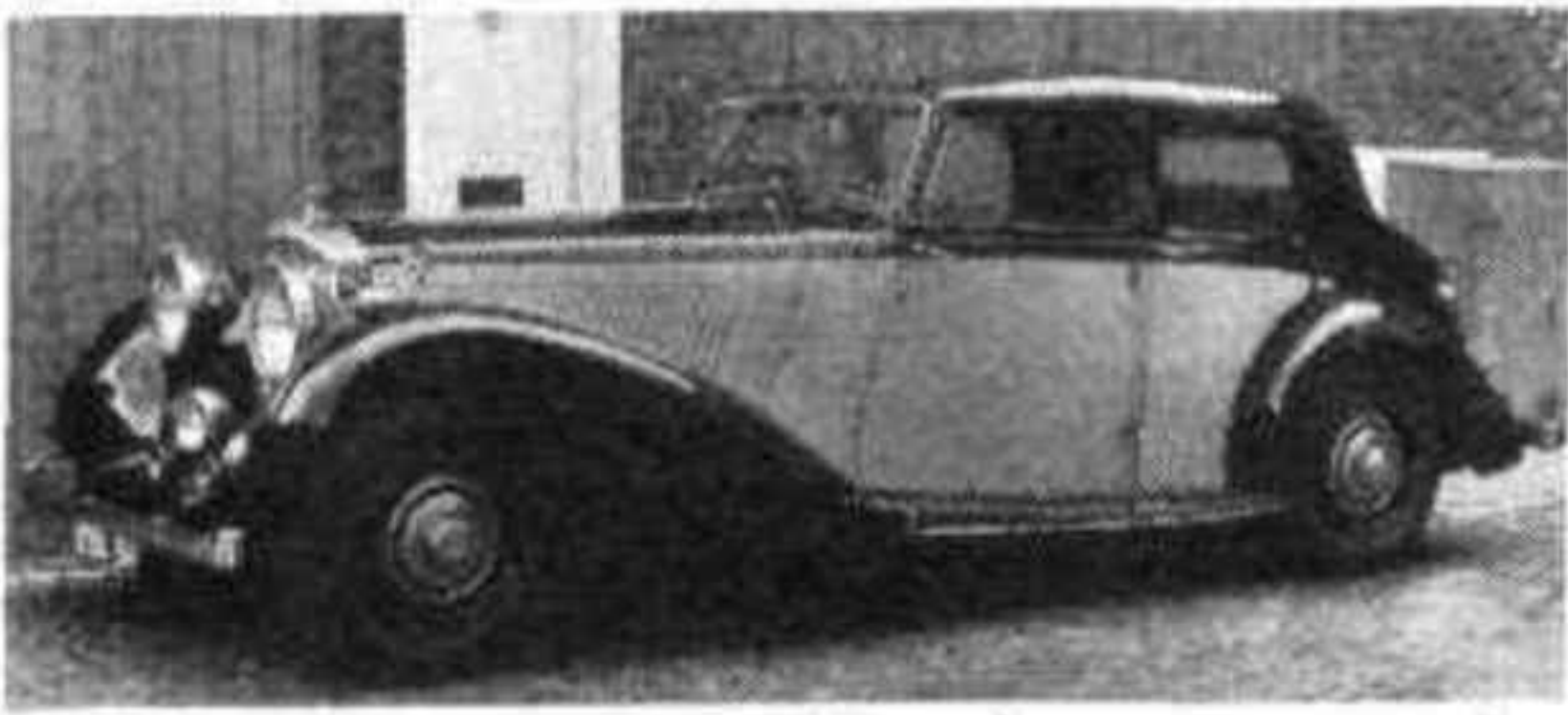
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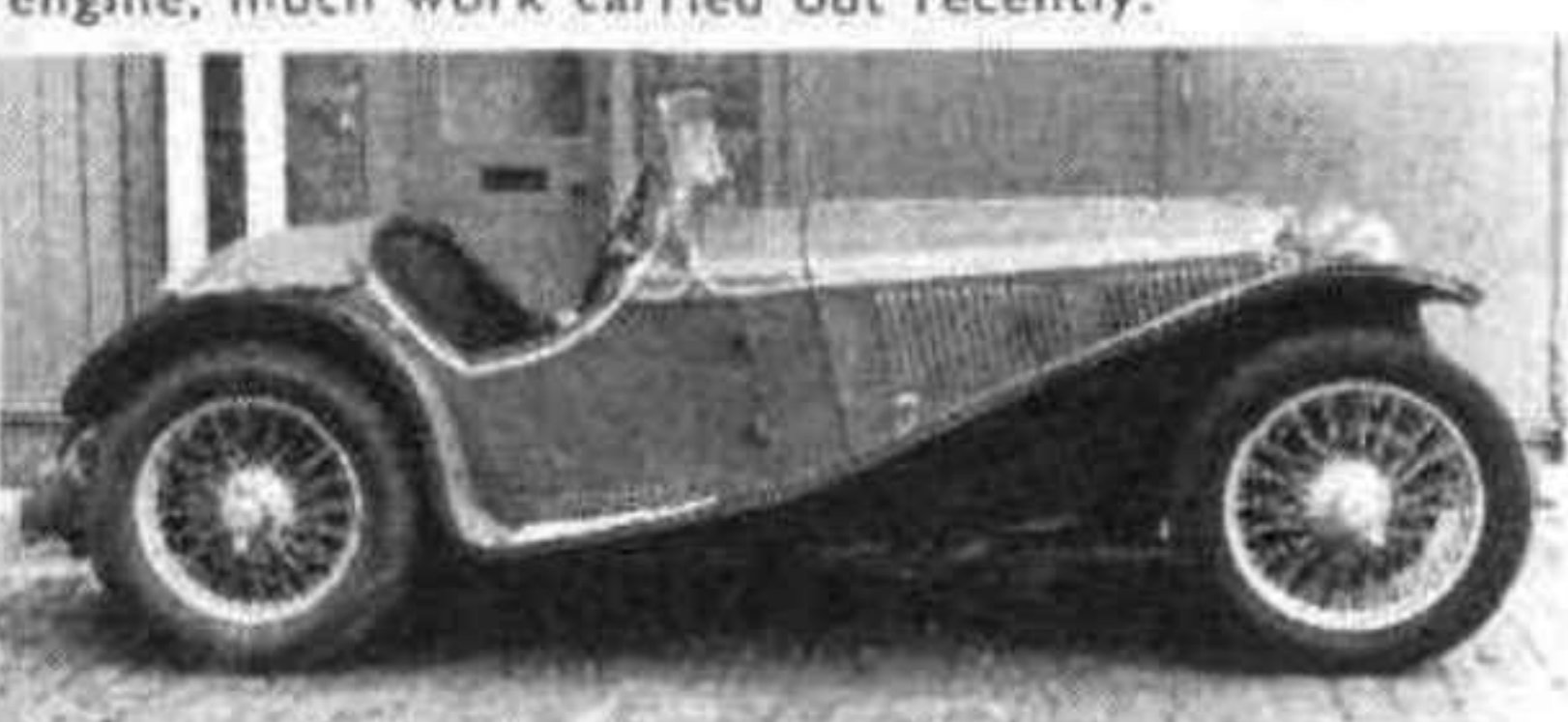
1929 BENTLEY 4 1/2-litre V.D.P. tourer, polished engine, much work carried out recently.



1935 ASTON MARTIN 1 1/2-litre Mark II short-chassis 2/4-seater, mint condition.



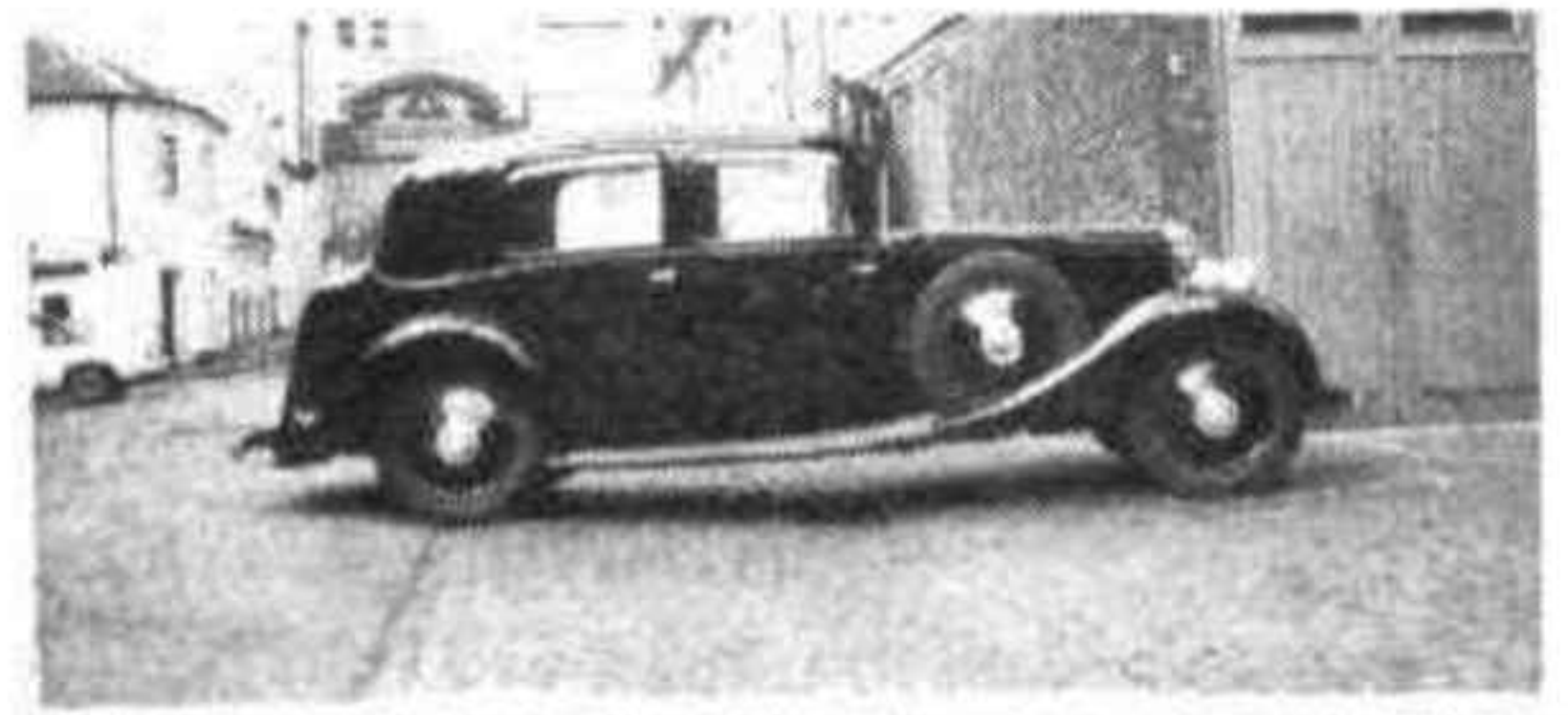
1939 BENTLEY 4 1/2-litre MR series sports saloon by Park Ward, excellent chassis, good interior.



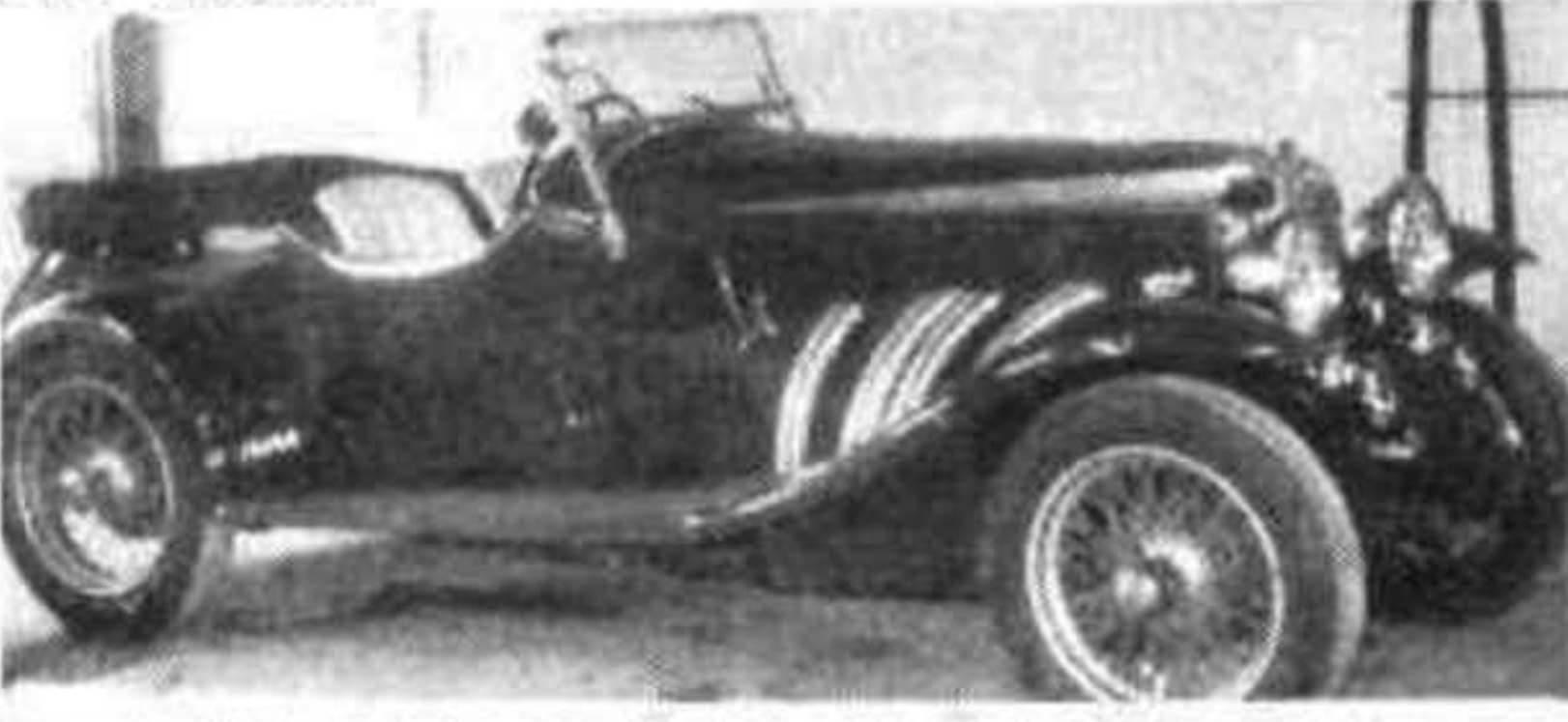
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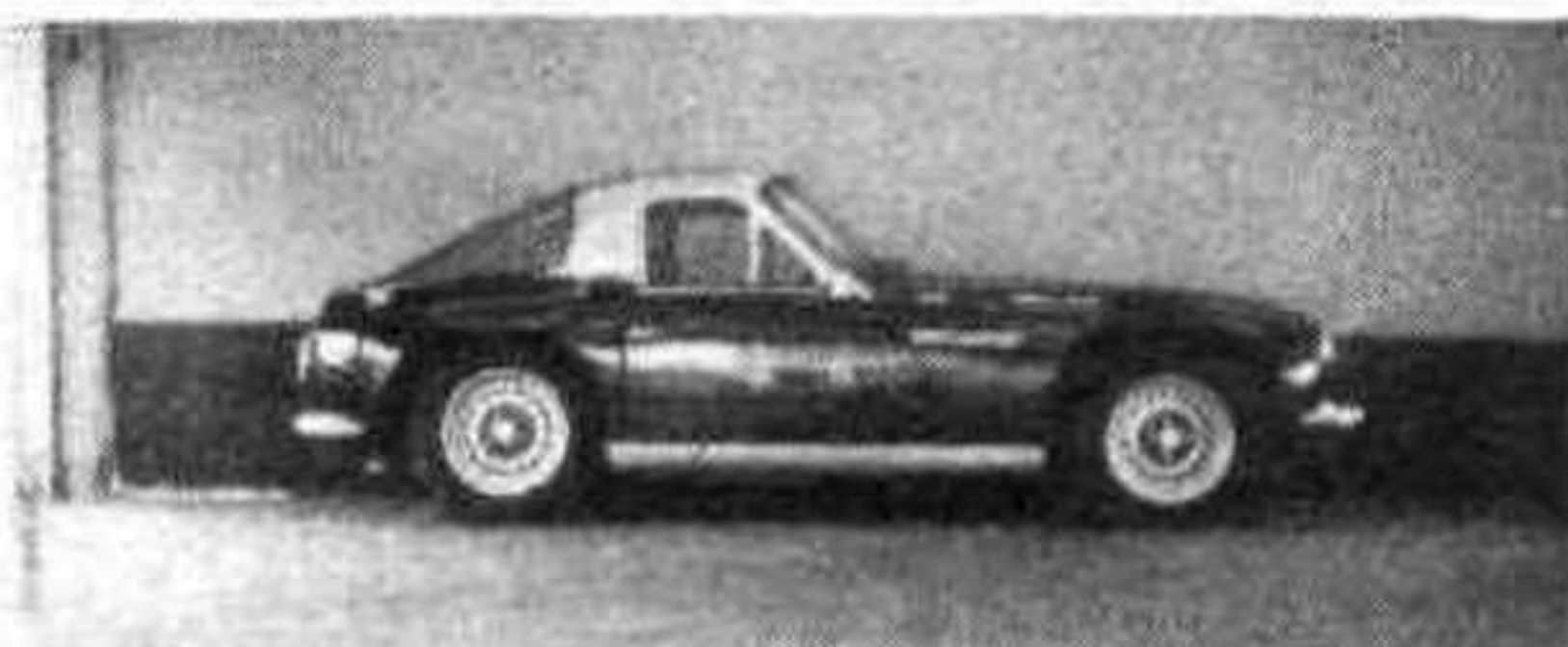
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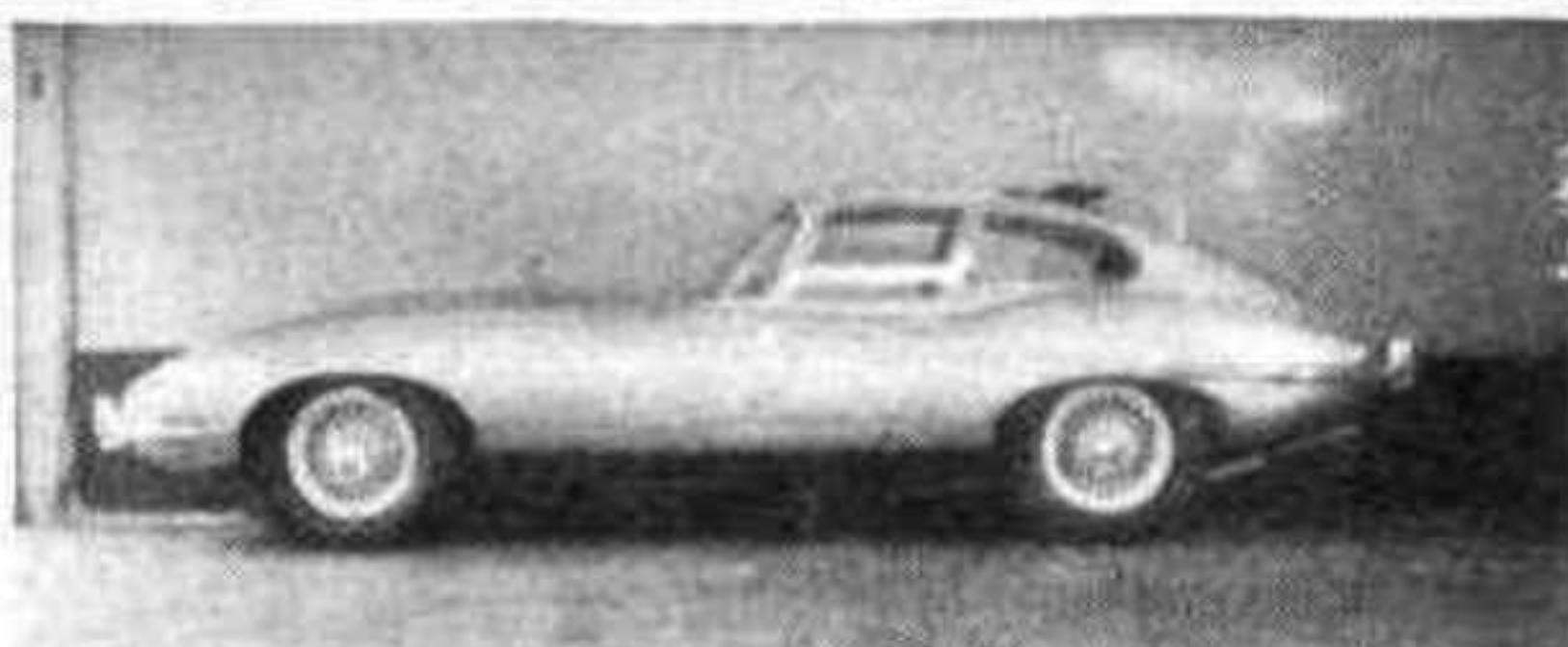
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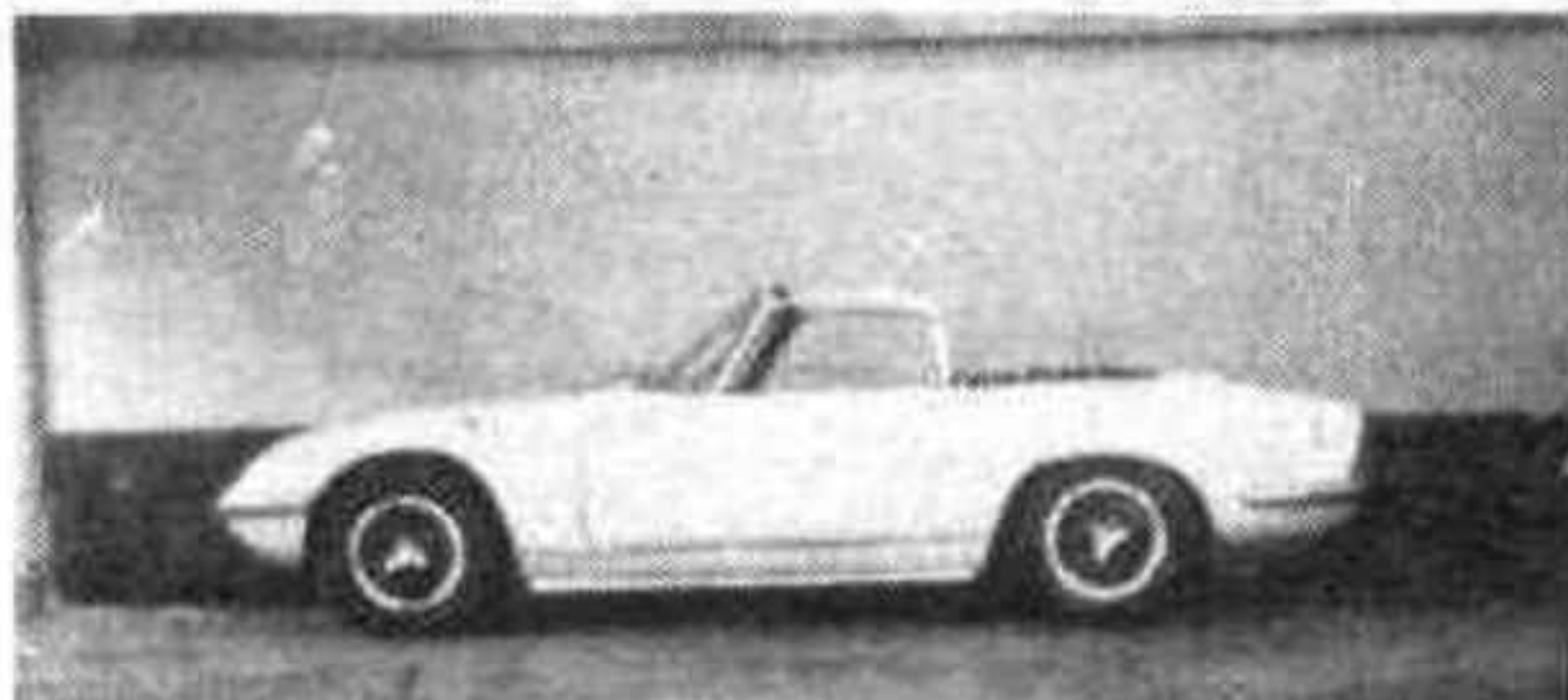
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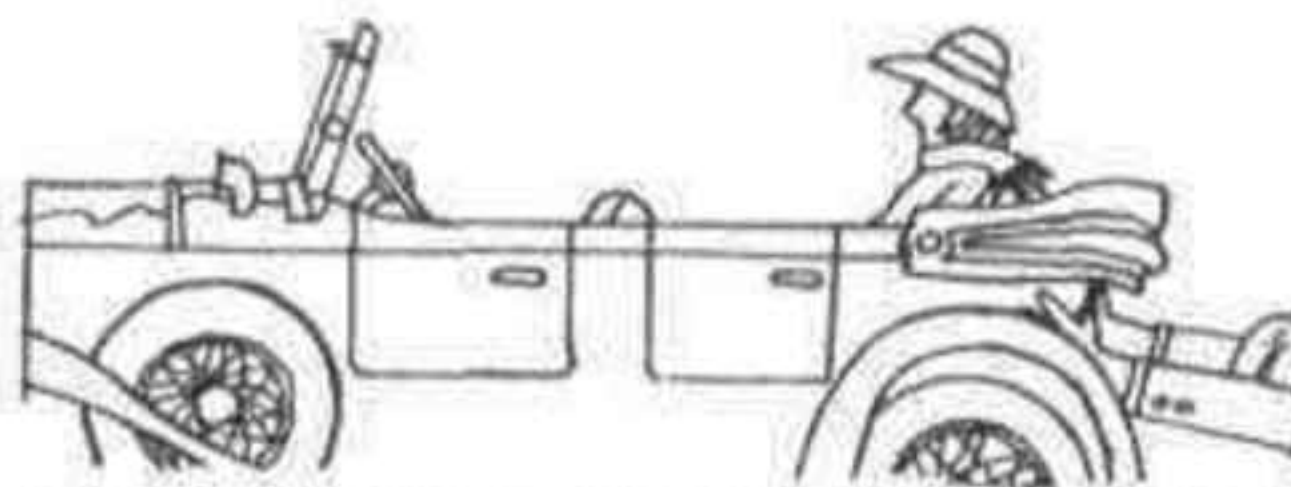
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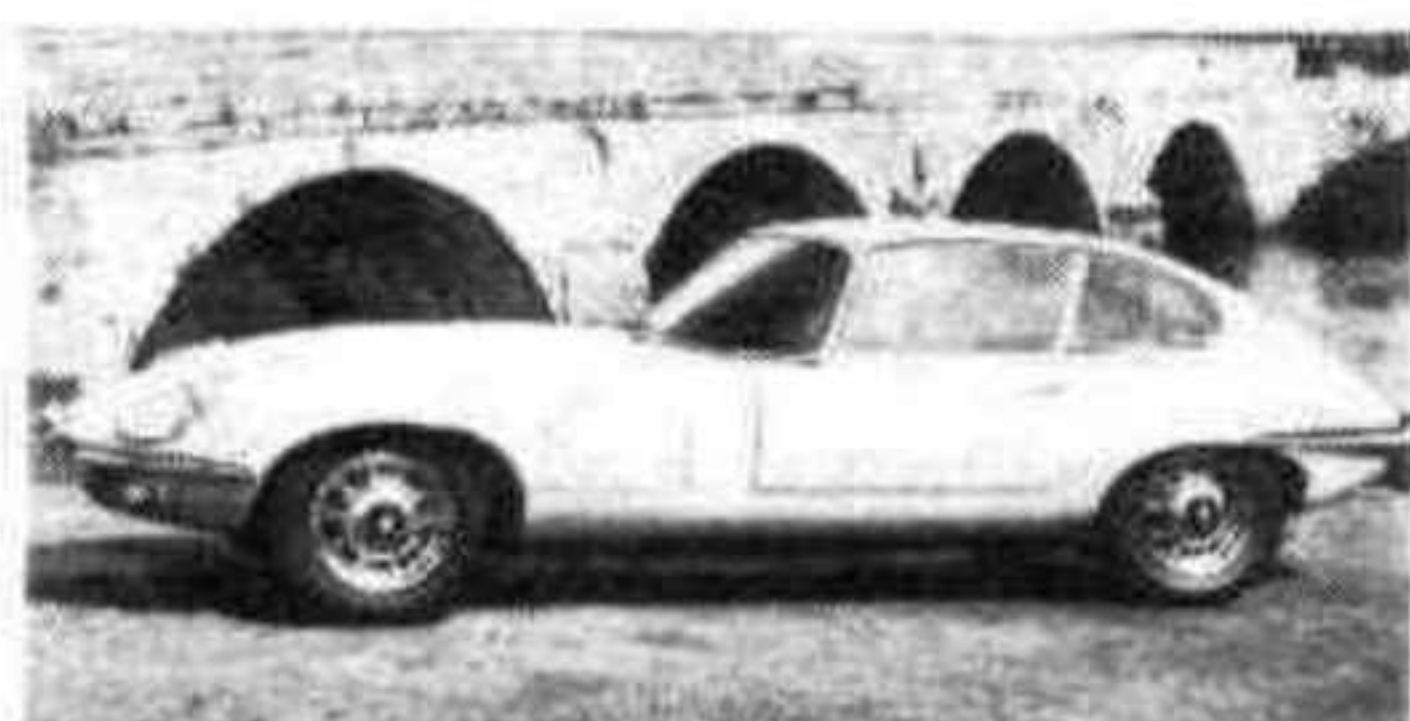
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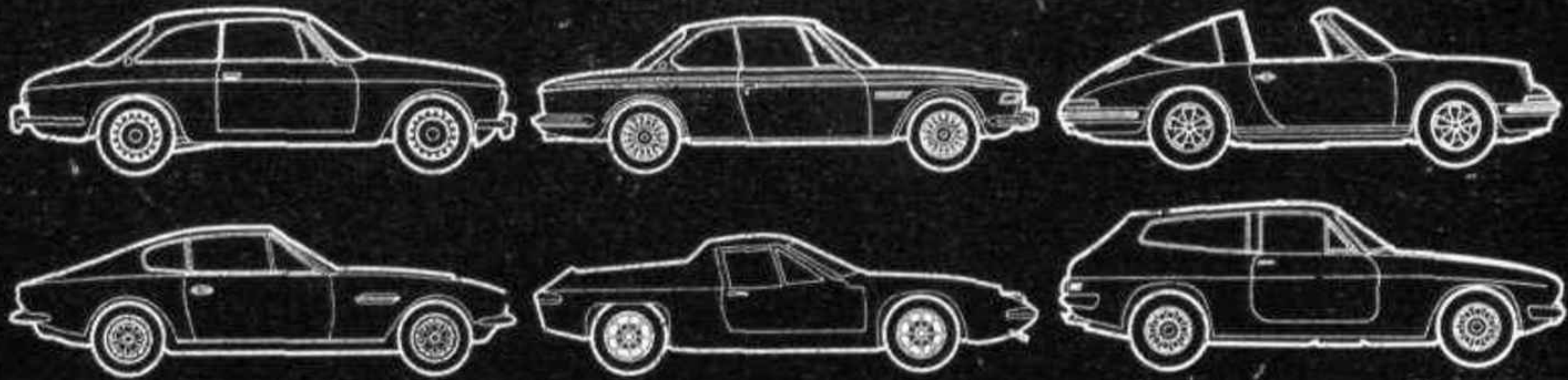
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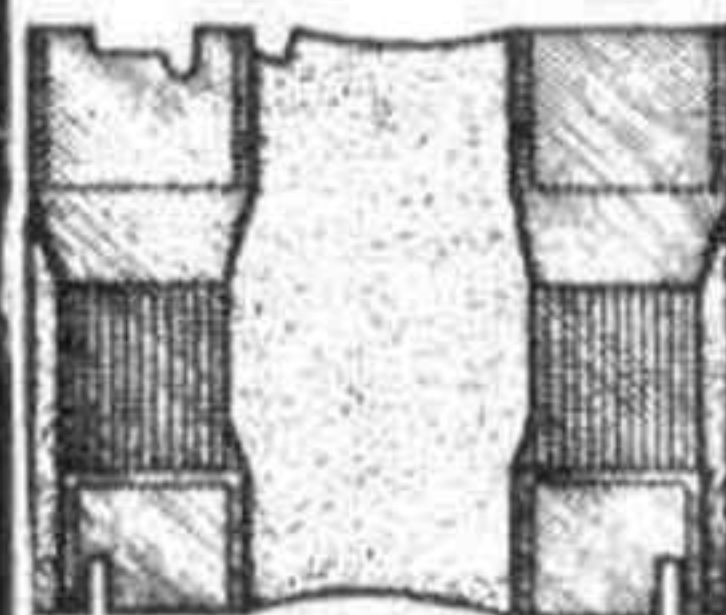
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Entries to date include: 1923 Citroen Cloverleaf, 1919 Clement Bayard, 1930 Twin-cam Sunbeam tourer, 1927 3-litre Bentley, Phantom II tourer, 1930 Twin-cam Salmson, 1916 Douglas, several Rolls-Royces, 1928 Aston Martin, 1935 Daimler limousine, 1927 Oakland tourer, MG L-Type, 1927 Sunbeam, 1928 BSA Sloper, Triumph 600cc, loads of Model-T Ford spares, lamps, horns, etc., etc.

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LOTUS SEVEN twin-cam, (Oct. 1972). Orange/black; heater; s/belts; roll-over bar. £1,199. 3 Snatchup, Redbourn, Herts. (6251)

DAIMLER BARKER. Special sports, 1951. Running order; M.o.T.; recent work but more required. Offers for quick sale. Tel.: Cambridge 50583. (6253)

FOR SALE—continued

1936 ROVER 10; beautiful blue, 3 light sedan saloon, freewheel, M.o.T. £200 quick sale. Rover 110, 1962; immaculate; Motorola belts, radials; £300. Tel.: 01-648 5719 (evenings). (6252)

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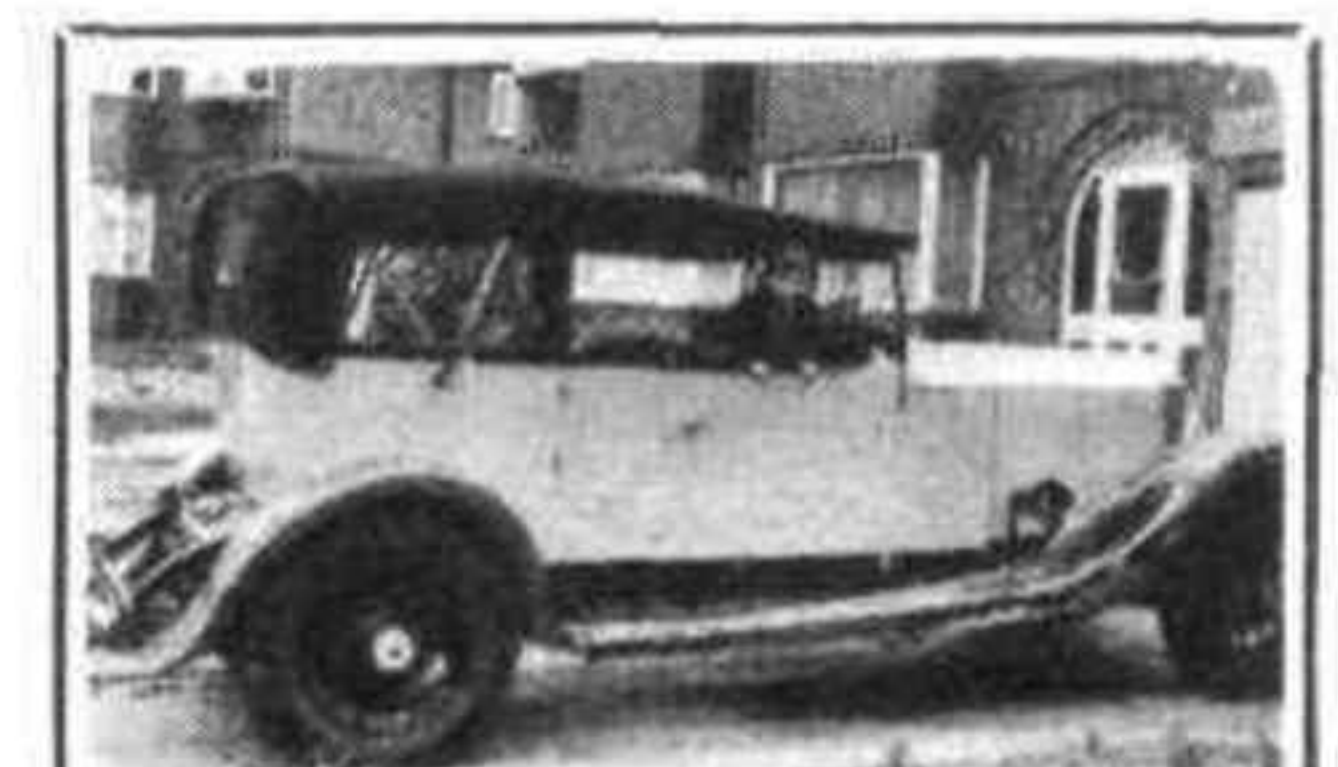
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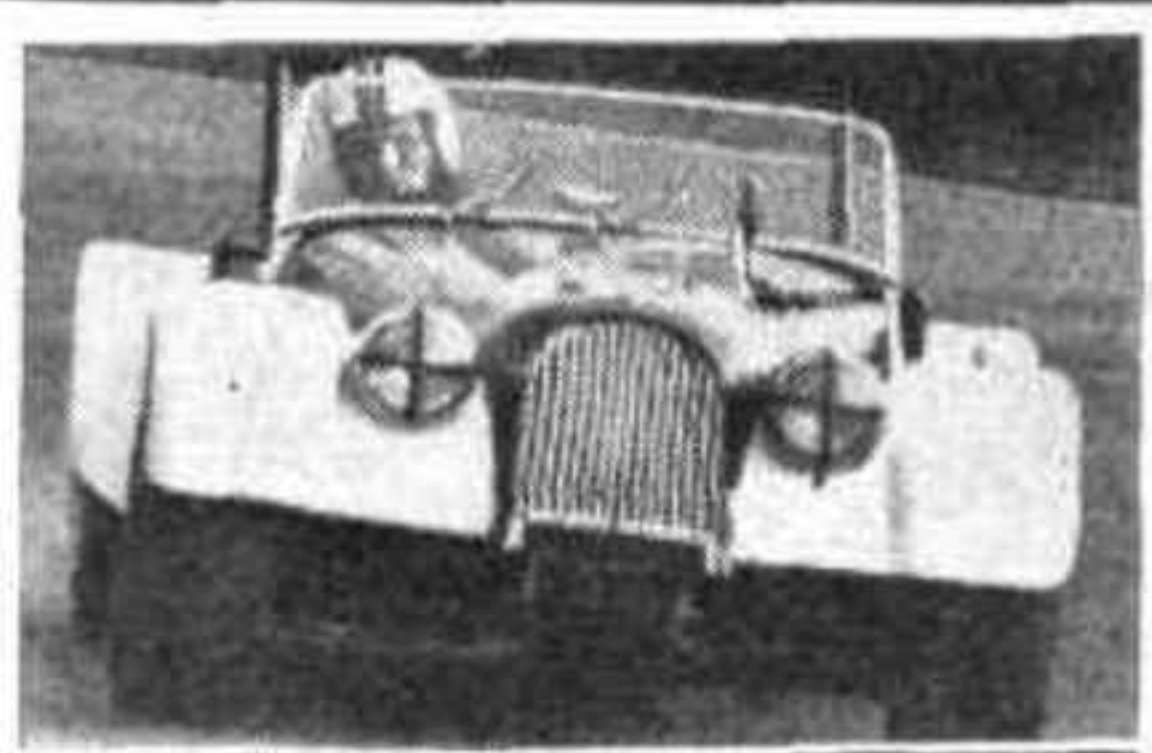
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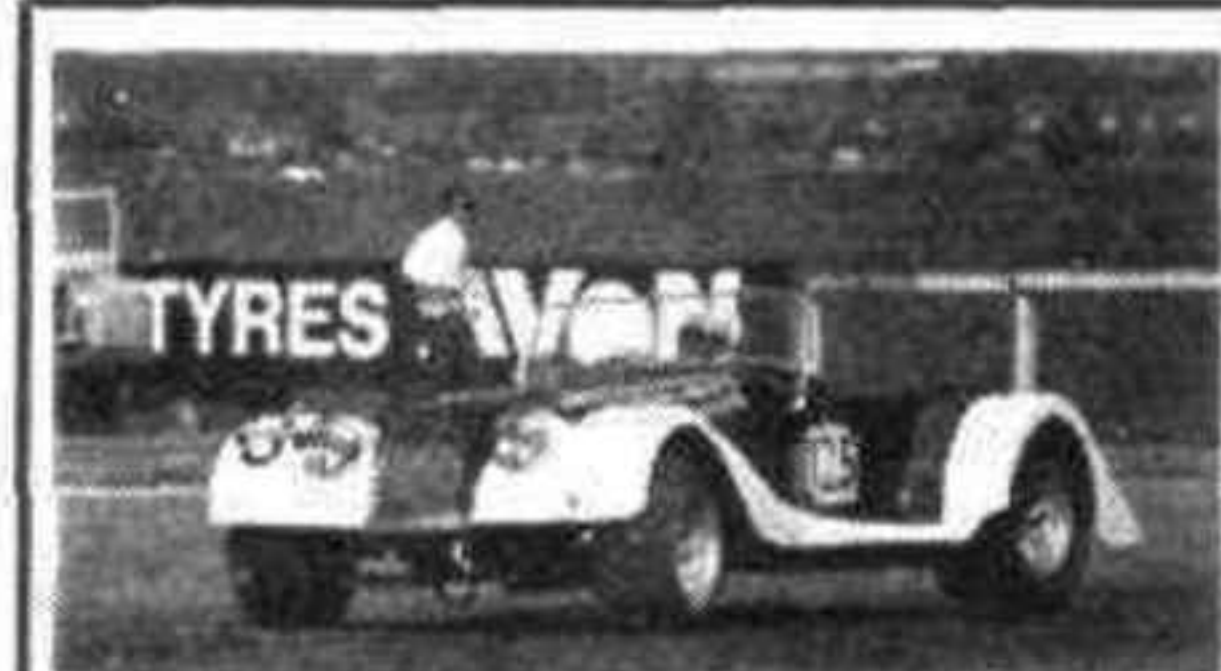
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FOR SALE—continued

ROLLS-ROYCE, 1928, 20 h.p., replica, Barker barrel-sided open tourer, ivory with red leather upholstery. A truly magnificent looking specimen. Offers, J. Cotgrove, 75 Leigh Hill, Leigh-on-Sea, Essex. Tel.: Southend 76263. (1590)

TRIUMPH TR4A, Excellent condition, 1967 model, regd. late 1966; overdrive; wire wheels; radial tyres; +2 rear seat, steering, suspension, brakes and clutch recently renewed. Consider good Mini in part exchange. Tel.: 01-462 4083 (evenings). (1589)

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M.G.-B ROADSTER, Aug. 1970. Classic beauty in Arctic white/black interior; wire wheels; 5 new SPs and exhaust; tonneau. Only 20,000 miles. Perfect. About 1970. Mrs. Davidson, Tel.: Hastings 51438. (6561)

DART, 1963 "C" Spec. A late Dart is the Dart most likely to appreciate in value. Conscientious and complete maintenance is also essential. My immaculate car meets these requirements. Complete history, interesting extras. 1875. Tel.: 01-937 0644. (1587)

ASTON MARTIN DB4, 1960 model; superb Dubonnet bodywork; black leather interior; excellent mechanics; new shockers; Cinturatos; silencers, etc.; taxed, M.o.T. January 1974. Must sell. £735 o.n.o. Tel.: 051-427 3123. (5264)

M.G. MIDGET, 1972 "L", white; 4,250 miles; radials; Ziebart extras. Must sell, given Company car. £895 o.n.o. Tel.: Walton-on-Thames 24172. (1562)

M.G. TD, IVORY 1953. Fine specimen owned with loving care since 1954. Service history available. Tel.: 994-4112 (after 7 p.m.). Price £750. (5199)

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LOTUS ELAN f.h.c., 1971 "K" regd.; red/white; 15,000 miles. Owner going abroad. £1,475. Tel.: Doncaster 55571-1. (6323)

FOR SALE—continued

M.G. MIDGET, 1972; Blaze; 7,000 miles approx. (lady teacher retired at Easter). £895 o.n.o. Tel.: Portfract 3828. (6324)

M.G.-A 1600-C.C., D.H.C., Completely rebuilt; 1971; reconditioned engine; Bermuda hard-top, soft-top; 1/rack; new suspension and brakes; taxed and tested until August, 1450. Lawson Lovesome Hill, Brafferton, Darlington, Co. Durham, Tel.: Aycliffe 2161. (6328)

M.G.-B, August 1971 "K", Midnight blue; 14,000 by one owner; overdrive; undersealed. £1,120 o.n.o. Tel.: Liverpool 428-6259. (6329)

1936 AUSTIN 10; good tyres, engine; 95,400 miles. £50. Tel.: Faulkland 278 (Somerset). (6331)

M.G.-B GT, 1972 April; Harvest gold; overdrive; h.r.w.; underseal; Cinturatos; 8,000 miles. £1,300. Tel.: Caernarvon 3174. (6362)

MORGAN +4, 1965 four-seater. Black. Beautiful condition. Registration: J0Y 25. Tel.: 01-948 0610. (6363)

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E-TYPE, F.H.C., 1969, series II; midnight blue; chrome wires SP sports; brand new sunshine roof and Blaupunkt radio just fitted; tinted and heated rear window; low mileage; excellent condition bodily and mechanically. Owner emigrating forces reluctant sale. 1,695 o.n.o. Tel.: Newport (Essex) 610. (6335)

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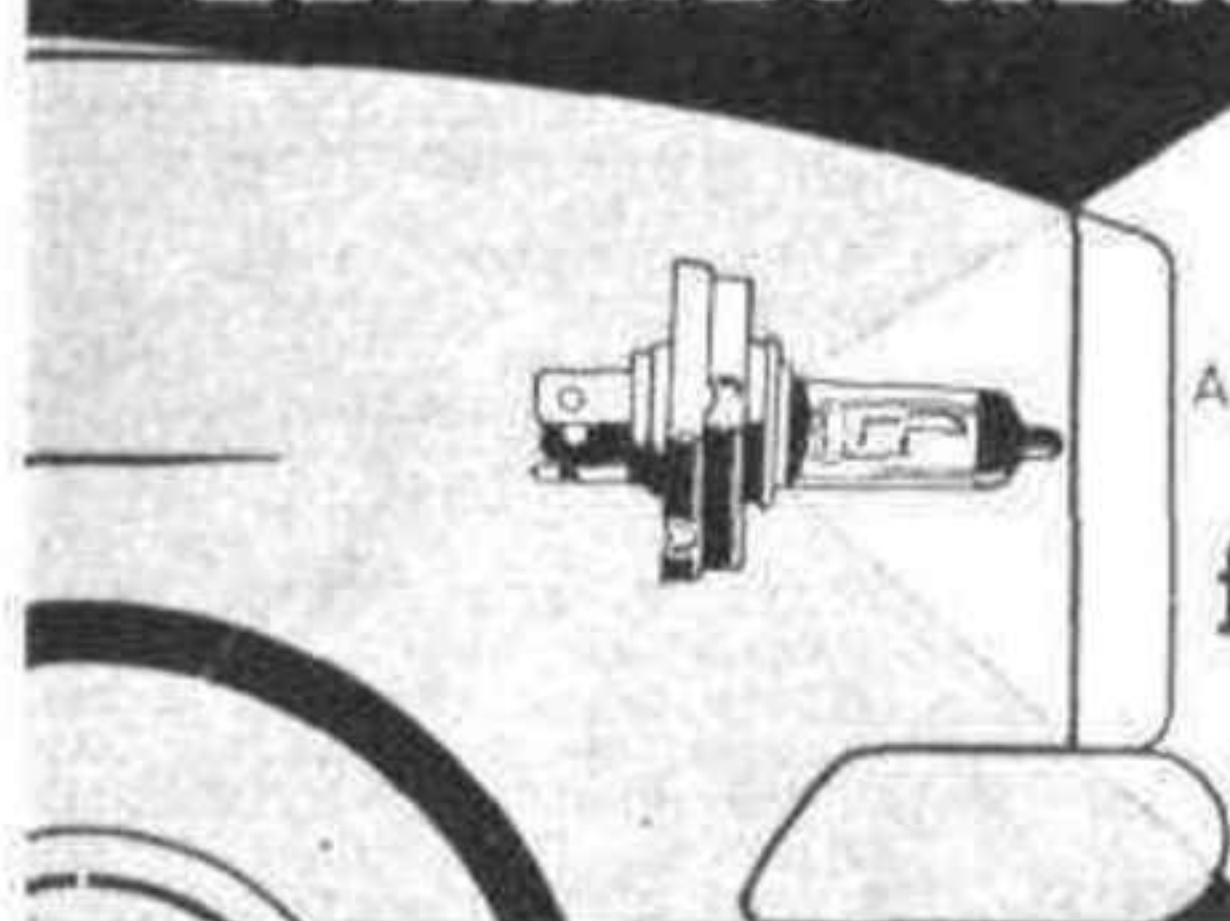
GINETTA G15, 1972 Feb.; white; many extras including alloy wheels; low mileage. 2nd car. £925. Tel.: Bristol 421735. (6339)

LOTUS EUROPA S2 "H" reg. Carnival red; Else conversion, 130 m.p.h.; 30,000 miles; taxed October 1973; new tyres. Immaculate condition, H.P. possible. Will show any interested customer. £950. Tel.: Liverpool 051-220 2697. (6344)

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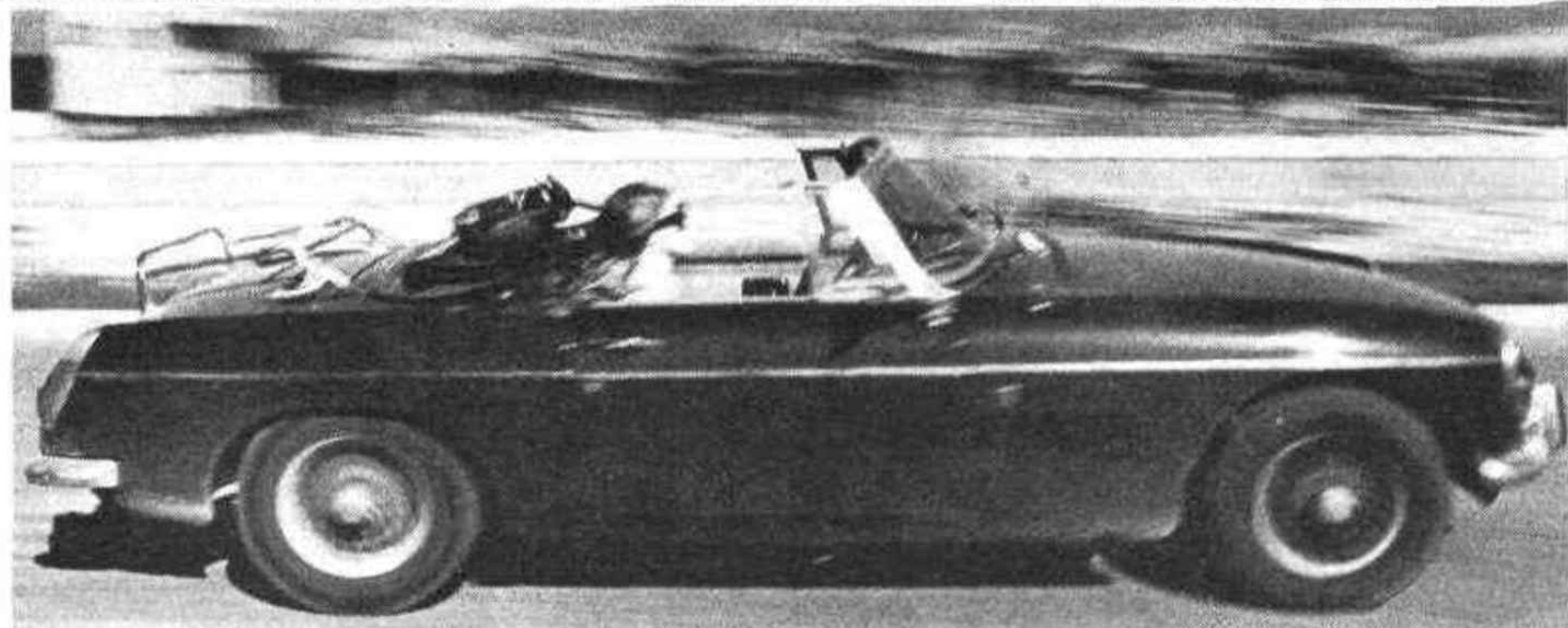
John Britten

Tie down the flaps of your deerstalker hat, you've heard all you want to know about VAT, **Morgan Plus Eight**, March 1973, royal ivory, black interior, rear bumper, tonneau, Rover gearbox. **Porsche 912**, 1968, scarlet, radio, electrically operated sun-roof, £1,495. **MG-B roadster**, 1971, bronze yellow, overdrive, £1,130. **Jensen Healey**, 1972L, dark green with black interior, emigrating owner, 3,000m., £1,725. **Austin Healey Sprite Mk. IV**, 1968G, blue royale, wire wheels, tonneau

automatic gearbox (to give the gouty Britten feet an easy time), 13in. Motolita, £1,095. **Austin Healey Sprite**, 1971, bronze yellow, radio, radials, £780. **MG Midget**, 1968, BRG, black trim, wire wheels, two owners, £545. **TVR Tuscan V6**, awaiting further information. **Morgan 4/4**, 1972, royal ivory, black interior, Plus 8 seats, wire wheels, louvred bonnet, tonneau cover, rear bumper, sold new by JB Garages to one Dr. owner. **TVR 2500M**, 1972, Aquarius metallic, leather rim,



the following day, perhaps you would like a demonstration drive in this smooth-riding, alloy-wheeled, 16-valve, 2-litre, twin-ohc machine. **New TVRs** from stock or quite soon include the 1600M, 2500M and 3000M which is now available in an upgraded version details of which we are prepared to



cover, oil cooler, £495. **Morgan 4/4 Comp 1600**, 1968G, black with parchment leather, 72-spoked wires, chrome grid, louvred, and strapped, one owner. **TVR Tuscan V8**, 1968, electric blue, 4.7-litre 306-bhp Spl. Equipt. engine, wide-rim centrelock Mini-lites with low profile SP Sports, sun-roof, radio, integral headrests, Sundym screen, full harness, rollover bar, £1,750. **TVR Vixen S2**, 1970, flame red, alloy wheels, wide SP Sports, oblong spotlamps, £1,130.

stereo, overdrive, 9,000m., £1,895. **TVR Vixen S2**, 1970, orange, alloy wheels, sun-roof, radio, £1,070. We also have a **Black TVR**, gold coachline, long wheelbase with wire wheels, that makes it about a '69 but it's absent from the stock list that appeared through the letter-box at Britten Towers this evening. **Morgan 4/4 4-seater**, 1970, royal ivory, black leather, clock,

confide to you. If you see a 3000M around London with Woolferace wheels and a TVR 4-number plate, tap on the window and ask for a trial run. **New Arkley SS**, one in stock which is probably sold but we'll build you one to order. Send for our 8-page 20-illustration brochure on the Arkley, which you can buy in kit form for £110 (free of VAT) to convert your Sprite or Midget. Although vehicles of a beach buggy nature are said to be in a decline,



Morgan 4/4 4-seater, 1971, indigo blue, red leather, rear bumper, previous owner has had the luggage grid dull nickel plated and many such individual touches, got Vince Woodman to fit a Broadspeed head and intermediate cam, twin 40DCOE Webers, etc., spotlights as Plus 8, push-button radio, grown-up and child's seat belts, outside door handles. **MG-B**, 1967, British Racing Green, one Reverend owner from new, specified overdrive and wire wheels, nicked the radio but left the aerial, steering lock, £695. **MG-B GT**, 1971, flame red, overdrive, wire wheels, leather-rim wheel, heated rear window, radio, £1,280. **Triumph Spitfire**, 168G, dark green, steel works hard-top, soft-top, £495. **Porsche 911S**, 1970, painted a colour that on a less expensive car you'd call orange; alloy wheels, 2.2-litre power unit, stereo, warmed and wiped rear window, radio, £3,525. **TVR 2500M**, yellow, born 1972 and still very innocent, they haven't told me the price. **Morgan Plus 4**, white, 1968G, wire wheels, grid, Underseal, Kenlowe fan. **Arkley SS**, Jarama orange, built 1971 on 1966 chassis, awaiting some mechanical work, until we start this the price is discussable. **MG-B**, 1971 (June), Racing green, autumn leaf trim, wire wheels, new SP68s; I had this car from new and at the time we spent about £200 on sorting the suspension and steering; it's neither harder nor softer sprung than standard but handles like (if I may say so) no other MG-B you've ever driven. At the time we hoped to offer a suspension kit for sale, but it turned out to need rather a large number of small mods which would have taken too many man-hours to perform. This doughty machine also has Downton's £70-ish Stage 1 head,



rear bumper, long-range lights, etc., etc. **TVR Vixen S1**, 1968, yellow, wire wheels, leather rim, radio, £860. Expecting a 1965 **TVR** in mid-month, coil-sprung model with late-type rear styling. **Morgan 4/4 4-seater**, 1972L, pillar-box red, black leather, numerous extras, 5,000m. **Arkley SS**, 1,275cc, wire wheels, red, built 1972/3 on 1970 reclining-seat chassis, £980. **MG-B**, 1966, white, red leather, wire wheels, radio, £560. **MG-C GT** arriving at end of May after one or two false alarms.



Morgan 4/4, 1968G, 1600 Competition model with remote gearshift, flame red, wire wheels, SPs, radio. **Morgan 4/4 2-seater**, 1969, orange, wire wheels, new ZX tyres. **Morgan Plus 4 4-seater**, 1968G, kingfisher blue, spotlights and much, much else. **Morgan 4/4**, 1970, white, tonneau cover, rear bumper. **Morgan 4/4**, 1970, green, radio, rear bumper, tonneau. **Morgan 4/4**, 1972, orange, wire wheels, leather buckets, grid, bumper, tinted screen, tonneau cover. **New Jensen Healeys** always in the offing, in fact we did have one in stock this week but it was sold



the Arkley is selling far better than ever before and should be a wise investment. **New MGs** available including an MG-B and a Midget in stock, we're also **Austin** agents in rather a small way of business (complete with striped, Minilite Maxi demo. car) and can supply the new Austin Allegro. **New Morgans** are flowing more freely from the new assembly shop at Malvern Link and delivery times now seem to be holding steady. Please call in for a consultation, and we promise never to shuffle the pages of the order book. 1969 model **Saab 95** Estate, 7 seats, £550. Dec. 1965 **Imp Series II**, N.R.O.R. **Triumph Spitfire**, 1964, "Horrible"—Chris Alford, will swap for any pre-war car in safe running order or W.H.Y.? All our more normal used cars are conscientiously inspected, liberally lubricated, thoroughly serviced, and gingerly guaranteed. Special showroom display of **Lenham Hardtops**, grained vinyl finish, safety glass windows, full headlining, easy fitting, for MG-B, Sprite Midget, early and late Spitfires, and Jensen Healey. From just over £50. Spring clearout of tonneau covers for most 2-seaters from £1 apiece. In the next week or so we'll have a new **Gilbern Invader Mk III** which is quite low-built with wide-track and flared wheel arches, in black tulip with pale and interesting interior trim, latest V6 Ford overdrive power unit. We now have improved workshop facilities for mechanical repairs and specialist servicing, please phone Peter May for a booking. Open to 7pm weekdays, 6pm Saturdays, closed Sundays. Workshops and stores close lunchtime Saturday. Would like to buy a few interesting sports and GT cars for the summer, please try and tempt us!

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A.C. ACECA wanted. Fitted with Ford engine. Very good cash paid for outstanding car. Please Tel.: 01-521 0520. (3112)
WANTED M.G., TA, TC, TD, TF or Pre-war M.G., 2/4-seater; condition unimportant. But very good cash price paid for excellent car. Please Tel.: 01-521 0520. (3112)
WANTED G.P. Maserati, ideally 8-cylinder 2.9 or 3-litre 1931-1934. Suitable for V.S.C.C. Racing, other models considered. Box 3717. (9941)
SALES BROCHURES. Manuals on pre-war American cars, one or entire collections. Price, description. Box 3579. (1056)
WANTED 1947 Mk. 4 1½- or 2½-litre, Jaguar in excellent condition with M.O.T. and Lago-Talbot. Box 3872. (1110)
WANTED: MORGAN 4/4, 4-seater. Private buyer, cash. Tel.: Germany 05221-82851 (after 8 in the evening). Address: R. Steffen, 49 Herford, Bauvereinstr. 23a. (1110)
WANTED 1947 2½-litre Jaguar, very good condition with M.O.T. and one or two Lucas P100 headlamps for 1937 SS. Box 3873. (1234)
WANTED PRIVATELY. Rolls-Royce 25/30 sports saloon or interesting car. Prefer one in original order. But condition not important. Full details please to Box 3876. (5896)
REGISTRATION NUMBERS wanted. Very low numbers, required on any old vehicle in any condition. Good price paid for the right number. Please Tel.: 051-428 1517 (Sunday or evenings). (5631)
WANTED: Rolls-Royce 20 h.p. chassis. Suitable for restoration. Preferably complete. Maksimczyk, 22 Eastfield, Westbury-on-Trym, Bristol. (5606)

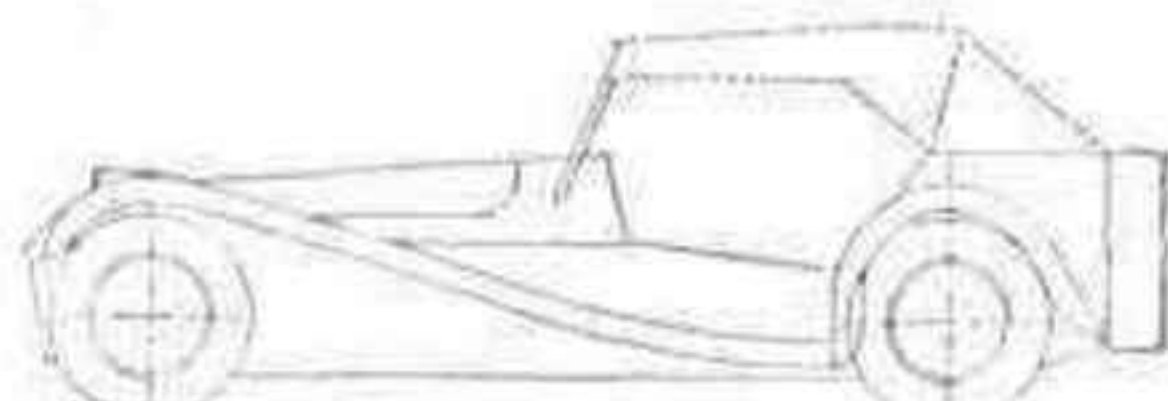
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A better investment than shares?

Space shortage means my hand-made Graeber designed, Park Ward-bodied chauffeur-cared **1965 ALVIS TE 21 3-litre saloon** (ELL 965C) must go. Owned by me since it was 9 months old. Only 50,000 miles—new engine at 25,000. *Cafe-au-lait* finish—some call it gold—light hide inside. Webasto roof, spoked wheels, automatic transmission. The Alvis is one of the most elegant cars ever designed, and because so few were made, must be increasingly rare.

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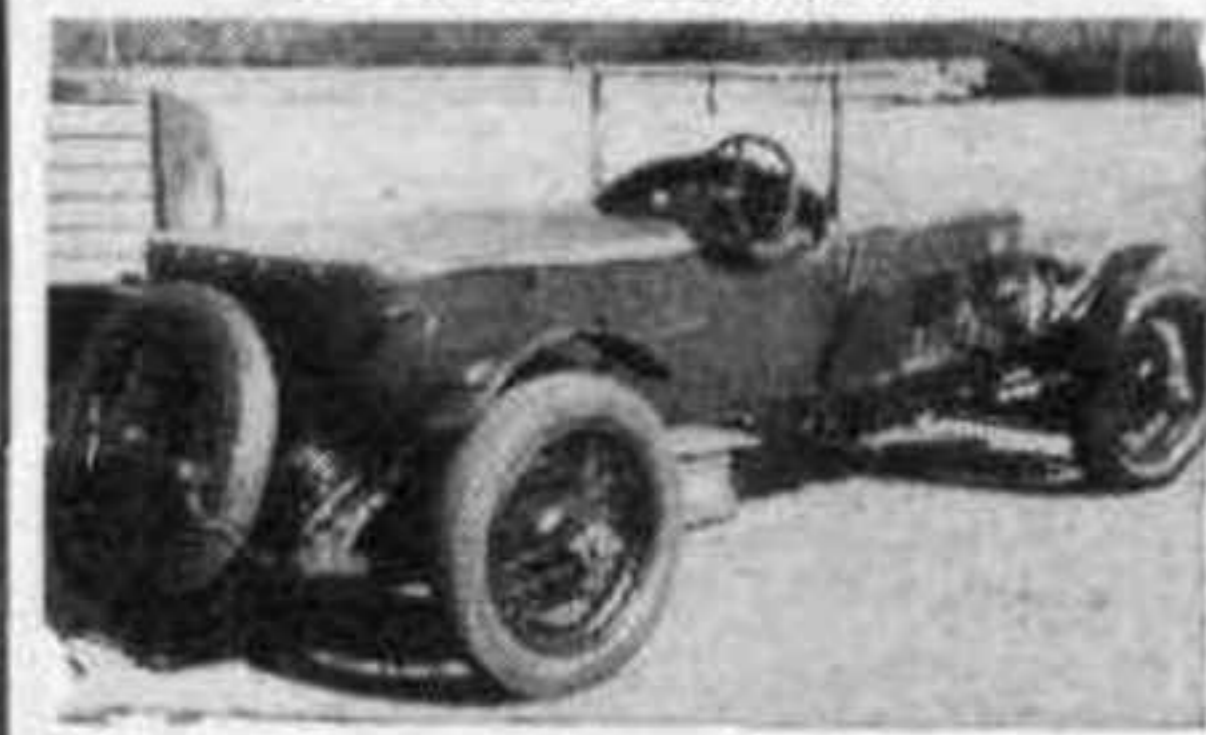
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Also: A very lovely 1960
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FOR SALE—continued

XK150 3.4 S/E f.h.c., 1960. One owner example with low mileage; original and immaculate condition throughout; with full recorded history. Serious offers only please to: 3 Barton Place, Burpham, nr. Guildford, Surrey, or Tel.: Guildford (STD 0483) 77129/77906. (6302)
M.G.-B SPORTS, 1971 "K". Overdrive; wires; radio; servo; radials; tonneau; underseal. £1,100. Tel.: Bedford 67366 (week-ends). (6303)
TR6, 1970. Finished in red with black trim; overdrive; good condition; below average mileage; well maintained; M.o.T. due soon. Will test before sale. £1,125 o.n.o. Tel.: Bishops Cleeve 2082 (after 6 p.m.). (6304)
M.G. TD MK. II, 1954; red; good allround condition; M.o.T., taxed. A delightful and appreciating car for £675. H. Speak, 62 New Hall Lane, Bolton BL1 5LG, Lancashire. Tel.: Bolton 40418. (6305)
M.G.-C ROADSTER, 1969. Super car; automatic; w/wheels; p/b radio; electric aerial; luggage grid. Most other extras. Absolutely spotless. £760. Tel.: Ascot 23018. (6307)
FIAT 124 Sports coupé, 1969; no rust; radio; reclining seats. Fast, comfortable 4-seater. £800. Tel.: 23018. (6307)
1946 SUNBEAM-TALBOT Supreme drop-head coupé; good condition; super engine. Very unusual car, £175. Tel.: Horsham 4132. (6311)
M.G.-B GT, 1971; B.R.G.; ZX radials; Rostyles; overdrive; radio; Autumn leaf trim. One owner. £1,270. Tel.: Ormskirk, Lancs. 72496. (6313)

FOR SALE—continued

1930 ROLLS-ROYCE 20/25, rare chassis GTR.32, engine J8X very early, virtually 20 model with short (Red Badge) radiator, floor-mounted starter, etc. Utterly original incl. Klaxon, coil, etc. Runs extremely well but poor tyres. Viewable now in Nottingham, available about May/June. Offers to Stephen Whittle. Tel.: Nottingham 264101 (office), Woodborough, Notts. 2165 (home). (6308)
TR4A, 1967. Rebuilt to concours 1971 and still quite superb; 31,000 miles; o/d; wires; radio, etc. About £700 or Land Rover with cash adj. Tel.: Bramley, Surrey 3727. (6309)
ASTON MARTIN DB Mk. III saloon, 1958 3-litre fitted with overdrive. This well cared for and original example has recently had the following items renewed: clutch, valves, king-pins, brakes, exhaust, battery and tyres. This car is in exceptional condition throughout and is used almost every day. £850. Tel.: Upminster 29545 (Essex). (6310)
M.G. TA. Dismantled with fog books. Offers, (also numerous spares). Tel.: 021-705 7813. (6314)
SCIMITAR GT, 1965; overdrive; wire wheels; radio; excellent condition; many parts reconditioned. Fast, economical. Going abroad, so bargain at £475 o.n.o. Tel.: Oadby 3232 ext. 292 (office) or 147 Breckhill Road, Mapperley, Nottingham. (6321)
1964 AUSTIN 8 van. Taxed, M.o.T. August. Good runner. £75. Tel.: Oswestry 2126. (6322)

FOR SALE—continued

1934 MORGAN, Beetle back o.h.v. w.e. J.A.P.; taxed, M.o.T. Good condition. Can be driven away for £1,000 cash, cheque must be cleared, offers below this but above £600 considered. Hofferan, 10 Cedar Grove, Dukinfield, Cheshire. Tel.: 061-338 6416 (7 p.m.-9 p.m.). (6315)
AUSTIN HEALEY 3000 Mk. III, Excellent condition. Director's second car. Little used by owner. £850. Tel.: Leeds 40841 (9-5) Harrogate 82124 (after 6 p.m.). (6318)
LOTUS ELAN +2; first registered April 1968. No. TME 10F; one owner driver; 22,000 total mileage; original tyres; yellow/black; Webasto roof; maintained regardless of cost by professional Lotus mechanic. Growing family and Lotus' slowness in producing 4-seater forces purchase of 'common car' and reluctant (private, no VAT) sale of +2. Highest offer above £1,200 will be accepted by end of month. For appointment to see, in Highgate, please Tel.: 01-348 3890. (6319)
MINI COOPER "S" 1,275; 9,000 miles; immaculate; 100 b.h.p. engine; reclining seats; Minilite wheels; radio. Cost £1,300, £1,050 o.n.o. Tel.: Walsall 26874. (6320)
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Fixed-head coupe 2+2 manual with overdrive, wires, Motorola radio. Indicated mileage from vast overhaul 40,000 miles but still very original. Finished in Cotswold blue with dark blue leather trim. Must be seen to be appreciated. Also 1958 XK150 inclusive as spares only.

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1972 'L' Reg. CONSUL 3000 GT, approx. 3,000 miles only. Many extras and perfect ... £1,650

1965 'E'-Type 4.2 2+2. In brilliant red. Push-button radio, chrome wheels. Very beautiful sports car ... £890

1971 TRIUMPH Stag, 'K' Reg. White convertible. Beautiful car and superb driver ... £1,990

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1968 MERCEDES 280SE, automatic. Extremely good car. Perfect runner ... £1,950

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FERRARI Daytona, 1971, Series 2. L.H.D. ... £5,995

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JENSEN Interceptor, 1967 Automatic ... £1,875

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TVR Vixen, 1970. Extras include mag. wheels, radio etc. 28 000 miles recorded. Finished in red with contrasting trim. £1,045



TRIUMPH TR2A, 1960, 2.2 engine with Weber carbs. Fitted wire wheels overdrive, hard- and soft-tops £565



TRIUMPH TR6, Dec. 1970 'J' Reg. Extras include wire wheels, overdrive, hard- and soft-tops. Finished Carmen red with black trim. £1,225

JAGUAR 'E'-Type f.h.c., 1971, 12,000 miles recorded. Carmen red with black trim, h.r.w., chrome wire wheels, 8-track stereo. Superb car throughout £2,375

M.G.-B GT, 1970. Extras include overdrive, radio, h.r.w., instruments, spots, etc. Ivory with black trim. £1,155

SUNBEAM Rapier coupe, 1965. A left-hand drive Italian 2/4-seater coupe having overdrive, radio, sun-roof, etc. £295

DATSUN 240Z, Nov. 1972, 7,000 miles. Immaculately finished in white with black trim, fully equipped, including stereo radio and electric aerial £2,045

FIAT 124 Sport, 1969, 'H' Reg. Extras include sun-roof, mag. alloy wheels, radio, etc. Finished in dark blue with contrasting trim; one owner from new £1,045

AUSTIN Mini, 1964. Special paintwork, host of extras £195

JENSEN Interceptor, 1967. Automatic transmission radio, sun-roof. Finished in regal red with beige trim. £1,895

TRIUMPH TR6 roadster, 1969. Finished in damson with black trim, extras include overdrive, radio. Excellent throughout £995

FORD Anglia, 1963, 1200. Fitted wide wheels, radio, special paintwork, etc. £145

LOTUS Europa Twin Cam, 'K' Reg. Finished in Colorado orange with black trim. Extras include Brand Lotus mag. wheels, stereo, radio, etc. £1,645

FORD Mexico, 1971. Red with gold stripe. Whole car in unmarked condition. £945

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RELIANT Scimitar GTEs. Early delivery Manuals and Automatic. Demonstration car available.

RELIANT GTE Mk. II, 1970. Finished in Caribbean green with black trim, fitted overdrive, radio, etc.; one owner. £1,595

TRIUMPH TR5 coupe, 1969. Sebring white with black trim, radio £935

AUSTIN 1275 GT. Black tulip or teal blue.

MAXI 1750. Teal blue.

MAXI 1750 HL. White.

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LOTUS +2S, 1969, 'H' Reg. Fitted sun-roof, electric windows, radio, etc. Finished in French blue with black trim £1,525

TRIUMPH Spitfire Mk. IV, 1972. Finished in dark blue with pale blue trim. £925

LOTUS Plus Two 'S' 130/5. Lagoon blue, black trim, t.f.s./h.r.s. Demonstration car available.

BMW Ti Lux saloon, 1970. White with black trim, fitted p.b. radio. A one-owner car in very good condition £1,495

TRIUMPH GT6 coupe, 1970, 'J' Reg. Overdrive radio, h.r.w., etc. Finished in indigo blue with black trim. £925

M.G.-B GTs. Blaze, damask red, o/d., etc.

'B' sports. Damask red and black tulip, o/d., etc.

'B' sports. Teal blue. Automatic.

M.G. Midget. Green Mallard.

TRIUMPH TR6 coupe, 1972. Finished in emerald green with dove grey trim, extras include soft-top, radio, stereo £1,425

M.G.-C roadster, 1969. Fitted overdrive, wire wheels, radio, electric aerial, etc. Primrose with black trim. £895

ALFA ROMEO 1750 Spider Veloce, 1969, 'H' Reg. Spa white with black trim, radio, electric aerial. £1,395

FIAT 124 Sport coupe, 1968, 'G' Reg. Finished in Monza red with black trim, fitted 5-speed box, radio, etc. £895

M.G.-B GT, 1971, Automatic. Finished in midnight blue with black trim, fitted push-button radio, heated rear window, Rostyle wheels; a two-owner car 13,500 miles from new. £1,365

MORRIS Mini Cooper, 1969, 'H' Reg. Finished in almond green and white with black trim. A very clean, attractive example. £595

ALFA ROMEO 1750 GTV, 1969. Nevada yellow with black coachline and black trim, fitted radio; a two-owner car, 38,000 miles. £1,295

TRIUMPH TR4A roadster. Sebring white with black trim, fitted wire wheels; rebuilt and registered 1968 £595

FORD 200 XL estate, 1972. Finished in tawny bronze with beige trim, fitted radio, etc. £1,295

M.G.-B roadster, 1965. B.R.G. with black trim, fitted overdrive, wire wheels, radio, factory hard-top, etc. £565

M.G.-B GT, 1970. Bronze yellow with black trim, mag. wheels, new tyres, overdrive, stereo, headrest, twin spots, etc. £1,245

M.G.-B roadster, 1965. Fitted fastback styled hard-top. Carmen red with black trim. £495

M.G.-B roadster, 1971. Finished in teal blue with tan trim, fitted overdrive radio, air horns, twin spots, tonneau, etc. £1,225

AUSTIN Mini 1000, 1969. Extras include mag. wheels, twin spots, special dash. Almond green and white £495

LOTUS Elan, 1970, f.h.c. S4. A very attractively finished car in updated Sprint colours with contrasting interior; excellent condition throughout. £1,175

TRIUMPH Herald 13/60 convertible, 1968. Dark blue with blue trim £475

AUSTIN HEALEY BNI. Most attractive car, fitted radio, new weather equipment, retrimmed, etc. £395

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BMW 2002 coupe, 1970, Automatic, finished in mid-blue with contrasting trim, fitted push-button radio; two owners, 34,000 miles from new. £1,385



FERRARI Dino, 1972. Red with black trim, 14,500 miles. Full service history with Maranello. Fitted Lear jet automatic, radio, stereo, electric windows, etc. £4,895



JAGUAR V12 'E'-Type f.h.c. 2+2, 1971. Pale blue with blue trim, manual transmission, radio, tape player, h.r.w., etc. £2,865



ASTON MARTIN DBS, 1969. Manual 5-speed box, Vantage engine, chrome wire wheels, etc. Finished in Garrison green with off-white trim. £2,895

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ARMSTRONG SIDDELEY, 20 h.p., 1935. Standard pistons; spare engine considered. Sharratt, Newstead, Melrose, Roxburghshire. (5315)

WANTED: M.G.-C GT, M.G.-B G1. Garaged low mileage example. 25 High St., Olney, N. Bucks. (6325)

BRISTOL ENTHUSIAST requires 405 convertible or 406. Must be good example. Preferably works maintained. Fair, but not inflated price paid. Full details please. All replies acknowledged. Box 3888. (6326)

ALVIS CRESTED EAGLE Speed 25 privately wanted: Long chassis preferred to short; open sports to saloon. But any Crested Eagle considered. Photos, to be returned, helpful. Box 3889. (1561)

ROLLS-ROYCE Silver Dawn or Bentley R-type standard saloon. Offers for low mileage car in mint condition with full details invited. Box 3890. (52731)

WANTED: "Motor Sport" before November 1934 and single copy January 1947. "Speed" June, August 1938; January, February, March, April 1939. "Autosport" volumes 6, 7, 8 and volume 20 to present. Also single copies July 4, 1958, August 1, 1959. Preter bound volumes but will consider loose copies. Also interested in Montauk or similar prints of "Flying" and "Motoring" and collections of auto sales catalogues, road tests etc. 1930's to present. State lowest acceptable price first letter. Box 3870. (52710)

M.G. TD II. Preferably to restore. Enthusiast returning U.K. for one month only in June or July must purchase then or interested with view to purchase early 1974. Will pay cash, will travel far to view. Please write with Tel. No., address and specs. All letters answered. N.B. Do not intend to export! Box 3871. (5386)

WANTED: RILEY Imp, Sprite or Lagonda Rapier with 2-seater body or without body. Write Box 3854. (0840)

DOCTOR SEEKS PVT, 4-seater open tourer. Taste and pocket would prefer original and tatty rather than restored and concours, but happy to consider anything. Admirer especially of Lagonda Rapier, Aston Martin and A.C. 16/70 and 16/80. Box 3855. (5494)

XK 150 D.H.C. wanted, must be in excellent condition, guaranteed mileage between 20,000 and 50,000. Please send details to: Dr. Gerhard Hage, 6729 Bellheim Schulstrasse 12, Germany. (52674)

CAR RADIO wanted. Motorola 808T wanted. Any reasonable price paid for a good radio. Please Tel.: Houghton (Lancashire) 2587 (after 6.30 p.m. if possible). (5614)

WANTED: PHANTOM I or Phantom II chassis or hearse. Box 3874. (5727)

WANTED for Austin 7 1923, 1 beaded edge wheel or rim; Zenith carb; 22EF; "scintilla" magneto, type M4 or parts; 1 door 20 1/2 in. x 17 1/2 in. Good price paid. Can swap spares or any other parts 1923. Mansfield, 3 Redgate Terrace, Groesfaen, Nr. Pontyclun, Glamorgan. (5733)

ROLLS-ROYCE or Bentley 1926/36 wanted. Any model considered, will collect any distance. Condition unimportant, if price reasonable. 33 Beam St., St. Nantwich, Cheshire. (5817)

MORGAN PLUS 8, or low mileage Austin Healey 3000 or TR6. Must be immaculate. Sell or R/E SAAB 99, value £850. P. Stansfield, The Green, Sinnington, York. (5822)

FOUR SEAT D.H.C. Interesting pre- or post-war Alvis TA/TC21 or similar. Cash or 1962 Daimler SP250, immaculate condition in part exchange. Box 3875. (5868)

MORGAN WANTED. Four-seater or two in reasonable condition, some work not objected to. Price around £500 for best offered. Tel.: Maidstone 27428 or West Malling 840450. (5887)

"MOTOR SPORT", Pre-1954. Good condition only. Year runs only. H. E. Staal, Tel.: 01-560 3245. (5304)

M.G. TA, TB, TC wanted by private German enthusiast. Must be able to drive on wheel to Germany, be original as possible, also interested in any pre-war M.G. roadster, if possible picture to Joachim Danicke, Berlin 65, Steegerstr 67, West Germany. (5901)

WANTED: Austin-Healey 100/4. Le Mans model preferred. Must be in restorable condition. Also complete engine for M.G. TD. Box 3878. (5987)

WANTED: Elegant, smart Vintage car, in good order, for wedding processions. Box 3860. (6011)

SPORTS CARS urgently wanted for cash or part exchange. Tel.: Boughton (022-775) 223. (6120)

ROESCH TALBOT wanted by enthusiast. Club member offers an appreciative, permanent, private home. Good price paid. Contact Dr. R. C. Kennedy, The Knoll, 14 Harpenden Road, St. Albans. Tel.: 58833. (6121)

URGENTLY WANTED. Complete windscreen and frame for a 1954 B.N.I. Healey 100.4. A. Heslop, 79 Wastdale Drive, Wallasey, Wirral. (6135)

WANTED: SUNBEAM 1926-30. Saloon or tourer. Also Sunbeam parts. Also wanted A.C. Ace or A.C. Bristol. Whiteaway, Combe, Newton Abbot, Devon. (6158)

WANTED: Pre-1966, Mk. 2, 3.4, 3.8 Jaguar; auto; wire wheels, preferably. Must be in top condition. HP. Close, 831 Moss Bank Way, Bolton, Lancashire. (6159)

WANTED! WANTED! Rolls-Royce Silver Wraith, Silver Dawn or Silver Cloud. Any condition! anywhere! Best possible payment! Tel.: 01-602 074 now. (6176)

WANTED DAMAGED LOTUSES or Europas. Late models. R. W. Uphill, Tel.: Mells 239 or Nunney 285. (0253)

WANTED—continued

CITROEN LIGHT 15. Good condition. Tel.: Bradford-on-Avon (Wiltshire) 3462. (6327)

MISCELLANEOUS

PRE-1942 TOYS, catalogues, Meccano magazines sought for my collection; trains, vehicles, dolls, soldiers, anything. 1 Almsford Close, Harrogate. Tel.: (0423) 89352. (6495)

REG. NO. WVE 3 on 1960 M.G.-A. See For Sale column. (6518)

XK140 drophead bonnet and grille. Good condition, £10. 3.4-litre XK140 C-type engine and overdrive gearbox, £35. Box 3892. (6532)

BREAKING for spares: 1963 Jensen CV8, fire damage, no body or front suspension parts, brand new straight port Jaguar cylinder head, £75. Box 3892. (6532)

PERIOD TOY CARS, planes, etc. Wanted by collector for exhibition. Tel.: 01-228 0648 or Box 3893. (6554)

VETERAN AND VINTAGE magazines: Dec. 1961-August 1970, 1 missing, £12, plus carriage. Strudwick, 15 Hatchetts Drive, Woolmer Hill, Haslemere, Surrey. (6548)

NPN 7 REGN. NO. on sound Morris 1000 with M.o.T. Tel.: 01-462 4083 (evenings). (1590)

REGISTRATION NUMBERS wanted. Very low numbers, required on any old vehicle in any condition. Good price paid for the right number. Please Tel.: 051-428 1517 (Sunday or evenings). (5631)

"MOTOR SPORTS", January, 1957; December 1968. Complete. Offers. Tel.: Hornchurch 58392 (evenings). (6305)

ICY V. This interesting Reg. No. 1 CVV on early Cooper in good order throughout; M.o.T. £225. Tel.: Ringwood 5413 (evenings). (6306)

VINTAGE, VETERAN, PVT Concours d'Elegance at Linton Fete, 2 p.m. Saturday, June 23rd, 1973. Details from Mrs. D. Peddar, 5 The Furrells, Linton, Cambridge. (6316)

SS JAGUAR. New radiator hoses. Most types available. Price up to £1. Also secondhand 1 1/2-litre spares, cheap. D. Eckford, 36 Boston Rd., Kirton, Boston, Lincs. Tel.: Kirton 696. (6355)

MOTOR UNION and early circular AA badge. Offers. Cicca 12v., four trumpet, motor horn. Also Cicca three, trumpet, bulb horn, brass early Lucas oil fall lamp, CAV 10 in. diameter bell-shaped, headlamps, Brooks trunk, several early clocks, etc. Also dozens of other headlamps, instruments, clocks etc., Veteran and vintage. Overseas enquiries welcomed. All enquiries answered. S.a.e. Box 3887. (6304)

BRAND NEW SET of five Jaguar 5 in. chrome wire wheels. 150 o.n.o. Tel.: 021-475 3141 (evenings). (5328)

ONE COMPLETE gearbox to suit 1923 Rover Eight-1925 Jowett, long chassis and windscreen frame-variety of Vintage Gramophone records. Lucas "Calcina" major cycle front lamp. Two Scott petrol tanks and one radiator. Alvis Firebird hand-brake assembly. Syd Plevin, 40 Scarth Hill Lane, Aughton, Ormskirk, Lanc. (5369)

SCINTILLA VERTEX Mag. 4 cylinder Brownlow, 1 Widdicombe Way, Brighton, Tel.: 65704. (5505)

TECALMIT Fuel injection system for Ford 4.7-litre 289-c.c. engine. Complete on manifold. Cost £400, accept £200. Tel.: (0584 70) 347. (6114)

1932 MORRIS stripped to chassis for rebuild. Complete all panels. May be heard running. Sensible offers. Tel.: (0584 70) 347. (6114)

M.G.-B ENGINE, 18GG. Virtually new, under 1,000 miles. Outright sale: £100 or offer. Box 3868. (6244)

BOOM-BOOM! "Come and join us!" Join the band of enthusiasts now collecting world postage stamps featuring "Veteran/Vintage Cars" or "Racing Cars and Drivers". Lists free—S.a.e. gentlemen please! G. S. King, 154 Telfer Road, Coventry. (5379)

RILEY RM CLUB for owners of 1946-55 Rileys. Membership 500. Monthly newsletter, meetings. Details S.a.e. to membership secretary: Neil M. Ross, 7 Stanley Road, Edinburgh, EH6 4SE. (5244)

FLYING HELMETS. Verified RAF museum rare pre-1930. Series without earholes, chamols lined; padded quality leather. £5. Tel.: Gerrards Cross 83019 (evening). (5261)

"MOTOR SPORT", Sept. 1954/March 1960 (4 missing). Offers. W. A. Hutchings, 10 Beacon Hill, Ilminster, Somerset. (5367)

"MOTOR SPORT", Vol. 1, No. 1 to Vol. 2, No. 5, bound, for sale. The following magazines wanted: "The M.G.G. Magazine", "The Sports Car" (1935-39), "Brooklands Track and Air", "The Morris Owner", "New Outlook on Motoring" (1946), "Motoring" 1959-68 and pre-1951 "Road and Tracks", Eilman-Brown, Water Place, Hunton, Kent. Tel.: Hunton 288. (5368)

REG. NO. UVM 1 on Ford Zodiac, £100. No offers. Tel.: 061-273 5742 (Manchester) (daytime). (5320)

SALE "MOTOR SPORT", July 1960 to December 1972. Offers: Oakley (Beds.) 3879. (5347)

"MOTOR SPORT" for sale. Complete issues 1957 to 1972 except for three missing copies. Offers to Amberley 2329 (Glos.) (after 6 p.m.). (5499)

VINTAGE CAR TYRE bargains: 1.600 x 19 Goodyear, new, £15; 2.600 x 19 Pirelli, absolutely as new, £25; 2.550 x 19 Michelin new, £25; 3.600-650 x 19, new, tubes, in boxes, £3.75. Tel.: 061-483 3757 (after 7.30 p.m.). (5615)

REGISTRATION BC wanted. With any combination of 6 and/or 9 preferred, but any low or interesting number considered. Please Tel.: Essendon 442. (6111)

MISCELLANEOUS—continued

YOU DO NOT have to own an Aston Martin to join the Aston Martin Owners Club; free monthly newssheets, magazines, and privilege passes to Club organized race meetings; Martini Super Sports Inter-serie, St. John Horfall, etc., monthly area meetings, dances, and other social events, compete in hill-climbs and race meetings; etc. Can you afford not to belong to one of the premier car clubs for only £5 annually? For further information contact Hon. Secretary, 71 Baldmere Road, Eastcote, Pinner, Middlesex. (5639)

FIAT 501. Chassis 1215110. Rear chassis missing. Good radiator, engine, gearbox, steering box, BE wheels, instruments, petrol tank etc. Many body pieces suitable for pattern. Offers. Also back axle and wheels for Fiat 509. No pinion. Offers. Box 3857. (5651)

PATENTED revolving exterior car mirror; novel, safe, stays clear in rainy weather. £6.40, two £12. Jemcor Revmirror, Box 3335, Cape Town RSA. (5830)

5 JAP alloy wheels with 42 spline hubs. 185-15 Goodyear G800 tyres, about half-worn. Suit M.G.-B, Ferrari, etc. Tel.: Morpeth 4875. (5864)

"VETERAN AND VINTAGE". Complete, bound, 16 Vols. Vintage and thoroughbred. Complete bound 4 vols.: "Autocourse" bound, Vol. 1-6; "Speed", complete run, bound. Vols. 1-4 1935-1939. "Motor" 1950-1957. Bound, 15 vols. Mortimer, Tel.: Ewhurst (Surrey) 897 or 687. (0911)

M.G.-A D.H.C. Bodyshell, front end damage, £20. Also various M.G.-A spares available. Lawson, Lovesome Hill, Braferton, Darlington, Co. Durham. Tel.: Aycliffe 2161. (5900)

"MOTOR SPORT", 80 copies 1961-1973. Vintage and veteran, 30 copies, 1960-1963. Gibbs, Anmer Croft, Marshbrook, Church Stretton, Salop. (6115)

THE XK CLUB specialises in these fine cars, if you are interested contact the Secretary. The membership fee of £1 from now to September won't strain in your budget and there are some interesting events arranged from May to October. Phil. Henshall, 46 Toll Bar Road, Great Boughton, Chester, CH3 5QX. (6130)

BOUND VOLUMES, "Motor Sport" 1961-1965. 8 ditto automobile year, 1956-1963. Offers. Tel.: East Grinstead 24999. (6134)

FIVE FACEL VEGA. Borrani wheels and tyres. Also four k/o, three eared locking rings, will fit XK Spines, £75. Tel.: 01-937 4303. (6165)

DAIMLER V8 (2 1/2). Engine top overhaul; 3.4 and 4.2 engine with BW 35 box wanted. R. Tibbury, 69 Waterson Rd., Chadwell-St. Mary, Grays, Essex. RN16 4NS. (6175)

VINTAGE: Bosch, horns, autocacs, clocks, Oil gauges, new pistons, spring steering wheels, 2 gal. petrol cans; Veteran literature, ancient aircraft. Books. Box 3881. (6213)

F. GORDON CROSBY, Peter of Dalkeith, Guy Lipscombe, Bryan de Grineau. Oil paintings wanted. Box 3882. (6224)

OXFORD TOWN HALL too small. Our next auction/market May 19th. Luton Recreation Centre, 130 stalls available from £1.50. Auction entries invited. Veteran, vintage and selected post-vintage cars this time, as well as bikes and spares. (200 people a month join our club—maybe you should too). Vintage Transport Enthusiasts' Club, Abbey House, Westminster. Tel.: 01-834 9225. (1765)

TOY OR model cars, boats, trains, etc. especially old tinplate (items wanted). Also motoring books; prints; pictures; mercots; Dinky toys, etc. Pressland, 43 Lavender Hill, London, S.W.11. Tel.: 01-228 0648. (1884)

FOR SALE. For 1932 Wolseley Hornet/Hornet special. Unused camshaft, £10; rebuilt, £6. Flywheel and reined clutch, new springs, £5. Set cam follower bushes, £3. Lightened balanced flywheel (1933), £4. Tel.: Medway 67428 (Kent). (5247)

"MOTOR", "AUTOCAR" "Small Car". Numerous back issues all for £1. Buyer to remove. Dinsdale, 176 Strines Rd., Strines, Stockport, Cheshire. Tel.: 061-427 3109. (6247)

REG. NO. DB4 at present on tired Singer Gazelle. Substantial offers invited. 51 Platt's Lane, London, NW3. (6263)

WIRE WHEEL repairs; spokes supplied to pattern. Alan Foster "Wheel Building Specialist". "The Knoll", Ashmanhaugh, Norwich, NOR 09Z. Tel.: Wroxham 2120. (5056)

COME ALONG to the Daimler and Lancaster Owners' Club Rally, Stanford Hall, near Rugby, Sunday June 10th. Further details, and membership are available from Mr. M. Cox, 9 Cloister Croft, Walsgrave, Coventry. (5101)

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EDWARDIAN R.A.C. Life Member's Badges, offers. Early 20s Smith's dashboard clock, perfect £12. Porsche 914 seat, new £8. "Motor" road tests, individual original reports 15p each post free. State model/year, also new car descriptions 15p. Many other items, instruments, books, S.A.E. for list. 43A Curbridge Road, Witney, Oxon. Tel.: 2140. (5107)

WIRE WHEELS. Bolt on works, fit Spitfire, Herald, GT6, Vitesse. Brand new, cost £75, offers. Tel.: 021-559-4433 (daytime). (5103)

MISCELLANEOUS—continued

HEADLAMPS, C.A.V. bell-shaped, C.A.V. model "B", large gas heads, early P100s, etc. Also Motor Union and early large circular A.A. badge, offers invited. All enquiries answered. S.A.E. Box 3851. (5108)

REG. NO. 1111 TD on Mini, will M.o.T. until 1974. £100. Tel.: 061-273-5742 (Manchester). (4942)

113K (looks like 1-BK if you place the one near the three) registration number for sale on Austin A40, in running order. Must be worth £95 to a Mr. B.K. somewhere. Tel.: 051-263-8166 (evenings). (5114)

M.G. P-TYPE, 1934. Spares req. including petrol tank, oversize rear wheels and tyres, door handles, bonnet clips, manual inst. book, etc. Any info. welcome. 40 Caernarvon Rd., Cheltenham. Tel.: 22503. (5118)

AUSTIN SEVEN spares: including, axles, springs, engine parts etc. Tel.: Clive 373 (Salop). (5060)

EXCHANGES

BRISTOL 400. Very good condition throughout. Exchange for Vintage or P.V.T. tourer in any condition, complete or otherwise, or sell around £600. Tel.: Winchester 62058. (6546)

FOUR SEAT D.H.C. Interesting pre- or post-war Alvis TA/TC21 or similar. Cash or 1962 Daimler SP250, immaculate condition in part exchange. Box 3875. (5868)

1958 COOPER-CLIMAX FI1, 1.5-litre twin cam; 100 per cent complete and original; spare engine; many spares. Exchange for small potent PVT or Vintage Sports/Racing car; un-restored will do, must be complete. Shattock, Bohernabreena, Tallaght, Dublin. Tel.: Dublin 500604. (5387)

DBS ASTON MARTIN, 1969. All electric, exchange for pre-war Rolls-Royce or Bentley. R. Cussens, 171 Hertford Road, Edmonton, N9, Tel.: 01-804 1886 (day). (5608)

LAGONDA SALOON, 1957. LB 290/1, series two. Four doors; floor gear change; radio; M.o.T., taxed. Some history, some spares; superb order throughout. £200 recently spent. Value £600. Sell or exchange. Any deals considered, cash adjustment either way. I fancy either A.C., M.G., "E"-type, "S"-type, Jaguar, Aston Martin, Bristol, Jensen, Alvis, Lotus, TVR or similar "S"-type must be auto; P.A.S.; wires and h.r.w. Dealers welcome. Tel.: 01-560 3245. (6145)

MINI CLUBMAN Estate 1971. Red with matching upholstery; one owner. Taxed till 1974, in showroom condition throughout. Exchange for TD, TF or big Healey, in concours condition. Oliver, 47 Yarrowburgh Way, Badger Hill York. Tel.: 55186. (5993)

BMW 2002 TII, "K" reg.; 25,000 miles. XAS; radio; never raced or rallied; never bumped. Mint condition inside and out. Reason for sale: Will lose excellent cook (wife) unless I find good smaller chariot for her. In part exchange for BMW, not wife. BMW valued £1,750 o.n.o. Biddle, Squirrel Hotel, Bolton Road, Horwich, Lancs. Tel.: 66194. (6223)

EXCHANGE: M.G.-B 64. BMC replacement engine, gearbox, o/d and rebuilt throughout. No rust. Wanted M.G.-B GT, M.G.-C GT, Mini-Cooper S. Cash available. Tel.: Bedford 711-538, 25 High St., Olney, Bucks. (6325)

1961 MK. I A/H Sprite, white, h/s-top, Reg. No. 999 COX, M.o.T., taxed. Good condition, used daily, all original steel body. Numerous spares. Family addition, need more room. Sell or exchange for larger pre-war car. W.H.Y. Flat 46, Pennycrofts Court, Stafford. Tel.: 55780. (5109)

EARLY VINTAGE tourer for PVT tourer or saloon. 1919 Chevrolet 490 tourer not registered between 1923 and 1969. Fully restored mechanically and bodily and a very pretty form of early vintage open motoring. Would consider exchange for PVT Alvis, Bentley, A.C. or W.H.Y. with cash adjustment either way if appropriate or would consider sale. All receipts available. G. H. Wilson, Manor House, Newton Valence, Alton, Hants., Tel.: Tisted 336 (evenings). (5112)

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YOUNG Cambridge science graduate requires position as junior motoring journalist, or as trainee car salesman with reputable company holding quality franchises. Box 3883. (5898)

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YOUNG MAN, seeks interesting position with racing concern or restoration of Veteran/vintage vehicles with previous experiences or car sales. Details available. Harrison, 44 Styal Rd., Wilmslow, Cheshire. (6349)

SITUATIONS VACANT

AMBITIOUS! If you are not earning £400 per month but would like to, then ring immediately Southend-on-Sea 352081. (5106)

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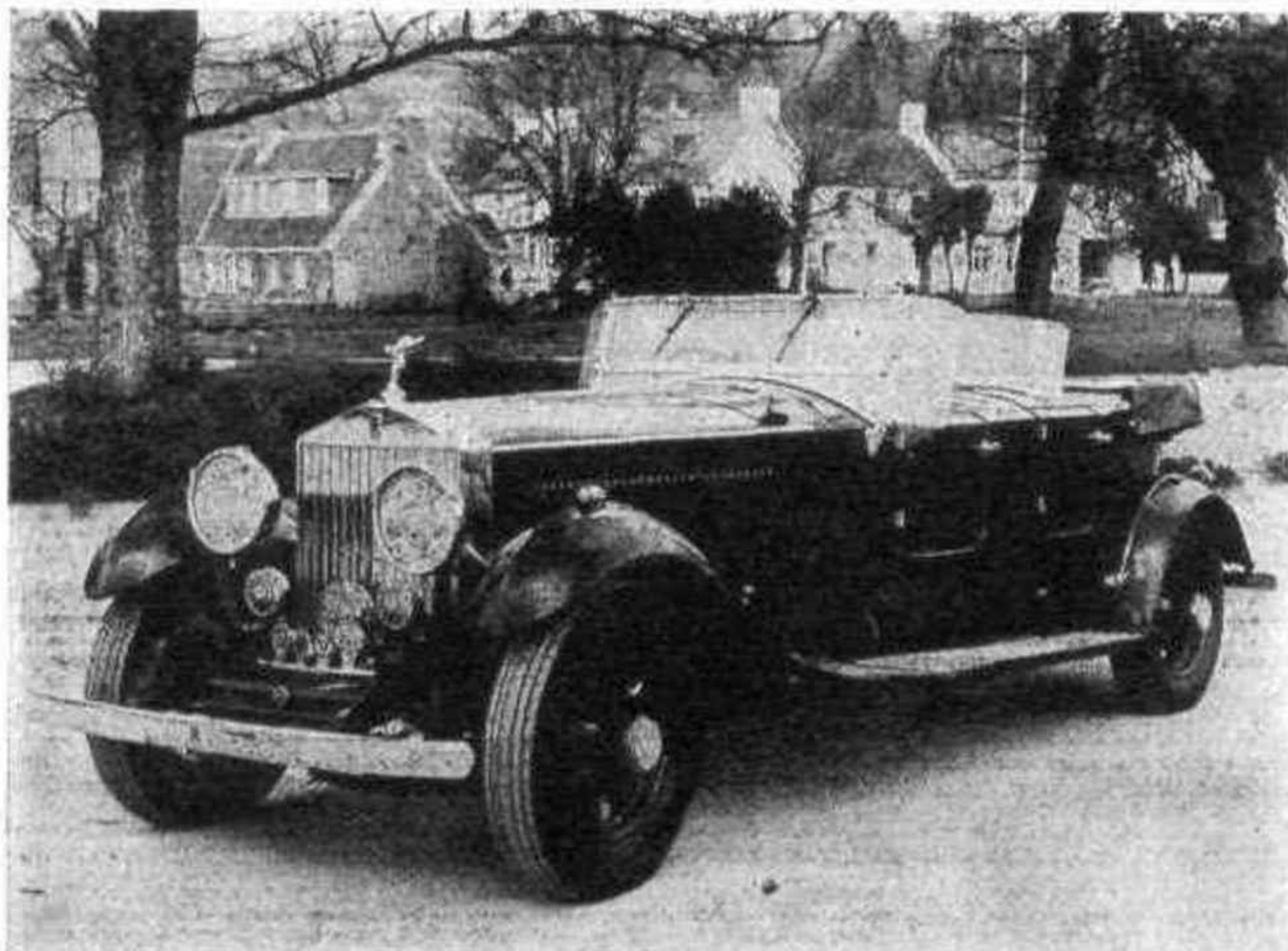


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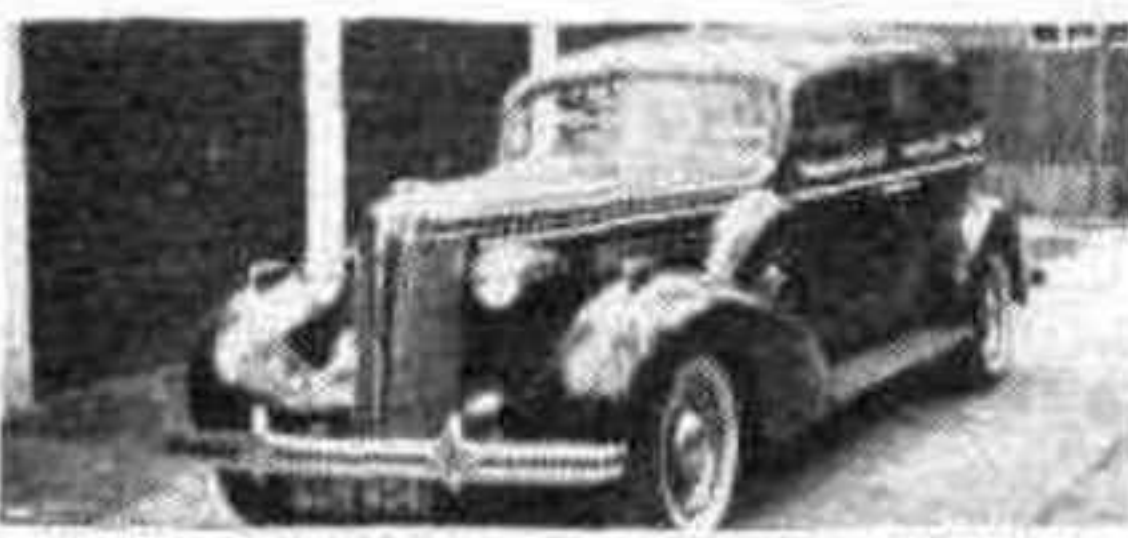
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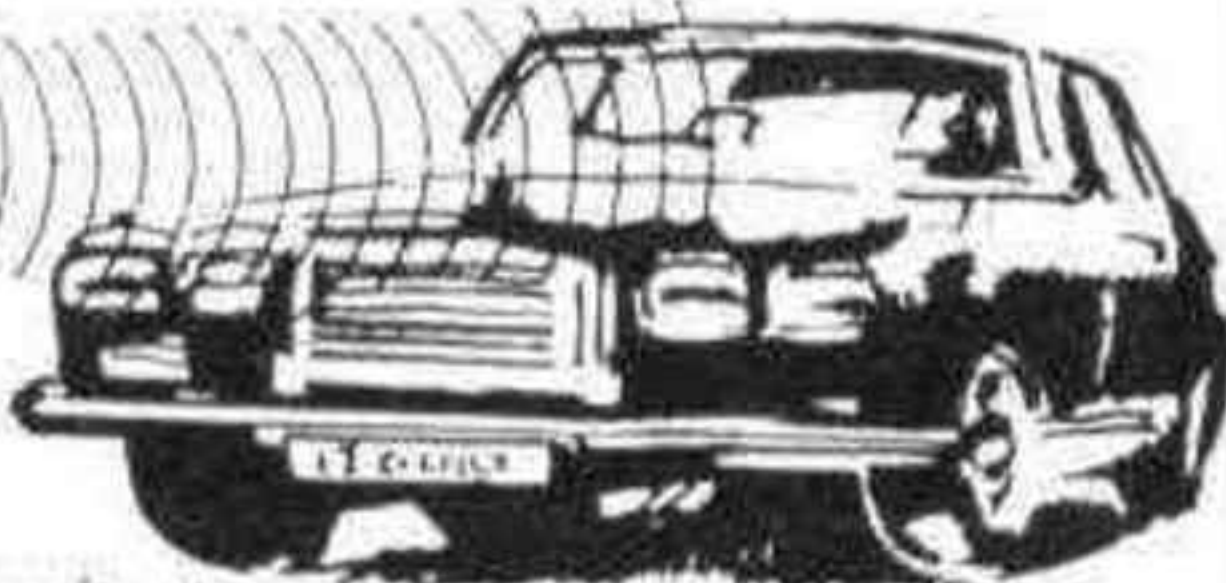
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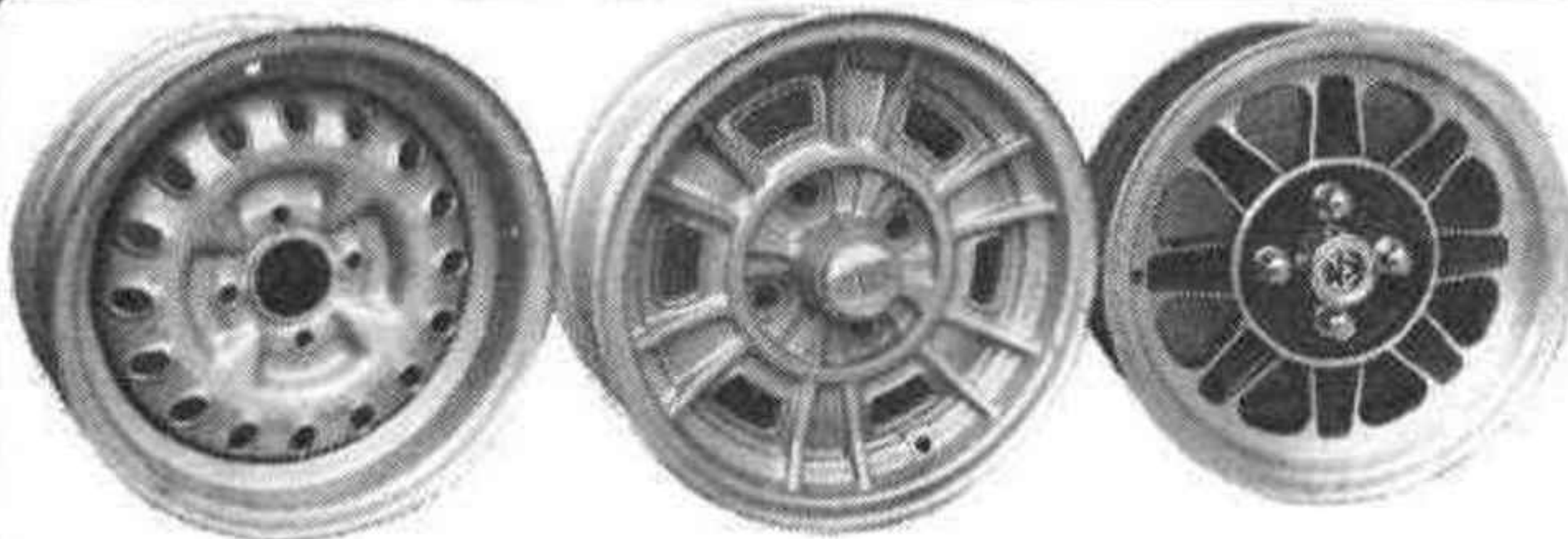
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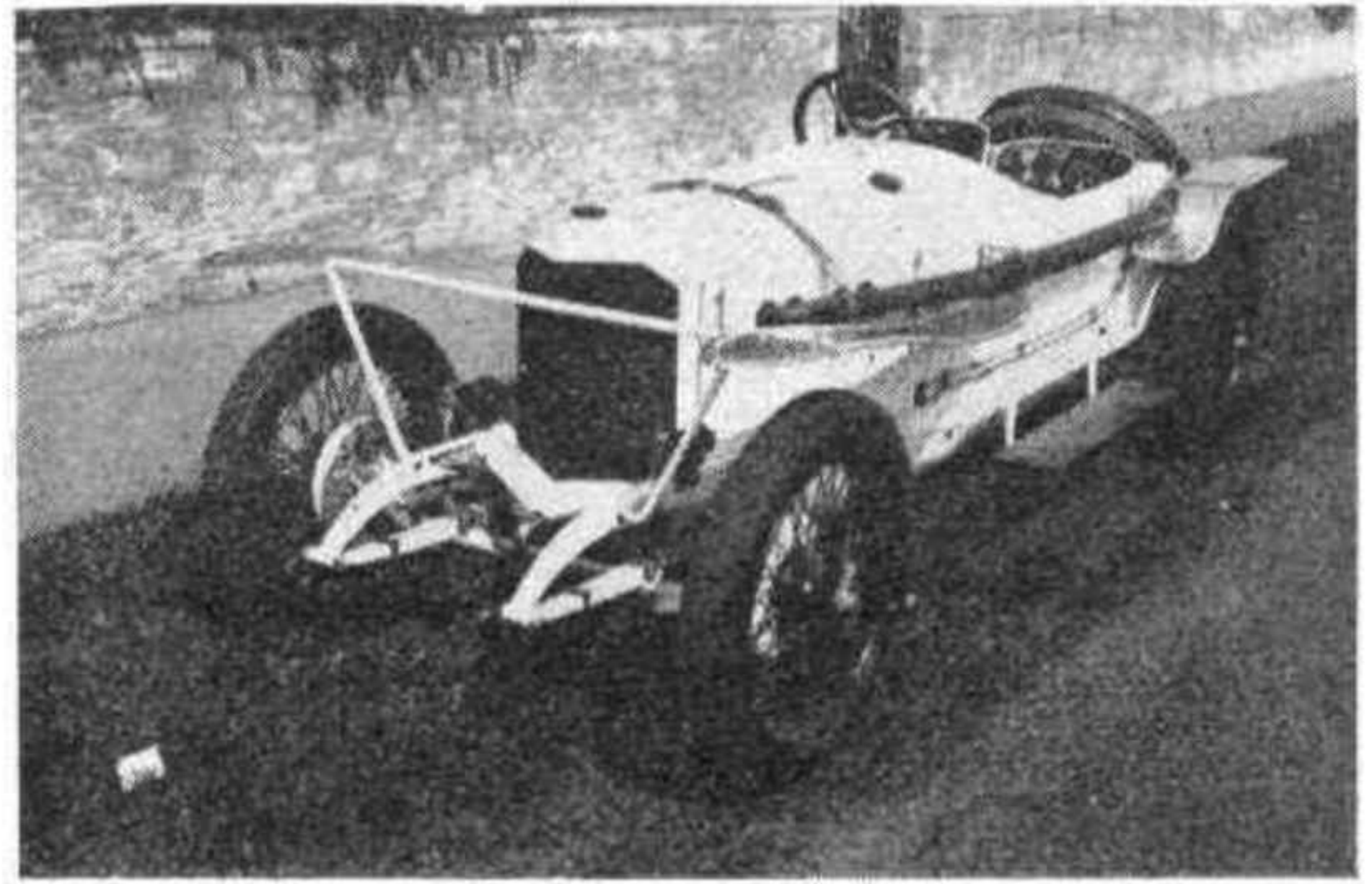
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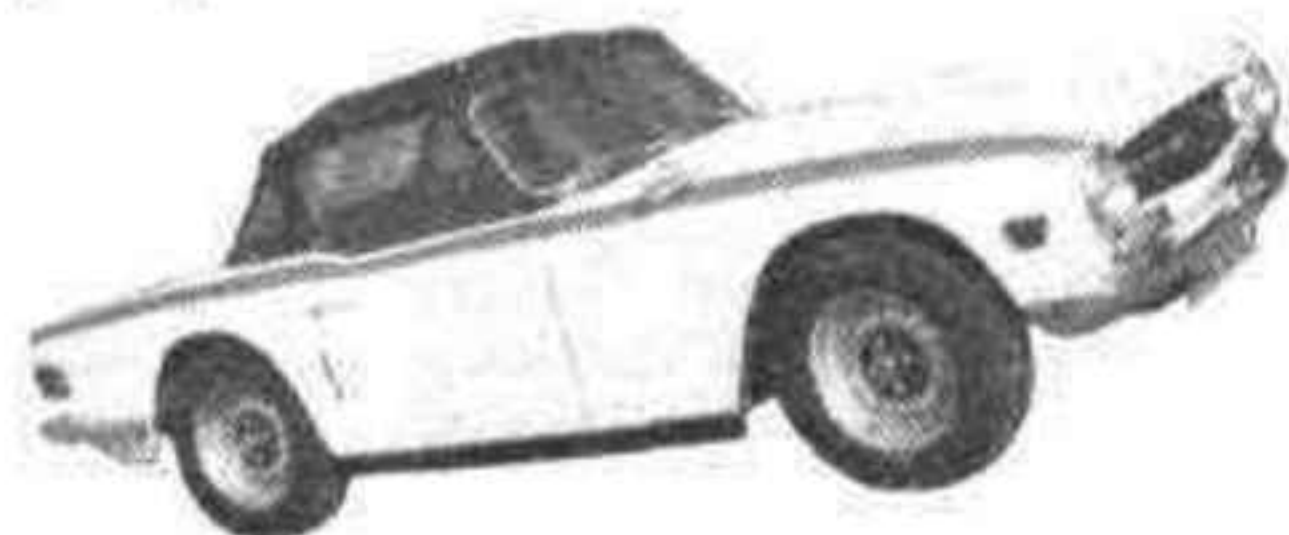
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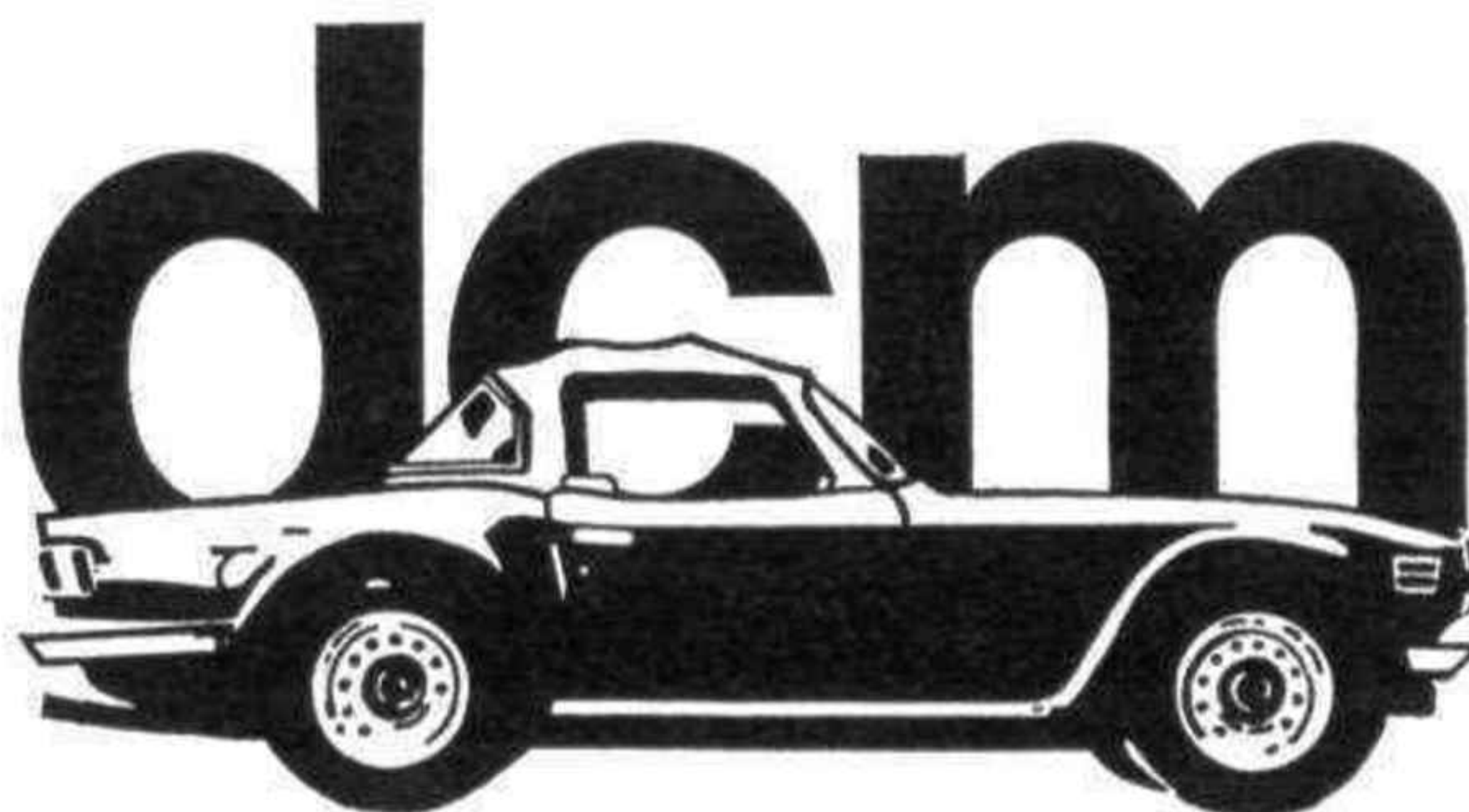
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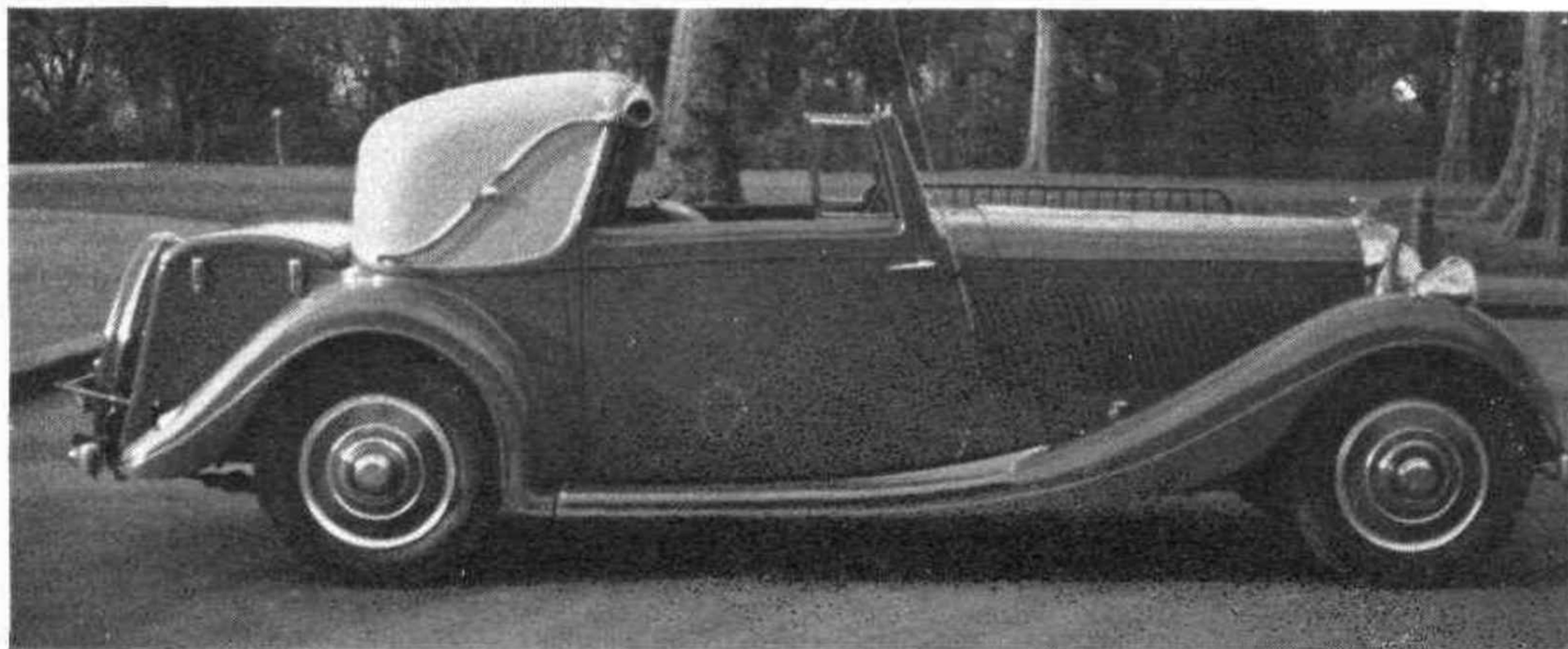
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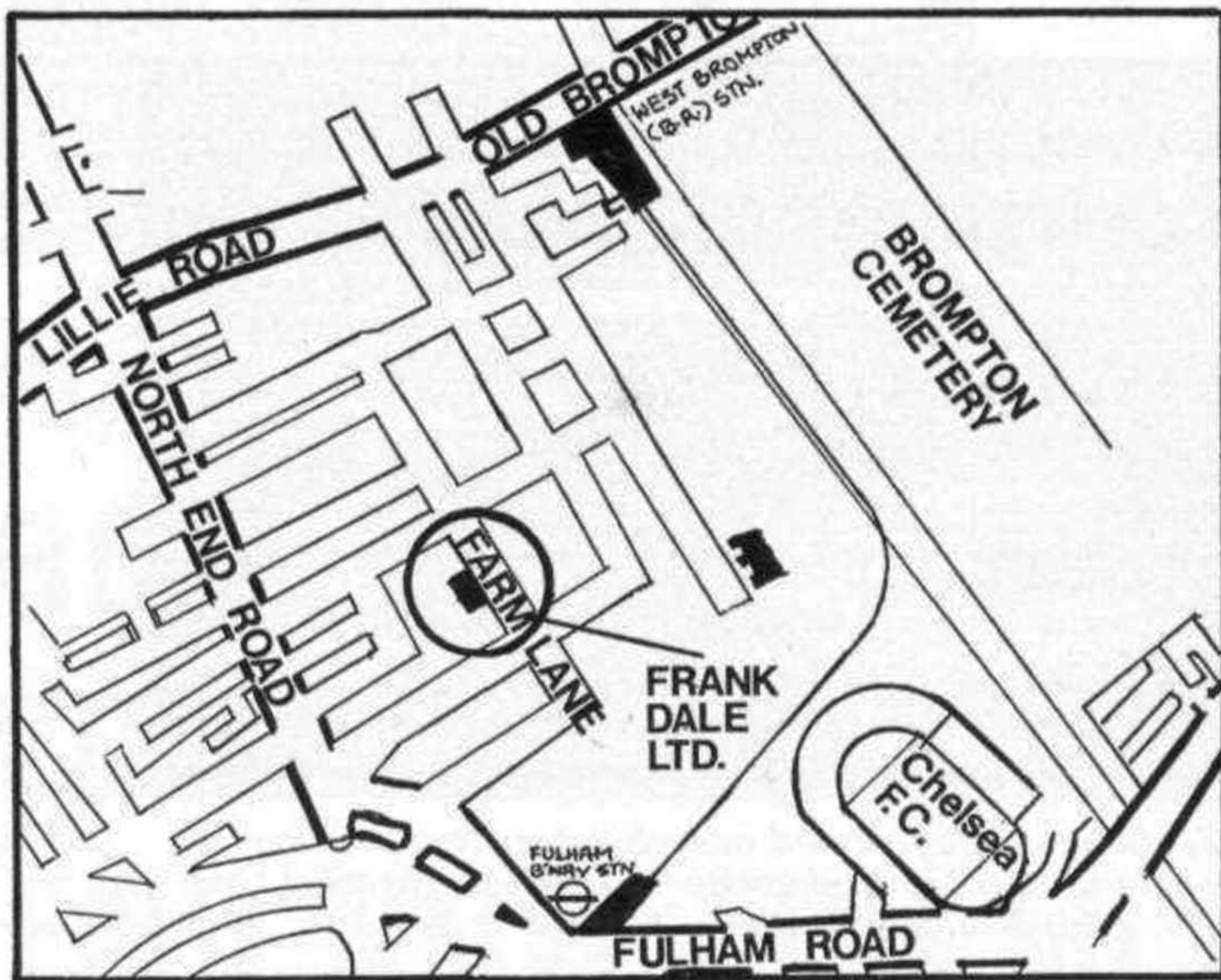
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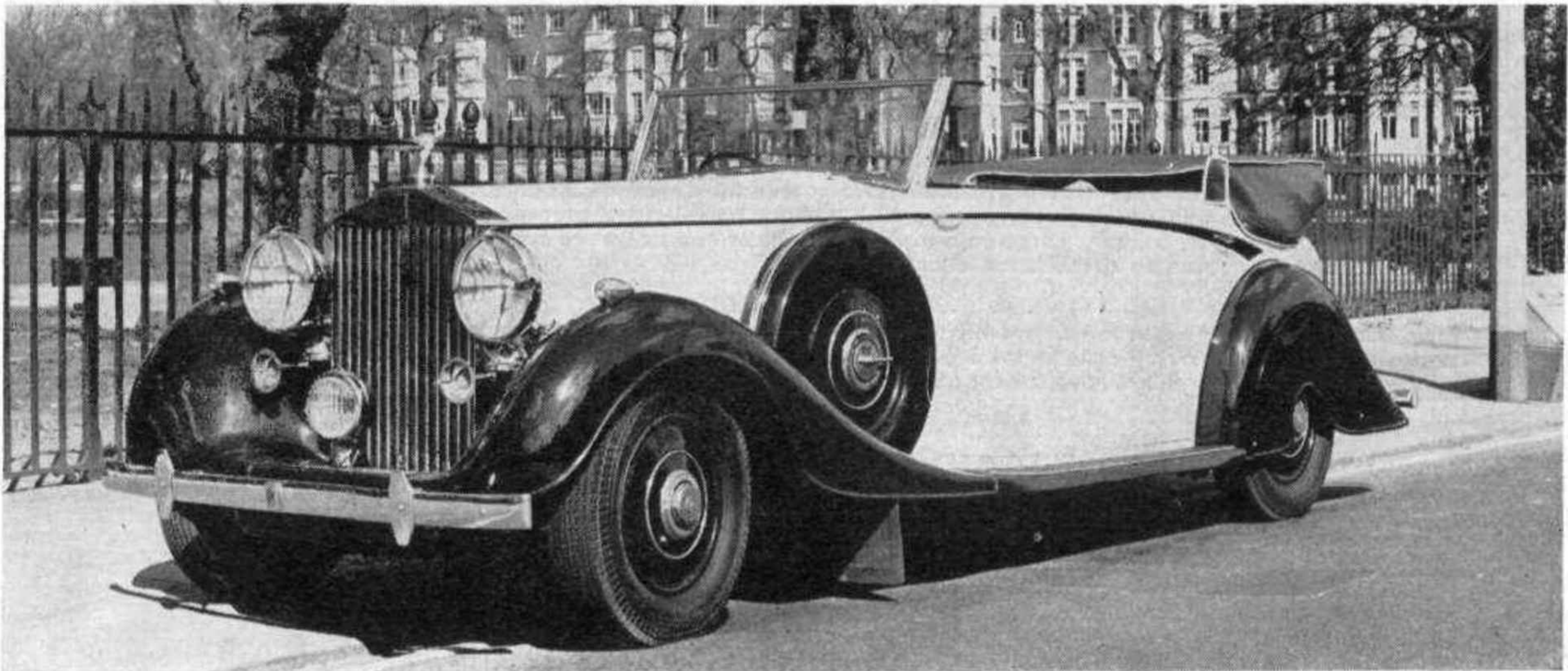


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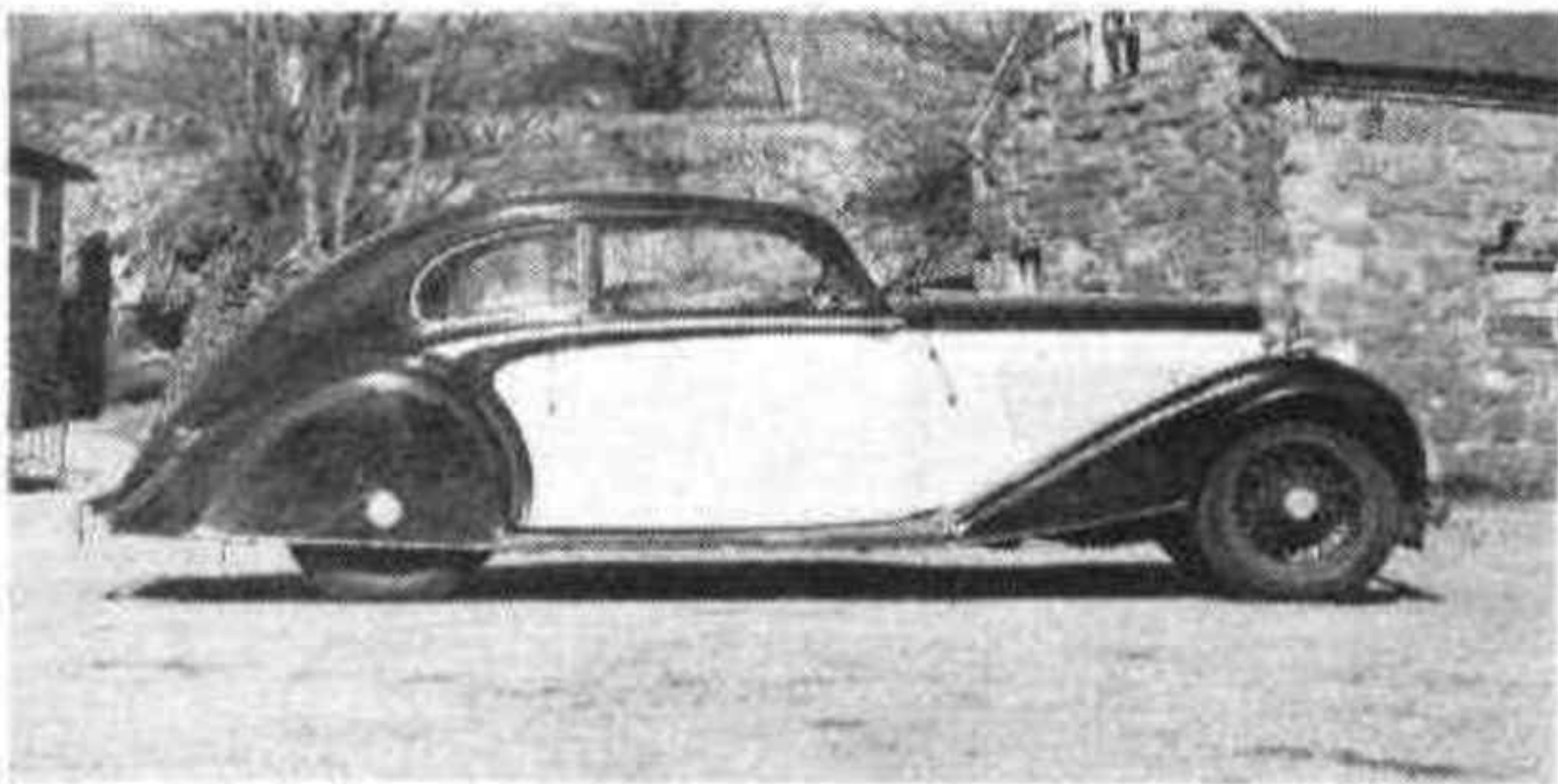
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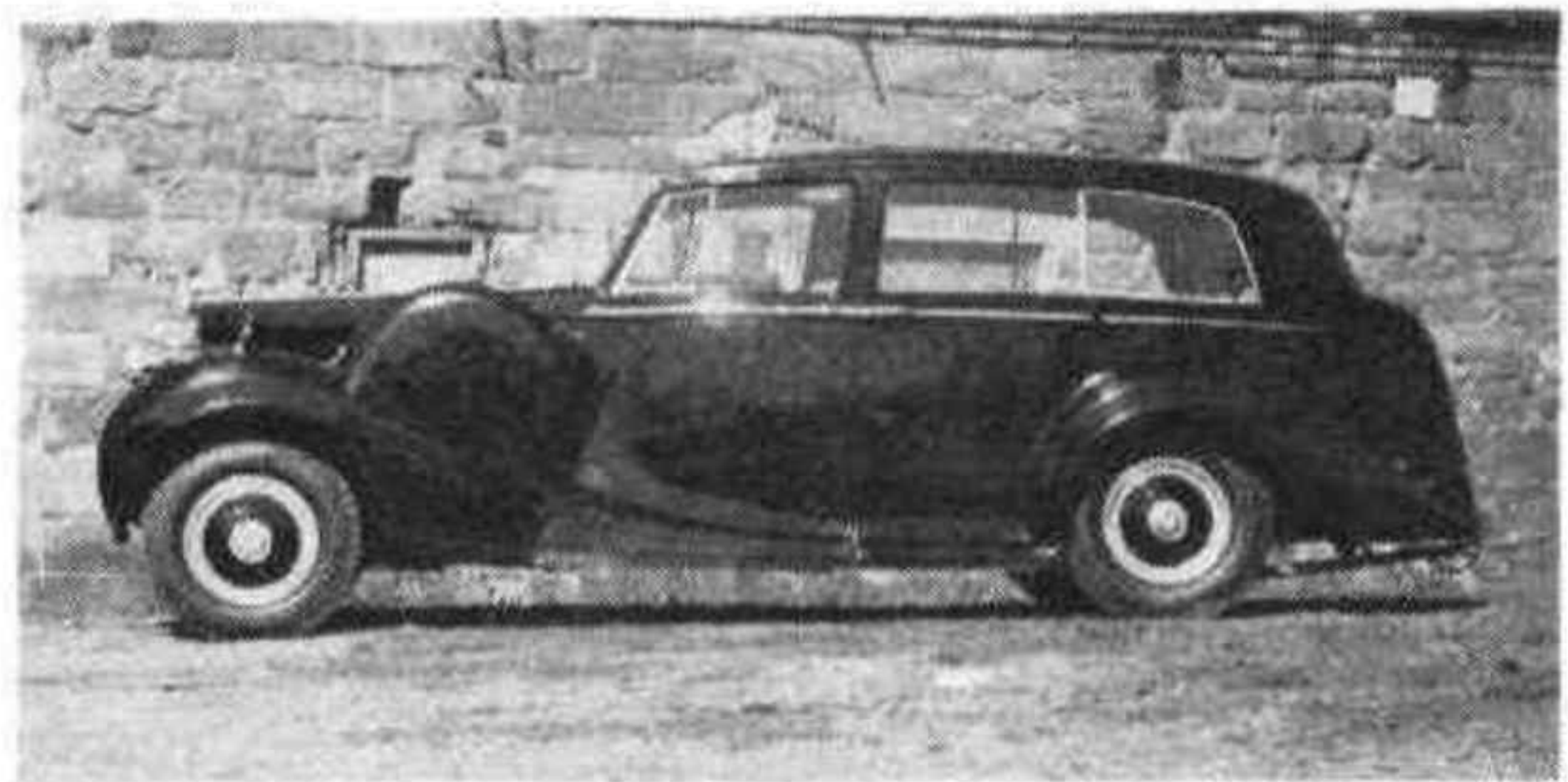
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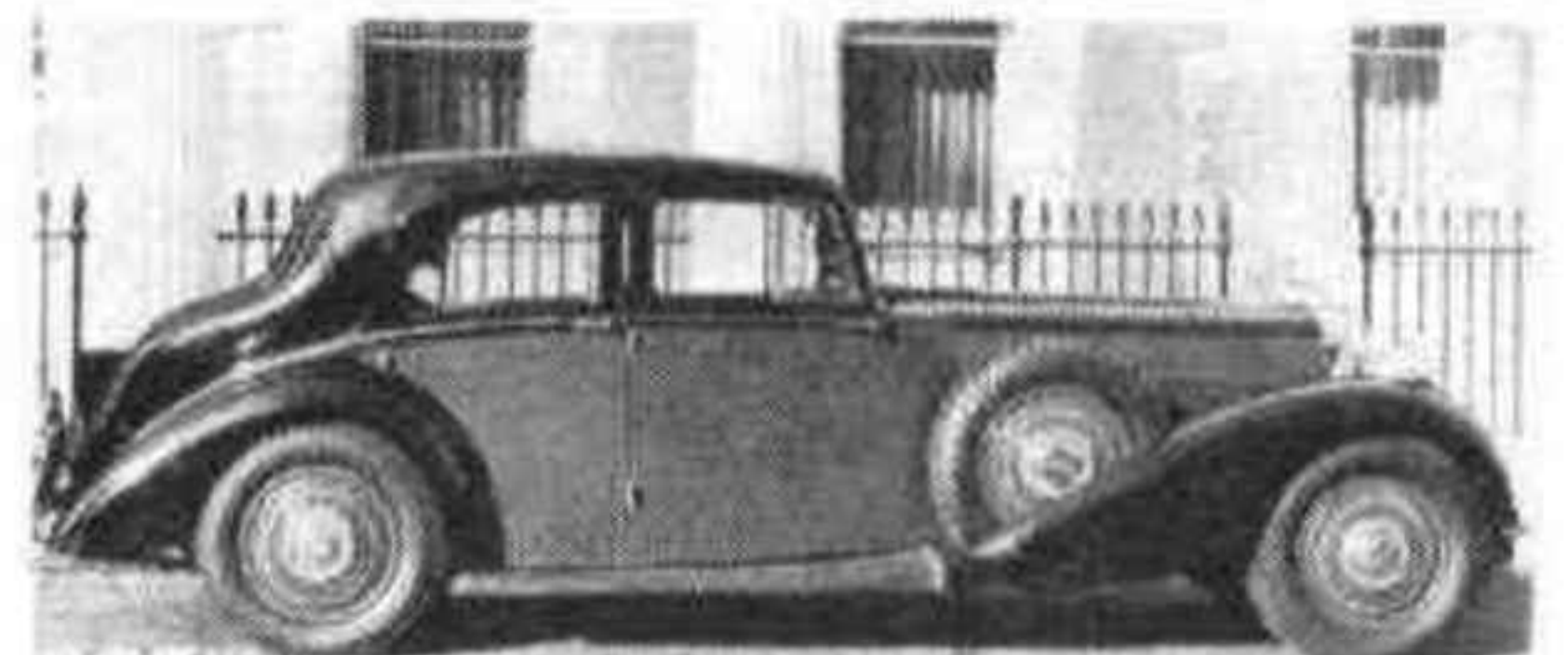
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