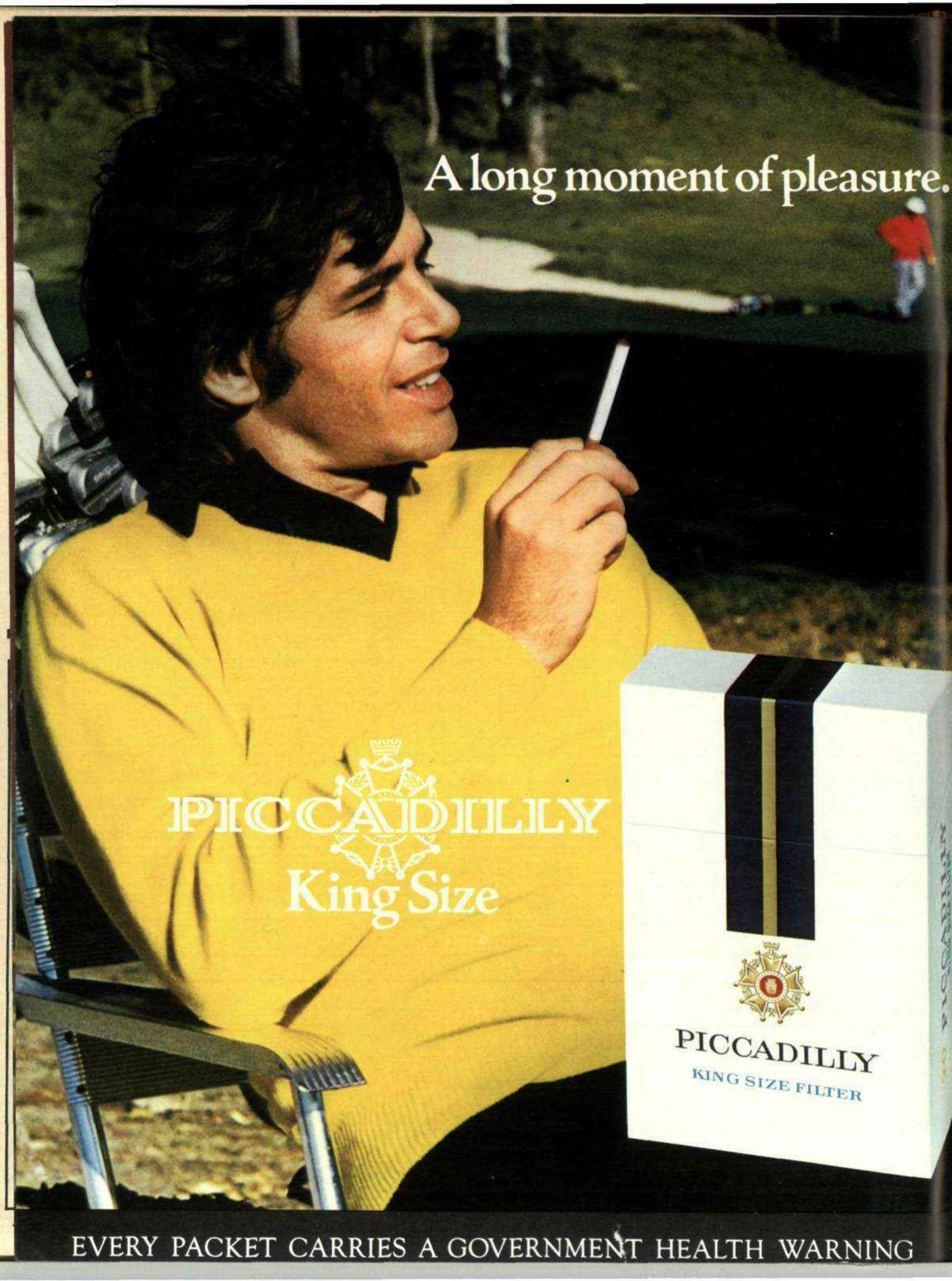
May 1974 Vol. L No. 5 20p

MOTOR SPORT

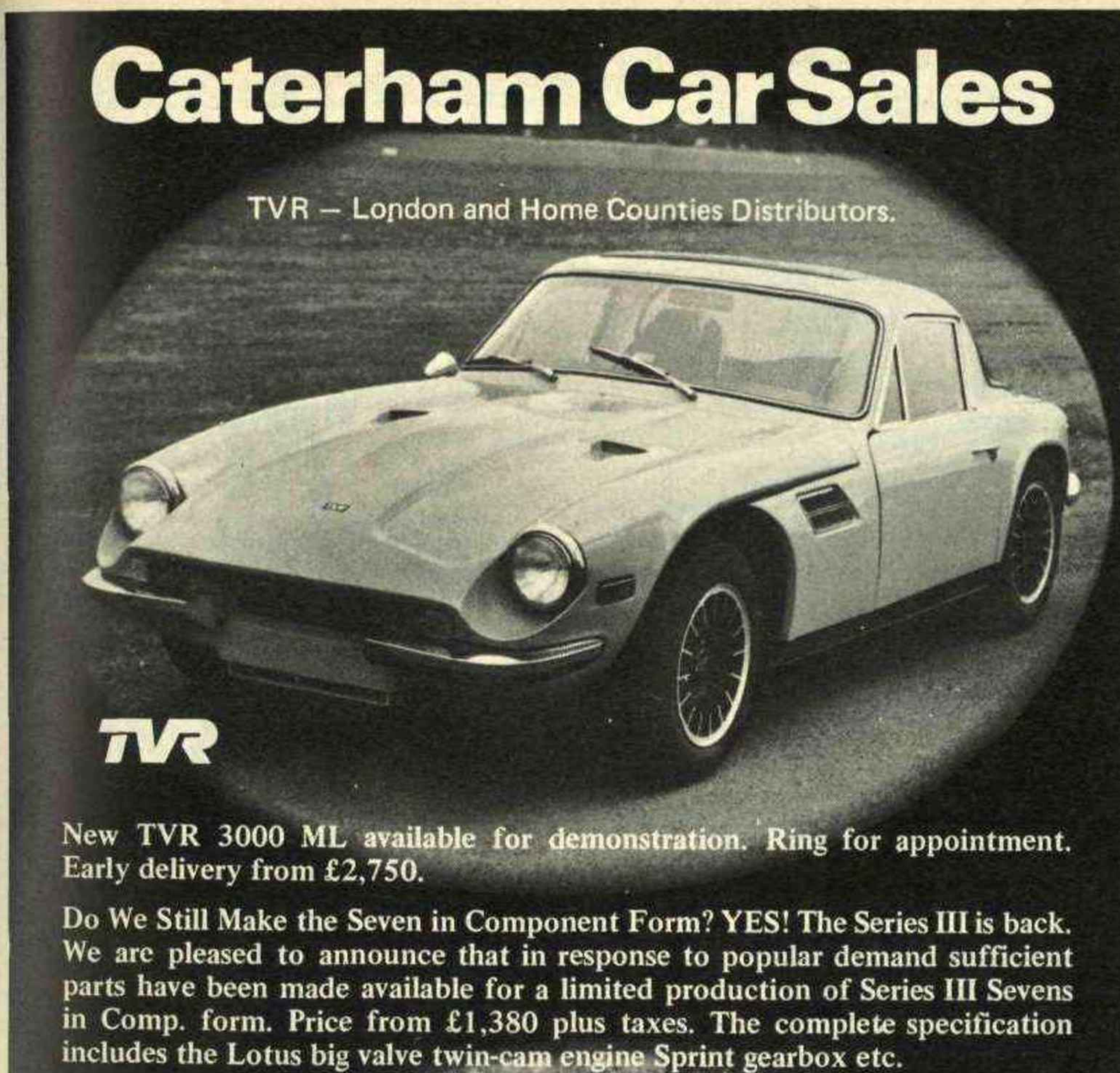
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New TVR 3000 ML available for demonstration. Ring for appointment. Early delivery from £2,750.

Do We Still Make the Seven in Component Form? YES! The Series III is back. We are pleased to announce that in response to popular demand sufficient parts have been made available for a limited production of Series III Sevens in Comp. form. Price from £1,380 plus taxes. The complete specification includes the Lotus big valve twin-cam engine Sprint gearbox etc.



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Series IV. Always a selection of low-mileage twin cam and 1600GT, **£795-£1,245.**

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1972 Sprint d.h.c., yellow/white, radio **£1,595**
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1969 Europa S2, blue, radio, sun-roof **£1,095**
1970 Elan, d.h.c., blue, radio..... **£1,095**
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Our subsidiary company for shipping and export arrangements. Please check for local legal requirements.

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LOTUS SEVEN CLUB

Next Meeting: 8.30 p.m., Thursday 2nd May, at the Headley Arms, Warley, Essex.

I enclose 3p for details of the Super Seven/TVR.

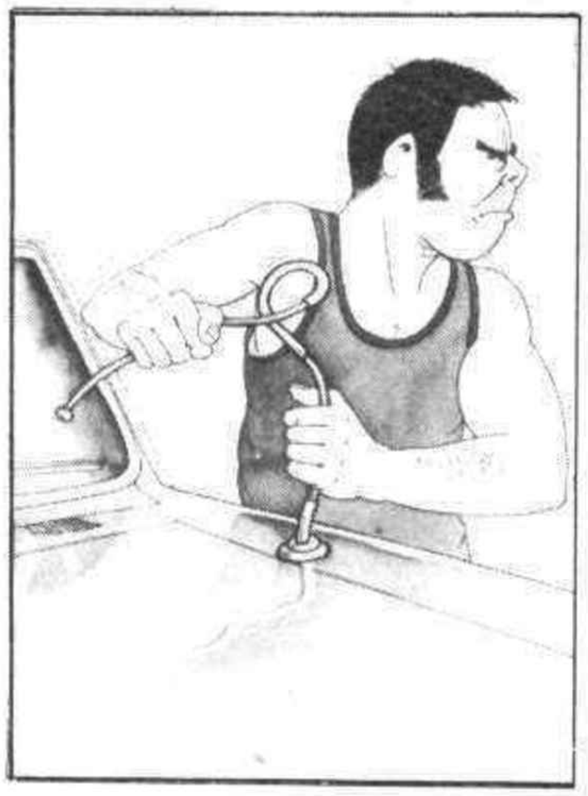
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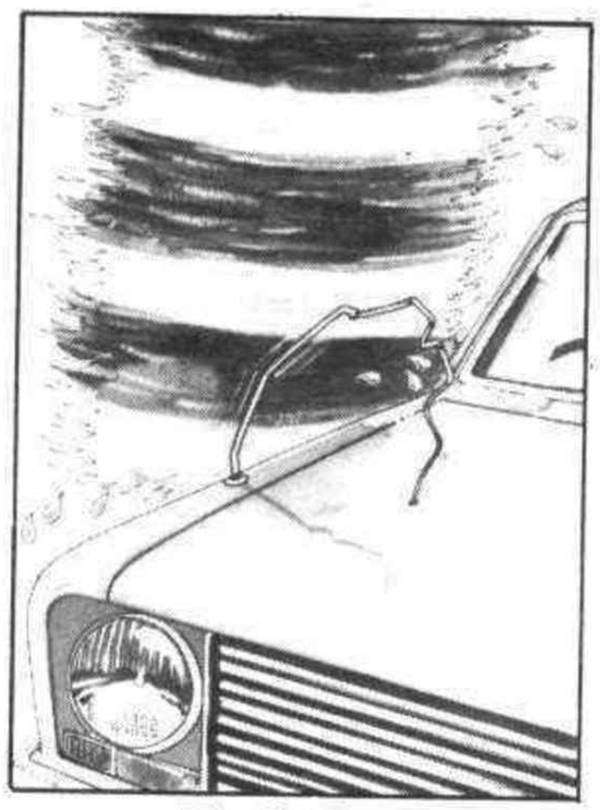
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Why you should have an electric aerial.

And why it should be Philips.

It's really no joke when your car aerial gets mangled – on purpose, or by chance.

This is reason enough for getting yourself an electric aerial for protection against vandalism and other hazards.

What's more, an electric aerial gives you the satisfaction of having a highly practical automatic item most motorists would envy.

The Philips Electric Aerial is Unique

Only Philips offer an electric aerial that's *guaranteed* to give you efficient, long-lasting reliable performance. Simply because the Philips design is unique!

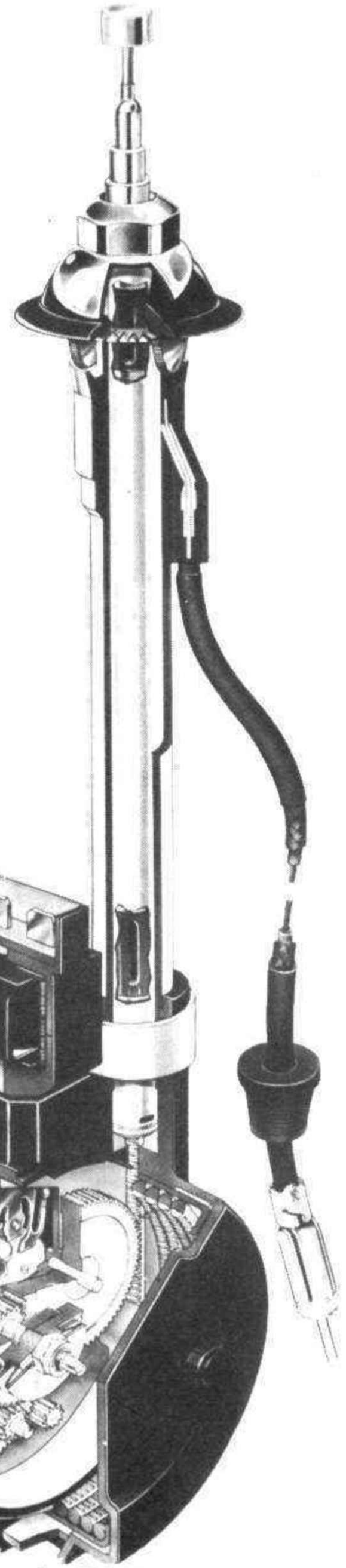
For a start, with the Philips Electric Aerial there is little or no friction because a low wearing ball-bearing clutch is incorporated, instead of the usual 'friction' type, and self-lubricating nylon is used for most of the moving parts. Absence of friction means that a much smaller motor is needed which uses far less power.

As the casing is also nylon, and the 'electrics' are housed in a watertight compartment, this goes a long way to overcoming corrosion.

Telescopic rods are of stainless steel – whilst a safety switch cuts out the motor at the limit of rod travel. (Automatic types only).

Finally, Philips have made their electric aerial easy to install. It is compact, lightweight and comes complete with a ready-wired plug and socket harness, comprehensive mounting and operating instructions, a guarantee, bracketry and fixing components.

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De LuxeAutomatic : £18.00
Operates via relay when you turn your radio on or off
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Car Music Motor Bureau, 7 Station Road, Cambridge.

Cheshire
T. Brereton & Son Ltd., 116 124 Edleston Road, Crewe.
Chloride Gaedor Ltd., 160a Moss Lane, Altrincham.
JamesEdwards (Chester) Ltd., Northgate, Chester.
Rossmore Road, Ellesmere Port.
Irons& Dean, Warrington New Road, Northwich.
T.S.A. Services Ltd., 33 Greek Street, Stockport.

Devonshire
Turnbulls Garages, Breton Side, Plymouth.

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Autoradio V.R.S. Ltd., North Square, Dorchester.

Essex
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Molson Distributors Ltd., 345 347 High Road, Ilford.

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Auto Services (Shirley) Ltd., 263 Shirley Road, Southampton.
Wadham Stringer (Southsea) Ltd., Portsmouth Car Radio Centre, Waverley Road, Southsea.

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Autosound Services, 80 Queens Road, Watford.
Baldock Car Radio Co., 3 Hitchin St, Baldock.
Russells Auto Electrics Co., 13/27 Loates Lane, Watford.

Kent
In Car Entertainment Ltd., 24 London Road, Tunbridge Wells.
Invicta Motors Ltd., In Car Entertainment Division, Lakeside Service Station, Sturry Rd, Canterbury.

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Autoradio V.R.S. Ltd., 35 Higher Eanam, Blackburn.
18 Upper Chorlton Road, Manchester 16.
CarRadioCentre, 135 Allerton Rd, Liverpool 18.
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Lincolnshire
Car Entertainment Centre, 30 Portland St, Lincoln.
16 Laneham Street, Scunthorpe.
J. G. Woodthorpe & Co. Ltd., Branches at:- Boston, Grantham, Spalding.

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Atkinson Battery Services Ltd., 7 Pembridge Villas, W11.
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Car Radio Services (Finchley) Ltd., 1144 High Road, Whetstone, N20.
London Car Radio Centre, 25/31 Taunton Place, NW1.
J. E. Sexton Ltd., 180 Grays Inn Road, WC1.
S. G. Smith Motors Ltd., Car Radio & Stereo Centre, 1 Waldram Park Road, Forest Hill, SE23.
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University Electrics Ltd., 209 Balham High Road, SW17.
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Koni shock absorbers do a lot for your driving. They give you a firmer and greater control of the road, and a more precise and more confident driving technique at the wheel that is the admiration of other motorists. In fact, most experts motor with Koni. The grand prix drivers do—Koni success is non-stop and they were fitted to the world champion cars in 1971, 1972 and 1973.

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

Make of Car ..... Model ..... Year .....

Name .....

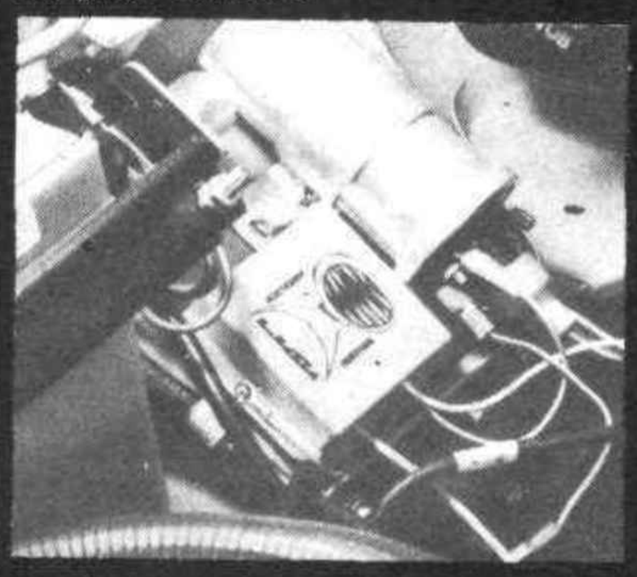
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At last...a real advance in automotive ignition systems!

The PIRANHA system revolutionises normal car ignition systems. It has been designed to remove the inherent weakness of the mechanical contact breaker, whilst exploiting the proven advantages of the discharging inductive coil. Increased engine efficiency is achieved by producing a better, constant spark at all engine speeds, and this provides significant improvement in fuel consumption as well as a substantial reduction in exhaust pollution levels.
Variants are available for a wide range of vehicles.



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MORE POWER

Nearly 40% more spark energy is produced than with a conventional contact breaker system, and this, combined with elimination of misfiring at all engine speeds, means more power for higher acceleration.

BETTER ECONOMY

The PIRANHA unit guarantees a better, more constant spark at all engine speeds, eliminating the high level of misfiring (potentially in excess of 4%) of the conventional contact breaker system at high revs. Completely burnt fuel therefore gives better fuel consumption.

LESS POLLUTION

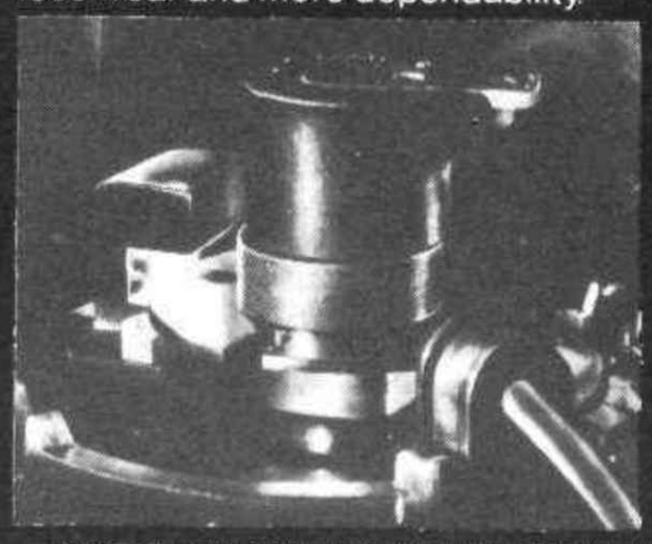
Complete burning of fuel means that atmospheric pollution through the exhausting of unburnt fuel is substantially reduced.

EASIER STARTING

The PIRANHA unit produces full spark discharges independently of engine speed, even from a semi-discharged battery as low as 7 volts. The more powerful spark overcomes poor mixture, fouled plugs, and humidity problems, and guarantees faster, easier starting.

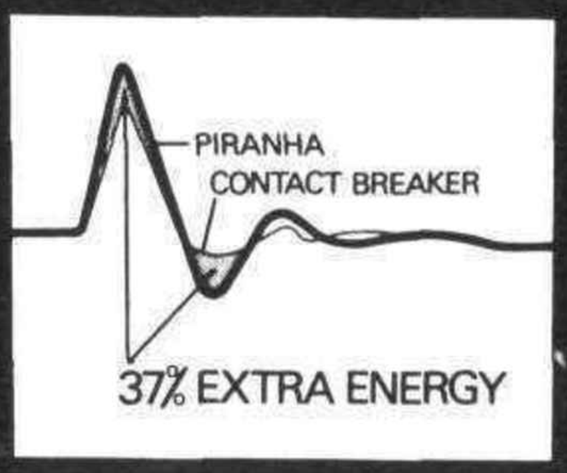
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Consisting of a small electronic switching unit (3¾" x 3" x ¼") and a light pulsing unit which fits into most existing distributors, the PIRANHA system can usually be fitted in less than ten minutes. Moving parts are kept to a minimum, and that means less wear and more dependability.



...AND THEY'VE BEEN PROVED!

Full testing at the University of Manchester Institute of Science and Technology has proved the PIRANHA Ignition to give an overall 37% increase in energy at the plugs in comparison with the conventional coil and contact breaker system.



TRUST PIRANHA- WE'VE PROVED IT WORKS

Price: **£19·80**

inc. postage & packing, and V.A.T.

The Piranha Ignition is guaranteed for 12 months.

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To: Piranha Ignitions Ltd., Dept. 102 Hammersmith Road, London W6 7JP.

Please send me a Piranha Electronic Ignition System for my .....

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(make, model & year of car)
I enclose crossed cheque/P.O. No. ..... for £19.80 made out to "Piranha Ignitions Ltd."

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1971 LOTUS Europa S II. Yellow/black, red **£1,145**



1971 MG-B GT. Blaze, overdrive, 17,000 miles **£1,145**



1969 AUSTIN-HEALEY Sprite. Fast back, hard top, blue **£745**

1969 AUSTIN-HEALEY Sprite Mk. IV, blue, fast back hard top, soft top, anti-roll bar, two owners (local car), certified mileage 34,477, delightful condition **£475**

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1973 JENSEN Healey, red, radio/stereo, one owner, certified mileage 9,234, beautiful car **£1,395**

1972 JAGUAR V12 2+2 coupé, automatic, one private owner, certified mileage 15,719, pale blue/grey, chrome wheels, electric aerial, tinted windscreen **£2,500**

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1968 JAGUAR E 4.2-litre fixed head coupé, white/red, chrome wires, 5 p.b. radio, h.r.w., 'G' registration, today's price **£845**

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1973 (M) TRIUMPH Spitfire, white, one lady owner, radio, head-rests, used for local runs only, certified mileage 6,244 ..... **£945**

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1964 BENTLEY S3 Flying Spur fourdour continental by Mulliner Parkward. 13,000 miles in Caribbean blue with white hide.

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70 SILVER SHADOW. Seychelles blue, left-hand drive, radio, Sundym, 50,000 km. **£8,500**

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Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!



WAXOYL *Rustproofing Compound*











CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE!

RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look. Finnigan's WAXOYL not only kills summer damp peril but also protects against gruelling winter rust conditions—vicious road salt, wet snow, and grit. One application needs no further attention apart from a possible 30 SEC. wheel arch Autumn check.

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SAVES OLDER CARS! GIVES NEW, SMOOTH RIDE! WAXOYL also kills rust on older cars **AND restores suspension resilience!** Wax content lubricates *permanently* all chassis connections, leaf springing, brake linkages. Corrects balance. Gives new smooth ride! Saves repair bills. Utmost trade-in-value. UNIQUE ADVANTAGES! So little cost!

REVIVES 'TIRED' ELECTRICAL INSULATION. One coating of WAXOYL on engine compartment cuts out electrical tracking; saves power loss. Engine works at peak efficiency, because of no electricity leakage. Instant wet-weather starting! No 'green cottonwool' on battery terminals. One treatment lasts life of both engine and battery. (Mini and 1100 owners, please note!). SAME DAY DESPATCH. USE COUPON!

IF CONSIDERING OTHER MAKES please ensure applicator sprays ENTIRE system. Short-lived results occur from thin, cheap oil inside cavities, or harmful acids to be washed off. Others use complicated, separate operations with 'ghooey' bituminous materials. **Clean, pleasant WAXOYL is simply one top grade fluid; does whole job!**

Quick! Clean! Pleasant!

USING FINNIGAN'S SPECIAL NEW DO-IT-YOURSELF APPLICATOR/INJECTOR

KILLS SUMMER DAMP RUST PERIL in one simple quick application NOW! Water from summer showers cannot evaporate from seams and hollow box sections which lies trapped for days on end, forming devastating rust areas—even in garaged car.

Deadly efficient, WAXOYL creeps, penetrates all hidden inaccessible spots inside hollow sills, doors, box sections, etc. Makes child's play of expert's job.

One easy application gives 'YEAR-ROUND' rust protection. Once set into waxy skin not even high-pressure car wash or steam cleaning can shift WAXOYL. (So enthusiastic user tells us.)

USERS TESTIFY: University Science Lecturer:— **"Tested yours and other products; only WAXOYL came through unscathed."** Rover Sports Register member:— **"No WAXOYL penetration despite heavy salting."** PRACTICAL MOTORIST Mag:—**"Dense spray with wide spread. One syringe-full completely coated inside MINI front wing."** Int'l Car Club Member:— **"Lab tests most impressive; fully endorse statement regarding salt resistance etc"** Llandudno User:— **"Excellent part exchange after 50 months. Car remarkably rust free. No garage."** Yorks User:— **"A more pleasant, easily applied fluid I have yet to find. Remarkable!"**

ORDER NOW! ONLY FROM MFR'S. Including illus. step-by-step instructions. **MINI & 1100 SIZES: 1 Gall. £3.31. Add 28p p/pkg. LARGE SALOON: 2 Gall. £6.18. Add 28p p/pk. FINNIGAN APPLICATOR 77p. Add 11p HEAVY COATING** 1 Gall. equivalent to THIRTY aerosols **TRIAL OFFER** 1 Pt. TIN—for trigger oil can test behind chrome strips or brush-on door edges; free brake linkages). See for yourself how WAXOYL displaces water on a simple piece of metal. It's quite amazing! Send 57p add 24p p/pkg. PRICES INCLUDE VAT.

TRIAL OFFER

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☐ **Applicator** ☐ **Trial Offer**

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..... Code .....

Reg'd Office 354180 (London)

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.

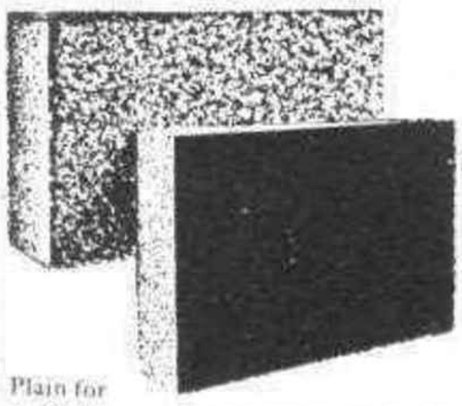
TWO TYPES TO CHOOSE FROM

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.**

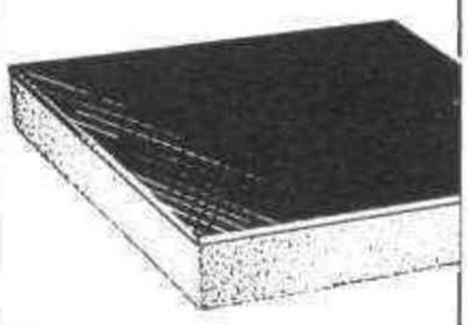
Here's what a typical Super Acoustikit contains:

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.

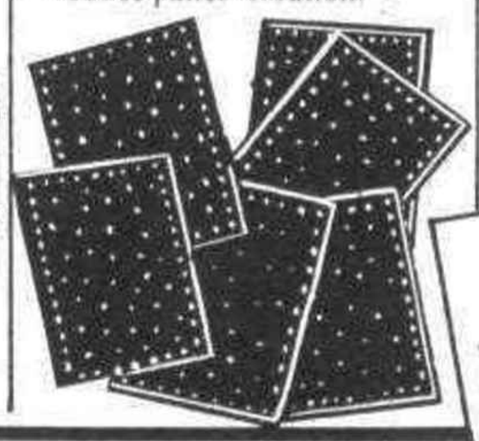


Plain for under carpet use. Rubberised for under bonnet and boot.

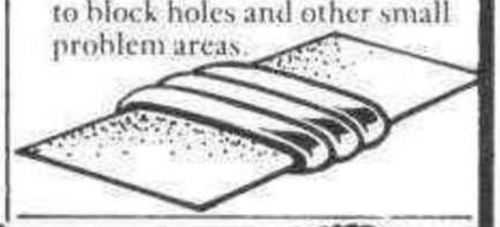
2. Soundmaster Mat.
A soundproofing wall to cut noise through bulkheads and from transmission. The best of sound barriers between engine and passenger compartments.



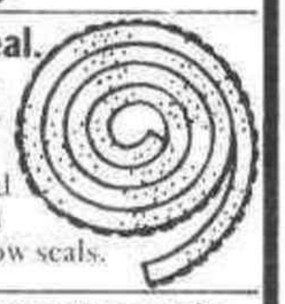
3. Vibrapads:
Self-adhesive pads used on flat areas of your car to reduce panel vibration.



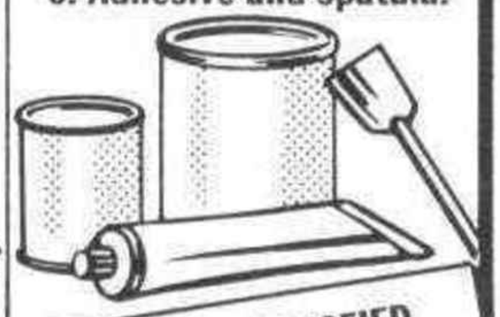
4. Sealsound.
Strips of mastic material used to block holes and other small problem areas.



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



6. Adhesive and spatula.



READ WHAT SATISFIED CUSTOMERS SAY!

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

"More than delighted with the result. All my friends are amazed at the transformation" – L.W.F., Holt.

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

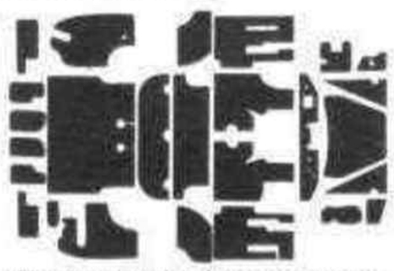
"Everything one could hope for grateful for a product which lives up to the claims of the manufacturer" – G.E.B., New Jersey, U.S.A.

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

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

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

MONEY-BACK ASSURANCE.
You risk nothing by ordering your Acoustikit here and now. If you are not completely satisfied, your purchase price will be refunded in full.



Here's a typical Acoustikit layout

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	£3·90	£14·50
80	£3·90	£14·50
B.L.M.H.		
Mini Saloon & Clubman	£3·20	£10·40
Mini Estate & Clubman	£3·20	£12·40
Mini Van	£3·20	£12·60
Mini Pick-up	£3·20	£ 8·20
1100 1300 (State model and year)	£3·40	£12·80
A 40	£3·40	£12·60
A 60 Farina Range (state model)	£3·40	£13·40
Healey Sprite II		
Midget	£4·60	£12·40
Maxi 1500 1750	£3·30	£13·70
Allegro	£3·30	£13·70
Westminster 110	£3·40	—
1800	£3·60	£13·70
Marina Saloon, Coupe & Estate	£4·40	£15·80
Marina Van	£4·40	£17·70
M.G.B. & G.T.	£4·60	£13·60
Morris 1000 Saloon & Traveller	£3·60	£12·40
B.M.W.		
2002	£3·40	£13·70
Chrysler Rootes		
Avenger & Estate	£4·60	£14·60
Imp Chamois	—	£12·80
Super Minx	£3·00	£13·70
Pre '67 Minx	£3·00	£13·70
Minx Hunter	£3·60	£14·60
Alpine '70 on	£4·00	£13·40
Citroen		
Ami 8	£3·60	£13·70
Dyane 6	£3·40	£13·30
Daf		
33	—	£13·70
44 55 66	£3·40	£13·70
Datsun		
100A Cherry	£3·40	£13·20
1200 Coupe	£3·60	£13·70
Fiat		
124 Saloon	£3·60	£13·70
124 Sport Coupe	—	£12·80
127	£3·60	£13·70
128	£3·40	£13·40
500, D, F, L	—	£10·70
850 Sport Coupe	—	£12·40
Ford		
Anglia 105E & Estate	£3·60	£13·20
Capri (state model & year)	£3·90	£14·20
Cortina Saloon & Estate		
Mk. I	£4·00	£13·40
Mk. II	£4·20	£14·60
Mk. III	£3·90	£14·80
Corsair	£4·20	£14·60
Escort Saloon	£4·00	£14·20
Estate	£4·00	£14·60
Van	£4·00	£15·80
Zephyr III	£3·60	£14·50
Granada Consul	£4·80	£13·40
N.S.U.		
1200	—	£13·30
Renault		
4, 5, 6	£3·60	£12·80
12	£3·80	£13·40
16	£3·20	£13·40
17	£3·20	£13·60
Rover		
2000	£3·60	£13·30
Range Rover	£5·10	£15·20
Saab		
96 V4	£3·90	£13·00
Simca		
1501	£3·20	£12·60
Triumph		
Herald Vitesse	£5·10	£13·70
Toledo, 1300, 1500 & Dolomite	£3·60	£13·70
Spitfire Mk. I-IV	£5·70	£13·20
G.T. 6 I-III (state model)	£5·70	£13·20
T.R. 6	£4·00	£13·20
2000 Mk. I	£3·60	£14·60
2000 Mk. II	£4·00	£14·60
Vauxhall		
Viva H.A. Van	£4·00	£15·80
Viva H.A.	£4·00	£14·20
Viva H.B. & Estate	£3·60	£13·40
Viva H.C. & Estate	£4·00	£14·20
Victor F.B.	£3·20	—
Victor F.D., 2000 & Estate	£4·60	£14·80
Victor F.E. & Estate	£4·00	£13·40
V.W.		
Beetle '67 on	—	£13·30
1302S 1303	—	£13·30
Volvo		
121 122	£4·00	£15·20
144 145 (state model & year)	£4·00	£14·80
164	£4·60	£14·60
Commer		
Autosleeper	£4·50	—

Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage of 50p for underbonnet Acoustikits and £1.00 for Super Acoustikits (mainland charges, others subject to quotation).

By-Return Service. Adequate stocks kept of all popular models. Most kits normally despatched by return.

ALL PRICES QUOTED INCLUDE VAT

Barclaycard & Access facilities available, please quote account number

YOUR NO-RISK ORDER FORM

HURRY! POST TODAY!

To: Eflow Developments Co. Ltd. (Dept MS40), Eflow Works, Old Teme 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/PO* (payable to Eflow Developments Co. Ltd. and crossed) for £ ..... (cost of kit plus part carriage charge). **Delete as appropriate.*

Name .....

Address .....

.....

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CAPITALS PLEASE

Acoustikits The silent revolution in motoring

Visitors welcome at our works. Two fitting bays available (please telephone for an appointment)

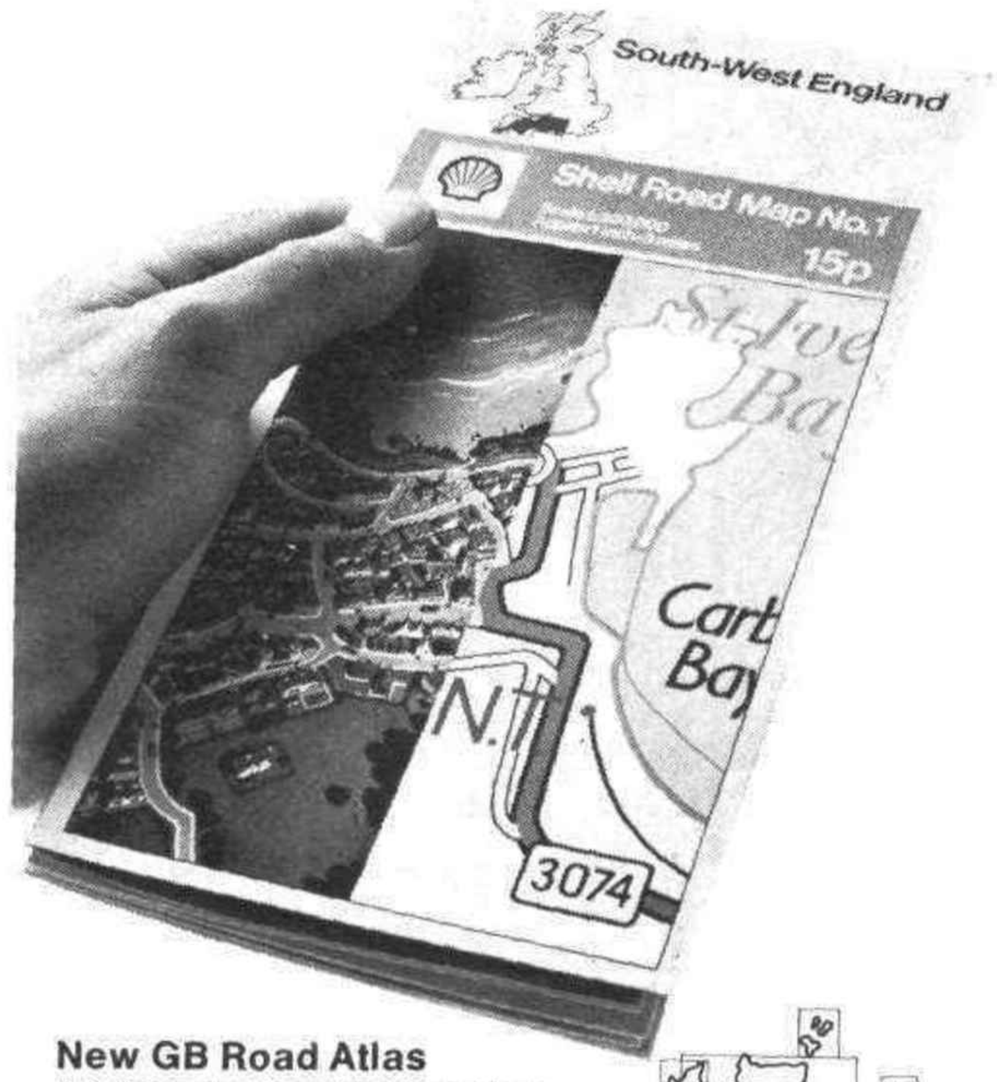
Terrific value from Shell

New Shell Routefinders- only 15p each

Shell's famous road maps are now on sale in an entirely new edition. This superb range covers the whole of Great Britain in seven full-colour Routefinder maps with one more for London itself.

The new Shell Routefinder range has more features:

- New, large scale (1" to approximately 3 miles) for greater detail and easier reading. These are big, bold maps with lots of information.
- Complete table of British road signs.
- Marked with places of historical or natural interest. National Parks and National Trust properties—in fact, everything from AA and RAC 'phone boxes to motor-racing circuits and canoeable rivers!
- Distance table of Great Britain.

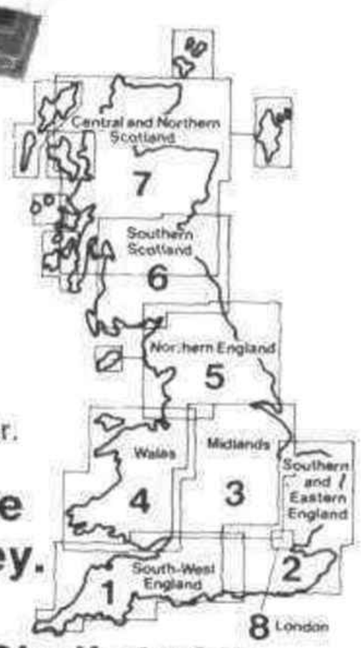


New GB Road Atlas

A fully comprehensive four-colour atlas of Great Britain for only £1.40. Invaluable for all motorists and a superb gift idea.

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At £1.50 an inexpensive guide to the highways and byways of Western and Central Europe. Perfect for the travelling businessman or holiday-maker.



Shell Routefinders can save you time, trouble and money.

On sale at your local Shell station

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You can get these savings with Status at showrooms and accessory shops all over London.

Already, more than 40,000 people own Status cards. Now you have the opportunity to join them – absolutely free.

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Status costs £5.50. But if you complete and post the form below, you can have Status FREE on a 3 months trial. We'll also send you a copy of the 144-page directory listing all of the places where you can use Status. So before you pay anything at all, you can prove the value of Status to your own satisfaction. If you don't, simply return the card to us. We will cancel the subscription and make absolutely no charge.

Fill in the coupon now. You've nothing to lose.

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Please pay to the order of Status Card Limited Account No. 21000527 Midland Bank Limited, Cranleigh, Surrey the sum of £5.50 on August 1st 1974 and thereafter on the same date each year debiting this amount to my Account no.

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☐ This payment can only be made on a current account. If you prefer to pay GIRO tick in box. MS/74/1

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Hermetite Engine Lacquer smooth flowing protective finishes. In red, green, yellow, blue, black, matt black.

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Fully tuned and serviced & guaranteed 12 months. Yes, 12 months.

1971 Aston Martin DB.S V8 Auto. Finished in yeoman red with black hide interior. Sundym glass, stereo/radio, P.A.S. etc **£4,395**

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1967 Mercedes 230 S.L. Auto a mint example of this classic sports car finished in white, P.A.S., Sundym glass, radio, etc., fitted with hard & soft tops **£1,995**

1971 M.G.B. Roadster in black tulip with black interior, w/w, o/d, luggage rack, radio etc **£899**

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1963 Morgan 4/4 4 seater completely rebuilt, finished in Shining Wedgwood blue, full details on request.

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THE CHROME CLEANER THATS JUST THE JOB!

No matter how quick your car. Rust will still catch you up.

You must have noticed how quickly chrome tarnishes. After it has been polished—this is because most chrome cleaners leave the bright metal unprotected—and after the tarnish comes the rust.

The answer of course is Solvol Autosol, the brilliant chrome polish that not only cleans and shines but leaves a thin protective film over the chromium, that seals out the dirt and pollution.

Solvol Autosol is ideal for chrome, stainless steel, Aluminium and all bright metals.



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NAME..... AGE.....

ADDRESS.....

..... OCCUPATION.....

NATIONALITY..... FULL/PROV. LICENCE .....yrs

MAKE OF CAR..... MODEL.....

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

CAR GARAGED : YES/NO DRIVERS: SELF/NAMED/ANY

I REQUIRE COMPREHE NSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE & THEFT

I AM ENTITLED TO .....YEARS NO CLAIM BONUS WITH.....

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STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.



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8 SUPERB COLOURS!

BRUSH ON ROLLER or SPRAY-on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied anytime. Cures damp walls, floors. **EIGHT SUPERB COLS.** Silver-Grey, Bronze, Lt. Green, Mid & Dk. Green, Lt. & Dk. Blue, Black. **1 litre £2.97 add 28p p/pk. ½ gall. £4.95 + 28p. p/pk.**

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FAR TOUGHER than Manufacturer's Original! 8 COLOURS (LISTED ABOVE)
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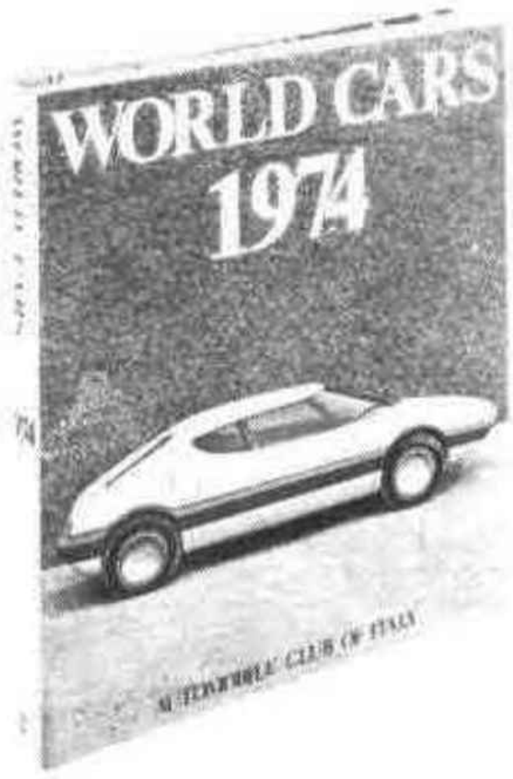
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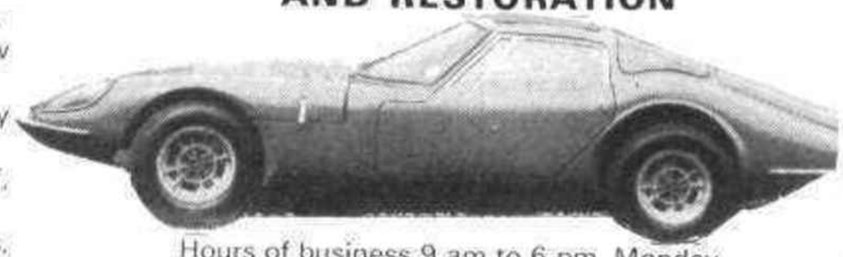
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1927 4½-litre Bentley



This car is in pristine condition, and is as illustrated on page 98 of Johnnie Green's book "Bentley – 50 Years of the Marque". 1927 4½-litre, chassis number ST 3007, registered number YU 7455.

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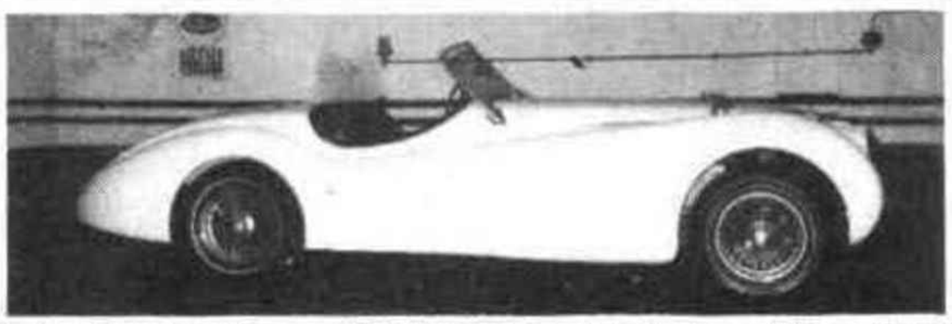
Yes, friends, we know that we do not usually foster earlier members of the Rolls-Royce family, but our ever-enthusiastic staff begged to be allowed to have a go at restoring the above-pictured car and just look what they have achieved – a beautiful example of a 1925 4-wheel-braking Silver Ghost! We just couldn't resist showing off this one, but please do not bring any more for our attention. We regret that much as we admire their beauty, we are far too involved with the younger members of the family.

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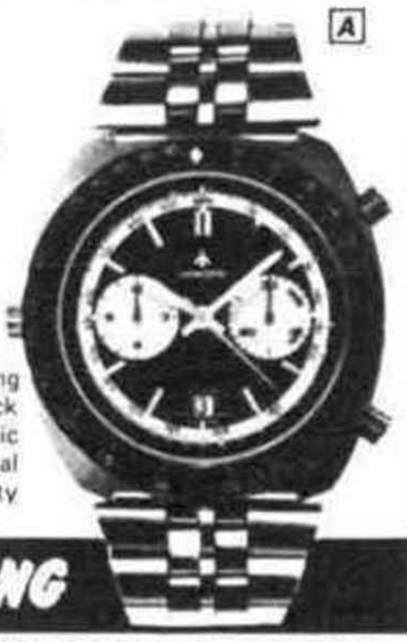
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MARCOS 2-litre GT, 1970, chrome yellow/black trim, alloy wheels with G800 tyres, V4 unit, electric windows, etc. **£1,285**

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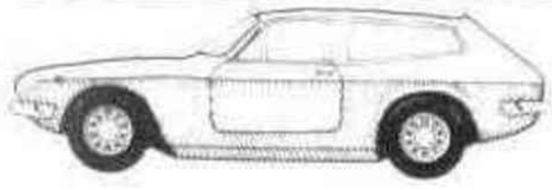
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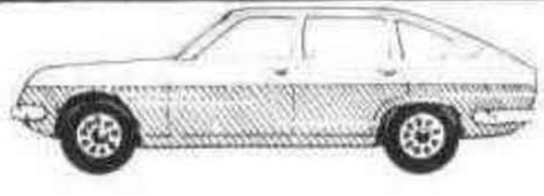
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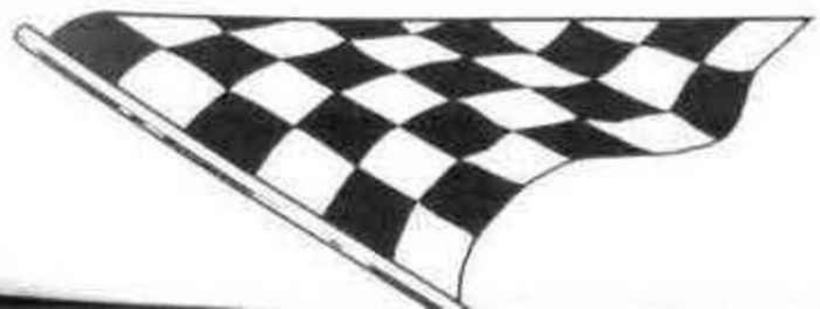
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MOTOR SPORT

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

VOL L No. 5 MAY 1974

Fiftieth year of publication

Publication date first of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone: 01-628 4741

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FRONT COVER PICTURE: CARLOS REUTEMANN'S run of bad luck came to an end in the South African Grand Prix. The popular Argentinian drove his works Brabham BT44 to a splendid victory, over half-a-minute ahead of Beltoise, after holding off a determined attack by Niki Lauda until the latter's Ferrari retired with electrical problems.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ *THE RIGHT ROAD*

When we realised that the new Chancellor of the Exchequer was named after a car, our hopes rose. They were far less optimistic after we had heard his Budget; we then felt like calling him other names than Healey! However, he has pledged himself to put Britain back on the Right Road and we can but hope that he will be able to do this without taking too many Left turns . . .

Mr. Healey and his Government have expressed the view that, although Britain has signed the Common Market Treaty, she may not necessarily get a fair deal from Europe. So perhaps the time has come to bat on our own wicket, discarding the excuse that now we are a small part of Europe it is sensible to buy, and boast about, foreign cars. Maybe it will be wiser in future to put Britain and British producers first, in a real endeavour to steer ourselves back onto that vital Right Road, no matter how enticing and excellent is the opposition from American-financed concerns, from Japan, and from the wider bulk of Europe?

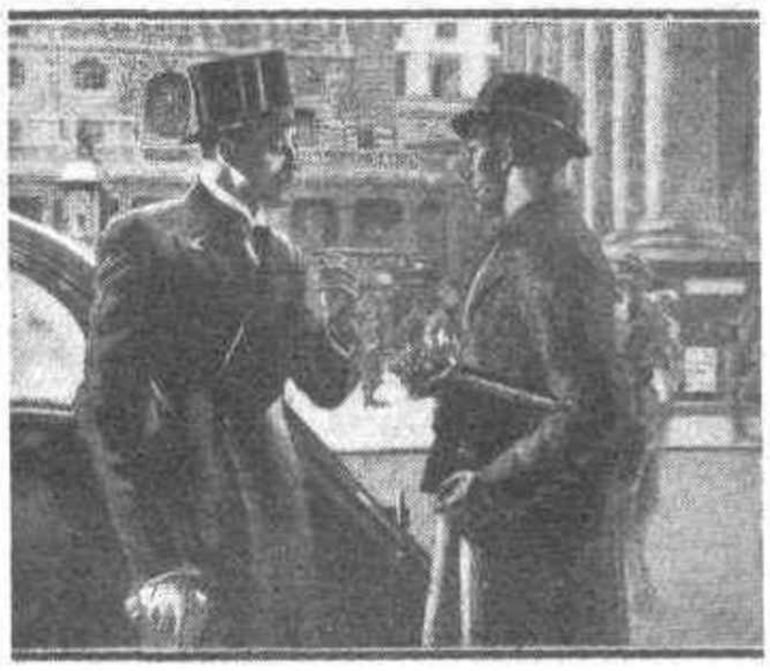
May we remind you that way back in 1936 there was a strong Buy-British movement afoot, as reflected in the accompanying reproduction of one of the series of advertisements which were then appearing in the motoring Press? At that time we were troubled as to whether increased Import Duty might be imposed to cut-back sales of British cars to America, nor were our cars as suited to Continental travel and high-speed running over the new European motor-roads as they are today. Our supremacy in the top class of International motor-racing had yet to be established.

Yet here was this strong desire for British patriots to be seen in British cars. It is something we might well reintroduce, in the far more crucial times in which we now find ourselves. In 1936 our economy Austin 7s, Morris Eights and Ford Populars were being challenged by the Italian Fiat Topolino and the German two-cycle DKWs. There was plenty of opposition, too, higher up the price-scale, from European and American factories. But Britain was in a good position to fight back. The Roesch Talbots were still made—just. Riley was toying with a V8, so was Standard, and Daimler offered dignity, MG and Aston Martin sporting performance. The Siddeley Special had made its hiduminium appearance and you could invest in an Austin for £102.10/-, buy a Daimler Double-Six 50 chassis for £1,650 or a closed Phantom III Rolls-Royce for £2,615. The V12 Lagonda was amongst us, Sunbeam, embedded in Rootes, was trying a last fling with an eight-cylinder engine and the 4¼-litre Bentley, the six-cylinder Lagondas, and the 20/25 and 25/30 Rolls-Royces were well-established foils to Bugatti, Mercedes-Benz, Lancia Dilambda and other worthy Continentals.

When that advertisement was published, one of several depicting horror, in varying social stratas, that any well-known citizen of the British Isles should buy a foreign car, Raymond Mays had just won the Mountain Championship race at Brooklands in an ERA, at record speed, from foreign opponents. Cobb and Eyston had broken notable long-duration records at Bonneville Salt Flats in British cars. Malcolm Campbell, who held the Land Speed Record at over 300 m.p.h., was advocating rear engines and Dominion Centipede tyres to reduce the

overheard in the city:

"Surprised at a man like Charles running a foreign car"



buy a car made in the

UNITED KINGDOM

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 4/5th	MG CC	Loton Park	Nr. Shrewsbury	Hill-Climb (*C*)	12.00
May 5th	**RACB Spa .. ..**	**Spa**	**Belgium**	**Spa 1,000 kms. (INT)**	—
May 5th	**ASA Basco-Bernais .. ..**	**Pau**	**France**	**European Formula 2 Championship Round 5 (INT)**	—
May 5th	**Mid Cheshire MRC .. ..**	**Oulton Park**	**Tarporley, Cheshire**	**Race Meeting (INT.)**	12.00
May 5th	BARC	Silverstone	Nr. Towcester, Northants.	Race Meeting (*R*)	—
May 5th	BRSCC	Brands Hatch	Dartford, Kent	Radio One Disc Jockey Day (*C*)	14.30
May 5th	Bugatti OC	Prescott	Cheltenham, Glos.	RAC Hill-Climb Championship Round 2 (*N*)	11.00
May 5th	Huddersfield MC	Scammonden Water	Yorkshire	Speed Hill-Climb (*R*)	12.00
May 5th/June 2nd	**RAC Motorsport Div. ..**	**Wembley**	**Middlesex**	**World Cup Rally (INT)**	—
May 10/12th	**South Wales AC .. ..**	**Barry**	**South Wales**	**Welsh Rally (INT)**	—
May 11/12th	**AMOC .. .. ..**	**Silverstone**	**Nr. Towcester, Northants.**	**Martini Trophy (INT)**	14.15
May 12th	**RACB .. .. ..**	**Nivelles**	**Belgium**	**Belgian Grand Prix (INT)**	—
May 12th	BARC	Snetterton	Nr. Thetford, Norfolk	Race Meeting (*R*)	—
May 12th	Rochester MC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	13.15
May 12th	SMRC	Ingliston	Nr. Edinburgh	Race Meeting (*R*)	14.00
May 12th	BARC	Gurston Down	Broadchalk, Nr. Salisbury	Castrol/BARC Hill-Climb Championship Round 5 (*C*)	14.30
May 15th	Maidstone & Mid-Kent MC	Gt. Elderden Farm	Chart Sutton	Autotest (*C*)	18.30
May 15/19th	**Royal AC du Maroc ..**	**Rabat**	**Morocco**	**Morocco Rally (INT)**	—
May 18th	Eight Clubs	Silverstone	Nr. Towcester, Northants.	Race Meeting (*C*)	11.30
May 18/19th ..	West Hants.& Dorset MC..	Wiscombe Park	Nr. Honiton, Devon	RAC Hill-Climb Championship Round 3 (*N*)	13.00
May 19th	**ADOC .. .. ..**	**Nurburgring**	**Germany**	**Nurburgring 1,000 kms. (INT)**	—
May 19th	**Vallelunga SPA .. ..**	**Vallelunga**	**Italy**	**European Championship for Touring Cars Round 5 (INT)**	—
May 19th	BARC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	—
May 19th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (R)	—
May 24/26th	**Wiesbadener AC .. ..**	—	**Germany**	**Wiesbaden Rally (INT)**	—
May 25th	BRSCC	Rufforth	Nr. York	Race Meeting (*R*)	14.00
May 25th	MG CC	Silverstone	Nr. Towcester, Northants.	Race Meeting (*C*)	13.00
May 26th	**Automobile Club .. ..**	**Monte Carlo**	**Monaco**	**Monaco Grand Prix (INT)**	14.30
May 26th	BRSCC	Brands Hatch	Dartford, Kent	Race Meeting (*R*)	14.30
May 27th	**BARC .. .. ..**	**Thruxton**	**Andover, Hants.**	**Race Meeting (INT)**	14.00
May 27th	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.00
May 27th	**BRSCC .. .. ..**	**Oulton Park**	**Tarporley, Cheshire**	**Race Meeting (INT)**	14.30
May 27th	**BRDC .. .. ..**	**Silverstone**	**Nr. Towcester, Northants.**	**Race Meeting (INT)**	14.00
May 27th	BRSCC	Snetterton	Nr. Thetford, Norfolk	Race Meeting (*R*)	14.30
May 27th	Hagley & Dist. LCC ..	Castle Combe	Nr. Chippenham, Wilts	Race Meeting (*R*)	—
May 27th	BARC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	—
May 27th	BRSCC	Llandow	Nr. Cowbridge, Glam.	Race Meeting (*R*)	14.00

MATTERS OF MOMENT
Continued from previous page

great plague of skidding (remember?), and Ford-of-Britain had taken over the Albert Hall to display a range of stylish cars that included the famous 22 h.p. and 30 h.p. V8s. You could get a 570 c.c., 50 m.p.g., Fiat 500, tax five guineas a year, for £120. The Austin Ten Cambridge saloon was a dependable investment at £178 with a sliding roof. Wolseley and Morris were separate entities and Alvis was there to deflect attention from the competitively-priced Delage. Britain had a front-drive car in the BSA Scout . . .

Some things have not altered all that much since then. The Boat Race, the Grand National, the International Trophy, the British Grand Prix (let's get *that* name right!) and the TT are still run—all British institutions. And it is time we made much of the fact that not only has nothing yet vanquished the Cosworth-Ford F1 engine but that Britain still makes fine cars, from Sir Alec Issigonis' spacious little Mini to the Rolls-Royce Silver Shadow. Where can you get better value-for-money than from Daimler/Jaguar? Or a more rugged V8 GT than from Aston Martin? Ford-of-Britain offers a truly comprehensive range of competition-proved family and near-luxury-class cars. The Hillman Avenger has been well received. Vauxhall produce stylish, value-for-money, robust and sporting transport. Rover still build fine cars and sports-models are available from Triumph, MG and Jensen. The Morris Marina had a far better reception than early models led us to believe possible. The Austin range provides safe and comfortable motoring for different size purses, the Morgan, as the Continental Correspondent pointed out last month, must be the last stronghold of what motoring used to be all about (replicas and imitations apart) and a Ford-powered Reliant Scimitar is good enough for a certain brave and sporting Royal Princess. Vanden Plas know the answer to luxury-in-a-small-package, and individuality is offered by Britain's courageous small-output companies, led by Lotus, of which there is nothing quite the equal in race-bred, safety-fast driving.

The Budget, as Lord Stokes has said, did practically nothing for our Motor Industry. The time is therefore ripe for more support from you, the customers, for British cars, so that, unlike Charles in that 1936 advertisement, you will not be censured for running a foreign make.

BROOKLANDS FILMS

BROOKLANDS enthusiasts would do well to flock to the Fairfield Halls, Croydon, at 7.30 p.m. on Bank Holiday Monday, May 27th, when the feature film "Death Drives Through", made at Brooklands in 1934 and discovered in the vaults of Elstree last year, will be shown. Additionally the programme will include other rare newsreel material of Brooklands between the wars, scenes of the Paris-Vienna race of 1902, the first Le Mans race in 1906, the 1914 French Grand Prix and fascinating scenes from other old feature films, including "Lucky Devil" (1925), "Lizzies of the Field" and an amusing fragment from a Flanagan and Allen comedy of the 1930s which also features Brooklands.

GETTING IT RIGHT

THIS time it is again the Editor's turn to comment under this heading. Apart from obvious spelling and other errors last month the printers, by dropping in an unwanted comma and changing one word, made me imply that Parry Thomas took to "professional motoring" (whatever that is) *before* he designed the Leyland 8. I am, in fact, well aware that he first designed the Leyland 8 and then became a professional racing motorist, in which capacity he broke the Brooklands lap-record twice and the Land Speed Record on two occasions. A nonsense was made of my report on the VSCC Pomeroy Trophy contest because the times for the faster competitors over the s.s. and f.s. ¼-mile were omitted. As these are significant and will not be repeated until next year, they are appended. The Assistant Editor points out also that his description of the Datsun 260Z as "fairly unsophisticated" was translated in print to "fairly sophisticated".

—W.B.

s.s. ¼-mile

1.	P. Dodds (Deep Sanderson 303) ..	13.52 sec.
2.	G. Pitt, Junr. (Willment AC Cobra) ..	14.51 „
3.	I. Hilton (AC Cobra)	15.05 „
4.	R. Rew (Reliant Sabre Six)	15.31 „
5.	D. Flanagan (Ferrari Berlinetta) ..	15.72 „
6.	W. D. A. Black (Ferrari Dino)	15.89 „

f.s. ¼-mile

1.	P. Dodds (Deep Sanderson 303) ..	7.62 sec.
2.	G. Pitt, Junr. (Willment AC Cobra) ..	7.80 „
3.	D. Flanagan (Ferrari Berlinetta) ..	8.82 „
4.	I. Hilton (AC Cobra)	8.86 „
5.	W. D. A. Black (Ferrari Dino).. ..	9.10 „
6.	M. T. Hilton (Ferrari 275GTB) ..	9.11 „

8th SOUTH AFRICAN GRAND PRIX

A popular win for Reutemann

KYALAMI, March 30th

AFTER a two-month break following the two South American Grand Prix races, during which the Brands Hatch Race of Champions conveniently took place, the World Championship series was resumed at South Africa's Kyalami circuit near Johannesburg. A degree of uncertainty had surrounded the fate of this race for a few months following the South African Government's ban on all forms of motoring sport which use pump petrol, and at one point it seemed as though the race would not take place at all. Fortunately, the circuit and race are under the direct control of a very determined man called Alex Blignaut, primarily a very astute businessman but also basically a racing enthusiast for he owns Tyrrell 004 and enters it with the assistance of Embassy sponsorship in local races for his friend Eddie Keizan. Blignaut wanted his race to go ahead, and some subtle hints that the circuit could be sold as a housing estate eventually made the necessary approval forthcoming from the authorities, although the date had to be delayed until the end of March.

Pre-race testing was allowed on a couple of days during the previous week, these sadly being highlighted by a fatal accident to UOP-Shadow team leader Peter Revson. Testing DN3/1A, the car in which he had taken sixth place in the Race of Champions the Sunday before, Revson crashed on the sweeping downhill right-hander called Barbecue just before the end of the main straight. The accident occurred at a point where drivers are changing from third to fourth gear and evidence suggests that the pin holding the front left wishbone to the upright broke and sent the car straight on into the steel barrier at almost ninety degrees. Denny Hulme, Emerson Fittipaldi, Graham Hill and Eddie Keizan all stopped to help extricate the American driver from the wrecked Shadow, but the impact inflicted fatal injuries on Revson and there was nothing they could do to help. It was significant, however, that a large number of drivers expressed a new apprehension over steel barriers and their potential dangers after this accident. There was no need for such barriers at this point, and modifications to the circuit took place before official practice started, a triple-layer catch fence replacing the barrier at the scene of the accident. Remembering how both Stewart and Cevert were saved from injury by catch fences at Crowthorne Corner last year, one could not help feeling this was another case of "shutting the stable door after the horse has bolted" and can only nurture the vain hope that the latest victim of these barriers will at least provoke some less muddled thinking over the question of safety facilities.

In the wake of this disaster, the Shadow team withdrew their second car DN3/2A for Jean-Pierre Jarier, but there was still a full entry from the other Grand Prix teams, their numbers supplemented by several ambitious local entries using second-hand Formula One machinery. Heading the list of entries, both cars taking place in their very first race, were Colin Chapman's latest Lotus creations for Ronnie Peterson and Race of Champions victor Jacky Ickx. The Swede was allocated R9, the car which had been displayed to the Press at an elaborate John Player Press conference in February, while Ickx had a brand new chassis R10. One of the most interesting technical points of the car's original design, the Automotive Products developed electric clutch system, had been left off Ickx's car for although the Belgian had tried it and liked it on his road-going Lotus Plus 2, he preferred to stay with conventional controls on his racing car. Peterson's Lotus retained the automatic clutch system, and both cars had their nose sections mounted on small extensions so that air could be drawn from beneath, through the slight gap at the front of the monocoque and up over the top of the body. Otherwise the cars were to the specification as originally displayed, but Chapman hedged his bets by having 72/R8 on hand as a spare and marked in the entry list as a reserve car for both his drivers.

Tyrrell designer Derek Gardner was busy back at the team's Ripley base putting the finishing touches to chassis 007 at the time of the South African Grand Prix, so Jody Scheckter and Patrick Depailler were left with chassis 006/2 and 005 respectively to the same specification as they had run in Brazil. The Marlboro Team Texaco McLaren M23s were running in the same trim as they'd been seen at Brands Hatch two weeks earlier, and the team felt quite confident as both Fittipaldi and Hulme each have a Grand Prix victory to their credit this year and Hulme put the McLaren M23 on pole position at Kyalami last year on its very first outing. Mike Hailwood was still running that very same car under the Yardley McLaren banner, and he was feeling similarly optimistic on a circuit which he knows and likes well.

Bernie Ecclestone's Brabham team arrived with their South American GP machines for Carlos Reutemann (BT44/1) and Richard Robarts (BT44/2), their designer Gordon Murray hoping that things might come right for the team at Kyalami, for he at least was on home soil, hailing from "just down the road" at Durban. Both cars looked absolutely immaculate and almost completely free of sponsorship stickers, a situation which the attentive observer would have seen to change after practice with the appearance of a couple of Texaco decals on the cars. It wasn't an indication of a fresh high-powered sponsorship deal, merely Ecclestone losing a gin rummy game with Texaco's racing public relations man who had astutely been allowed to name the stakes. It was to provide a lot of free advertising in the days immediately following the Grand Prix! Supplementing the Brabham ranks was the brown Hexagon BT42/2 for John Watson, this car now having been extensively strengthened round the front of the monocoque as well as being fitted with a revised fuel system devised to counter the pick-up problems which troubled the car in 1973.

March Engineering brought along their usual pair of 741s, both now sporting a Formula Two-type extended nose section, Hans-Joachim Stuck being the number one works driver, despite his inexperience, now that Howden Ganley has left the team to join the Japanese Maki project. Stuck came to South Africa straight from his very first Formula Two triumph round Barcelona's Montjuich Park, while Max Mosley's business dealings now mean that the second works March is driven by Italian Formula Two exponent Vittorio Brambilla. The younger of the two Brambilla brothers, Vittorio drove a March-BMW in the European Championship during 1973 in the orange colours of the Italian Beta tools concern. His sole Formula One experience is limited to a few laps round Misano Adriatico in the McCall Martini Tecno late last year, but Beta have chosen to back Brambilla's move into Grand Prix racing and March 741/2 now carries their distinctive orange colour and signwriting.

The works Ferraris sported minor modifications not seen on the two which raced at Brands Hatch. Regazzoni (011) and Lauda (012) now had revised cockpit sections which incorporate the cold air box for the flat-12 cylinder engine in one large piece. The front of the cowling starts further forward than on the "two-piece" design, with a more gentle slope back towards the screen over the front of the cockpit. Neither driver found them to offer any difference in terms of straight-line performance, but they did at least provide a cooling draught into the cockpit which made things rather more comfortable under the sweltering South African sun.

BRM brought along their distinctive new P201 chassis for Jean-Pierre Beltoise, leaving the other two Frenchmen in this British team to rely on their "old faithful" P160s which are now in their fourth season of Grand Prix racing. The P201 looked very promising in private testing, continuing the tradition of good road-holding which the P160 became noted for, although the team is still waiting for major engine modifications for their V12. A spare nose section of a slightly different shape was available as an alternative, while the shrouds over the side radiators were soon cut back to combat overheating in the official practice sessions.

Both Surtees TS16s appeared in their new Bang and Olufsen colours, Carlos Pace using TS16/02 and Jochen Mass was allocated a new chassis TS16/04, to replace the one which he spun into the pit wall during unofficial practice on the morning of the Race of Champions. Frank Williams brought along his usual entry for Arturo Merzario plus a second car for Tom Belso, the Danish driver, an arrangement made possible by his connections with Marlboro, while a singleton Embassy Lola entry was on hand for Graham Hill to drive and James Hunt handled the Hesketh 308 on its first outing in a World Championship race. The Hesketh team had

their second chassis, 308/2, flown out to Johannesburg just in case any damage should be sustained in practice, but it stayed securely in its crate all weekend.

The local challenge was led by reigning South African Formula One Champion, Dave Charlton, an ex-works McLaren (M23/2) replacing his Lotus 72 in the colours of the Lucky Strike cigarette company. Their Lotus, 72/3, was entered for John McNicol, but was not ready in time to take part, though last year's John Player Team Lotus 72s were out in force for Ian Scheckter (72/6) and Paddy Driver (72/7), both now running in the distinctive orange colours of Team Gunston. Keizan's Tyrrell, 004, sported neatly constructed deformable structures round its monocoque, these having been made up locally.

Originally Kyalami's leisurely schedule provided for practice on Wednesday and Thursday with a break on Friday before the Grand Prix took place on Saturday. Unfortunately, with marshals turning up late owing to a misunderstanding over times and the incomplete work on the catch fences at Barbecue Corner, the organisers decided in favour of delaying first practice until Thursday, a move heartily approved of by the majority of teams in view of the severe thunderstorm which doused the circuit during Wednesday afternoon.

When official practice started on Thursday it was clear that the strides forward made by Firestone over the winter months and emphasised by Hunt's performance at Brands Hatch, would be maintained. But at Kyalami it was Pace in the Surtees TS16 who set the quickest time during the first session, injecting a good deal of confidence into the Edenbridge team even though one or two people doubted whether the Brazilian had recorded this quick lap. But 1 min. 16.63 sec. stood as fastest until the organisers re-examined their time sheets and discovered that Lauda had lapped the Ferrari in 1 min. 16.58 sec. The Ferrari team were almost hugging one another with this performance from the young Austrian for, although Lauda cannot be described as a "natural", he is a willing worker who readily gives to the best of his ability. On the second day, when the temperature was even higher and, in consequence, lap times fractionally slower, Lauda again topped the list with 1 min. 16.66 sec. which meant that a Ferrari would be starting from pole position in a Grand Prix for the first time since Ickx at Nurburgring back in 1972.

Down in the Lotus pit, Ickx must have been reflecting on the wisdom of switching from the Italian team for Regazzoni was recording competitive times as well, the Swiss lapping in 1 min. 17.20 sec. on the Thursday and then slicing another 0.4 sec. off this time the following afternoon. The Lotus team were experiencing a fair degree of strife with their new cars and plenty of their rivals were outwardly trying to make a joke of their apparent chaos while inwardly realising that it will not be too long before Chapman sorts out his latest Grand Prix car and then they will have to start looking to their laurels.

Ickx was lucky on the first day, his car lapping quite reliably with little drama at just over the 1 min. 17 sec. barrier, but Peterson was spending most of his time hopping from his new car to his old one as all sorts of little things went wrong. Firstly the starter motor jammed and, as the automatic clutch system relies on the starter revolving in the opposite direction to normal in order to activate the pump which pressurises its fluid system, Peterson climbed into 72/8 and recorded 1 min. 17.46 sec. before getting back into R9 towards the end of the afternoon. The next problem seemed to be an oil leak from the engine's rear casting where the top forward parallel link is attached, so another lengthy spell in the pits was needed whilst mechanics checked whether it had cracked or not.

On Friday Ickx's car developed a misfire owing to low fuel pressure while Peterson's, by now running with its automatic clutch disconnected, firstly proved reluctant to fire up in the pit road and then developed a misfire of its own, particularly frustrating in view of the fact that it had rounded off Thursday's session by losing its oil pressure and being abandoned by the Swede out on the circuit. Neither Lotus got below 1 min. 18 sec. on the second day, so their prospects for the race looked distinctly unpromising.

One quite outstanding effort came from Merzario on the second day, the little Italian hurling his Williams Special round in 1 min. 16.79 sec. to secure third place on the grid for Frank Williams. Frank was beaming from ear to ear after Merzario's plucky performance which certainly earned him a capital "A for effort", qualifying tyres or not, low fuel load or not. Belso, in contrast, had an unhappy time with an electrical problem stranding him out on the circuit on Thursday as well as gearbox trouble. He qualified last on the grid, so that the Williams sponsors, ISO and Marlboro, were at both ends of the scale of satisfaction.

Predictably Reutemann and Fittipaldi produced competitive times for the grid, but the Brazilian was not very happy with his McLaren's handling at all on the first day, while Jody Scheckter had to use plenty of opposite lock with Tyrrell 006/2 to qualify for the outside of the fourth row. Another worthy surprise was provided by young Stuck, in the works March, who seemed to have terrific car control and still drives a Grand Prix car as though he were in a touring car. His efforts were worthwhile, for he pipped Scheckter junior for seventh place on the grid by one-hundredth of a second. Vittorio Brambilla was carefully keeping out of everybody's way and, although he damaged a nose cone on Thursday, was not last on the grid for his first Formula One race by any means.

Ickx' best lap earned him a fifth row start alongside Hulme's McLaren M23, the New Zealander failing to reproduce the form which won him pole position in 1973. Most of the cars were the best part of a second slower than in 1973, slightly increased weight due to the deformable structure rules, bigger rear tyres and larger rear wings all being factors which could contribute to slightly lower speeds. Hunt's Hesketh was far too slow down the straight for the peace of mind of designer Posthlewaite, so some adjustments were made to the rear wing which enabled him to manage 1 min. 17.61 sec. on the second day. The team also encountered what was thought to be fuel injection trouble, so they changed the engine only to find that fuel vaporisation had been the root cause.

John Watson managed a respectable time in the old Brabham BT42, while Peterson was sitting back on the eighth row in his new Lotus reflecting that he could have been on the sixth row in his older 72, but as that wasn't a worthwhile improvement this was clearly the time to concentrate on getting the new car right even if this was at the expense of immediate results. Depailler and Mass were looking rather glum, the latter unable to lap quicker than Hill's Embassy Lola which is now creeping its way forward on the grids once more, its driver having gone from back to front to back and now part way to front again on starting grids during his 16-year Grand Prix driving career.

Neither of the BRM 160s were even remotely impressive, while most of the locals were suffering from a six-month lay-off with

PRACTICE TIMES

No.	Driver	Car	Thursday	Friday	Total number of laps
1	R. Peterson	Lotus JPS/9-Cosworth V8	1. 18.39	1. 18.00	19
2	J. Ickx	Lotus JPS/10-Cosworth V8	1. 17.18	1. 18.22	73
3	J. Scheckter	Tyrrell 006/2-Cosworth V8	1. 16.99	1. 17.17	116
4	P. Depailler	Tyrrell 005-Cosworth V8	1. 17.91	1. 17.75	120
5	E. Fittipaldi	McLaren M23/5-Cosworth V8	1. 16.82	1. 17.39	107
6	D. Hulme	McLaren M23/6-Cosworth V8	1. 17.43	1. 17.11	99
7	C. Reutemann	Brabham BT44/1-Cosworth V8	1. 16.80	1. 17.15	71
8	R. Robarts	Brabham BT44/2-Cosworth V8	1. 18.80	1. 18.60	88
9	H. Stuck	March 741/1-Cosworth V8	1. 17.60	1. 16.98	84
10	V. Brambilla	March 741/2-Cosworth V8	1. 19.39	1. 18.29	86
11	G. Regazzoni	Ferrari 312B3/011—flat-12	1. 17.20	1. 16.85	97
12	N. Lauda	Ferrari 312B3/012—flat-12	**1. 16.58**	**1. 16.66**	105
14	J-P. Beltoise	BRM P201/01—V12	1. 17.34	1. 18.38	85
15	H. Pescarolo	BRM P160/10—V12	1. 18.46	1. 18.39	94
18	C. Pace	Surtees TS16/02-Cosworth V8	1. 16.63	1. 18.38	97
19	J. Mass	Surtees TS16/04-Cosworth V8	1. 18.75	1. 18.23	76
20	A. Merzario	Williams IR/03-Cosworth V8	1. 17.85	1. 16.79	72
21	T. Belso	Williams IR/02-Cosworth V8	1. 20.63	1. 19.80	83
23	D. Charlton	McLaren M23/2-Cosworth V8	1. 18.37	1. 19.20	78
24	J. Hunt	Hesketh 308/1-Cosworth V8	1. 17.74	1. 17.61	66
25	J. McNicol	Lotus 72/R3-Cosworth V8	—	—	—
26	G. Hill	Lola T370/HU2-Cosworth V8	1. 18.25	1. 18.94	101
28	J. Watson	Brabham BT42/2-Cosworth V8	1. 17.53	1. 17.39	92
29	I. Scheckter	Lotus 72/R6-Cosworth V8	1. 18.56	1. 20.07	62
30	P. Driver	Lotus 72/R7-Cosworth V8	1. 19.49	1. 20.98	50
31	R. Peterson	Lotus 72/R8-Cosworth V8	1. 17.46	1. 22.21	27
31	J. Ickx	Lotus 72/R8-Cosworth V8	—	—	—
32	E. Keizan	Tyrrell 004-Cosworth V8	1. 19.00	1. 20.07	84
33	M. Hailwood	McLaren M23/1-Cosworth V8	1. 17.38	1. 17.34	93
37	F. Migault	BRM P160/09—V12	1. 19.14	1. 19.24	76

STARTING GRID

12 N. Lauda (*Ferrari flat-12*) 312B3/012 1 min. 16.58 sec.	18 C. Pace (*Surtees-Cosworth V8*) TS16/02 1 min. 16.63 sec.
20 A. Merzario (*Williams-Cosworth V8*) IR/03 1 min. 16.79 sec.	7 C. Reutemann (*Brabham-Cosworth V8*) BT44/1 1 min. 16.80 sec.
5 E. Fittipaldi (*McLaren-Cosworth V8*) M23/5 1 min. 16.82 sec.	11 G. Regazzoni (*Ferrari flat-12*) 312B3/011 1 min. 16.85 sec.
9 H. Stuck (*March-Cosworth V8*) 741/1 1 min. 16.98 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 006/2 1 min. 16.99 sec.
6 D. Hulme (*McLaren-Cosworth V8*) M23/6 1 min. 17.11 sec.	2 J. Ickx (*Lotus-Cosworth V8*) JPS/10 1 min. 17.18 sec.
14 J-P. Beltoise (*BRM V12*) P201/01 1 min. 17.34 sec.	33 M. Hailwood (*McLaren-Cosworth V8*) M23/1 1 min. 17.34 sec.
28 J. Watson (*Brabham-Cosworth V8*) BT42/2 1 min. 17.39 sec.	24 J. Hunt (*Hesketh-Cosworth V8*) 308/1 1 min. 17.61 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) 005 1 min. 17.75 sec.	1 R. Peterson (*Lotus-Cosworth V8*) JPS/9 1 min. 18.00 sec.
19 J. Mass (*Surtees-Cosworth V8*) TS16/04 1 min. 18.23 sec.	26 G. Hill (*Lola-Cosworth V8*) T370/HU2 1 min. 18.25 sec.
10 V. Brambilla (*March-Cosworth V8*) 741/2 1 min. 18.29 sec.	23 D. Charlton (*McLaren-Cosworth V8*) M23/2 1 min. 18.37 sec.
15 H. Pescarolo (*BRM V12*) P160/10 1 min. 18.39 sec.	29 I. Scheckter (*Lotus-Cosworth V8*) 72/R6 1 min. 18.56 sec.
8 R. Robarts (*Brabham-Cosworth V8*) BT44/2 1 min. 18.60 sec.	32 E. Keizan (*Tyrrell-Cosworth V8*) 004 1 min. 19.00 sec.
37 F. Migault (*BRM V12*) P160/09 1 min. 19.14 sec.	30 P. Driver (*Lotus-Cosworth V8*) 72/R7 1 min. 19.49 sec.
21 T. Belso (*Williams-Cosworth V8*) IR/02 1 min. 19.80 sec.	

no practice for their racing cars at all in addition to having their first try in new machinery and endeavouring to match the seasoned Grand Prix competitors all at the same time.

Although the ban on motor racing in South Africa has been lifted, there is still a ban on the sale of petrol between Friday evening and Monday morning and this factor, combined with the fact that South Africa does not yet have television, attracted a large number of spectators, many of whom stayed through the night camping just like the Europeans do at Nurburgring for example. There was plenty of enthusiasm and atmosphere with eager racing fans bursting with anticipation to watch their first motor race since the end of 1973. They came by car, by motorcycle, by public transport and even by helicopter. When the eventual takings were added up, Blignaut announced that some 92,000 spectators had paid to come in and watch the South African Grand Prix, a terrific endorsement for the popularity of Formula One racing and an adequate comment against having too much motor racing generally.

Prior to the start there was a complicated "warming up" procedure which involved the field doing a pace lap on their own without an official car in front of them. The organisers put everyone on their best behaviour and emphasised that if anyone got out of line on this lap, they were not to be "naughty boys" and try and push back to their original position again. Needless to say, 27 Grand Prix drivers, all anxious to be getting on with their business, are interested in starting the race and not unduly worried over their correct positions on the pace lap. But they all arrived back at the startline in order and everyone was ready when the flag dropped.

Lauda and Fittipaldi were anxiously gesticulating to the starter to "get on with it" as their engines were starting to overheat on the line, and it was Reutemann who made the best start from the outside of the second row. He had to dodge round Pace, though, and Lauda beat him down to Crowthorne Corner by less than a length, Ferrari leading Brabham with Regazzoni and Scheckter squeezing in behind.

Further back there was some rather unruly "pushing and shoving" and suddenly Peterson found his throttle stuck open and the only person he could lean against was Ickx, so both the Lotus cars found themselves in amongst the catch fences on the first corner, whilst Mass got shoved by Pescarolo's BRM and deranged his TS16's nose section in the process. Pace's Surtees almost spun in the middle of the corner, delaying both himself and Denny Hulme's McLaren. All four delayed cars eventually managed to get going again, creeping round to the pits for attention long after the field went through.

Ferrari hearts leapt at the end of the opening lap for Lauda and Regazzoni occupied first and third places, their formation being split by that purposeful white Brabham. Fourth was Jody Scheckter, ahead of Hunt, Fittipaldi, Hailwood, Merzario, Depailler, Pace, Watson, Beltoise, Hill, Charlton, Stuck, Ian Scheckter, Watson, Keizan, Brambilla, Robarts, Migault and Driver. Ickx and Peterson arrived late, the Belgian's car minus its nose section, and both continued although Peterson did only a couple more laps before stopping for good with damaged steering as a result of the collision. Ickx kept going for 31 laps, making a couple more stops, before he finally called it a day.

For the first few laps Lauda's Ferrari maintained its slight advantage, but Reutemann soon started to inch his way closer. The Austrian was driving to his complete limit and had nothing left with which to counter the determined Argentinian. Reutemann closed right up on to the Ferrari's tail as they came out of Leeukop Corner to complete their ninth lap, rushed up beside him as they slipstreamed past the pits and deftly outbraked his rival into Crowthorne. Once past, Reutemann instantly opened an advantage of just over one second, but Lauda saw to it that this didn't get bigger and the pair of them gradually edged away from their pursuers.

Third place was still in the possession of Regazzoni's Ferrari, the Swiss being well-placed to protect his team-mate from any challenge from the bunch behind. But the second Ferrari was itself already pulling away from Scheckter, the Tyrrell team leader coming under intense pressure from Hunt's Hesketh, Fittipaldi and Hailwood. Merzario was dropping away from this group slightly while great progress was being made by Stuck after his very slow start, the ambitious young German passing Hill and Charlton with ease although the local McLaren driver was left for 38 laps to sort out a way of circumnavigating the English Lola.

Hunt looked as though he might displace Scheckter, for the Hesketh almost got alongside on one or two occasions, but Lap 13 was unlucky for the Englishman as a driveshaft broke and stranded Hunt out at Clubhouse Corner for the rest of the race. But no sooner had the Hesketh retired than Fittipaldi renewed his attack on the Tyrrell and Scheckter, suffering from serious rear wheel vibration, eventually had to let him through on Lap 21. Behind Merzario ran a lonely Pace, disappointed that adjustments made in the unofficial session during the morning had upset the handling of his Surtees and now well out of the running.

John Watson dropped from the duel between Ian Scheckter and Brambilla when a front wheel bearing started to break up and he was obliged to stop at the pits to investigate the trouble, leaving the Italian to sort out the local Lotus and then set off in pursuit of the Hill-Charlton battle. When he caught them he dived past in one neat manoeuvre, leaving a frustrated Charlton still behind the Lola. Hailwood chased through ahead of Scheckter, leaving him to the attention of his team-mate, Depailler, while Hulme started to shape up for an attack on Merzario even though the vibration from his front wheels was so severe that the needles on his instruments were banging themselves against the stops.

With the leaders pulling easily away, attention now began to focus on the progress of Beltoise in the BRM P201. By Lap 40 the Frenchman had moved past Hulme's McLaren and began wearing down the margin to the pair of Tyrrells just in front of him. It was particularly interesting to watch that Beltoise always stayed clear of the slipstream from the cars he was pursuing. On the main straight the BRM always stayed in the centre of the track, about one car's width to the left of the path taken by the others. But the BRM's performance certainly wasn't being hampered by failing to be in a slipstream and, with 44 laps of the Grand Prix completed, Beltoise went past Depailler's Tyrrell. Scheckter took another lap for the BRM to deal with and then it was Hailwood's turn to watch anxiously in his mirrors.

All three McLarens were being troubled by serious wheel vibration, but Hailwood nonetheless found himself being held up by Fittipaldi and elbowed his way past on Lap 48. But Beltoise was by now well and truly wound up in his enthusiastic pursuit and, although the Yardley McLaren driver resisted as strongly as he could, Beltoise moved up to fourth place on Lap 63.

On Lap 66, Ferrari's strong challenge started to fade. Regazzoni, still running strongly in third place and looking all set to consolidate his lead in the World Championship for Drivers, noticed his oil pressure

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LOOKING BACK WITH DICK JACOBS

EARLIER THIS YEAR another era ended in the history of MG when a compulsory purchase order forced the closure of W. Jacobs and Son Ltd., Mill Garage, the most famous of all MG dealerships, run by that famous MG racing driver and entrant Dick Jacobs in Chigwell Road, South Woodford, Essex. Jacobs and Mill Garage possibly gave the MG marque more publicity in the '50s than the entire Nuffield or BMC publicity machines and more positively sold more MG cars in London and the Home Counties in each of the 19 years from 1952 than any other dealer. Jacobs' working life has been devoted to MGs, indeed he almost gave his life for them in a horrific crash with the MG-A prototype in the tragic 1955 Le Mans 24-hour race, fortunately living to read his own obituary in the *Evening Standard* and to transfer from racing driver to highly successful private entrant and team manager. It seems somewhat remiss of British Leyland, therefore, that no word of thanks was forthcoming from them when the garage closed to make way for an M11 access point. Perhaps the following brief history of the garage and the man, gleaned from Jacobs in recent conversations and from excellent, comprehensive articles he has written over the years, particularly in the MG Car Club magazine *Safety Fast*, will help to redress the balance.

Interestingly, that splendid man John Thornley, OBE, Director and General Manager of the MG Car Company until early Stokesian days, acknowledges in a tribute to Dick Jacobs in the February issue of *Safety Fast*, "It was largely through the interest and enthusiasm engendered by these exploits (referring to the performances of Jacobs and George Phillips in T-types and YBs) that I was able to persuade the Board of BMC to authorise me to set up the Competitions Department". The ensuing results of that subsequently World-famous Department are too well known to need recalling here.

Mill Garage was built around the Old Mill public house and the Old Mill barn, a hostelry frequented in summer by "dubious characters from the East End of London arriving on horse-drawn transport" until the brewery withdrew its licence in 1912/13. It was then acquired by Walter John Shelley, owner of the nursery opposite, whose daughter married William Henry Jacobs, manager of a Woodford shop, around the same time. Bill Jacobs' main claim to fame, like Lord Nuffield, was cycle racing as a youth and the ownership of one of the first motorcycle combinations in the area. He learnt to control four wheels on an early de Dion Bouton acquiring an interest in motor transport which led him to volunteer for the Army as a driver in 1915, the year his elder son Richard was born, and in spite of backing the Peerless lorry into a lamp-post he passed the Army driving test because drivers were scarce.

On leaving the Army in February 1919 Bill Jacobs rented the Old Mill Barn and yard from his father-in law, acquired a couple of lorries and went into the haulage business, one of his first contracts being to collect crates of car parts from Southampton Docks to deliver them to what is now known as Gates Corner, where Bill Jacobs' old Army Subaltern, Frank Gates, assembled the parts into Maxwell cars. Dick remembers as a six-year-old he and his mother serving petrol in two-gallon cans when the family moved into the Old Mill House in 1921, and later the one-gallon capacity hand-pump which was installed after a burglary of two-gallon cans. A charabanc business was started and being seasonal the drivers were put to work in the winter of 1925 to build a filling station and shop, which the arrival of electricity allowed to be kept open later. The success of the charabanc business was such that in 1929 Bill Jacobs bought three new AEC Regal, 32-seater coaches to coincide with the start of a three-times daily coach service between Kings Cross and Walton-on-the-Naze (the coach service was sold out in 1935 when Government regulations began to oppose the small long-distance operator), customer car maintenance was developed in the workshop built for the coaches and a row of lock-up garages built. Because of the AEC connection Dick Jacobs was apprenticed at the AEC works in 1933, just when diesel engines were gaining a foothold in heavy haulage, but had to leave in 1937 to help run the garage because of his father's indifferent health. By then the Mill Garage had been



The Goodwood 2nd Easter Handicap, 1949, and Jacobs takes his first MG Special to 2nd overall in its first race, behind Stirling Moss (Cooper 500).



Dick Jacobs with the empty Mill Garage.

a Wolseley dealership for three years, a franchise it held until the closure. Mrs. Jacobs had learned to drive on a two-cylinder Wolseley in 1925 and an almost new Hornet saloon acquired in 1933 had confirmed the favourable impression of the marque which led to the seeking of the franchise.

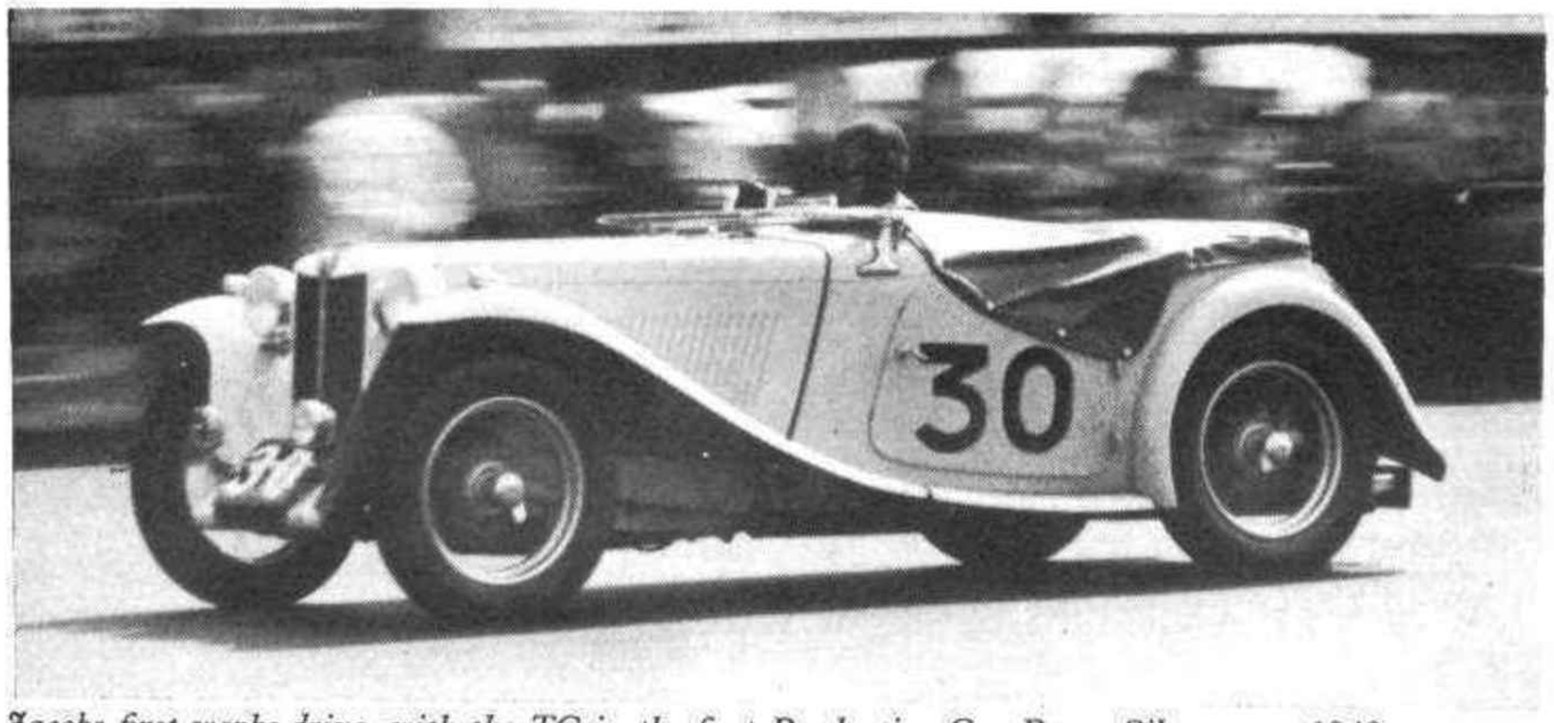
So it was that the young Dick Jacobs nurtured an enthusiasm for sports cars on Wolseley Hornet Specials until his life-long MG connection began in 1937 with a four-year-old J2. Visits to Brooklands, Donington and Crystal Palace developed an enthusiasm for racing but the War intervened before he had the chance to participate. Wartime Royal Navy service was spent in engine rooms of diesel-engined coastal craft, putting into practice his AEC training. Sadly, his younger brother Bob died when his Hurricane disappeared over the desert.

Dick took over Mill Garage from his ailing father in December 1945 and the following year acquired the MG dealership: he had written to Wolseley Motors from Scapa Flow during the War, asking if they would renew the agency when hostilities ended and on the strength of this having been confirmed he wrote to MG asking for their dealership too—and got it. So in October 1946 Mill Garage got its first MG TC, the car which was destined to be Dick's first competition mount, firstly in trials and then hill-climbs and sprints. His first speed event was a Brighton and Hove MC impromptu hill-climb at Clayton driving this TC, by then partially stripped and fitted with an Arnott supercharger.

Dick Jacobs' first race was the first ever meeting at Goodwood in 1948. He took down the blown TC with John Hazendompf, a pre-War trials driver with a P-type MG, a head-gasket blew on the way there and had to be changed before practice and the gasket blew again on the third of the three permitted practice laps, all the result of running on the compulsory Pool petrol. With a new head gasket fitted, benzole had to be added to the tank to ensure that the pair could get home that night. Jacobs takes up the tale: "I said to John, this is silly, we won't finish a three-lap race on Pool. They're

going to take a sample of the first three cars over the line to see that there hasn't been any cheating, so if I tell you and some other independent person I'm going to start the race on benzole with no intention of finishing in the first three, at least I'll get the fun of doing it, gain experience and I won't have done anything to spoil my chances of getting another competition licence. The race started and at the end of the first lap I shot past Tony Crook and Watkins in 328s and took the lead over the line, so on the second lap I thought, 'Oh my goodness, I'm in the lead. I mustn't do this'. So I let them pass me in the same place on the second lap and slowed down to wait for the third man, Lusty in a blown TC. And I had to wait and wait for him to catch me up, but it was most enjoyable!"

Benzole or no benzole Jacobs had found that his forte was circuit racing rather than hill-climbs. "It was something to do with mentality. I took a long time to warm up and whereas Frank Kennington in his MG K3 and Lionel Leonard in his HRG were usually first and second in hill-climbs with me third, when it came to circuit racing Leonard couldn't live with me." Or at least he couldn't once Dick had built himself a respectably quick MG in the form of his first MG Special, a TA chassis powered by a Marshall-supercharged TC engine (using a Morris 10 block sleeved to bring the capacity to 1100 c.c., keeping the blown engine within the 1½-litre class) with a body built by John Hazendompf. The mixture was a remarkable success, winning seven times and finishing in the first five 18 times in 26 races, a record which in itself would have brought him to the attention of the MG Car Company. As it was the MG Car Company and John Thornley in particular, Service Manager at this time in 1949, knew more than enough about Dick and his MG racing contemporary George Phillips, later chief photographer of *Autosport*, who'd pestered him continually for parts and information. Still, Thornley is a tolerant and perceptive man and the two nuisances finally talked the factory into providing a team of three TCs (with Ted Lund as the third driver) for the very first production car race in this country, supported by the *Daily Express* at Silverstone in August



Jacobs first works drive, with the TC in the first Production Car Race, Silverstone, 1949.

1949. Thus Jacobs had his first works drive in only his second season of racing.

In practice for this race the TCs were five to eight seconds a lap slower than Eric Thompson, Peter Clarke and John Buncombe in HRGs. The MG team were not amused. In desperation Jacobs replaced the TC's 19 in. wheels with the 17 in. wheels from his Special and improved nine seconds a lap, but similar wheels could not be found for the other two cars. Jacobs was catching Eric Thompson for the class lead in the race when the throttle jammed, he hit the bales at Becketts, rejoined the race, and the TCs had to be content with 5th, 6th and 7th.

However, Thornley was more than pleased that the three most standard cars in the race should finish at all, let alone at an almost 70 m.p.h. average and when Jacobs and Phillips attacked him over the winter about racing the new TD, the prototype of which they'd seen in October 1949, in the following season's production car races, he finally proved amenable. Phillips and Jacobs found the heavy TD intolerably slow in the tuned form which Thornley let them try and it was only after Jacobs had persuaded them to add Andrex shock-absorbers, aero screen, bucket seats, air scoops on the brakes and so on that the thing would go at all and in this form Jacobs raced the TD prototype in a production car race at Blandford Camp, winning his class after a closely fought duel with Eric Thompson's HRG, only to forfeit the class because the MG factory could not state that six identical models fitted with Andrex shock-absorbers had been built.

With works Mk. II TDs Jacobs, Lund and Phillips finished second, third and fourth in class in the 1950 *Daily Express* production car race. Compression ratios were raised from 8.6:1 to 9.3:1 (on 80 octane fuel!) to improve performance, and the cars and drivers shipped to Ireland for the TT, where Jacobs had one of the finest drives in his career to win the 1½-litre class in this dreadfully wet Tourist Trophy, won by Stirling Moss in a works aluminium XK120. Jacobs covered 189.892 miles at an average speed of 63.2 m.p.h., with Phillips second in class, seven miles behind, and Lund third, limping his way to the finish with no oil and run bearings, a fantastic result for the Abingdon firm.

With demand for TDs exceeding capacity by the end of 1950 the factory decided not to race in 1951 and the three TD Mk. IIs were sold to their respective drivers (at full list price!). All three were entered in the Silverstone Production Car Race and this time Jacobs succeeded in winning his class in his favourite race, at 72.66 m.p.h., after he had pushed Bert Hadley's leading Jowett Jupiter into blowing its engine. The three TDs went to Ireland once more, this time as private entries, but found the sports car opposition of Lesters and Coopers far too tough for the TD and the writing was on the wall. When the *Daily Express* announced that the next production race at Silverstone would be for touring cars Jacobs saw a suitable alternative, sold the outclassed TD and aimed for the new saloon car racing with one of the newly announced MG YBs, acquired just three weeks before the Silverstone race after a bit of string-pulling by Tommy Sangster, the Morris Motors Sales Manager, for the MG factory just didn't want to know about Jacobs' latest crazy idea. It was Sangster, incidentally, who at a Belfast reception after the 1950 TT had been talked into awarding Mill Garage the first new Morris franchise to be granted since 1939, giving the garage the complete Nuffield franchise of MG, Morris and Wolseley.

MGs should have had more faith in Jacobs: in that 1952 Production Touring Car Race Jacobs won the class after a friendly slip-stream tow from Stirling Moss's Jaguar Mk. VII (which became an annual occurrence) had helped him to catch and



Taking that disputed class win with the modified prototype TD, Blandford Camp, 1950.

pass Hadley's Jowett Javelin. For UHK 111, this incredible little YB, it was the first of three class wins in these Silverstone Production Car Races, while Jacobs took no fewer than five class wins in a row, the first in the TD, three with the YB and the 1955 race with a ZA Magnette.

Jacobs remembers that the saloon car regulations in those days were very similar to today's Group 1 (or should it be 1½?). "The third year I ran the YB I've got an idea we could fit larger valves and double valve springs. We weren't allowed to do much—I remember in the third year I went to the assembly area without the back seat in and they wouldn't let me race till I replaced it. Tyres were the ordinary very narrow Dunlop Racers, we ran with standard axle ratios, standard gearboxes and absolutely standard brakes. The engine was more-or-less standard as well. The only thing we did to it, apart from make sure it was put together properly, was to slip in a TC camshaft and double valve springs, which didn't make all that much difference: the TC/TD engine gave something like 52 b.h.p. and the single carburetter Y-type 48 b.h.p. But the difference between the Y-type and the ZA Magnette was something like 10 sec. per lap. Those extra 250 c.c.s made all the difference in the World."

Whilst all this business with the TDs and YBs had been going on Jacobs had found time to build and race two more MG Specials. The first, a much lighter supercharged 1100, netted him third place in a supporting race at the Ulster Trophy Meeting in Dundrod. The last, built at the end of 1954 along with an identical car for a customer, both with glassfibre coupé bodies on YB chassis, was no match for one C. Chapman's Lotus-MG. Jacobs raced several non-MGs too, including Ernie Stapleton's ex-St. John Horsfall, Spa 24-hour-winning Aston Martin, and a Frazer Nash.

Meanwhile, in South Woodford, Mill Garage continued to expand helped by the publicity surrounding Jacobs' racing successes, yet never in his driving career from 1947 to 1955 did he use any of his successes in his own company advertising, for his approach even when a works driver was that of an enthusiastic amateur. In 1951 he spurned the "solus site" offers being made by the big petrol companies and instead offered 100 per cent exclusive rights to the Mobil Oil Co. Ltd. when they were ready to open up in Britain and on January 1st, 1952 the first gallons of Mobilgas sold in Britain were served at Mill Garage to the then current World Land Speed Record Holder, John Cobb.



Jacobs at Le Mans with the MG-A prototype shortly before his accident.

After his class win in the 1955 Silverstone Production Touring Car Race with the first Abingdon ZA Magnette, Jacobs' next big event was the Le Mans 24 hours, co-driving, with Joe Flynn, one of a team of three MG-A prototypes, at this stage still known by the Experimental Department number EX 182. Today Dick Jacobs is loathe to talk about that terrible race which cost the lives of so many spectators, but it is interesting that hearsay reports of his own accident I have at hand disagree with Dick's own memories in so much as they assume that his crash occurred *before* the Levegh crash when in fact it happened afterwards. "I know what caused my shunt—it was two things, in my opinion, anyway. I went through the pit area just as Lance Macklin was picking himself up off the road and Levegh's Mercedes was on fire in the crowd, and I'd another two laps to do before changing drivers. When you get over the top of White House, coming down to White House Corner, you can see over the top of the house; see all the flames and smoke and whatever, so that caused a certain amount of lack of concentration. The other thing was that we knew that after the first 2¼ hours the shock-absorbers would get a bit floppy, which all MG-As did, and we had additional Andrex shock-absorbers which have a little adjustment so that all the mechanic had to do was to take them up one turn, then at the end of the next 2¼ hours take them up another turn to compensate for the Armstrong's failings. The front end started to go and because I wasn't concentrating enough I went into the ditch." Number 42 in fact overturned and caught fire at White House and Jacobs was critically injured, but amidst all the confusion of the Mercedes crash nobody quite knew what had happened to him. His condition turned out to be so serious that BMC flew out a thoracic specialist and medical team to bring him back to England. It was to be another four months before he regained his feet, six months before he could drive and resume work at Mill Garage and under pressure from relatives and co-directors he agreed never to race again.

But there was nothing to stop Jacobs involving himself with other people racing. Firstly he persuaded John Thornley to let Alan Foster drive the works Magnette in the 1956 Silverstone Production Touring Car Race and then took it upon himself to raise a team of Magnette's for the 750 MG's Six-Hour-Relay Race. He succeeded and the team won this, in those days, quite important National event, the first win for a team of MGs. Flushed with this success he took Alan Foster and his MG-A under his wing for late 1956 and 1957 and if Foster's own story about the beginning of that association is anything to go by, Dick Jacobs didn't give him much alternative: Alan was leading a Goodwood marque race with a self-prepared MG-A, Dick was in the pits loving the sight of an MG in the lead of a race once again and then on the last lap, no Foster. He'd run out of petrol! A furious Jacobs grabbed the MG-A keys, gave Foster the keys to his own road car, confiscated the MG-A and prepared it properly at Mill Garage.

In 1957 too, Dick Jacobs was responsible for managing Foster's and John Waller's MG ZA Magnettes and for the *Daily Express* Touring Car Race in September, in which Foster won the 2-litre class and Waller was second, Roy Bloxham joined the team with his ZA.

For 1958 Jacobs prepared and ran two Magnettes for Foster and Waller in the BRSCC Saloon Car Championship for modified production saloons. With Foster leading

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The second MG Special, with blown 1100 engine.



The final MG Special, in glassfibre on the last YB chassis.

Le Mans Practice

A FEW YEARS ago the Automobile Club de l'Ouest, who organise the Le Mans 24 hour race, realized that preparation for the annual event was not something that happened a day or two before the race, but was a serious long-term programme of experimentation and testing. To assist the serious competitors a Test Weekend was inaugurated in the spring-time in order that experimental work could be undertaken on the Sarthe circuit under full-race conditions. The people behind the organising club have always lived in a world of their own, knowing they have a unique race and being strong enough to stand out on their own against any problems. For a number of years they persisted in running their Test Weekend at the same time as the BOAC long-distance race at Brands Hatch, causing unnecessary problems to the main sports prototype contenders. As well as providing competitors in the 24 hour race with a chance to do some testing early enough to be able to return to base and re-design or modify before the June race, the Test Weekend also gave the organisation and circuit services a chance to have a practice run, and while the whole *charade* of Le Mans was not in full swing during this practice, the major items were set in motion. A surprising number of spectators began to turn up at these Test Weekends, until the numbers would have done justice to an average British race meeting. As there was not a great deal to see, unless you were behind the scenes and could watch the details of a test programme, the Automobile Club de l'Ouest had the bright idea of putting on a 3 hour race at the end of the weekend, the thought being that the teams who were there testing would then race their cars in a short version of the June event. However, this idea misfired, for few of the major teams were interested in taking part in a non-event and it was left to enthusiastic private teams to support the 3 hour race. In order to fill the grid for this race entries were taken from competitors who were not taking part in the 24 hour event in June, so this called for a special practice session for the 3 hour competitors, which naturally took away some of the testing time for the 24 hour competitors. To those who complained, it was pointed out that if they entered for the 3 hour race, they could have extra practice time, but the A.C. de l'Ouest officials seemed unable to realize that an experimental test car doing a few laps and then having alterations made, was not the vehicle to use in a 3 hour endurance race; nor could they see that teams who were out to win the 24 hour race were not likely to be interested in a 3 hour club race.

All the time the crowds of spectators turning up for the Test Weekend were getting bigger, and feeling that something more should be offered for the entry fee being charged to the public, the organisers increased the 3 hour race to 4 hours, with more practice for those taking part in it, and less for those who were there only for test purposes. This year the A.C. de l'Ouest surpassed themselves for they organized a 2 hour race for club members, in addition to the 4 hour race, and really went overboard by making the 4 hour race a two heat affair of 2 hours each. Thus with 6 hours of racing due on the Sunday, with separate practice sessions for the two groups of competitors, there was not much time left for testing purposes for those interested in the 24 hour event in June, in fact, it allowed only 3½ hours early on Saturday morning, 2 hours late on Saturday afternoon and 1½ hours early on Sunday morning, a mere 7 hours in a so-called Test Weekend. One can only hope that the A.C. de l'Ouest come to realize that testing for the 24 hour race is getting in the way of their programme for the Test Weekend, and they will then scrub it altogether and have another weekend set aside for the 24 hour competitors, preferably without the public being admitted, so that the teams will be allowed to get on with what they want to do, without having to provide a spectacle, which is the whole point of a "test" session as distinct from a "practice" session.

The main contenders for this year's 24 hour race are Matra-Simca, Alfa Romeo, Gulf Research and Porsche and all four teams used the weekend of March 23/24 for development and test work. Matra ran a single 1973 car, with heavy-duty Porsche-designed gearbox and bodywork and air intake modifications, as part of a 30 hour engine test programme, using drivers Beltoise, Pescarolo, Larrousse and Jarier. The car was entered in the 4 hour race purely to get more running time, and when the starter motor packed up during a refuelling stop they ignored all the rules and push-started the car, carrying on with their test programme regardless of the rules. Alfa-Romeo had two of their horizontally opposed 12-cylinder engined cars running, with Stommelen and Merzario driving and between experiments with different body panels and a new Formula One type of air intake above the engine, Merzario set a fastest lap in 3 min. 31.0 sec., approx. 144.5 m.p.h. and the Autodelta team demonstrated that they intended to be in the fore-front of the 24 hour, if not at the end. In the 4 hour race an Alfa Romeo was leading when a drive-shaft broke. Gulf Research used two of their 1973 cars re-numbered GR7/1 and GR7/2, updated in body-shape, rear suspension and overall weight, still with Cosworth V8 engines, the former having a ZF gearbox/transmission unit and engine with "softer" camshafts and lower compression ratio, and the latter being in 1,000 kilometre or "sprint" trim, with the Hewland gearbox and the Cosworth V8 in Grand Prix trim. Bell drove the lightweight car and Schuppan the "endurance" car. Not wishing to get involved in actual racing John Wyer did not enter the Gulf cars for the 4 hour comedy and consequently was restricted on running time. Another competitor who suffered from the limited time available was de Cadenet with his Cosworth V8 powered special based on a design by the Brabham man Gordon Murray, and using

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SOUTH AFRICAN GP

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gauge flickering as he braked for Leeukop Corner just before the main straight. He accelerated out of the corner and the needle sank to the bottom of the dial, so the Swiss immediately switched off the engine and coasted into the pit lane to retire.

Hardly having surmounted this disappointment, the Ferrari pit became apprehensive as Reutemann's lead over Lauda started to increase. But the Ferrari kept coming round, although its driver was now keeping an anxious eye on his oil pressure, slipping the gearbox into neutral and coasting through the corners., Lauda kept his Ferrari on the move and his big advantage over Beltoise still seemed safe. Coming up the main straight to start his 65th lap, Lauda shook his head vigorously as he passed his pit, the Ferrari now sounding very ragged indeed. The end of the race was near and, at the end of the following lap, Beltoise appeared in second place after Lauda stopped out on the circuit with a dead engine.

For Reutemann, all that remained was to drive carefully round the remaining four laps to score a popular first Grand Prix victory, the first for the Brabham *marque* since Bernie Ecclestone took it over, the last being in Jack Brabham's hands at the same circuit four years earlier.

Beltoise's second place provided a much-needed confidence booster for the BRM team, while Hailwood's third place means he is the only driver so far this year to have scored points in every Championship event, a stark contrast to his bleak 1973 season. Depailler's consistent performance earned fourth for Tyrrell, although the Frenchman never demonstrated much flair, while Stuck's energetic fifth place earned him his first helping of Championship points. Merzario survived to sixth after Fittipaldi dropped away in the closing stages.

In tenth place, behind Scheckter and Hulme, came Brambilla while Pace finally finished a disappointing eleventh in a car which he subsequently branded as "undrivable". Right at the back of the remaining runners was Charlton, who, after finally getting past Hill, ran his McLaren up the back of Robarts' Brabham at Leeukop and spent five laps in the pits having the damage repaired.

A.H.

THE SOUTH AFRICAN GRAND PRIX—Formula One—78 laps—Kyalami
4.104 kilometres per lap—320.1 kilometres—Very warm

1st :	C. Reutemann (Brabham BT44/1)	1 hr. 42 min. 40.96 sec.—187.07 k.p.h.
2nd :	J-P. Beltoise (BRM P201/01)	1 hr. 43 min. 14.90 sec.
3rd :	M. Hailwood (McLaren M23/1)	1 hr. 43 min. 23.12 sec.
4th :	P. Depailler (Tyrrell 005)	1 hr. 43 min. 25.15 sec.
5th :	H-J. Stuck (March 741/1)	1 hr. 43 min. 27.19 sec.
6th :	A. Merzario (Williams IR/03)	1 hr. 43 min. 37.00 sec.
7th :	E. Fittipaldi (McLaren M23/5)	1 hr. 43 min. 49.35 sec.
8th :	J. Scheckter (Tyrrell 006/2)	1 hr. 43 min. 51.50 sec.
9th :	D. Hulme (McLaren M23/6)	1 lap behind
10th :	V. Brambilla (March 741/2)	1 lap behind
11th :	C. Pace (Surtees TS16/02)	1 lap behind
12th :	G. Hill (Lola T370/HU2)	1 lap behind
13th :	I. Scheckter (Lotus 72/R6)	2 laps behind
14th :	E. Keizan (Tyrrell 004)	2 laps behind
15th :	F. Migault (BRM P160/09)	3 laps behind
16th :	N. Lauda (Ferrari 312B3/012)	4 laps behind—not running at finish
17th :	R. Robarts (Brabham BT44/2)	4 laps behind
18th :	H. Pescarolo (BRM P160/10)	6 laps behind
19th :	D. Charlton (McLaren M23/2)	7 laps behind

Fastest Lap : C. Reutemann (Brabham BT44/1) on lap 58, in 1 min. 18.16 sec.—189.02 k.p.h.

Retirements : T. Belso (Williams IR/02) on lap 1, excluded for push-start; R. Peterson (Lotus JPS/9) on lap 4, collision damage; P. Driver (Lotus 72/R7) on lap 7, clutch trouble; J. Mass (Surtees TS16/04) on lap 12, withdrawn by team; J. Hunt (Hesketh 308/1) on lap 14, drive-shaft universal joint; J. Ickx (Lotus JPS/10) on lap 32, withdrawn by team; J. Watson (Brabham BT42/2) on lap 55, fuel pipe adrift; G. Regazzoni (Ferrari 312B3/011) on lap 66, engine oil pressure; N. Lauda (Ferrari 312B3/012) on lap 75, electrical failure.

27 *starters* — 19 *finishers*.

F2 REVIEW

Stuck the unbeatable

THE European Formula Two Championship which started at the splendid Montjuich Park circuit at Barcelona on March 24th looks like being dominated yet again by the Anglo-German alliance of the March chassis and BMW engines. The works car, driven by 23-year-old Hans Stuck, was unbeatable in the opening round in Spain, and the impressive young German followed up his first single-seater win with another runaway victory at Hockenheim a fortnight later.

Stuck secured pole position for both races, being nearly three seconds a lap faster than anyone else in front of a crowd of 100,000 in his home race. At Barcelona the lead was contested strongly by his French team-mate Patrick Depailler in a similar March 742, but in the closing laps Depailler was held up by a slower car and finished 3.9 sec. behind.

Third in the opening race was Jean-Pierre Jabouille, the Frenchman using a Schnitzer-tuned BMW engine with three plugs per cylinder in his Alpine-built Elf 2. One of the most promising newcomers to the championship is Italian Gabriel Serblin. Last season he had several drives in Andrea de Adamich's Brabham-Ford and this year he has his own March-BMW which he drove to a well-judged fourth place.

The only British driver contesting the 54-lap Montjuich Park race was Andy Sutcliffe and he finished a lap down in fifth place, in spite of a pit stop to clear out paper from the radiator and losing the rear engine cover.

Finishing on the same lap was former Formula Three French driver Michel Leclere in another of the Elf-sponsored Alpines.

Twenty cars arrived for the opening round and 11 of them were new, with nearly half the field starting their first full season in the formula. Following the championship win by Jean-Pierre Jarier's March-BMW last year, most private teams opted for the British-built chassis and there were 12 of the BMW Munich-engined cars in the entry. There were four works cars from Alpine, two GRDs, a Brabham and a Chevron.

Practice on Friday was wet but Depailler managed to put in several good laps during a lull in the rain to be fastest. Everyone improved their times on Saturday, but it was Stuck who ended up on pole position after a last minute bid ousted Depailler. The German's fastest time was 1 min. 25.8 sec. which was nearly a second faster than anyone else.

Third fastest behind Depailler was the Swedish driver Bertil Roos. He is entered by American Fred Opert and is an instructot at Opert's racing school as well as racing in Formula Super Vee and Formula Atlantic in North America.

Roos' Chevron-Ford recorded a best time of 1 min. 27.5 sec., which was 0.8 sec. slower than Depailler. The March-BMW of Jacques Coulon ended up fourth fastest ahead of Jabouille and Serblin.

Sunday's race quickly became a dispute between the two works Marches with the rest of the field, many in new and previously untested cars, falling well behind. Depailler led into the left-hand hairpin at the end of the undulating straight on the first lap but Stuck was soon challenging strongly.



March and BMW propel "Hanchen" Stuck to victory at Hockenheim.

The German's Jaegermeister-sponsored orange March came through in the lead after ten laps, but Depailler was still chasing hard. The two tussled lap after lap, sharing the lead and neither showed any thought of team tactics.

Jabouille and Serblin quickly established themselves in third and fourth places and were never challenged, leaving the interest centring on the battle at the front. With 10 laps to go the leaders were weaving through slower cars and unfortunately Depailler got held up for several laps by a slower car and dropped 5 sec. on his team-mate. In winning his first Formula Two race, in what was only his twelfth drive in a single-seater car, Stuck set a new Formula Two lap record for the circuit of 1 min. 25.58 sec.

Roos slowed in the race because handling was affected by a nose he had changed during untimed practice, and Coulon, in his semi-works Antar March-BMW, retired when the nose section on his car fell off. The first four cars used Goodyear tyres.

A promising note was that fifteen cars were still running at the finish, quite a change from last season when reliability from the 2-litre engines never ran high.

Emphasising the changing face of the European championship there were even more new faces at the second round. Whereas in previous years the competition has been mainly between British teams with a large number of British and well-known international drivers, this year the entry is largely made up of young Frenchmen, Italians and Germans.

No one could match Stuck's pace at Hockenheim and after being so fast in practice he led both the 20-lap heats to win overall by 1 min 1,1 sec. and established another new Formula Two lap record. His fastest lap in the race was 2 min. 0.9 sec.

The works cars differ from most of the other Marches in that they have a longer nose section and the rear wing is extended some 20 inches further back. Designer Robin Herd claims it gives the cars more speed on straights but at Hockenheim it cost Depailler a probable second place. The Frenchman's practice was interrupted when he ran wide on a corner and knocked the nose awry, then driving back onto the track the wind caught the nose and blew it back onto Depailler's helmet. In the confusion Depailler careered back across the track and smashed into the Armco on the other side. The car was repaired for the race but after finishing second to Stuck in the first heat, Depailler had to make a pit stop in the second heat when the nose worked loose.

Depailler worked his way back up to seventh place which gave him fourth place overall.

Ulsterman John Watson, having his first drive in the works Surtees-Ford, finished second overall with fourth and third placings in the two parts, and third place went to Michel Leclere's Elf 2. The similar Schnitzer-BMW-engined Elf 2 of Formule Renault graduate Patrick Tambay took a good fifth placing behind Depailler, and Roos completed the points scorers in his Chevron.

Whereas BMW-engined cars took the first six places in Barcelona, the cars of Watson and Roos, using Brian Hart built Ford engines, seemed able to match the power of the German engines in the second round.

Jean-Pierre Beltoise was the only Graded driver at Hockenheim and he took over Jabouille's Elf 2, but after qualifying third fastest behind the works Marches he had engine troubles in the race and was never in contention.

There were 30 cars on the grid at Hockenheim and amongst the entry was an interesting two-car team of March-BMWs entered by Hong Kong businessman Bob Harper for Britain's David Purley and Austrian Dieter Quester. The smartly-turned-out Harper team had done very little testing and had a troubled weekend, with Quester crashing in the first heat and Purley suffering a suspension failure in the second, but they should be strong contenders later in the season.

The prospects of some good racing in Formula Two presently look good. The Bicester-based March team obviously have a considerable edge on the predominantly March-BMW formula but the opposition is mounting. Emerson Fittipaldi may join the new Marlboro-Ecuador Surtees-BMW team for the next round at Pau on May 5th and Australian Dave Walker should drive a new March-BMW. Although little known in Britain, some of the young Continental drivers have already shown promise and the new "European-look" Formula Two championship should be a vast improvement on last year's series.—M.T.

European 2-litre Sports-Car Championship

Alpine-Renault win at home

AT THE Circuit Paul Ricard, on Sunday, April 7th, the opening round of the 1974 European 2-litre Sports-Car Championship saw the young Frenchman, Alain Cudini, score three significant "firsts", when he won the 68-lap event in his Equipe Switzerland Archambeaud Alpine-Renault. It was his first 2-litre sports-car drive, the first occasion the new A441 model had raced, and the first Championship points the manufacturer had scored since first contesting the Championship at the beginning of 1973.

It was for Cudini, his equipe, and of course Alpine-Renault, a momentous occasion, for he had helped to ease the pain suffered during their disastrous 1973 season when Alpine-Renault entered like a lion, and disappeared like the proverbial lamb mid-way through the contest, failing to score a single point. For Elf and Renault, the win could not have happened at a better time or place, for not only was it on French ground, but it fully justified the large amount of francs both companies are alleged to have put into the effort. In a minor way it can be compared to Matra winning at Le Mans, and, of course, it adds a new dimension to the four-year-old Championship, which has in the past been dominated by the British makes Chevron and Lola, and the Italian Fiat Abarths.

Since the inauguration of the Championship, the Southern French circuit has hosted the opening event in the series, where the European manufacturers usually show for the first time their latest *marques*, and this year was no exception. The three "perennials", Chevron, Lola and Abarth, together with Alpine-Renault, all had examples of their new models, though no doubt a betting man would have put his money on a win from either Abarth or the French company, for Abarth had entered three works cars, with Alpine entering one full works machine, and two "works assisted" cars. March Engineering also had their new 74S present, whilst a host of older cars made up the fine 25-car entry.

Current Champions, Lola Cars, had changed their successful T292 model very little, apart from minor suspension modifications and, as in previous years, had adhered to their policy of not entering a works car, but giving assistance to one of the leading private teams. For 1974, Martin Raymond, the ever-improving driver who has campaigned Chevrons for the past couple of seasons, is receiving assistance with his T294, which at present is powered by an Alan Smith Ford FVD engine. Surprisingly, only two examples of Lola's latest offering were on show in France, but, like other British industries, racing car manufacturers generally suffered a lean time due to the vagaries of the three-day working week.

The Bolton-based Chevron company had, in fact, already raced their new B26 model in the abortive Springbok Series, so were theoretically one jump ahead of all their rivals. Like Lola, Chevron prefer to give assistance rather than run a works team, and



Alain Cudini gave the new Alpine-Renault A441 a magnificent debut by winning at Paul Ricard. It was his first 2-litre sports-car drive.

following the demise of the Red Rose Racing team, ex-Red Rose driver John Lepp will fly the Bolton flag during this season in the prototype B26 entered by Roger Hire's Forge Mill Racing team. The original Springbok car is powered by a Brian Hart alloy block engine, and the monocoque is completely new, as is the bodywork which features a longer, more square, nose section, with the rear wing an integral part of the rear body moulding. Derek Bennett has adapted the suspension from his F2 model and hung it onto the fully deformable tub, thus producing his first "all-new" sports car for the first time in a little over three years.

Major changes have also occurred in Italy, where, rumour has it, Sig. Enzo Osella was so dispirited with the performance of the Fiat-based Abarth engines, he threatened to utilise BMW power units instead. This, of course, was like showing a red flag to a bull, and Fiats would have none of it, so they gave Osella more lira, he re-worked the cylinder head of the engine to extract a further 10-12 more b.h.p. from it, discarded the Lucas fuel-injection system in favour of Kugelfischer, and slotted the revised engine into his new PA2 model. Weighing 1 kg. over the minimum weight limit of 575 kg., the new Abarth has a semi-monocoque tub, with new suspension and, of course, the revised body sections, which, like the Lola and Chevron, features a "built-in" rear wing.

A new line-up of drivers is also featured, the multi-national trio of F1 March driver Vittorio Brambilla, Frenchman Jean-Louis Lafosse, who has brought some Gitanes money with him, and the 1973 Champion driver Chris Craft. Although being signed-on as number one, it is difficult to see the Italian team giving Craft the priority his position deserves for, even though he does speak in the native tongue, Abarth are bound to give their fellow countryman the best attention.

Were Alpine-Renault doing a Ferrari or Matra during the 1973 season in preparation for the following year? This was the question in most people's minds when they arrived at Le Castellet, for it was common knowledge that the French car had been testing at the circuit for many months, and rumours of exceedingly fast lap times had been filtering through Europe. The French concern has reduced its involvement in rallying, and is ploughing a great deal of time and money into the 2-litre sports-car programme, and for this season, three of the new A441 models will contest the Championship. The tubular chassis is a revision of last year's design, but has been strengthened throughout, whilst the new car is shorter, narrower, and lower than the previous model, which has reduced the drag co-efficient of the car quite considerably. The V6, four-valves-per-cylinder, iron block engine features revisions to the belt-drive system which proved so costly in 1973, and the engine, which acts as a stressed member of the chassis, now drives through a Hewland FG400 gearbox instead of the FT200. Although still producing its maximum 285 b.h.p. at 9,800 r.p.m., the flexibility of the engine has been improved by flattening out the torque band derived from the 1997 c.c. unit, designed jointly by Renault and Gordini.

Jean-Pierre Jabouille has been retained for a further season to drive the works car, whilst fellow Frenchman Gerard Larrousse leads the second team sponsored by Elf (who also sponsor the works effort), M. Archambeaud—a Paris-based Mercedes-Benz dealer, and the Swiss Cheese Federation. The other French drivers will share the second Equipe Switzerland Archambeaud car, these being Cudini, Bernard Darniche, and the fast French lady Marie-Claude Beaumont.

Last of the new cars on parade in France was the March 74S, and this too was little changed from last year, the Bicester-based company openly admitting they had preciously few hours to spend on development of the car, due to their heavy single-seater commitments. However, they have given their blessing to an Antar petrol backed car driven by the Frenchman Jean Ragnotti.

With new cars from each of the leading five manufacturers, the scene was set for an intriguing battle, but it was the Alpine-Renaults which dominated practice, with Jabouille on pole position, Cudini alongside him, and Larrousse fourth quickest. Bram-

Continued overleaf

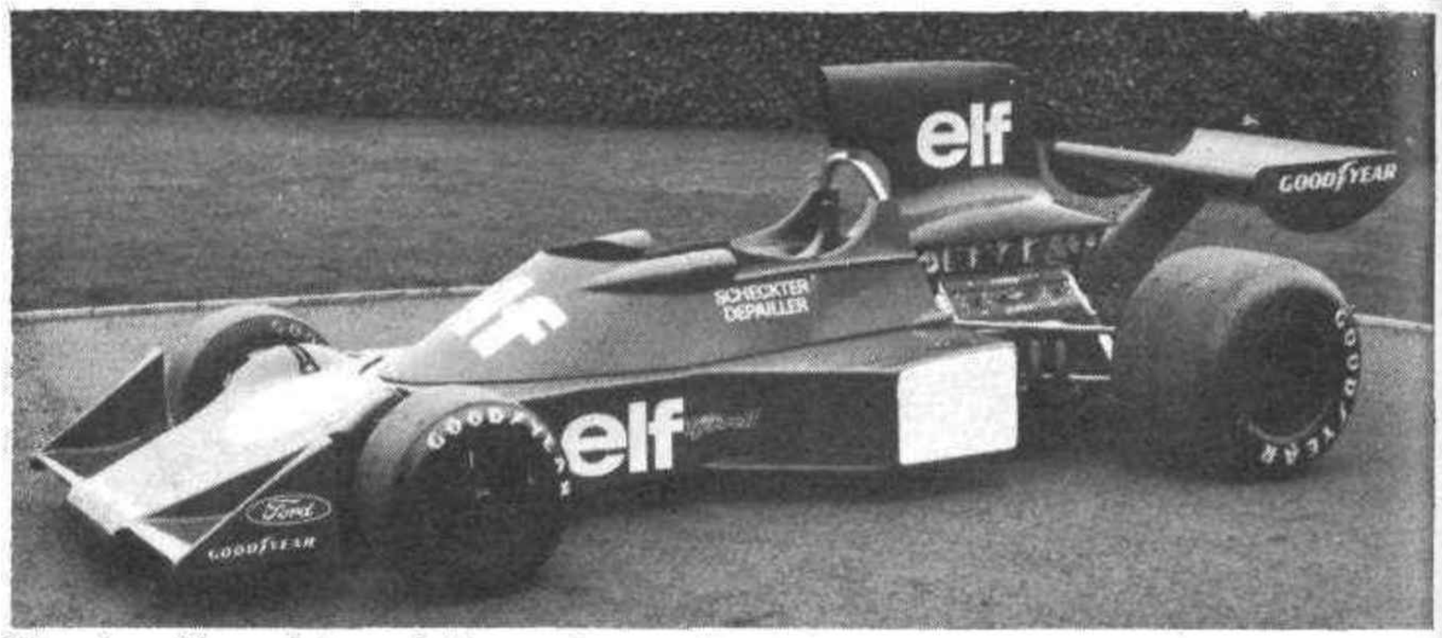
Results :

TROPHEE PAUL RICARD—April 7th, 1974—68 laps—221.935 kilometers

1st :	Alain Cudini (2.0 Alpine-Renault A441)	1 hr. 28 min. 53.9 sec.—149.790 k.p.h.
2nd :	Jean Ragnotti (2.0 March-BMW 745)	1 hr. 29 min. 49.9 sec.
3rd :	John Lepp (2.0 Chevron-Hart B26)	66 laps
4th :	Raphael Barrios (1.9 Chevron FVD B23)	66 laps
5th :	Frank Sytner (1.9 Chevron FVC B23)	66 laps
6th :	Ian Grob (1.9 Chevron FVC B23)	65 laps

Fastest Lap : Jean-Pierre Jabouille (2.0 Alpine-Renault A441), 1 min. 55.8 sec.—155.007 k.p.h.

New Tyrrell Formula One car



There is nothing unduly revolutionary about the Derek Gardner-designed Tyrrell 007.

ALL THINGS being equal, though in motor racing they seldom are, the 1974 Tyrrell Formula One should have made its first public appearance at the Spanish Grand Prix as these words are being read. When Ken Tyrrell had his first car designed by Derek Gardner in 1970 he did not think he was going to become a manufacturer, with a series of cars, or at least that is what he said. Since the introduction of 001 Tyrrell at the Oulton Park Gold Cup meeting in 1970, especially for Jackie Stewart, there followed 002, 003, 004, 005, 006 and 006/2, and at times Elf Team Tyrrell fielded three cars in certain races. Now a new series of cars has begun with 007 and 007/2, for the new Tyrrell drivers Scheckter and Depailler. The first of the new cars was presented to the Press at an Elf-sponsored party in Paris in early April and a small group of Press people were allowed to inspect the car as it was being finished off in the small workshop of the Tyrrell Team in the woodyard of Ken Tyrrell, Timber Merchant, at Ripley in Surrey.

There is nothing unduly revolutionary about the new car as far as conception is concerned, though everything is newly designed, but it represents Gardner's interpretation of all the knowledge gathered with the earlier cars together with the results of various experiments carried out over the last eighteen months. The central monocoque section is in aluminium with flat surfaces everywhere and side pods of fibreglass containing the obligatory deformable structure and the ducts for the side mounted radiators are attached to the monocoque. The wheelbase of the new car has been increased from 96 in. to 102.08 in. and this extra length has been introduced between the engine and the back of the cockpit, unlike the McLaren where it has been introduced between the engine and gearbox. Gardner tried this idea on one of his earlier cars and decided it was not the way to go in the interests of weight distribution; also, he needed space behind the driver for part of the fuel load. Around this space is a large roll-over hoop, which is like earlier Tyrrells in being a full oval, running under the car as well as over it, and it forms the anchorage for numerous vital components such as radius arm mountings as well as mountings for the Cosworth V8 engine. The Hewland gearbox has inboard brake mountings and an alloy casting under the sump acts as a reservoir for the gearbox oil, which has Gardner's own dry-sump system, and at the same time as pick-up points for the lower wishbones. The Hewland gearbox normally relies on the gear wheels splashing oil about the place for its lubrication, which Gardner was never very fond of, so he designed his own dry-sump system with pressure jets squirting the oil where it was most needed.

The rear suspension is by longitudinal torsion bars within torsion tubes (like a 1970 Lotus 72) actuated by links from the conventional rear end layout. At the front the suspension is by fabricated sheet steel wishbones with a tubular link from the lower one operating a rocking arm pivoted above the upper wishbone, the inner end of this arm operating on an inboard coil spring/damper unit. Front brakes are inboard, (everyone comes round to Chapman thinking in the end, it seems) following experiments carried out on earlier cars and have an interesting cooling feature in that an air duct from the nose takes air into the hollow fabricated brake disc bearing mounting and then into the centre of the disc from where it is centrifuged through the radial slots in the brake disc. Lockhead brake calipers, with four pads, are of a new design especially for mounting on the lower part of the disc under the car and in the air stream.

Again, as a result of earlier experiments, the nose is wedge-shaped and fairly pointed, the Tyrrell "bluff" full-width nose being abandoned. At the ends of the nose fins are tall slim air deflectors channelling the air between the front wheels and the bodywork, in the direction of the intakes for the side radiators. The rear aerofoil is on the latest "banana" shaped pattern and the engine air intake is tall and thin rather than short and fat. While there is nothing new or revolutionary about the new Tyrrell it is all of sound, logical design and stems from practical, clear thinking, which has been the hallmark of Ken Tyrrell's Formula One team since its inception. With support from Goodyear tyres, Ford-sponsored engines and Elf petrol and oil the Tyrrell is still highly respected in Formula One, even without Jackie Stewart as the number one driver, and in spite of the sad and sudden loss of Francois Cevert at Watkins Glen last year, just when he was lined up to take over team leadership. – D.S.J.



The 007's torsion-bar rear suspension was tested on the old series Tyrrell in South America earlier this year.

Rocker arm operation of the inboard front suspension gives rising rate characteristics.



EUROPEAN 2-LITRE SPORTS-CAR CHAMPIONSHIP

Continued from previous page

billa's Abarth was third fastest, but the Italian team had a terrible weekend with all three cars being crashed in practice due to tyres detaching themselves from the rims which had no retaining studs fitted. The race was somewhat of an anti-climax, for Jabouille failed to start when the flag dropped as his starter motor had jammed, and Cudini and Larrousse simply tore away from the opposition and looked set for a fine 1-2 result. However, Larrousse was forced to retire with a defunct petrol pump, leaving Cudini almost 1 mile in the lead, a lead he kept to the end of 221 kilometres. Ragnotti brought his March home in second place, whilst Lepp finished third, two laps down. The Abarth challenge fizzled out early in the race, when Brambilla retired with no clutch, Craft's engine over-heated, and Lafosse also retired with a broken gearbox.

With each year that passes, this Championship becomes more and more competitive, and now that a fourth challenger is on the scene, 1974 has all the ingredients of being the best season yet.—H.G.W.

The Daily Express International Trophy Meeting

A splendid motoring garden party

SILVERSTONE, April 6th/7th

ONE GOOD THING about British sponsors is that they expect their teams to appear at British meetings and because of this there were some hurried returns from Sunny South Africa on the part of Lotus, McLaren, Surtees and Lola and with them came Brabham, BRM and Hesketh, to take part in the 40-lap Formula One race at the annual BRDC motoring festival at Silverstone. The oil crisis in the winter had caused the South African Grand Prix to be postponed until March 30th, a week before the Silverstone event, but air travel being what it is the closeness of the dates did not affect the entry. Ferrari and Tyrrell never had any intention of taking part.

The non-championship International Trophy, organised by the BRDC, has always stood on its own and now in its twenty-sixth year, the entry was well up to previous standards. It is this type of event which is needed for new cars to be made raceworthy and new drivers to gain Formula One experience; the principle of dropping a new driver and new car in at the deep end, straight into a World Championship Grand Prix, is very unsatisfactory and without events like the International Trophy newcomers would never get a chance to join in Formula One racing. Team Lotus used the event to try to get their 1974 car raceworthy, doing the reverse of what they did for the Race of Champions last month. They entered a Lotus 72 and turned up with a Lotus 76—JPS/9 for Peterson, but whereas the old car excelled itself at Brands Hatch (or was it the driver?) the new one did not behave at all well. March Engineering did a Rent-a-Car act with their Beta Tools sponsored car 741/2, with the Japanese driver Noritake Takahara at the wheel. The divided McLaren team produced a brand new car, M23/7, for Hailwood and his Yardley sponsors, and Hulme had Texaco-Marlboro's McLaren M23/4 and Emerson Fittipaldi went home after the South African race. Reutemann also returned home, the Argentinian racing supporters waiting to welcome him in a big demonstration of wild enthusiasm over his victory in South Africa. The only Brabham competing was the updated BT42/3 for Robarts, the whole outing being a fairly leisurely one for the Brabham team. BRM entered Beltoise with their new car, but it was Migault who took number 9 with a P160, accompanied by Pescarolo with a similar car. The Shadow team ran DN3/2A for Jean-Pierre Jarier and used the meeting to sign up Brian Redman for their second entry in future races. Team Surtees had rebuilt TS16/03, wrecked in practice at Brands Hatch, and again Jochen Mass was driving it, and Morris Nunn had two Ensigns in the paddock, his 1973 car and his 1974 car, the newer one having a slightly longer wheelbase achieved by angling the front wishbones forwards. In addition there are numerous small improvements and changes to the suspension mounting points and the geometry. Although von Opel was entered to drive one car, and a last-minute entry was made for Ganley in the second car, it turned out that Brian Redman drove both of them in practice, preferring the handling of the 1974 car even though he went slightly faster in the 1973 car, probably due to it having a better engine.

A new car on the Formula One scene was the Token, a one-off special built by the now defunct Rondel Formula Two team, the new name Token being derived from the Christian names of the two businessmen who are financing the project, Tony Vlassopulo and Ken Grob. Designed by Ray Jessop the car is very small by Formula One standards and is neat and tidy, being orthodox in its construction around a Cosworth V8 engine and Hewland gearbox. The new driver for this new car was Tom Pryce, but delays in finishing the car off in the paddock limited his practice, and gear-change trouble put him out of the race.

The Hesketh team were in full cry, being virtually on his Lordship's doorstep, and James Hunt was in great form, making the fastest lap in the two practice sessions with a resounding 1 min. 16.7 sec. on Friday, faster than Peterson's lap record of 1 min. 17.5 sec., but not quite as quick as the Swede's practice lap of 1 min. 16.3 sec. at last year's British GP. On Saturday Hunt was still fastest, with 1 min 17.0 sec., his nearest challenger being Mass with 1 min. 18.4 sec. Graham Hill's Embassy-sponsored team, who enter the Lolas as "Embassy Hill Lola Ford Cosworth DFV" (forgetting Hewland and all the other contributors to the assemblage of parts that creates a Formula One car), were back from South Africa and at full strength with Guy Edwards in the original car, Hill in the second car and while they practised HU3 was being completed in the paddock in readiness for some testing when the meeting was over. In detail all three cars differed enormously, in things like rear suspension members, radius rod attachment points and so on, the design having yet to be finalised. John Nicholson was giving his Pinch Plant-sponsored Lyncar another outing and Chris Amon got as far as first practice with his Amon car, but after 16 rather steady laps the car was taken away for some further development work, a front hub assembly giving trouble.

In order to add substance to the field of 15 Formula One cars, the faster Formula 5000 competitors were allowed to join the list, the selection being from the results of a 20-lap race held on Saturday afternoon. Each group had its own practice sessions so that they only came face-to-face, or nose-to-tail, when they assembled on the grid on Sunday afternoon for the 40-lap International Trophy, so that neither group had had an opportunity to get to know one another at racing speeds. Not being hamstrung by GPDA and World Championship rules the BRDC were able to assemble a reasonable grid with three cars on the front row, and the rest in alternate rows of two-three-two. Hunt was firmly on pole position with 1 min. 16.7 sec., with Peterson alongside him in JPS/9 with 1 min. 18.4 sec. and Mass (Surtees TS16) on the far left with an identical time. Then came the "motley McLarens" with the equal time of 1 min. 18.5 sec., with Hailwood on the right and Hulme on the left, followed by Migault (BRM), Hill (Lola), and Pescarolo (BRM) and behind them Redman (Ensign) and Jarier (Shadow). Gethin in the first of the Formula 5000 cars was next, ahead of Robarts, Takahara and Edwards in Formula One cars, and Nicholson was behind amongst the remainder of the F5000 cars, while Pryce (Token) was alone on the back row. Although Redman had won the Formula 5000 race with a Lola-Chevrolet V8 he elected to start in the Formula One section with the latest Ensign.

The start of the main race was at 3 p.m. on Sunday, before a crowd of 32,000 spectators, in dry, sunny conditions with a sharp breeze blowing, and as the flag fell Hunt shot off the line and then the Hesketh hung fire as the clutch started to slip, and Mass and Peterson took the lead, followed by Hailwood and the rest. Easing his foot off the accelerator, Hunt cruised along as far as Becketts, when the clutch cooled off and gripped properly and he could start racing from way at the back of the field. Drivers with a lot more experience have been known to burn their clutches out completely once they started to overheat, so full marks to Hunt for having a sensitive right foot and the



Hunt the patriot had a popular win for Le Patron.

ability to think clearly under duress.

For one lap Mass had a moment of glory in the lead and then Peterson went by and the new Lotus drew away into a commanding lead, looking very sleek and purposeful. The electrically-operated clutch mechanism and bifurcated brake pedal had all been removed before practice and Peterson was driving normally, but the general balance and handling of the car had taken a long while to come near to his liking, and even now was not perfect. Hailwood took second place on Laps 3 and 4 and then disappeared into the pits with trouble in the new experimental clutch that McLaren's are trying and before half-distance Hulme had joined him for the same reason, although he had stopped because everything was vibrating and shaking about. Hunt disposed of all the Formula 5000 cars as if they weren't there, and picked off the Formula One cars at the rate of one a lap until he was in third place on Lap 8. It took him a few laps to deal with Mass, and then he set his sights on the two rear aerofoils of the Lotus and by half-distance was within striking distance. By Lap 22 he was right behind Peterson and was finding out that to catch the leader is one thing, but to overtake him is another matter altogether. Peterson's left rear tyre was developing nasty bubbles due to overheating, as had other Goodyears on other cars already, and the knobbly effect was giving the Swede a bad time. On Lap 28, to the cheers of the crowd, Hunt took the lead, a British driver in a British car in the lead (one could even say an English driver in an English car). For two laps the Lotus lay in second place and then it failed to come round, the engine having seized, and a disappointed Peterson left it where it died and disappeared. Hunt sailed on to a resounding victory, recording the fastest race average of any International Trophy race with 133.58 m.p.h., but missing the lap record by one-tenth of a second.

Such was his performance that he overshadowed anything else that was happening, but Mass drove a good race, finishing second after Peterson retired and Jarier out-drove Pescarolo to snatch third place by a fifth of a second. Migault, Hill and Redman had a good scrap until the Ensign crossed the Lola's slipstream in the middle of Woodcote corner and, completely off-balance, Redman found himself on the grass and the nose of the Ensign was badly damaged. He continued to the finish, but the front of the car lost adhesion and he had to run at a reduced speed and dropped two places in consequence. Hill's chase of the Frenchman in the BRM ended when he went off the road, the broken ball-joint on the left front upright being the cause or the effect, it was not quite clear. All this let Nicholson up into sixth place, he having to try hard to get ahead of Gethin's F5000 car, while Edwards and Takahara never did get near the faster F5000 cars.

Looking back on the history of the International Trophy race in 1952 when Britain was struggling to get a foothold in Formula Two, Lance Macklin won with an HWM, giving our morale a good boost. In 1956 when we were struggling to get a foothold in Formula One, Stirling Moss won with the Chapman-inspired Vanwall, which really started things going in the right direction, coming as it did only a few months after Tony Brook's great victory at Siracuse with the B-type Connaught. In 1970 the "Pechvogel" of Grand Prix racing, Chris Amon, had his one and only victory and now, when every race winner seems to be a foreigner or a colonial, English James Hunt, in M'Lord's English racing car has had a very popular victory, greatly appreciated by all those who live south of Hadrian's Wall.

While the International Trophy was the main event of the meeting, it was by no means the only one, for on Saturday there were three separate 7-lap heats for Formula Ford cars, with as many as 28 cars in a heat so that there was some close racing and not a little touching. The winners of the three heats were John Murphy (Hawke), Jim Walsh (Dulon) and Gordon Smiley (Merlyn) and they went into the final, which was held on Sunday, along with 33 others who had finished well up in their heats. The final was held near the end of the day, over 12 laps, and it saw the usual multi-car accident with bits of Formula Ford cars all over the place, but through it Gordon Smiley emerged the winner, with Richard Hawkins (Dulon) second and Patrick Neve (Lola) third, with Hawkins being credited with fastest lap in 1 min. 41.0 sec., a speed of 104.33 m.p.h.

Immediately after this final there was a 10-lap race for Historic racing and sports cars in the JCB series, which Neil Corner won in a brand new 1959 front-engined 2½-litre BRM, built and entered by Tom Wheatcroft's Donington Collection, and the BRM's fastest lap was also in 1 min. 41.0 sec. This was equalled by Green's Lister-Chevrolet, but his pursuit of Corner was marred when the bonnet fixing straps broke. Among the entry in this "parade of old cars travelling at characteristic speeds" were some very pleasant machines, such as Potter's 4.4-litre Ferrari 121LM, a vast 6-cylinder from 1955, Mann's 3-litre 4-cylinder Monza Ferrari, driven on the road from London to Silverstone and home again afterwards, Weldon's Connaught B2 owned by Rodney Clarke, the originator of the Connaught car, and a rare Jaguar XKSS.

The other races held over this garden-party weekend were a 20-lap event on Saturday afternoon for Formula 5000 cars, which Brian Redman won from Peter Gethin and David Hobbs, at the respectable speed of 130.23 m.p.h., with a fastest lap in 1 min. 19.5 sec., and on Sunday there were events for Formula Atlantic and saloon cars. The Formula Atlantic cars opened Sunday's day of speed and excitement, with a 17-lap race, won by Tony Brise in a March from Choularton and Nicholson, and the saloon car race, also over 17 laps, was a four-class affair for Group 1 cars which included everything normally seen on the public roads (or so I am told!) from Chevrolet Camaro to VW Passat. From this vast variety of saloon cars four were picked out as winners, racing motorcyclist Stuart Graham in a Castrol-sponsored Camaro being overall winner of this round in the Castrol Anniversary Championship which was very fitting.

With superb weather over the whole three days Silverstone was at its best and the whole of the centre of the airfield was like a vast relaxed garden party, with groups of people occasionally dashing off for a dice round the outside of the field, and when it was all over the new one-way traffic system appeared to disperse the sizeable crowd very smoothly.

D.S.J.

Results :

26th DAILY EXPRESS INTERNATIONAL TROPHY—Formula One and Formula 5000
40 laps—188.4 kilometres—Dry

1st :	J. Hunt (Hesketh 308/1)	52 min. 35.4 sec.—214.98 k.p.h. (133.58 m.p.h.)
2nd :	J. Mass (Surtees TS16/03)	53 min. 12.4 sec.
3rd :	J-P. Jarier (Shadow DN3/2A)	53 min. 34.6 sec.
4th :	H. Pescarolo (BRM P160/10)	53 min. 34.8 sec.
5th :	F. Migault (BRM P160/05)	53 min. 53.9 sec.
6th :	J. Nicholson (Lyncar F1)	1 lap behind
7th :	P. Gethin (Chevron B28)	1 lap behind—First F5000
8th :	B. Redman (Ensign MN02)	1 lap behind
9th :	G. Edwards (Lola T370/HU1)	1 lap behind
10th :	T. Pilette (Chevron B28)	1 lap behind
11th :	N. Takahara (March 741/2)	1 lap behind
12th :	A. Dean (Chevron B24)	1 lap behind
13th :	L. Lombardi (Lola T330)	1 lap behind
14th :	R. Robarts (Brabham BT42/3)	2 laps behind

Fastest Lap : Formula One: J. Hunt (Hesketh 308/1), in 1 min. 17.6 sec.—218.53 k.p.h. (135.79 m.p.h.).
Formula 5000: I. Ashley (Lola T330), P. Gethin (Chevron B28) } in 1 min. 20.2 sec.—211.45 k.p.h. (131.39 m.p.h.).

Retirements : M. Hailwood (McLaren M23/7) lap 6, clutch; B. Robinson (McLaren M19/F5000) lap 8; R. Wunderink (Chevron B24/F5000) lap 10; C. Santo (Lola T330/F5000) lap 13; T. Pryce (Token F1) lap 16; D. Hulme (McLaren M23/4) lap 20, clutch; R. Peterson (Lotus JPS/9) lap 30, engine; G. Hill (Lola T370/HU2) lap 31, broken suspension; M. Wilds (March F5000) lap 36, still running but not classified; D. Magee (Lola T330/F5000) lap 36, still running but not classified; I. Ashley (Lola T330/F5000) lap 37; T. Belso (Lola T330/F5000) lap 39.

26 *starters* — 14 *finishers.*

FORMULA FORD (Final)—12 laps—56.52 kilometres

1st :	G. Smiley (Merlyn Mk. 25)	20 min. 39.0 sec.—164.24 k.p.h.
2nd :	R. Hawkins (Dulon MP15B)	20 min. 39.4 sec.
3rd :	P. Neve (Lola T340)	20 min. 43.2 sec.

Fastest Lap : R .Hawkins (Dulon), 1 min. 41.0 sec.—167.90 k.p.h.

FORMULA ATLANTIC—17 laps—80.07 kilometres

1st :	A. Brise (March 733)	24 min. 33.0 sec.—195.71 k.p.h.
2nd :	S. Choularton (March 73B)	24 min. 35.8 sec.
3rd :	J. Nicholson (Lyncar)	24 min. 38.8 sec.

Fastest Lap : A. Brise (March 733), 1 min. 25.0 sec.—199.51 k.p.h. (*new record*).

FORMULA 5000—20 laps—94.20 kilometres

1st :	B. Redman (Lola T332-Chevrolet V8)	26 min. 58.3 sec.—209.58 k.p.h.
2nd :	P. Gethin (Chevron B28-Chevrolet V8)	26 min. 59.7 sec.
3rd :	D. Hobbs (Lola T330-Chevrolet V8)	27 min. 01.0 sec.

Fastest Lap : B. Redman (Lola T332), 1 min. 19.5 sec.—213.31 k.p.h.

SALOON CARS—17 laps—80.07 kilometres

Class A—Over 4,000 c.c.:	**1st** :	S. Graham (Chevrolet-Camaro)	30 min. 19.8 sec.—158.42 k.p.h.
Class B—2,501-4,000 c.c.:	**1st** :	P. Hanson (Opel Commodore 2.8-litre)	31 min. 10.0 sec.—154.16 k.p.h.
Class C—1,601-2,500 c.c.:	**1st** :	A. Rouse (Triumph Dolomite)	31 min. 42.0 sec.—151.57 k.p.h.
Class D—Up to 1,600 c.c.:	**1st** :	S. Clark (Alfa Romeo Jnr.)	16 laps—145.89 k.p.h.

Fastest Lap : R. Lloyd (Chevrolet-Camaro), 1 min. 42.8 sec.—164.90 k.p.h.

DICK JACOBS—

Continued from page 436

the 1600 class disaster struck at the May Silverstone meeting when a wheel came off his car, which was wrecked, and Waller spun dramatically at Woodcote in full view of the television cameras and consequently Mrs. Waller sitting at home in High Wycombe. The result was that Waller, a dentist, decided to stop racing in case damaged limbs should prevent him carrying out his profession and the following day he sold his Magnette to Jacobs to replace the Foster car, a timely move, for it enabled Foster to win the 1600 c.c. class in the Championship, won overall that year by Jack Sears in the works A105.

The MG-A Twin-Cam had been announced in July the same year, Jacobs acquiring one of the first. In spite of opposition from the BARC, who thought this absolutely standard car would be too slow, it was entered for Foster and Tommy Bridger in the Tourist Trophy at Goodwood in September and finished 14th overall and third in the 2-litre class behind two works Porsches. Encouraged by this and a second in class in a one-hour race at Snetterton, Jacobs decided to attempt a full season with a team of two GT cars and 1 MTW, the Foster Twin-Cam, was joined by Roy Bloxham's identical 2 MTW, Jacobs stressing that both cars and drivers should receive exactly the same treatment. Through the winter the two cars were fully modified and over 2 cwt. chopped off their weight by replacing all unstressed steel panels with aluminium. The MG factory, who had given no help with the Magnettes, had been encouraged to co-operate with Jacobs again by the Magnette class win and now with the Twin-Cams, particularly because it was a new model and they were interested in racing development, they agreed to do most of Jacobs' engine work. That first full season resulted in six firsts, including a class win for Gil Baird, driving Foster's car in the *Autosport* Three-Hour Race, four seconds, three thirds and a fair amount of teething troubles.

By the end of the 1960 season, in which Tommy Bridger drove 2 MTW, which Jacobs had purchased from Bloxham, a total of 56 entries had been made for the Twin-Cams, mostly for both these light-green cars, in either 2-litre or 1600 classes or events, out of which they had finished in the first three no less than 36 times, a pretty fair argument against the Twin-Cam's reputed bad reliability record. The season had its drama when Tommy Bridger wrote off 2 MTW's aluminium body at Goodwood in the TT when a tyre burst, an accident for which Jacobs blames himself for not calling Bridger in for a tyre change. The car raced again the following weekend with a new steel body taken from the Mill Garage rafters. The season and Jacobs' Twin-Cam team ended on a high note with the *Autosport* Championship and the Three-Hour Race at Snetterton: the cars won the 1600 c.c. class in the Championship, were promptly put up for sale and today are still running, both owned by Roger Daniell.

There followed a lapse in the Jacobs' team when the MG Midgets intended to replace the Twin-Cams were delayed, but in the meantime Jacobs fed John Thornley with the idea for a fixed-head racing Midget. In January 1961 Jacobs had bought second-hand, 18 months' old, one of the first six DB4s, "the one which Gilly Tyrer bought new and stuffed through the hedge at Prescott". By chance he had a *Motor* road-test of the DB4 on his desk when the first publicity material on the new Midget arrived. Coincidentally the catalogue side drawing was the same length as the *Motor's* DB4 drawing and it struck Jacobs that below the waistline the DB4 and the Midget were exactly the same shape. With tracing paper he confirmed this and transferred the Aston's fixed head to the top of the Midget. It was a perfect match and Jacobs shot off to Abingdon, saw John Thornley and by the end of the afternoon the drawing office staff had sketched the suggested fixed-head Midget and John Thornley had given Syd Enever permission to build it. So began the history of the famous MG Midgets, though because of production problems it was to be another 15 months before the new light-green cars were ready, for Whitsuntide Goodwood in 1962. Three had been built at Abingdon—two for Jacobs and one for John Milne in Scotland. All had new wind-tunnel-designed noses which required 13 b.h.p. less to propel the cars at 100 m.p.h.

Andrew Hedges was brought into the team to replace Tommy Bridger, who had retired, a limited company was formed to run the racing team, mainly for tax reasons, and a two-car transporter acquired, a real luxury, for all the previous Jacobs cars, including the Twin-Cams, had been driven to races. These little Midgets, now owned by Syd Beer, of Houghton, Huntingdonshire and occasionally raced by his sons, were to become legendary in their day. In the first half-season in 1962, 10 events were entered, a total of 22 individual entries, and the Midgets were placed in the first four 13 times. In 1963 the two cars ran in 14 National and International GT races, finishing in the first four places 20 times, while 1964 saw 11 events entered with 15 places in the first three. Amongst the most notable of their generally remarkable successes were finishing first and second in their class in the International Guards Trophy meeting at Brands Hatch for three years running, including finishing seventh overall behind five Ferraris and an Aston in 1962, and perhaps their finest success ever, finishing first and second in the 1300 prototype class and being first British cars home in the 1964 Nurburgring 1,000-Km. race, and Alan Foster's brilliant drive in the wet to third overall behind Graham Hill in the Coombes lightweight E-type and Roy Salvadori's Cooper Monaco in a 25-lap international sports car race at Snetterton in 1963.



Foster and the Jacobs Midget paddling to that brilliant 3rd overall at Snetterton.

Engines in these two cars varied from 972 c.c. in early 1962 to 995 c.c. and then, when the 1098 engine was announced this was fitted to the Midgets in 1139 c.c. guise, finally replaced by 1293 c.c. engines. Throughout the lives of these wonderful little Midgets, utterly immaculate as all Jacobs' cars have been, Hedges ran 770 BJB and Foster 771 BJB. They were co-driven on essential occasions by Keith Greene and Chris Martyn.

In the first year of the Midgets Jacobs was sidetracked into entering an MG 1100 in the International Six-Hour Saloon Car Race: Foster and Hedges carried off a win in the hardest-fought class of the race. The following year the same car finished fourth and then rejoined the Jacobs family as a run-about. Ostensibly Jacobs retired from racing when the works-owned Midgets were returned to the factory at the end of 1964 (and one of his greatest regrets was that he was unable to purchase one), but made a re-appearance two years ago when he entered an MG 1300 in the Group 1 Championship for Alan Foster. Last year Jacobs helped out Alan Foster with a Morris Marina in Group 1 and this year he will become even more treacherous to the Octagon (for British Leyland's lack of courtesy has thrown most of his marque allegiance to the winds) when he runs the pit for the Gp. 1 Escort RS 2000 of Alan Foster, now the boss of the London Sportscar Centre.

Jacobs, now 59, is uncertain how he will fill his time in the future now Mill Garage has disappeared for ever. One thing he ought to do is to write an autobiography, for his wealth of amusing anecdotes would merge well with the detailed history of his career. Certainly he won't lose his interest in motor racing: "It's one of those things that gets into your blood. But I don't reckon when you talk about today's racing that it's any more interesting because it's faster. It's not the actual speed which counts—it's all relative. When the Formula One cars were lapping at about 95 m.p.h. we were lapping at 70 m.p.h. The F1 cars made more noise, but the class-leading saloon cars and production cars like the TDs, got a terrific cheer from the crowd, so it would seem that increasing lap speeds up to 130 m.p.h. hasn't made motor racing any more exciting for the spectator."—C.R.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



ANOTHER PERIOD PICTURE.—A London garage in the nineteen-twenties. Its location, and the identity of some of the cars depicted, are revealed in the letter from Mr. P. Child on page 448.

LIGHT CARS AT LLWYN-BARRIED
(March 30th/31st)

OVER THE last week-end in March the Light Car Section of the VSCC held its annual driving-tests and trial in Radnorshire. This was in lieu of an emulation of the Light Car Trial run in these parts by the RAC in 1924, this exercise having been deemed imprudent by the RAC of 1974 in case it had an adverse effect on the World's fuel reserves. . . .

Saturday was occupied with driving-tests at the Royal Welsh Showground at Builth Wells, tea with the Editor, and dinner at the Glen Usk Hotel in Llandrindod Wells. From an entry of 27, there materialised 22 light-cars, absentees including a Salmson and Blake's Austin 7 which had stripped its crown-wheel beforehand, while Rosemary Burke, who had entered two Morris Minors, a two-seater and a saloon, was delayed with o.h.c. disorders *en route*. A spectating vintage D-type Vauxhall was having its engine rebuilt at Builth. Seven complicated tests were completed in a couple of hours, one of these a ball game. In another, drivers were required to park on small discs, driving forwards and in reverse. A tragedy befell Hamilton-Gould in the latter test, because he stopped on one disc absolutely spot-on, but with the o/s instead of the n/s wheel, an error of some 47 in., or just about the track of his 1921 Citroën. Tony Jones' Austin sheared an axle key in the first test but this was quickly rectified.

Sunday's hills were difficult, in spite of fine weather, numbers 3 and 4 in particular. But Arnold-Forster demonstrated the truly remarkable low-speed torque of the 1921 GN, which Hughes' 1927 Austin Chummy emulated on the second of these grassy ascents. In contrast, Higgins' 12/25 Humber two-seater was having a bad time, not helped by front brakes which locked on; it eventually became bogged-down on another section and had to be towed out backwards by the Club's Bedford van. Neither Costigan's Austin 7 coupé nor Jones' Austin Chummy had any difficulty. Diffy's Humber 9/20, driven by Morgan as well as by its owner, was impressive for a long-wheelbase touring small car laden with a vast trunk. Alas, Ianson's Humber 9/20 had run its big-ends, Rouse's Morris Minor suffered from clutch slip to which the Humbers were also prone, and Newton's 8.9-h.p. disc-wheeled Swift was hampered by a dubious magneto. That two different drivers of two different Humber 9/20s switched the ignition off at crucial moments by accidentally retarding the ignition must, I suppose, be a lesson in ergonomics! Interesting runners were Hill's boat-tailed 1929 Triumph Super Seven two-seater, which was quite a useful trials car, and Hilton's 10.8-h.p. Clyno two-seater with Henley spare tyre. Baker's Fiat 509 two-seater was an unexpectedly good performer on the hills, but by now Liz Bell's 10/23 Talbot had retired with a leaking water-pump and a suspected blown head gasket. Reed's fabric-bodied Austin 7 two-seater did quite well up Section 3 but suffered a mysterious loss of power on Section 4. Condon made a brave but unavailing show in his AC, on beaded-edge tyres. When these gradients were attempted a second time a churned-up ridge on Section 4 defeated even the GN's two lusty cylinders and gave Keith Hill's Land-Rover winch a busy time.

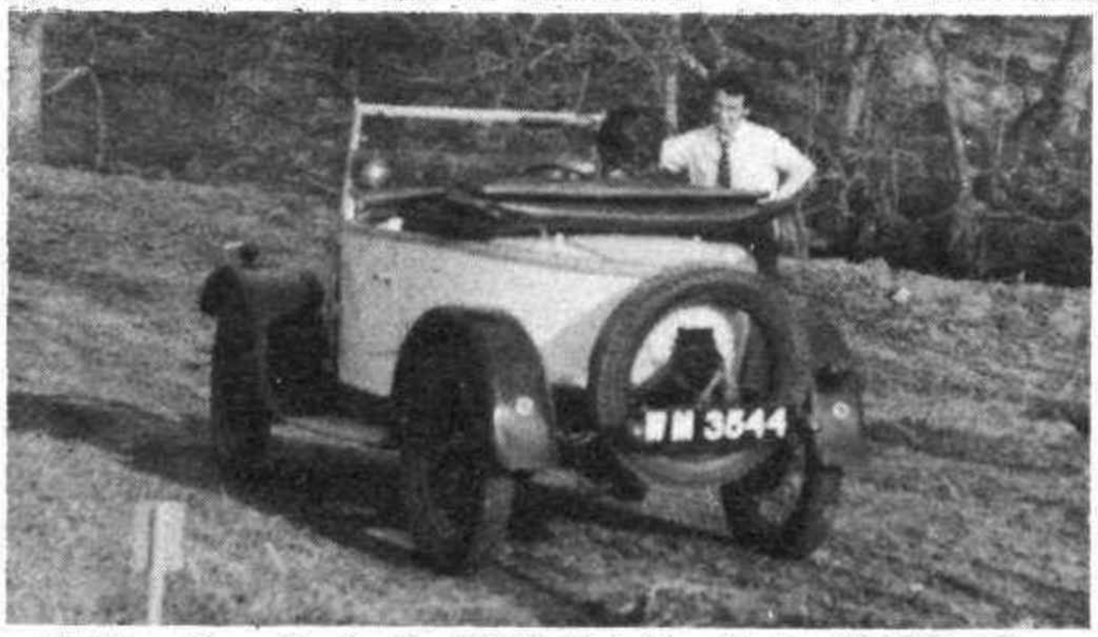
The results were announced after lunch at the "New Inn" at Newbridge-on-Wye, when it was seen that Spencer's ex-Winder Austin Chummy, with magneto-engine, 3-speed box, 5.25 axle-ratio and a motley collection of tyres had just beaten Tony Jones' coil-ignition, 3-speed, 4.9 axle-ratio, Goodyear-shod Chummy. But it was a close-run thing, because Spencer's magneto expired a few miles later and he had to beg a tow from a Humber!—W.B.

Results :

Llwyn-Barried Trophy (Best overall performance): D. Spencer (1928 Austin 7).

Driving Tests :
First Class Awards : C. Hamilton-Gould (1921 Citroën) and R. Reed (1930 Austin 7).
Second Class Award : A. Jones (1929 Austin 7).

Trial:
First Class Awards : M. Costigan (1929 Austin 7) and D. Spencer (1928 Austin 7).
Second Class Award : J. Hill (1929 Triumph Super Seven).



An interesting entry for the VSCC Light Car Section Welsh Trial was this 1929 Triumph Super Seven three-seater—complete with improvised breather for its worm-drive back-axle.



Assistance for the Clyno 10.8 h.p. two-seater on one of the "sections" used for the VSCC Light Car Trial on March 31st.

Vintage Postbag

V-E-V Odds & Ends.—Our correspondent who queried why Mumm, the champagne people who sponsor vintage racing, should need to build a *replica* of Raymond Mays' famous Bugatti *Cordon Rouge* when the original car still exists seems to have been misled by a Reg. No., which is apparently the one used on the ex-Mays, ex-Taylor car, but, in fact, the Bugatti now carrying it is, we are informed, a long-wheelbase Type 23 and *not Cordon Rouge*. So Mumms can go ahead with a clear conscience in creating a replica but we hope it is a replica, made from Bugatti parts as far as possible, and not simply an imitation. Like, for instance, the so-called "Classic Replicar 'Buggati' (*sic*)" from California, which is a fibre-glass construction kit for mounting on a Volkswagen Beetle chassis, although we note from an illustration that the bonnet of this imitation "Buggati" is inscribed "1927 Bugatti 35B". . . .

Arising out of the first part of W.B.'s article on the Leyland Eight, Owen Wyn-Owen writes to say that when he required some front axle parts for "Babs" during its rebuild, he asked Leyland Motors whether they could help, as Parry Thomas had used a Leyland Eight front axle on the car. They found such an axle and the significant thing is that it was a front-brake axle, and was accompanied by drawings showing "a beautiful front-wheel-brake arrangement", which is proof that Leyland did devise such a braking system for the Leyland Eight.

A 1932 Type 30S Alpine Steyr two-seater is being restored in Essex. It was found on a farm in Tipperary four years ago and is apparently completely original. The reader who owns it enquires whether there are any more Steyrs in the UK? His has a body by J. Neuss of Berlin. The same enthusiast is restoring the 1932 Alpine Team Talbot, RJ 7362, which was converted after the war into a rather sad special and later badly damaged. The intention is to put a Vanden Plas-type open body on it and perhaps drive it again over some Alpine passes. Another restoration concerns a 1927 3-litre Crossley chassis discovered in a Sussex wood where it had lain since the mid-1930s. In spite of this it is quite sound, but requires a radiator. A suitable body is to be made and data about this would be appreciated. A reader who now runs an "immensely rewarding" 1750 Alfa Romeo GT Veloce sold his 3-litre Bentley, CX 6596, in 1954 for £200 and would like to know whether it still exists.

We regret to have to report the death of Mrs. S. G. Maudslay, whose husband founded the Standard Motor Co. in 1903. Mrs. Maudslay was 92 and in 1966 she opened an exhibition of Standard cars at the Herbert Museum in Coventry, taking much delight in telling of her driving experiences with almost every model on display! It is quite astonishing how old racing cars continue to turn up. In Switzerland one of the 1923 V12 GP Delage cars exists in chassis form, lacking an engine because around 1926 this was changed for a V8 Hispano-Suiza aero-engine, in which guise the car was renamed the Becquet Special and run at San Sebastian. Today the chassis frame, axles, steering-gear, radiator and fuel tank exist and the present owner, who was given the car years ago, asks where he can find the correct 2-litre V12 engine for it! The Pre-50 American AC's "Rally of the Giants"

Continued on page 460

Where Are They Now?

Sir,

Brian Finglass was enquiring last month about a sports/racing Delage which he sold to Pat Garland, an Englishman living in Paris.

In May 1948 I was in the Montlhéry Pits during a mixed car and motorcycle race meeting, getting in the way of some chums who were running a Manx Norton ridden by that ace "Bol d'Or" champion, "Tatave" Lefevre. The principal opposition was a Guzzi ridden by Jean Behra. The Guzzi was miles an hour faster but fortunately threw a chain (of Italian make, I hasten to say), allowing "our" Norton to win.

Fired with patriotic pride at this success, imagine my joy at finding a Delage in British racing green running in the main "free formula" race for cars. It had turned up late, Garland explaining that he had fitted new pistons overnight but was hoping for the best. The race was dominated by Chiron and Giraud Cabantous in a pair of very new *monoplace* Talbot Lagos, and I can still recapture the thrill of seeing these rumbling monsters orbiting at what seemed impossible speeds around the rim of the banking, before hurling themselves down the Pit straight.

The Delage ran very well in spite of its stiff engine, but then it always did because it was a very good car indeed. However, I am sure it was *not* the Delage in which I saw Louis Gerard win the 1938 TT at Donington. Garland's car was more upright and less dashing in appearance. Before he owned it, it had run in that mis-named 1939 "Fastest Road Car" event at Brooklands, finishing third behind the Rob Walker Delahaye and the Hugh Hunter Alfa.

Garland graduated to a *monoplace* Talbot Lago, and I believe the Delage went to the States. It should still be there, but I wonder if anyone knows what happened to Pat Garland? A fascinating character, much beloved by the French for whom he represented everything they had ever heard (and a bit more that they hadn't) about the eccentricities of the British. Georges Grignard, the Talbot driver, once told me that Garland never went motor racing without a large travelling bag, bulging with provisions and clothing for an overnight stay, all of which had to be stuffed with him into the Lago's cockpit. Apparently Garland explained that life was full of surprises and that especially in a motor race one could never be sure where one might end up, so he prepared for every contingency! "He didn't care", said Grignard, "whether he finished or not; it was all a huge joke."

Obviously a man who just loved motor racing; it would be good to know more about him.

Callington ANTHONY BLIGHT

A Rolls-Royce Item

From Sir Clive Edwards, Bt.

Sir,

Mr. Gordon-Marshall's interesting picture of the Rolls-Royce used by Alcock and Brown on their drive from Euston Station is not quite correct. The R-R seen in the picture is not the one used by the two aviators. It may have been part of the official cavalcade.

The car they in fact used had no ventilators on the side of the bonnet, and also had two spare wheels. It also had a much lower windscreen than the car shown in Mr. Marshall's photograph.

The registration of this vehicle as used by Alcock and Brown was LA 6016.

Incidentally, Sir Arthur's son was killed in the Battle of Britain. Thus continuing the service to his country as shown by his father.

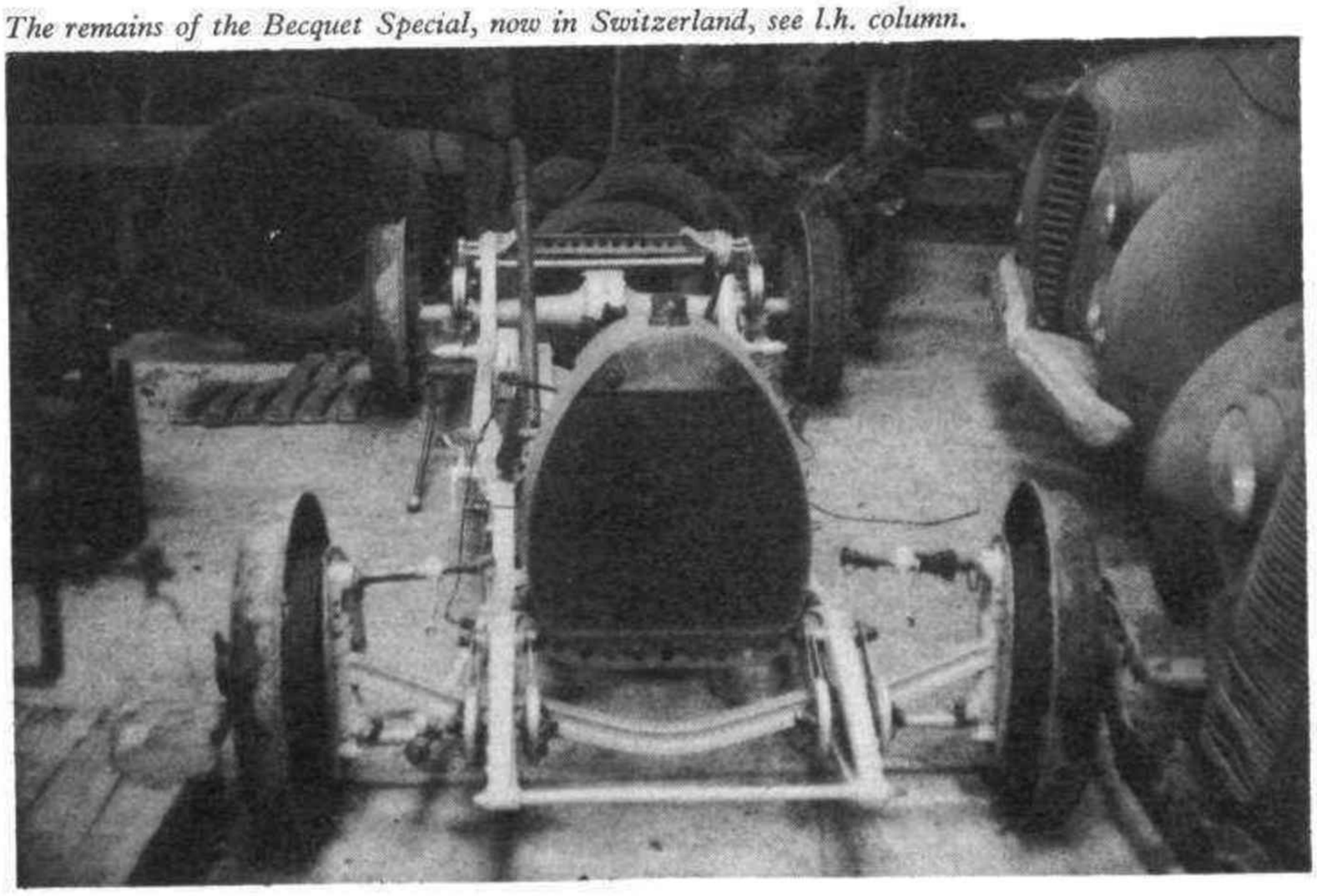
Ramsey, IoM CLIVE EDWARDS

Lancia Memories

Sir,

I have just noticed a statement in your V-E-V Miscellany regarding the Lancia armoured car being the only one in existence.

The remains of the Becquet Special, now in Switzerland, see l.h. column.





I have no desire to dispute this only a desire to keep records straight and would like to add that I have seen one of these cars in a scrap yard just outside Belfast. This being approximately three years ago; also at the same time another one was advertised in the local newspaper, the address being completely removed from the scrap yard. Condition of both vehicles, one as seen and one described, were vastly different and from that I assumed there were at least two!

On the subject of Lancias, enclosed is a photograph of a Lancia Charabanc that was driven by a retired neighbour.

The vehicle was operated by a firm called Mitchells Tours of Bangor, Co. Down, and at that time (1929) was used for transporting tourists from the rest of the UK around Northern Ireland. In those pre-inflation days an English tourist could spend a week in Bangor staying at a good hotel for an all in cost of £5 per head. This included boat fare and bus runs during the stay. The driver and guide could earn £4 per week each, including tips. Apparently these vehicles suffered from poor brakes and they had to be constantly adjusted before and after descending steep hills. A spare mag. was always carried and never lent to anyone but a very dear friend.

Photographs were taken at the beginning of each holiday and the prints distributed on racks in each hotel where holiday makers could recognise and purchase, hence the reference number just above the front wheel.

Just in passing, the tread on the front tyre doesn't appear as if it would pass present-day restrictions, the horn is fairly primitive, child-proof door locks are not apparent. The hood, I am told, was covered with patches and when erected (every passenger helping in this operation) leaked profusely. Perhaps it's my imagination, but are those passengers actually smiling; unlike their present-day counterparts normally couped up in an automatic, power-assisted, tinted glassed, air conditioned, vinyl cushioned, chromium handled, shutter doored, zombie driven, Leyland coach.

Have we taken a wrong turn somewhere?

Bangor, NI W. BASIL McCOY

A Bentley Mystery

Sir,

Looking recently through a copy of an aviation year-book for 1931, I noted that amongst the civil aircraft registered for that year, was a DH60 Moth, G-ABAG, owned by Bentley Motors. Now, was this the company car? If so, who flew the aircraft and for what purpose? Perhaps your readers could provide an answer to these points?

One would have thought that the company's financial situation was tight enough at most times, without the luxury of owning and using an aeroplane. This, in the same year that a receiver was appointed on an application before the Chancery Division of the High Court.

Freeland PETER WRIGHT

Bunny Hill

Sir,

Reading of Cecil Roberts' autobiography in January's MOTOR SPORT, I was interested in the mention of Bunny Hill. The old hill road has been partially overlaid by the A60 Nottingham to Loughborough road, but the steeper (1 in 4), narrower old road is still extant as the run-up to a number of houses on the western side of the present road.

In the teens and twenties of this century the road still followed this steep road and at an exhibition of pictures of "Nottingham on Wheels" last year there were a few photographs of Allsert Campion, the motorcycle maker, testing his new combination up the hill. The photographs, taken I believe before the Great War, show Campion with a lady passenger ascending the lower slopes in fine style, while another shot, taken further up the hill, shows Campion pushing lustily to assist the motor, the lady remaining in the sidecar.

My mother's neighbour, Mr. Bert Lambert of Keyworth (the next village to Bunny), had a 2¾ h.p. Raleigh motorcycle in the twenties. He and a friend tuned the machine and, along with a number of enthusiasts, they used the hill regularly to try out their machines.

One Sunday a number of them were up on the hill when Sir Henry Birkin arrived and stormed up the hill in his Salmson. At this moment the policeman from Costock hove into view on his bicycle, his idea evidently to put a stop to such illegal activities. As his Salmson leapt over the crest Sir Henry summed up the situation and with a leaping three-point turn was away down the hill while the constable was still puffing in the distance. Everyone else followed the fast retreating car on their motorcycles.

Mr. Lambert rode the Raleigh in reliability trials in Nottinghamshire and Derbyshire, part of them over the roads of Donington Park, before the circuit was built. One glorious day he did 40 miles on a Brough Superior, which a friend of his, the Brough tester, was trying on the road. He later built a shed to house his heart's desire, a Morgan. The arrival of his daughter put an end to his plans and the shed is still his workshop.

Lingfield DAVE HUNT

Hall-Scott Engines

Sir,

Regarding your enquiry into the "H-S" of Lord Donegall, Hall-Scott was never a contractor for Liberty V12s, although they built some parts for the prototypes. During the war they built only their own four- and six-cylinder training plane engines, the A7A and A5A. Afterwards they brought out the L6 (aviation) and LM6 (marine) engines, updated six-cylinder Liberties of 200-225 h.p. Their first 12-cylinder production engine (in 1939) was the 550 h.p. Defender marine engine (derived from the six-cylinder Invader, the successor to the LM6) which powered so many British MTBs, ASRs and MLs in the first years of the second war.

Interesting, isn't it, that copies or derivatives of the so-scorned American WWI Liberty should be a mainstay of British (and Russian) land and sea forces 25 years later? (The Russians used them in their tanks, too.)

What price the Rolls-Royce Eagle?

Malvern, Penna, USA J. J. S. SHERMAN

"Where Are They Now?"

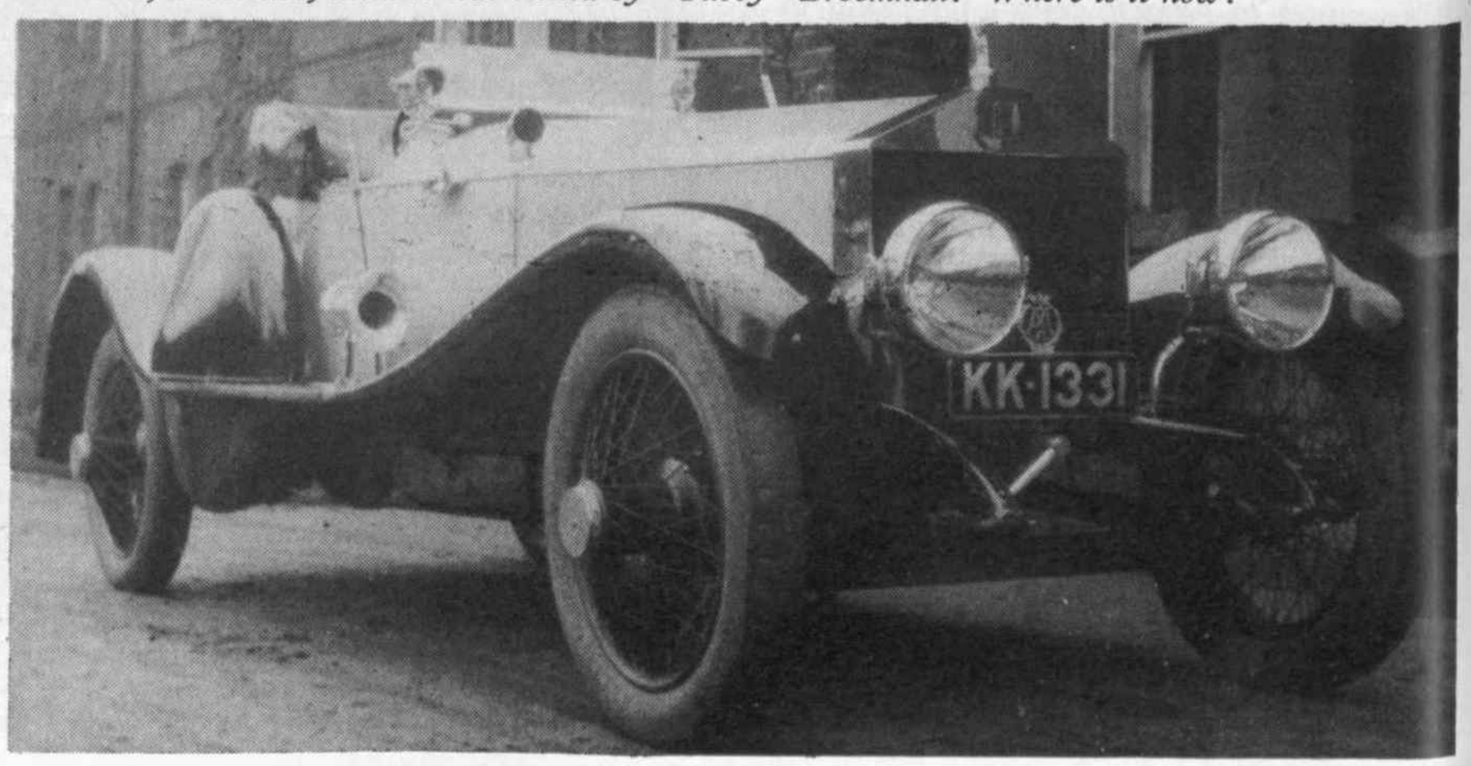
Sir,

Your evocative article "Where Are They Now?" in the February issue, deserves to dredge up an interesting answer or two. I wish I could offer one, but the best I can do is to ask another question.

Whatever happened to Cyril Paul's Beardmore Special, Shelsley Walsh winner in 19—? I bought this from a gloomy house in a Manchester suburb in 1933 when I was working along the road in Widnes. I had some idea of racing it on the sand at that other well-known Lancashire health resort, Southport, but before this dream could be realised I was transferred to South Wales.

I could not afford to take an un-taxed racer all the way to Cardiff, so I sold it—need I say through MOTOR SPORT?—to a man whose

This handsome Rolls-Royce Silver Ghost was photographed around the year 1923, at Gibraltar Barracks, Aldershot, when it was owned by "Tubby" Broomhall. Where is it now?



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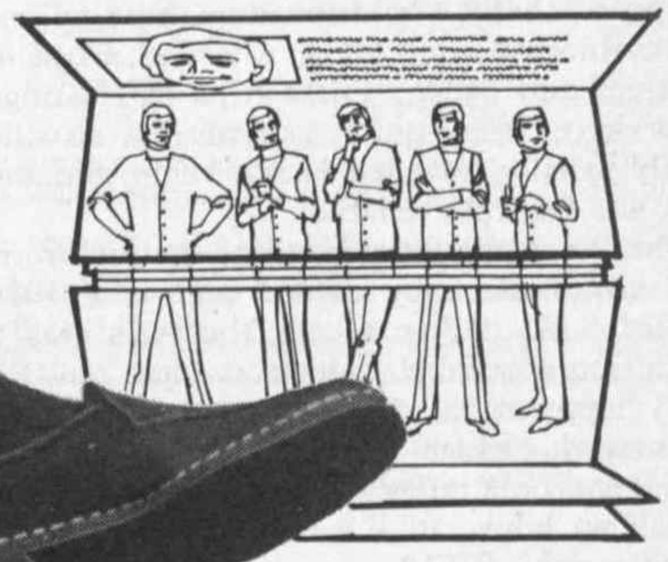
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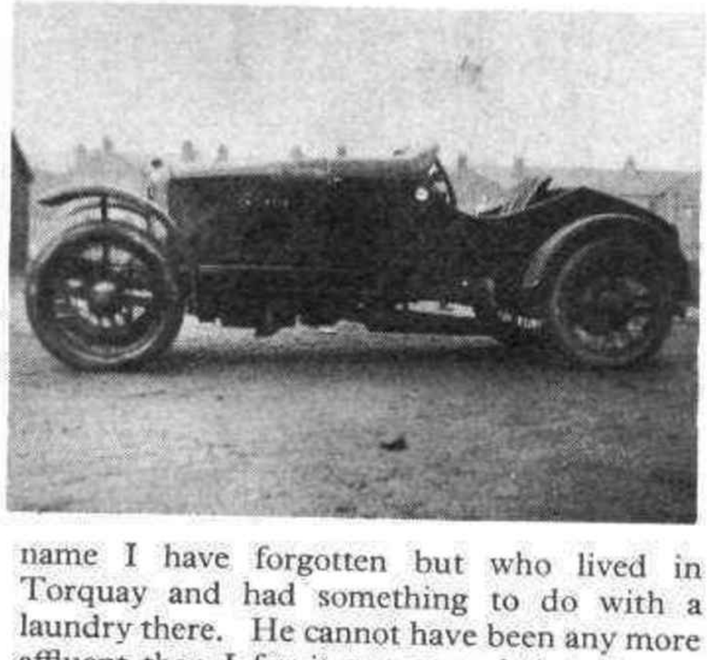
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name I have forgotten but who lived in Torquay and had something to do with a laundry there. He cannot have been any more affluent than I for it was agreed that the car should travel to Torquay in an open railway truck.

The Beardmore, by comparison with my Brough Superior bicycle or my cooking 30/98, I remember as a lively and powerful motor car. It is rarely written about and seldom seen, so this picture may be of some interest, spoiled though it is by a juvenile.

Aston-by-Budworth KENNETH NEVE

An Early Garage

Sir,

The historic photograph that you printed in the March issue spurred me to send the enclosed picture. It is of a firm, just a few doors up the road from us, Allan Taylor (Motors) Ltd., in Wandsworth High Street. [See page 444.—ED.]

My father tells me that the picture was taken in about 1920 and shows some of the firm's Directors. It is especially interesting to me because two of the cars in the picture belonged to my grandfather and were always driven by my father. The first car he ever drove is inside the showrooms facing the camera. It is an Italian SPA of pre-1914. This was so "clapped" that it would consume three gallons of the thickest sump oil on a weekend run to Hastings and back. These trips to Hastings must have been quite hair-raising, as the family usually travelled late at night and the SPA was far from reliable.

The car in the foreground of the picture is the second car they owned and is a 1914 Napier. My father recalls that this was a much more reliable vehicle, which ran for many happy miles. One drawback was all the brass work, which took "all afternoon to clean" and on a muggy evening would go dull in half an hour.

Wandsworth, SW18 P. CHILD
(W. G. Child & Sons Ltd.)

Early Steam

Sir,

Knowing your interest in the rarities of the Motoring World, I venture to forward a photograph which, by an extremely lucky chance, came my way recently. It portrays an experimental motor car to which you make reference in one of that fascinating series "Fragments on Forgotten Makes" as long ago as the issue of October 1966. In that article on the HP three-wheeler you mention that the story really starts with the Rev. W. H. Peacey, Rector of Mordiford, near Hereford. The photograph shows the experimental vehicle constructed by the cleric in question. The original, from which my copy was taken, reveals rather more clearly than does the copy that the Registration No. is CJ 456, and the Hereford Registration Authorities' records confirm this vehicle as being "a light steam wagon (experimental), weight 12 cwt., finished in varnished wood, registered by the Rev. W. H. Peacey, The Vicarage, Stretton Grandison, Ledbury, Herefordshire, on 6th January, 1907". Unfortunately, much of the vehicle itself is obscured in the photograph, but the visible parts of it do not seem to provide much evidence of the Darracq ancestry claimed for it in the article. However, it seems to me remarkably lucky that any photograph of this vehicle should survive at all, and the merest chance that it should have come to my notice.

Perhaps we may have the pleasure of more forgotten fragments before long, for they always seem to produce additional information in their wake.

Tenbury A. B. DEMAUS

Which Was First?

Sir,

I was most interested to read in V-E-V Miscellany that the Wolseley Register is to celebrate its 10th anniversary this year as the Daimler & Lanchester OC is also celebrating its 10th birthday, with a cavalcade through Coventry on the 29th of June this year.

It was also interesting to see that their Rally is intended as a rehearsal for an 80th anniversary of Britain's First Car in 1975, as it is my humble opinion that they are being a little premature and presumptive in this as most people describe the Lanchester as Britain's first car.

Both vehicles, it is generally accepted, were produced over the period 1895-6. We know definitely that the Lanchester made its first trial run in 1896, the late George Lanchester believing it to have taken place in February or early March. The first run of the Wolseley is not so certain but Lambert and Wyatt in their autobiography of Lord Austin devote several pages to this mystery and come to the conclusion that no completed Herbert Austin-built car was in existence at the time of the Lawson exhibition in May 1896. Also from a contemporary photograph showing, in the background, bushes with leaves on, they concluded that the first outing took place between May and September 1896.

L. T. C. Rolt, in his book "Horseless Carriages", says: "In the same year that saw the birth of the Lanchester, Herbert Austi was building a small motor tricycle . . ." T. R. Nicholson in "Passenger Car 186 1904" says: "An improved machine (to th first car) appeared in the same year of 1896" Uxbridge ROBERT I. WHYT

The Peacey steamer—see adjacent letter.



Pictorial Mor

Sir,

It is fairly regular practice for your readers who write to you about something else to append also complimentary remarks about MOTOR SPORT. But this letter is written for the sole purpose of trying to thank you adequately for the marvellous pictures of the Lake-restored 1902 Mors racing car, which accompanied your absorbing article on the machine in the February issue. The full-page colour-picture (which I am having framed) of the old car is alone worth much more than the cost of the February issue.

I wonder whether your readers really realise Mr. Lake's achievement: first of all in digging that unattractive wreck out of America, and then in actually resurrecting for us all one of the legendary racing cars built before the older motorists like me were born—one of the GP racers built before (in 1903) Mercedes (and Fiat) began building cars resembling those with which we have all become familiar since. I have so often wondered what those old gilled-tube-radiatored creatures, familiar to us only through rather dim black-and-white photos, really looked and felt like. Now Mr. Lake has actually given us one. We actually have one with us. And you, with your marvellous photos, have allowed your readers to participate in the thrill of it all. Re-reading Jarrott's book is quite a different experience with Mr. Lake's restoration before one's eyes.

Living in the past has added attractions amid the awfulness of the present. I think of your recent, magnificently-illustrated articles on the 60 Mercedes and Russ-Turner blower-Bentley restorations, and ask myself how one can thank you adequately for bringing a happier past back to us so vividly.

Johannesburg R. C. CALBURN

"Skinner's Folly"

Sir,

Further to Messrs. Kippax and Davidson's letters regarding Austin 7 CA 6577 published in MOTOR SPORT. I well remember purchasing this car from my friend Dennis Wallace. As it was rather non-vintage in appearance we sought to re-body it with more appropriate *carroserie* and, to this end, fitted a Chummy body of about 1927. In this form I used it extensively in VSCC competitions for a couple of years. In fact, I think it is the only car to have won its class at Prescott and a First Class Award in the Welsh Rally in the same year!

The "hot Chummy" was retired when I acquired my first Ulster and it resided in one of my sheds for some years until Julian Vereker expressed a wish to restore it. Julian rebuilt the body to an original design but pressure of business forced him to give up the project and the car was sold to Sandy Skinner, who has made such a splendid job of finishing the rebuild.

Woodgreen B. M. CLARKE

Continued on page 460

ROAD-TEST MISCELLANY

The Editor Contemplates Three Very Different Cars, From Vauxhall, BMW and Fiat

THE IMPOSITION of an overall 50 m.p.h. speed-limit, which we have had to endure on all our roads until recently, put a bit of a curb on road-testing. To progress along wide open Motorways at this sedate pace distorted fuel consumption figures very little, but sufficiently to make anything published somewhat unrealistic should the Motorway limit be lifted which, praise-be to the new Transport Minister, it has been. To traverse winding between-towns and cross-country roads at the same sad speed reduces all cars to a dismal common-denominator. If it persists for too long we may well see a drop in British safety standards, because good cornering power and powerful braking will become of lesser account, just as American automobiles reduced to cruising along freeways at comparatively low speeds are notorious, by European standards, for weak anchors, soggy suspension, and unresponsive steering and handling.

For this reason the pleasure of trying new cars has diminished. But to show that my love of driving has not been entirely dissipated, I have now resumed a road-test programme. In this context I find I have recently sampled three very diverse motor cars. The first of which I will deal with is the latest Vauxhall VX 4/90 from Luton.

The Vauxhall VX 4/90

Before driving this yellow-gold car away from the Luton factory it was arranged that I should meet for lunch some of the Vauxhall executives, in the persons of Jim Hebdon, Director and Treasurer, Dave Bratton, Assistant Chief Engineer: Passenger Vehicles, who is Luton's top car-man, American Ed. Taylor, the Styling Director, Geoff. Moore, Director of Publicity, and Derek Goatman, who aids ageless Michael Marr in running the Public Relations Department—a formidable assembly of top-brass. Conversation ranged over many subjects, from the acquisition and restoration of pre-war cars, of which Vauxhall Motors has a fine collection, to future Vauxhall policy in respect of smaller-engined economy cars (not at present in the pipeline, I gathered) and competition-participation. Incidentally, it was pleasing, to me at any rate, that although the Vauxhall Wyvern is nowadays flanked by the omnipotent letters "GM" of General Motors, going across the road from where I had parked the BMW 520i, and where the Vauxhall factory expanded in the mid-1930s, you encounter in the office block where we were to lunch, the unchanged oak-panelled foyer. It is much as it was from 1907 onwards, in the days when Laurence Pomeroy was designing some notable Vauxhalls, which were to culminate before the First World War in the immortal 30/98, and from the balcony of which hall those in charge could emerge from their offices to keep a check on those toiling



The latest Vauxhall VX 4/90 is smartly styled, having conventional lines but eschewing the "coke-bottle" waistline.

below.

As with the 30/98, the designation VX 4/90 was introduced to imply a sporting-model Vauxhall. I am startled to discover that I road-tested the original VX 4/90 nearly a dozen years ago. The Vauxhall range since those days has been a complex one, so I was scarcely surprised that, when I sought assistance over lunch in unravelling it, no-one was very ready to remember! The Victor dates back to 1957 and the Viva, which was the smallest-engined model, then based on the Opel Kadett, to 1964. The first VX 4/90 was a disc-front-braked 90 m.p.h. version of the current Victor, using a twin-carburetter 71 b.h.p. engine. The Victor appeared in revised form with o.h.c. 1½-litre and 2-litre engines in 1968 and the Viva GT was evolved by the simple expedient of putting a 2-litre Victor engine in the smaller body shell. The VX 4/90 was updated in 1970 and given a twin-carburetter engine, as used for the Firenza Sport SL, by 1972. This engine has side-draught carburetters on a cross-flow head and a belt-driven oh. camshaft with ingenious means of easy tappet-setting.

The present Vauxhall range is not as varied as, for instance, that of Ford-of-Britain, but it is an effective coverage, of Viva, Magnum, Victor, VX 4/90 and Ventora in the usual body-type and engineering permutations soon to be joined by the exciting looking Firenza "Streamliner". While scanning briefly over recent Vauxhall history, it is only honest to admit that for some time the famous name was tarnished by ideas which did not quite come off and idealisms which did not add up. Fortunately, all this seems to have been resolved. Last year MOTOR SPORT reported favourably on a number of Vauxhall models used as a base by the tuning-shops and as recently as last February, in reporting on a road-test of the Magnum 2300 Estate, a colleague described current Vauxhalls as "excellent performing, beautifully styled, value-for-money cars". As an aside, no-one at the aforesaid luncheon seemed anxious to explain why the name "Magnum" has replaced that of "Firenza" for normal Vauxhall models while "Firenza" has been transferred to the remarkably-styled, fast, latest-model, which we are all itching to drive; except that it is a nice name! I like to think that all this development, and the restoration of Vauxhall's good and great name, has been influenced by resumed competition-involvement of the Luton product, in various guises, *via* Dealer Team Vauxhall, news of the activities of which goes out commendably promptly to the Press.

The present VX 4/90 is, then, a sporting version of the medium-range Vauxhall saloons and, as such, is presumably just the sort of car to which enthusiastic family-men will now turn, *après-Budget*, with costs to be cut and foreign cars said to be expensive to buy and maintain. The engine will pull smoothly from 1,500 r.p.m. in top gear and runs at 3,200 r.p.m. at an indicated 70 m.p.h.

Just how well the 1974 VX 4/90 goes can be illustrated by comparing the performance figures for the 1962 model, with its push-rod engine developing a gross 81 b.h.p. at 5,200 r.p.m., against the present car's 116 b.h.p. at 5,000 r.p.m. on a far lower c.r. (8.5 to 1 against 9.3 to 1), the newer car having a wheelbase of 8′ 9″ instead of the more cramped one for 1962 of 8′ 4″. These figures are as follows :—

	1962	1974
0-30 m.p.h.	4.5 sec.	3.60 sec.
0-40 m.p.h.	7.4 sec.	5.70 sec.
0-50 m.p.h.	11.5 sec.	8.25 sec.
0-60 m.p.h.	16.8 sec.	11.82 sec.
0-70 m.p.h.	25.0 sec.	15.46 sec.
s.s. ¼-mile	19.6 sec.	17.92 sec.
30-50 m.p.h. in top gear	13.8 sec.	8.82 sec.
50-70 m.p.h. in top gear	17.8 sec.	9.74 sec.
Top speed	88 m.p.h.	104 m.p.h.

Such is progress! On the road the present-day VX 4/90 handles well, has very nice, smooth-acting, light steering, and is only noisy if the engine is extended towards peak revs., the tachometer reading to 7,000 r.p.m. There was some exhaust reverberation occasionally and, of course, coming off a BMW, the body shell appeared to be a lightweight, with a few rattles.

The suspension, coil spring all round, is curiously unhappy on rough tracks, yet on the road does not appear to have been stiffened-up unduly to provide better-than-average handling. The brakes, a combination of disc and drum, have servo assistance, and work as modern brakes should. The gearbox is controlled by the usual, rather-long Vauxhall lever, which controls a good, only slightly baulky, change. One point must be stressed—the very full equipment of the car. The only extras deemed desirable on the test-car were exterior mirrors, Carello fog-lamps to supplement the dual Lucas headlamps, and a Vauxhall press-button radio. Otherwise, the standard mod. cons. are considerable, including a Triplex heated rear window, facia-level universally-adjustable fresh-air vents, adjust-

able, front seat squabs and two-speed electric screen-wipers with pulse action. Upholstery is in onyx perforated Ambler—which looks, and even smells, like leather these days.

Apart from full equipment, the modern VX 4/90 has an exceedingly useful fuel range. Cruising at "various speeds" for much of the M1 and M6 Motorways (the 50-limit was then in force), pottering about, and driving quickly from Mid-Wales to Swansea, the fuel consumption was a highly creditable 33.3 m.p.g. As the tank holds 14¼-gallons, this enables you to drive some 470 miles before refuelling. A hand choke-cum-throttle is fitted.

This spacious, comfortable four-door saloon has a big boot, obstructed, however, by the upright spare wheel. The clearly-calibrated instrumentation covers oil pressure, time, fuel-contents and engine-heat, there are dual stalk-controls, a big if shallow un-lockable facia bin, and a sensibly-calibrated, if not too effective, heater. Overdrive has been deleted. The pull-out lamps-switch actuates also the facia and roof lighting and there is a fitted carpet. Vauxhall still operate their Quality Control procedures and Euro-Service 365 Maintenance Plan and the styling of the VX 4/90 is effective, the lines being like those of the Cortina which is a Dagenham Ford best-seller, but with the inclusion of traditional Vauxhall bonnet fluting. At one time Vauxhall used American makes of tyres, Firestone on the 1962 VX 4/90, but the 1974 car was on Pirellis.

Altogether, this Vauxhall is a 100 m.p.h., accelerative family saloon which should do well for Britain especially if our speed-limits are raised or eliminated on all roads. Prices have risen recently but at the time of the test and just before Labour's "non-inflationary" Budget, the VX 4/90 sold for £1,527.50, automatic transmission costing £102.92 extra.

BMW 520i and BMW 3.0Si

It is said that foreign cars cost too much when spares are required. This is not easily denied, so it is important to establish how often such expenditure is involved. The BMW 520i which has given me much pleasure for some considerable time has required only routine servicing in a matter of 11,300 miles. But the other day I was informed that it might have unsafe brakes. This was a question of whether the rear independent suspension might be chafing a brake line. It was a thing which could be rectified in half-an-hour or so, at BMW's Great West Road Service Station.

While the four-cylinder car was being thus checked over, I was lent a 3.0Si, which might justifiably be called a BMW Big-Six. When it was brought to the office under Raymond Playfoot's efficient delivery service we had to move two other BMWs before the 520i could be got out, such is MOTOR SPORT'S recent BMW orientation. The 3.0Si was not truly a test-car, but I cannot resist from commenting on its smooth flexibility, and how pleasing it was to experience again the very good BMW power steering. I amused myself writing recently about the top cars of the early 1920s. It is reassuring to know that in this Healey-age (Chancellor, not car!) luxury vehicles are still available for those who deem them worth their price, as this Big Six BMW undoubtedly is. Under prevailing circumstances a rough check showed it to be giving rather better than 28 m.p.g., and when an XWX Michelin deflated over-night the jacking system was found to work easily.

The Fiat 126

From the sublime to the very useful. I have been using the ex-IOM Fiat 126 now for a distance of over 2,000 miles. It has given absolutely no trouble, although I once let the battery go "flat" through carelessly leaving the ignition on. This was soon put right by my Wynall W4 charger and proved that the battery is easy to remove and re-install in the front boot. I have given up checking the Fiat's fuel consumption but it must be running at 48 m.p.g. at the very worst. I got better than 55 m.p.g. from a previous 126 by using more thrifty driving methods and I hope soon to be convinced that these entertaining and so-practical little Fiats can be made to achieve 60 m.p.g./50 m.p.h. simply by speaking sternly to the Weber. . . .

Meanwhile, I find their air-cooled, twin-cylinder, motorcycle-engine-capacity Fiat 126 the ideal shopping hack, although I am quite happy to drive it 200 miles or more in a day, if necessary. I concede that if you *must* take four people in a tiny car a Mini or similar saloon is superior, although this is cruelty to both humans and cars. But as a two-seater with occasional child, dog or luggage space behind the main seats, you cannot beat for inexpensive first-cost, fuel economy and ruggedness the little fellow from Turin. It used to be the dictum that rear-engined cars could not be effectively heated within and that their remote gearboxes could never be nicely linked to the gear lever. VW gave the lie to the latter from Beetle days and now the 126 follows on with a most seductive gear shift, apart from which its heater is almost too effective, even in winter, and demists the rear window without need for hidden "electrickery". The engine, too, has always been an instant starter, and this tiny Fiat can out-corner some notable larger cars.

Quite definitely a no-snags car, although after its seven days' and nights' thrash round and round the IOM motorcycle TT course by a Police team the brakes are beginning to feel tired, after more than 11,000 hard miles, but the Pirelli tyres have plenty of tread left.

W.B.

Book Reviews

"Autocourse—1973-74." Edited by Mike Kettlewell. 199 pp. (*Haymarket Publishing Ltd., Craven House, 34, Foubert's Place, London, W1A 2HG.* £4.25.)

The Autocourse record of 1973 motor racing comes in the well-liked format it has adopted over the years, with reports by P. Lyons on all the Grands Prix, with circuit diagrams, lap charts, starting grid positions, retirements and results, together with practice times. These reports are supplemented by coverage of all the other major aspects of the sport—F5000, F2, F3, Can-Am, USAC, NASCAR, Tasman, the World's Sports Car Championship, 2-litre sports-car, Interserie, saloon-car and GT racing, and rallying.

In addition to such reportage, with a dozen colour plates and countless very clear black-and-white pictures, there is the usual rating of the top-grade drivers, this time putting Stewart first, Peterson second, Fittipaldi third, etc., articles by well-known journalists on racing politics, F1 mechanics, the Tyrrell team, the Hesketh F1 team, and the technical background to last year's races. A useful feature is specifications and dimensions of all the F1 cars of 1973. There is also a 16-page portfolio of results, with progressing championship points. This is a serious reference work for those racing followers who can still afford it.—W.B.

Transport Bookman Ltd., 528, High Road, Chiswick, London, W4 have the sole distribution rights to Motorbooks International's "American Car Spotter's Guide, 1940-1965", which by copious illustrations enables the baffled Britisher to sort-out the subtle differences between the seemingly all-alike enormous American automobiles. It sells here for £2.95 and packs 2,115 pictures of such cars into 213 pages, between soft covers.

* * *

"A History of Sports Cars" by G. N. Georgano, first published in 1970 by Thomas Nelson and reviewed in these columns at the time (but now out of print) has been re-issued in soft-cover form by The Hamlyn Publishing Group, for distribution by Spring Books. It is unchanged, with the same colour plates as formerly. The price is £1.95

* * *

The Mini Clubman and 1275GT BL cars are now included in the Pearson's Illustrated Car Servicing Series, this instruction book being published by The Hamlyn Group, Hamlyn House, 42, The Centre, Feltham, Middlesex for 0.75p.

* * *

Forthcoming books promised by Motor Racing Publications Ltd. include Stuart Turner's "The Way To Win", a one make book about Jensen-Healeys by J. Blunsden and P. Browning, a revision of the Aston Martin book, and Setright's "Bristol Cars and Engines".

Michelin have now issued their Red Guides "Itala 1974" and "Deutschland 1974", priced at £1.80 each. The former contains 663 pages listing 1,959 towns and data on 4,648 hotels and 2,353 restaurants. The German Guide has 775 pages covering 3,502 towns, 7,829 hotels, and 2,108 restaurants.

MINIATURES NEWS

THE *Meccano Magazine* for the first quarter of this year, Vol. 59, No. 1, contained an informative article by B. N. Love on the old Meccano motor-car outfits. Mikansue of Windsor point out that the correct price of the Austin Healey Sprite kit sponsored and distributed by them costs £2.95 including UK postage, not £4 as stated in the March issue. Their next kit is to be of the 1935 Singer Le Mans, at the same price. They further point out that the John Day Mercedes-Benz 300SLR miniature has the correct racing number, 722, and not the "72" shown in an advertiser's photograph in the March Issue. Which reminds me that the Auto-Replica Allard Le Mans model is of the Cadillac-engined car, as this Allard did not have a Chevrolet engine, as the hand-out stated.

THE AC de Monaco is to hold a *Rallye Monte Carlo des Voitures Anciennes* from July 2nd to 7th to commemorate the past glories of the Monte Carlo Rally.



The closer you look, the bigger it gets.

At first sight, you might take the Renault 5 for an endearing little runabout. But a closer inspection will reveal that you are in fact looking at a big car which happens to be only 11′ 6″ long.

For instance, you'll find that the Renault 5 has ample and really comfortable seats for four full-sized adults, with more head and knee room than some cars up to two feet longer. And with the rear seats folded away, the counter-balanced tailgate gives you access to no less than 32 cubic feet of luggage space.

Since it has a top speed of 82 mph*, the Renault 5 performs more like a big car than a town runabout, too—except in one respect. Not many big cars can match its ability to get 38 miles from a gallon of petrol*.

In terms of equipment, the Renault 5 gives you all the usual big-car features. Like fully reclining front seats, a heated rear window, an alternator, electric screenwash, and an electric radiator fan which reduces noise and saves fuel. Also radial ply tyres, disc brakes on the front wheels, and impact-absorbing polyester bumper shields. Plus the secure roadholding and smooth ride of a big car, thanks to the combination of front wheel drive and fully independent suspension.

In fact, in every way that matters, the Renault 5 behaves like a big car.

It just doesn't happen to be very long, that's all.

To Renault Ltd., Western Avenue, London, W3.
Please send me details of the Renault 5.
Name
Address IMS5CL
Tel:

RENAULT 5

This ad refers to the Renault 5TL, which costs £1,086.80 The Renault 5L, with some differences in equipment and performance costs £997.43 (ex works inc. car tax and VAT.) West End Showrooms 77 St. Martins Lane, WC2. For duty-free export facilities, write to Renault Ltd.

Prices correct at time of going to Press.

*Motor 23.12.72.

Le Mans practice – continued from page 437

various Brabham suspension components.

The Porsche factory team were present, heavily disguised as the Martini Racing Team, sponsored by Martini & Rossi, and had two turbo-charged Porsche 911 Carrera RSR coupes with Muller, van Lennep, Koinigg and Schurti driving. Since the advent of exhaust driven superchargers blowing high pressure air into the inlet tracts of fuel-injected engines, horsepower figures have become academic and almost a journalistic joke. An extra 100 b.h.p. being spoken of as lightly as a 10 thou rebore. It all started when Porsche adapted two exhaust turbo-chargers to a 917 engine and casually claimed a good round figure of 1,000 b.h.p. In Can-Am racing the turbo-charged 917 Porsche frightened away the only two serious competitors before it got under way, the magic 1,000 b.h.p. doing the trick without anyone driving. With everyone buying turbo-Porsches for Can-Am racing there was no yardstick on the claimed power output. The merry-go-round of horsepower has now restarted with the turbo-charged 6 cylinder Carrera, figures quoted varying from 450 b.h.p., through 475 b.h.p. to 500 b.h.p., but whatever they were giving neither of the works cars could get rid of the Ligier coupe, with its centrally-mounted Citroen-Maserati 3-litre V6 engine, and the neat blue coupe with full-width rear aerofoil and stabilizing fins, driven by Guy Chasseuil, was a continual embarrassment to the cars from Zuffenhausen for the whole weekend, much to the joy of the partisan crowd and the immense pleasure of Guy Ligier, the constructor. While the Ligier kept going for the two 2-hour heats and won the 4 hour event on aggregate, one turbo-Porsche blew up its engine and the other blew up its Eberspacher turbo-charger. Doubtless, Porsche will get them sorted out in due time. The turbo-charger is mounted behind the engine, in an elongated tail, with the exhaust pipes from the two banks of cylinders of the flat six Carrera engine running into the underside of the turbo body. It exhausts on the left side with the pressure regulated waste-gate also on the left. The air turbine is on the right, fed by a large fibreglass duct taking air from a side duct in the tail of the car. The high-pressure air travels through a large diameter pipe to a tubular manifold above the engine, which splits into two manifolds, one for each bank of three cylinders, and these join on to the down-draught inlet tracts in which the injector nozzles for the fuel-injection are located. On each branch of the central manifold there is a rearward facing exhaust port containing a butterfly valve which is connected to the main throttle linkage so that when the throttles open, these butterfly valves close, and when the main throttles are closed the "blow-off" butterfly valves open, letting the air pressure in the manifold exhaust into the engine compartment. In the centre of the fascia is a large screw knob that controls the amount of turbo-charge being applied to the engine. It is not so much for screwing on more blower pressure, as for screwing it off and has been tried in Can-Am racing, the idea being that the installation is set at 1.4 atmospheres, or whatever is decided upon on the test-bed and if the driver has a commanding lead or the opposition has disappeared, he can then wind off the blower pressure thus easing the strain on the engine. If an unexpected challenge appears he can always wind it back on again. During the testing an inter-cooler was tried between the blower and the central manifold on one car, taking the form of a very thick matrix with the high-pressure air passing through the tubes and ducted air from the top of the tail passing through the matrix. This lowering of intake charge temperature was said to be good for another 50 b.h.p. The result of all this strain put on the Carrera engine was that on one car the clutch exploded out through the bell-housing and on the other the engine broke vital internal parts. Development work always brings its problems. In order to stay within the 3 litre capacity limit for sports/prototypes the turbo-charged Carrera engines were reduced to 2,142 c.c. so that when multiplied by 1.4, the C.S.I. equivalent factor for supercharged engines, they are rated at 2,998.8 c.c.

Among the things learnt at the Test Weekend were that the Alfa Romeos and Matra are very thirsty, running about ¾ hour on a tankful of fuel (120 litres maximum) as were the turbo-charged Porsches, so that pit stops, mechanics, team organisation and control will still play a vital part in the 24 hour race, with something like 32 pit stops envisaged for the thirstier cars.

– D.S.J.

4 Hours of Monza

Private BMWs Sweep ETCC Opener

THE 1974 European Touring Car Championship started with a closely contested yet strangely disappointing race at Monza. Neither the Ford nor the BMW works teams entered owing to their severely curtailed competition budgets, whilst the SCA Chevrolet Camaro that Frank Gardner and Brian Muir were to drive fell foul of engine problems in practice and withdrew.

A strong contingent of last year's works and Alpina BMWs were entered by privateers, however, and although none had the latest 24-valve, 400 b.h.p. engines these filled the first four places on the grid. Harald Ertl was fastest in the Alpina coupé he was to share with Rikky Von Opel, with the Schnitzer CSL of Walter Brun and Paul Keller next quickest.

Ertl led Brun from the start, both initially under great pressure from the BMWs of Manfred Mohr and Alain Peltier. Mohr fell back to retire with a broken clutch, while Peltier circulated a safe third, but Brun stayed within a second of Ertl until the first round of pit-stops after ninety minutes' racing. Soon afterwards a wheel bearing collapsed on the Ertl/Von Opel car and no sooner had this been repaired than it blew its engine. Keller and Brun were left with a secure lead but after 85 laps they too retired when they lost a wheel at Lesmo. This incident handed victory to Peltier/Lafosse, although they won by barely a minute from Werner Schommer/Ernst Kraus, who had passed Siegfried Mueller/Sigmund Ogrodowczik an hour from the finish.



Harald Ertl's Alpina BMW and Walter Brun in the Schnitzer BMW CSL fought out the lead of the Monza Four Hours for over ninety minutes before trouble struck both of them. The Ertl/von Opel car first broke a wheel bearing and then blew a piston, while the Brun/Keller car lost a wheel.

The two-litre class-winning Escort of Heyer/Kautz was the first Ford home in fifth place behind another BMW CSL driven by Mattli/Zondler, but only after the Capri of Hezemans and Akersloot had first run a wheel bearing and then broken the drive to its oil pump.—J.C.T.

4 HOURS OF MONZA—April 24th—Group 2—Monza

1st :	A. Peltier/J-L. Lafosse (3.5 BMW CSL)	128 laps, 738.560 kms.—183.817 k.p.h.
2nd :	W. Schommer/E. Kraus (3.5 BMW CSL)	128 laps
3rd :	S. Mueller/S. Ogrodowczik (3.5 BMW Alpine)	127 laps
4th :	P. Mattli/U. Zondler (3.5 BMW CSL)	127 laps
5th :	H. Heyer/H. Kautz (2.0 Ford Escort BDA)	125 laps
6th :	W. May/T. Herlitze (2.0 BMW 2002)	120 laps

Conserving Petrol Mechanically

The Editor Contemplates the Free-wheel

WITH FUEL conservation uppermost in the minds of many car-owners, it seems opportune to look back on a mechanical contrivance which was aimed, among other things, at petrol economy, namely, the free-wheel. When I pleaded for a revival of this device a few months ago many readers were in agreement, for coasting along with the engine consuming fuel only through the idling jets must clearly save the expensive spirit. You can coast simply by putting out the clutch or sticking the gear lever into neutral, of course. This, however, is said to be an illegal practice, although my friend Anthony Bird rightly asks, how so, seeing that we all coast for greater or smaller distances every time we withdraw the clutch at a traffic stop, or when we sit in a towed car to steer it?

The fact is that a car fitted with a mechanical means of free-wheeling saves the tedious process of shifting the gear lever every time a tempting down gradient gives rise to an itch to save fuel, apart from other advantages.

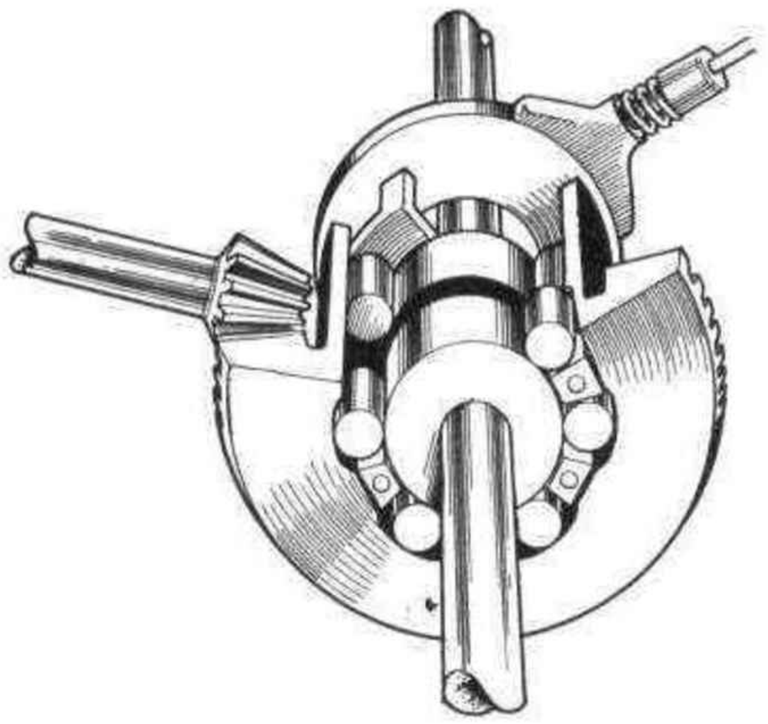
I have driven various cars with in-built free-wheels, notably Rovers (whose makers at one time also used this as a means of obtaining 2WD on the Land-Rover) and in later times Saabs, the latter make having inherited this piece of equipment from the triple-cylinder two-stroke DKW of which the original Saabs were a crib. In the days before political and scientific bogey-men had made our flesh creep with tales of a drying-up of the World's petrol resources, with the resultant savage price-increases we have since experienced, the sporting driver was apt to sneer at the free-wheel, locking it out of action, because he could change gear without its assistance and wasn't troubled by the cost of petrol. Today we live in a different motoring age, when to improve fuel consumption is an aim few can disregard. This being the case, I think the free-wheel might well be speedily re-introduced, as a means of enabling the engine to run at idling speed whenever the accelerator is released, without any other action on the driver's part, the drive becoming "solid" again as soon as the throttle is opened. Modern engines idle smoothly, or should. Nor do they easily stall, so one disadvantage of free-wheeling, namely that if the engine stops, power-assisted brakes may be affected, is immediately removed. In fact, modern servo-braking systems usually incorporate a vacuum reservoir so that several brake applications can be made before the servo energiser is exhausted. (Conversely, I well remember driving a Big Six Bentley before the war and allowing it to coast in neutral to off-set its great thirst for petrol. At the very first red traffic light I tried to stop, but found the brake pedal useless, because the vacuum was a vacuum no longer—only hauling with both hands on the brake lever saved an alarming situation.) Today, too, so many cars have alternators instead of mere dynamos that, even if the engine is idling for some 25% of a journey under free-wheel action, the battery should remain effectively charged.

Being unable to think of any snags to free-wheeling, let us look back to the days when it was quite often encountered. It was at the very end of what we now call the vintage-era of motoring that the free-wheel came to the notice of the Industry and the keener purchasers of its products. Quite why this was so is difficult to determine. Unless you allow that the financial slump of 1929/30 made fuel saving of interest, even at the then very low cost of petrol, it is at first difficult to see why a free-wheel was thought necessary, for its main attribute then was foolproof gear-shifting and synchro-mesh gearboxes were already well-known, having, I believe, been pioneered by Cadillac and La Salle in 1928. The answer is probably that this American innovation had not yet spread universally to British cars and thus the free-wheel was welcomed by an expanding wave of new drivers, of whom a growing proportion were women, who were fearful of a "crash" gear-change, or so the inventors tried to convince themselves.

The first free-wheel of any note to gain publicity here seems to have been the French De Lavaud, which *The Motor* tested on a 2-litre Rover for 3,000 miles in 1928. This was a rather elaborate device, which replaced the normal back-axle differential and, apart from automatically disconnecting the drive when the accelerator was lifted, gave something of the effect of a limited-slip differential unit. It was claimed that as only the axle had to be dismantled for fitting, this free-wheel was easy for a garage-hand to install, at a cost of about £12. Its reputation was enhanced by the statement that it had been standardised for the six-cylinder Riley and was offered as an option by other British manufacturers.

This De Lavaud differential was being made at Letchworth as the Delavaud and was of the normal cam-and-rollers type, with a patented elastic connection between the roller cages, achieved by using spring-loaded balls engaging "dimples" in the opposite cage. A spring-loaded brake band was used to locate the rollers in the free-running position, but this caused them to move into the locked position when drag was withdrawn from the band, as when the engine was pulling or the car being reversed. Each half-shaft carried a centre-piece for the roller races, so that differential action as well as free-wheeling was provided for. The usual locking was accomplished by pulling up a floor control but there was a safeguard against it operating when the engine was running fast, the driver in this case letting-up the throttle after the control had been operated, whereupon the free-wheel would lock before the throttle was next opened. When reversing the free-wheel was locked automatically.

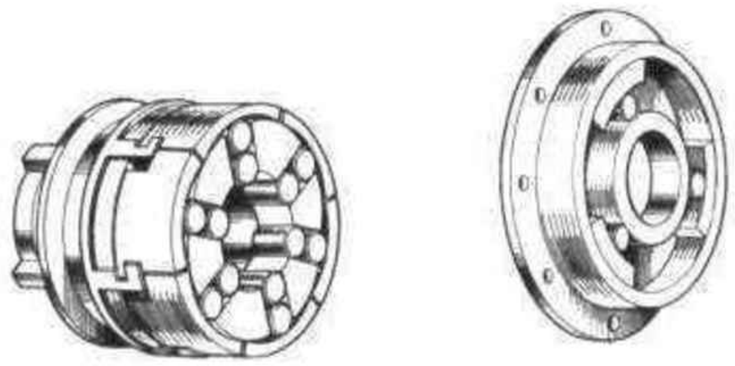
Apart from declaring that the Delavaud mechanism worked well and reliably, *The Motor* was interesting on the subject of free-wheeling in general. It decided that coasting constituted up to 30% of the journey-distance in hilly country, about 20% in towns, but might sink to 10% or less in fast main road motoring. Fuel saving was reckoned to range from about 15% to 20% over normal consumption and the silent slowing down was said to reduce driving fatigue, although the noise of the engine when it was revved-up was now more noticeable. However, with the drive locked, the noise on the over-run and in the gears was found unpleasant by a driver accustomed to free-wheeling; as the cars of the 1970s are relatively quiet, here is another point in favour of reviving the device.



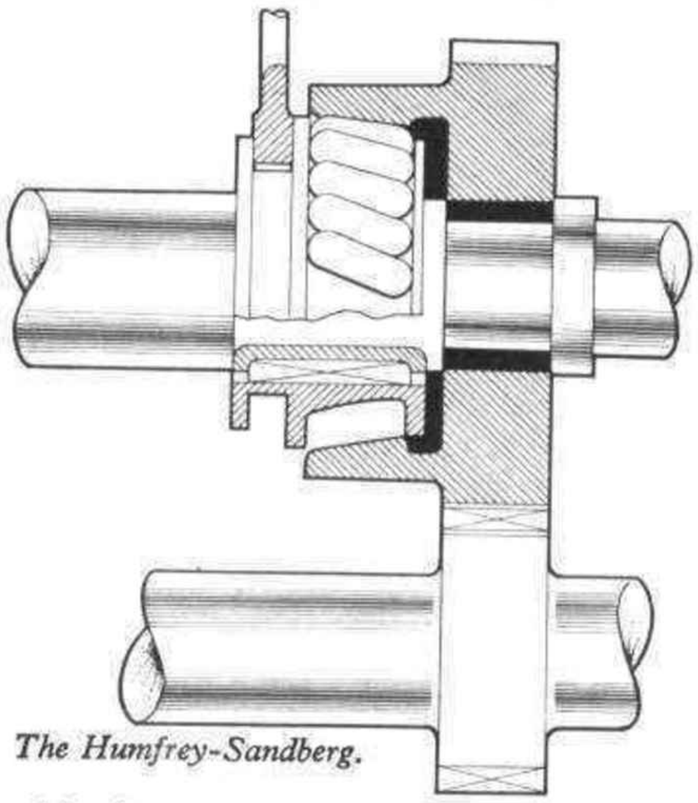
The Delavaud.

Stability was much improved, at all events with the Delavaud gear, even though the Rover to which it was fitted was on tyres "practically devoid of tread", such was the freedom of the 1920s. Gear changing was rendered instantaneous without so much as using the clutch, with the proviso that when changing-up a very slight pause was desirable, but *before* the lever was moved out of a lower-gear position. Very rapid gear changing was further facilitated on the Rover because it had a clutch-stop. The brakes were adequate when coasting. It was felt that a driver might not at first take to free-wheeling but that after a week he "will begin to like it" and after a month's trial "would not willingly be without it".

Nothing much more seems to have been heard of this French free-wheel but soon afterwards the Millam free-wheel and sprag was in the news. It was sponsored by Frictionless Mastagear Ltd. and derived prestige by being made by Sir W. G. Armstrong Whitworth & Co., Ltd. of Newcastle-on-Tyne, the aeroplane builders, at their Scotswood factory. It was fitted behind the gearbox and operated on the customary cam-and-roller principle but had, in addition, a separate sprag which prevented a car from running backwards in neutral. A further rather-endearing feature was an oil-sump below the mechanism, with its own little dip-stick, from which lubricant was flung into the cam-and-roller gear by means of a fibre wheel pressed by spring action against a rotating drum, the idea being that above a certain speed the fibre wheel would commence to slip and so reduce the oil splashage! However, unlike the Delavaud, the Millam required the driver to rev.-up the engine when he wished to lock the drive, which was done



The Millam.



The Humfrey-Sandberg.

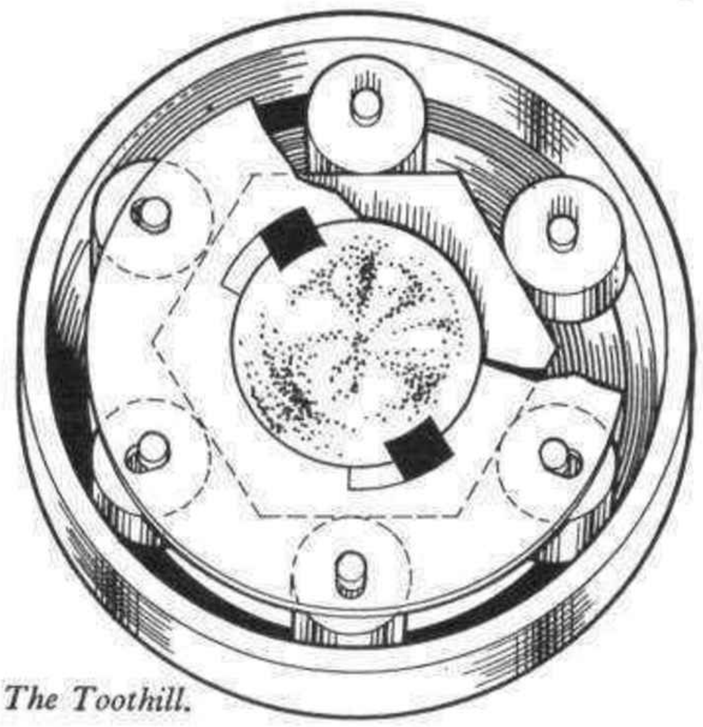
with a lever beside the normal gear lever, and the lock could only be freed if the engine was pulling; also, for reversing it was first necessary to drive a few inches forward so as to release the locking device from the free-wheel position, or else to bang in the clutch with the hand brake on and a forward gear engaged. This method was introduced as a modification, it was said to enable the driver "to avoid subjecting free-wheel and transmission parts to abuse". But perhaps a less complex-to-operate lock had proved unreliable?

The Press tried the Millam on a flat-radiator Morris-Cowley saloon early in 1929 and found it to act smoothly and quietly, with the expected easy gear-changing. *The Autocar* reporter admitted to fumbling urgently with the door handle in his eagerness to vacate the car when the sprag was demonstrated to him, in neutral, hands off the steering wheel, up a 1 in 3½ hill! Extra durability was gained from the Millam by substituting a series of cages on the gearbox tail-shaft, for the more normal separate bearings for the rollers, the latter resulting in very heavy loading between driving and driven shafts should one roller lock "early" and try to crowd one shaft away from the common axis.

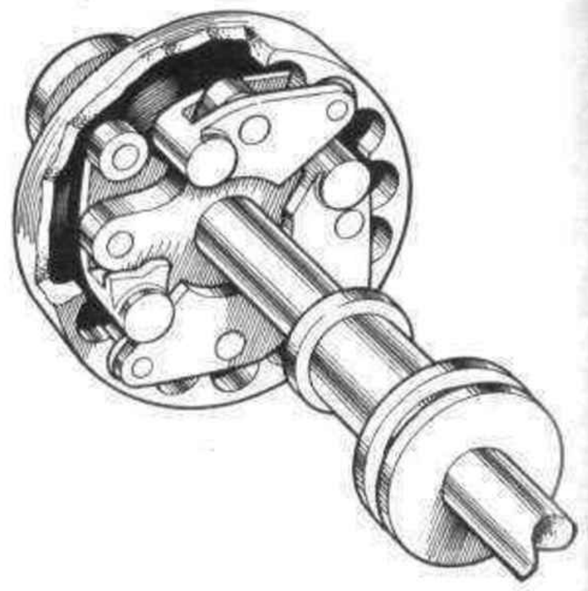
It was said that 10,000 Millam units were to be made in the first batch and that the device would fit some 20 of the most popular British cars, at prices of approx. £12 for small cars, £16 for cars of 12 to 22 h.p. (Such prices are now of only academic interest, apart for giving some idea of the manufacturing cost of such equipment.) It was claimed by the Millam's makers that it gave a 25% saving of petrol, 25% to 60% economy of engine oil, eased the wear on engine and transmission, as the free-wheel was likely to be in operation for 25% of a journey, and that it made for greater safety, the sprag apart, because of the ease with which a novice driver could get into a low gear and lock the drive by revving-up (provided the engine had not stalled, of course, which is really why the Lucas "Startix" control was introduced, which caused some interest when I referred to it in the February MOTOR SPORT). Testimonials from Austin car, Austin van, Standard, Morris-Cowley and Wolseley owners were published.

An even better-known device was the Humfrey-Sandberg uni-directional clutch. It was a product of Humfrey-Sandberg Ltd. of Transport House, Victoria, who had registered offices at Imperial Chemical House, Millbank. This was again a free/"jammed" roller-race mechanism, claimed to obviate local loading of its circumference and not to rely on special friction surfaces or powerful springs for its engagement. Engagement was effected by a ratchet-reducing-gear operable through the very smallest of practicable radii or angular movement. Used as a free-wheel behind a car's gearbox it was claimed to save from 15% to 30% on petrol bills, conserve engine oil, reduce the frequency of decarbonising (which dates it!), and reduce wear on engine, transmission and tyres. A stubby auxiliary "gear" lever actuated the free-wheel lock.

The Humfrey-Sandberg was intended as a ratchet-reducing-gear applicable to all kinds of feed controls, for mechanical paralleling or series-ing of prime movers, and as the main clutch for low-starting-torque electric motors, etc., by manual or centrifugal operation. As a free-wheel it was made for the Austin 7,



The Toothill.



The Maurice Bone.

the Austin 12, the six-cylinder Morris cars, Morris-Oxfords up to 1929, and Morris vans, and was an option on AC, Alvis, Armstrong Siddeley Twelve, Jowett and MG cars.

The Toothill free-wheel used a hexagonal inner member and locked its roller cages with keys and keyways. The Maurice Bone unit appears to have been a cruder device, using pawls and ratchets held out of engagement by bob-weights acted on by centrifugal force to free the drive, and engaged by cams to lock the drive, a sliding sleeve holding them in engagement to give a "solid" transmission.

As there was no need to be unduly parsimonious about petrol consumption in the days I am recalling, and as easy-change gears were soon to be introduced, the free-wheel was neglected by the majority of car manufacturers. With, however, some significant exceptions, for in their wisdom Hudson-Essex, Nash, Studebaker, Reo, Plymouth, Pierce-Arrow, Franklin, Volvo, Standard, Rover, DKW, and Saab adopted it. Today the position is different and as the only anxiety about free-wheeling in the 1930s was how the brakes would stand up (although Rover and others had no qualms on that score 40 years ago) and as brakes have since been so much improved, and the thing can be locked out for dicing down an Alp or when driving on sheet-ice, there seems absolutely no objection to re-introducing a simple piece of mechanism which materially reduces petrol consumption.

Especially as our rulers are determined, by every means in their power, to stop us from driving at more than 50 m.p.h. on roads where free-wheeling will save fuel. So what about it?—W.B.

A CASTROL FLASHBACK

AT THE conclusion of my appreciation last month of the 75th anniversary of Castrol lubricating-oil I remarked that cynics might say that the record-breakers and racing men were less concerned with which make of oil they used as with how much bonus-money they could earn. I countered that by remarking that this could hardly apply to those who used one make of fuel but another make of oil. To which super-cynics replied that maybe, that way, it was possible to *double* the bonus-money! However, there was less of this bonus business about in the early days of flying and motor racing, so it is worth mentioning that whereas the Vickers Vimy biplane which made the first non-stop crossing of the Atlantic in 1919 consumed Shell petrol, its Rolls-Royce engines were lubricated with Castrol oil.

This fact was brought to my notice by a Shell advertisement I happened to spot when re-reading a special 1953 issue of *The Aeroplane* commemorating 50 years of powered flight. This advertisement illustrated the famous trans-Atlantic Vimy, under a heading reading: "SHELL salutes the aircraft industry and mentions with pride that from the first flight across the English Channel to the latest jet records, SHELL fuels and lubricating oils have ALWAYS risen to the occasion". Whether that would be regarded as a transgression under the present-day Trades Description Act, as implying that Sir John Alcock and Sir Arthur Whitten-Brown used both Shell oil and petrol, I do not know. I hoped to find in the same issue Castrol's counter-claim, but for some reason they had not taken space that week.—W.B.

Peerless/Warwick Register

Dudley Thomson, of Redbeech Cottage, Church Lane, Friesthorpe, Lincoln LN3 5AL, intends to form a Register for Peerless and Warwick cars. He would like any past or present owners who are interested to write to him with details of their cars and any information they have which may be of interest to other owners.

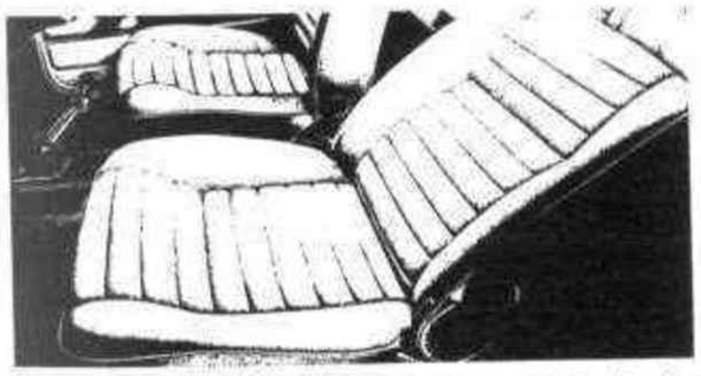
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Perhaps the only exciting luxury car at the price.

The Magnum is one of the few cars in its class that has achieved the rare blend of performance, luxury, space and economy.

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Inside Magnum: sumptuous accommodation for four.

Outside, an impeccable finish. Tough, mirror-smooth acrylic lacquer enhances the Magnum's clean good looks. But its beauty is more than skin-deep, thanks to no less than seven different layers of primer and paint. There are even rubber inserts in the bumpers and side trim to prevent those irritating little dents.

Under the bonnet, a choice of power. Every model in the Magnum range offers you either an 1800 or 2300 engine. And both produce sparkling performance. The 2300 surges to sixty in 11.2 seconds*, and tops 100 mph*. And the 1800 isn't far behind. Acceleration in top gear from 30–50 mph is pretty good too. The Magnum 2300 does it in 7.6 seconds–that's faster than the Porsche 911S and even the Ferrari Dino, according to "Motor". But happily you don't sacrifice economy. The Magnum 2300 squeezes 33* miles from a gallon at 50 mph, and does 25 mpg* at seventy.

*"Motor" January 5, 1974

All round safety. The Magnum's power is more than matched by responsive handling, tremendous roadholding and superb, dual-circuit, power-assisted brakes.

And for good visibility, you get four powerful headlights. Two-speed wipers, plus 'single-wipe'. Electric screen-wash. And a heated rear window.

Underneath–full underbody seal. Full underbody seal is just part of the infinitely thorough 11-stage protection process that makes every new Vauxhall such good value, not only when you buy it, but also when you sell it.

Every Magnum conveys confident, quiet quality.

Guide to the Magnum range.

Model	Engine	Body Styles	Price*
Magnum Saloon	1800/2300	2, 4-door	from £1,291
Magnum Coupé	1800/2300	2 door	from £1,345
Magnum Estate	1800/2300	3 door	from £1,408

*All prices subject to V.A.T. Prices and specification correct at time of going to press. Wing mirrors, fog lamps and aerial shown above are extras. Automatic transmission available for £112 extra, plus V.A.T.

See your Vauxhall dealer soon, and you'll see why the Magnum is in a class by itself.

Magnum: perhaps the only exciting luxury car at the price.



VAUXHALL GM **Vauxhall**

The Right Cars. Right now.

Anglo-French Monica

London breeding for France's new prestige car



Monica's beautiful profile, remarkable for a four-door, four-seater car. Such a mistress will cost about £12,500.

A COLLECTION of railway arches in Hammersmith may be thought the most unlikely location for the development of France's first craftsman-built prestige car since the demise of the Facel Vega. Yet here in these dark, Victorian caverns Monica, as she is named, perhaps less romantically than Monique, has undergone a seven year gestation period, hopefully culminating this month with delivery of production versions to her first two British customers.

Monica, it may be recalled from DSJ's report in last June's MOTOR SPORT of his acquaintance with her on the Paul Ricard circuit, has been the protege of Chris Lawrence, who inspired her design, nurtured her through many birth pains and is seeing at last the fruits of his labours going into serious production in the factory of Campagnie Francaise de Produits Metallurgiques (CFPM may be used to avoid the mouthful) at Baligny, near Lyons. As it would appear that production is a fact and not another of Monica's false starts (many dates for the commencement of manufacture have been given over the years), perhaps this is an appropriate time to recollect the backgrounds of both Monica of Balbigny, 42 Loire, France and Christopher J. Lawrence and Co., of 98 The Arches, Ravenscourt Place, London W6, for this Anglo-French Connection is quite extraordinary.

This French status symbol as she stands today, owes her existence indirectly to Chris Lawrence's racing career and to Morgan, the marque with which Lawrence's name will continue to be synonymous when Monica is in her dotage. Lawrence's interest began with motorcycles and Morgan three-wheelers before progressing to four wheels in the guise of MG J4 and K3, a Bugatti Type 38 and the MG-based Rotacks Special. He finished third in his first race, at Thruxton in 1951, but it was 1959 before he made his mark properly on the racing scene: he concentrated on Morgan Plus Fours, developed their Triumph TR engines to give amazing performance and carried all before him in club racing that year, his performances at Goodwood gaining him the Freddie Dixon Trophy, while a class win in the GT race at the Silverstone International Trophy meeting was prestigious.

The same year he and four colleagues formed Lawrence Tune to make a living out of their ability with Morgans and the TR engine. More ambitiously, in 1960 he designed and built his own Formula Junior car based on VW parts, and redesigned the chassis for 1961, but this, the first of the Deep Sandersons, was outclassed from the start and Lawrence returned to sports car racing with his Morgan. Other Deep Sandersons were to follow, in particular the Mini-based 301, an example of which Lawrence ran at Le Mans in 1963 and 1964, followed by the 501, fitted with a Downton Cooper S engine in each end and the 303 coupe designed originally with a rear mounted 1600GT Ford engine, superseded later by a Martin V8. With Richard Shepherd-Barron he had many notable International successes with Morgans, including a class win and 13th overall in the 1962 Le Mans 24 hour race. In 1962 also there was 6th place in the Spa GP, 8th overall and second in class in the Tourist Trophy, splitting the works Elites and 27th overall in the Nurburgring 1000 Kms. That year too, Morgan announced the Super Sports, a version of the Plus Four fitted as standard with a 116 b.h.p. Lawrence Tune version of the 2,138cc TR4 engine, while Lawrence rang the changes by driving one of the infamous Chevrolet Corvairs in the Brands Hatch 6 hour saloon car race; though Nader may have predicted otherwise, he survived.

In the sixties too Lawrence built the sleek SLR bodyshell for use on Triumph or Morgan chassis and ran one for one of his seven Le Mans appearances. Three were built, a dismantled one of which rests in a corner of the arches.



Prototype Number 2, now owned by Peter Dodds. All the early prototypes carried Deep Sanderson badges.

Lawrence raced and helped develop John Pearce's F1 Cooper-Ferrari in 1966-1967 and was involved with the development of, and was to drive, the Pearce-Martin V8 Formula 1 cars until they and their transporter disappeared in smoke so memorably at Silverstone in 1967, the year in which the Monica project was first formulated.

Lawrence went to the 1967 Racing Car Show as a frustrated Formula 1 driver and a highly successful preparer of Morgans and tuner of TR engines and it was there that he was contacted by an associate of M. Jean Tastevin, the founder and owner of CFPM who knew of Lawrence through his frequent Le Mans appearances. Apparently M. Tastevin was contemplating producing a small, luxury, hand-built sports car, for which he required a high-performance engine of under 2.8 litres (where the expensive split in the French road tax system occurs). Lawrence's 155 b.h.p., hemispherical-headed conversion of the four-cylinder TR engine seemed ideal and he was called over to CFPM's Paris headquarters to negotiate with M. Tastevin. The Englishman persuaded M. Tastevin that the TR engine was not the unit he should be contemplating for his envisaged car. Now wouldn't a detuned version of the Martin V8 be a much more suitable proposition? M. Tastevin agreed and by the time Lawrence returned to England he had secured a contract to supply the Martin engines and to design and develop the prototype car into which the engine would be fitted. Lawrence's experience of small production runs with the Deep Sanderson and SLR plus the dearth of suitable engineers in France had not been lost on M. Tastevin.

While Lawrence set about designing the car in the Hammersmith railway arches, M. Tastevin, after whose wife the car is named, began to re-organise his railway rolling stock factory in Baligny to incorporate his new diversification. This self-made man had founded his fortune out of constructing rolling stock for the French and German railways, decided that some of his capital could be invested in some other form of engineering, and being a car enthusiast, had decided that this was the way to go. He is also the complete Anglophile, so Lawrence fitted in well with his ideas..

Production rights to the V8 were acquired from Ted Martin. This 3-litre (originally 2.8-litre) all-aluminium, s.o.h.c. per bank engine produced 250 b.h.p. at 7,000 r.p.m., weighed 230 lb. complete with all ancillaries and by virtue of its unusual design, incorporating forked connecting rods on one bank to reduce the length of the block, was remarkably compact. It was installed in what could be described as a triangulated spaceframe with a central back-bone, developed from a frame Lawrence had utilised on one of his

Deep Sandersons. A sheet steel De Dion rear axle located by four links and a Panhard rod again followed the thinking which Lawrence had used in the Deep Sanderson coupe. At the front he used wide-based lower wishbones and rocker arm top links operating inboard coil-spring damper units, with the rack and pinion steering rack mounted high above the top links and on the first prototypes connected to the column by a chain and sprocket, though on later prototypes and in production the two meet directly. Then and now ventilated disc brakes with four-pot calipers, inboard mounted at the rear, inboard of the king posts at the front, have been fitted.

The first prototype ran in bare chassis form at Silverstone in 1968 and was clad later with a Williams and Pritchard-built body intended to make the car practical for development purposes rather than as a design exercise, the same applying to the second prototype. These lightweight aluminium prototypes were very sporting indeed, but while they met M. Tastevin's requirements of a full four-seater, four-door saloon they did not meet the required level of luxury. For the true sporting motorist, like Peter Dodds, one of the Lawrence Tune engineers, the original prototypes were ideal and he acquired the pensioned-off second prototype as his everyday road car. The standard of luxury, and consequently the weight, rose with the third prototype clad with a body designed by Collinee and Rascanu and constructed by Vignale. Later, supposedly definitive aluminium prototypes (production cars are steel) were built by Airflow Streamlines of Northampton in late 1970 and mounted on the first chassis to be constructed in France. Coincidentally the Martin engine was enlarged to 3.5 litres, fitted with four Weber 40 DCLN downdraught carburettors. Drive continued to be through a ZF five-speed gearbox.

At this stage David Coward was brought in from James Young (via *Motor*) to finalise the styling and interior design and the production lines in Balbigny took shape, ready for a planned maximum output of 10 cars per week. However, Tastevin and Lawrence took another deep look at the project for they were beginning to have their doubts about the suitability of the Martin engine for the increasingly luxurious sports saloon which they had created. It was becoming increasingly obvious that such a luxury car would have to be offered with a choice of manual and automatic transmissions and there was no way that this 3.5-litre V8, capable of screaming to 7,000 r.p.m. and with comparatively low torque at the bottom end, would give adequate performance with an automatic box. Nor was the type of customer likely to purchase the car in its latest form likely to welcome the amount of stirring required of the five-speed ZF box. Reluctantly, even more so because a machine shop had been set up to produce it in Balbigny (early engines had been produced for Lawrence by Coventry Victor), the decision was taken to shelve the engine, at least for the time being. A big, beefy American V8 was the obvious answer and the Chrysler 340 (5.6-litre) engine was selected, Chrysler being particularly helpful when it comes to selling their engines for fitting in prestige cars. This small-block engine produces 290 b.h.p. at 5,000 r.p.m. and 330 lb. ft. torque at 3,800 r.p.m. and fits conveniently in the same size hole in the spaceframe and bulkhead vacated by the Martin. The large block engine, as used in 7.2-litre form in the Jensen Interceptor III, in which guise it produces only 280 b.h.p. in any case, is far too large and heavy for Monica's underbonnet space. It had been intended to fit the 360 (5.9-litre) Chrysler engine which was supposed to be superseding the 340 in production and as such the new car was to be called the Monica 590. Chrysler seem to have met some problems in producing the 360, so Monica will be produced with the 340 and called Monica 560.

Between the Paris Motor Show in Autumn 1972, when the model exhibited had a Martin engine, and the Geneva Show in Spring 1973, Monica was redesigned around the Chrysler engine in all except body shape. Earlier David Coward had found time to be overtaking Monica in Vignale guise, so the side window line had been lowered and the screen deepened to bring her more up to date, the body lowered by three inches (between floor pan and roof, not roof and ground) and four inches added to the width. The twin sill-mounted fuel tanks were removed for the Chrysler version in deference to side impact regulations and a single 22 gallon tank inserted above the Salisbury differential. The extra power of the Chrysler V8 enabled Ad-West power steering and air-conditioning to be fitted as standard. ZF's heavier-duty five-speed box is attached to the Chrysler engine normally, or optionally the excellent Chrysler Torque-flite automatic transmission can be specified. Surprisingly few modifications were required to the basic chassis to accommodate the new engine.

In all except the essentials of being a four-door, four-seater, Monica has changed conception completely since she was first envisaged. From being a moderately light sporting car with excellent accommodation she has become a heavy luxury car with excellent accommodation. Despite the weight penalty performance has risen however, even if general agility has fallen. She is said to cruise comfortably and with absolute stability at 150 m.p.h. with four occupants seated in the type of opulence which even includes press-button electric door catches. The remarkable thing about Monica is the way in which four doors and four seats have been merged unobtrusively into a sporting shape the equal in profile of most two-door Italian exotica. Yet the rear doors and seats present adequate space for ingress and comfort for six-feet-tall people. The boot too is surprisingly cavernous.

Continued on page 459



David Coward, right, the designer responsible for Monica's final shape, with John Atkinson, the firm's General Manager, who will take charge of UK sales (Lawrence was at sea in his 1927 schooner).



Prototype Number 1 in retirement. Dodds' Riley 9 is behind.



Leather and wood opulence meets Mr. Tastevin's tastes – he runs a Jaguar Mk 10.

The TAP Rally

Fiat's sweeping success

THERE WAS a time when Italian sporting people appeared on rallies in a variety of hotly-tuned Fiat 500s, the occasional Alfa Romeo or one or another of the Lancia range, the Fulvia being the most popular in recent years. Then came Fiat's 124 Spider, and suddenly it became the car for every well-appointed Italian amateur driver to possess. There was no Fiat factory team then, and experienced foreign drivers going to Italy for the Sanremo Rally used to gaze in horror at the number of scantily prepared Spiders lined up at the start, nearly all of them with canvas hoods and no roll bars.

There was a recognised circus of works teams in those days, and Fiat was certainly not among them. Like General Motors, Fiat had a staid, unsporting reputation and anyone using one of the Turin cars for rallying was obviously doing it for fun, with no illusions whatsoever about winning anything.

Times have changed. Slowly, Fiats began appearing which were rather better prepared than most, and certain drivers began appearing regularly in them. The Fiat works team was beginning to evolve. A department was set up for the supply of competition parts to private customers and this department also prepared cars which were entered in rallies by a few regular crews and were later returned to the Turin workshops for re-preparation for the next event. The same faces appeared regularly among the service crews and their vehicles were all registered in Turin.

Almost without being noticed, the Fiat works team had emerged on the scene. Today, the team is based not in one of the Fiat factories but at one of the two Abarth plants in Turin, for the 124 Spider has since been modified by Abarth as a result of knowledge gained from those early days of rallying with the 124 Spider. At the end of 1973 even further development was nearing completion and in March this year the team took four latest specification Fiat Abarth 124s to Portugal for the TAP Rally. It was the first World Championship qualifier of the year and the first appearance of what the team refers to as "the new car". It was a resoundingly successful debut, for three of the cars finished in first, second and third places, the fourth retiring when the driver had to leave the road to avoid another car stuck in the middle of a special stage.

For a long time there was doubt as to whether the TAP Rally would be run at all, for Portugal has felt the petrol scarcity rather more keenly than most countries. But the government finally agreed to allow the rally to take place, the National Tourist Office backing the event to compensate for the reduction of TAP's own budget, a reduction made necessary by the increased cost of aviation fuel—and the sponsor is an airline after all.

During the rally itself there was no shortage of petrol for competitors; adequate provision had been made to ensure that certain filling stations were open at the times the rally passed through and that they had enough fuel for all. But such arrangements did not apply during the weeks before the rally and many crews had to cut their training short simply because they were getting low on fuel and were not able to get any more.



The Fiat Abarth 124 Rally, with revised independent rear suspension, a little more power, considerably less weight and Colotti transmission replaced by ZF. The panels, roof included, are wafer thin.

Foreign registered cars and local ones being used by foreign tourists were allowed to get petrol at times when the Portuguese were not—Sundays, for instance—but if the filling stations had none to provide, the concession didn't amount to much. Nevertheless, it was a situation which gave no rise for complaints, for all the competitors knew exactly what the country was facing and appreciated that in these circumstances they had to fend for themselves as rallying people usually do anyway.

Three of the four Fiats were crewed by regular Italian drivers, Raffaele Pinto/Arnaldo Bernacchini, Alcide Paganelli/Ninni Russo and Sergio Barbasio/Piero Sodano. Pinto and Paganelli finished first and second whereas it was Barbasio who had the misfortune to ditch when driving off the road to go around an Opel stuck in the middle of the road. The fourth Fiat was driven by Finnish pair Markku Alén and Ilkka Kivimäki. They used to drive for Volvo Finland, but since last year's RAC Rally they have been in works Escorts. The days of exclusive contracts for everyone are long over, though some teams stick to them, so when Fiat realised that Alén was tied to neither Volvo nor Ford and was without a car for the TAP Rally, they snapped him up and he rewarded them with third place.

The incredible thing about Alén's performance was the fact that the Rally was his first ever with pace notes to aid him. All experienced professionals are highly expert in the science of describing roads accurately with words and making those words almost entirely monosyllabic in order that they may be read at a speed which corresponds with the speed of the car. The whole process demands such precision that it takes considerable practice before anything like perfection is achieved. Alén has always been a natural driver who has preferred, even on the Rally of a Thousand Lakes, to drive "on sight" from what he can deduce from the road ahead, so the sudden switch to notes must have upset his normal style a great deal.

The biggest rivals to the Fiats were the Opels, two from the Rüsselsheim-based European Dealer Team and one prepared in Sweden for the British Dealer Opel Team, as it is called. The cars from Germany, driven by Walter Röhrl/Jochen Berger and Achim Warmbold/Jean Todt, were powered by the usual cross-flow engines which have proved to be far from reliable in the past. In February's Arctic Rally they had Kügelfischer fuel injection but on this occasion they had carburetters, the power output said to have been reduced from more than 200 b.h.p. to 180 b.h.p. Even so they did not achieve the required reliability; Röhrl's engine holed a piston and Warmbold had a prop-shaft bearing shake itself to pieces after the rear shock absorbers had broken.

The car built in Sweden by the GM Dealer Team had a conventional cylinder head and was far more reliable, though less powerful. It was driven by Tony Fall and Robin Turvey, the latter co-driver making one of the two or three outings a year which he has made since leaving the Rootes Works Team many years ago. During the last morning of the rally they were forced into retirement when a pin fell out of the front suspension links leaving Fall without steering.

British Leyland was represented by one car from Abingdon, a Triumph Dolomite Sprint driven by Brian Culcheth and Johnstone Syer, and a collection of Marinas, Maxis and a Mini from BL Portugal. Culcheth's activities as BL's only works driver comes under the direction of BL International and each visit to a foreign rally is made as a publicity exercise on behalf of the local importing or assembling company. The car is prepared at the Abingdon Special Tuning Department, and it does seem that there is a great lack of co-ordination between the two divisions. Culcheth would be considerably more successful with his activities if he were backed by a greater determination by the Abingdon management to provide the best possible car with the best possible preparation. The Sprint has been around in prototype form for some years and by now one would have thought that the bugs would have been ironed out. Alas they have not, even though their nests have been located.

In the TAP Rally Culcheth retired on the

very first special stage when a far from adequate suspension allowed enough travel for the sumpguard to hit a rock so hard that it moved up and bent the steering rack. It was exactly the sort of misfortune that proper, rally-bred dampers might have prevented.

Of the Japanese manufacturers both Datsun and Toyota were represented, the former by three new 260Zs sent from Japan and the latter by a Celica and a Corolla Levin (both with 1.6-litre twin-cam engines) borrowed from the company's European headquarters at Brussels to be entered privately. Having suspended its competition activities due to the economic situation in Japan, Toyota froze the budget allocated to Ove Andersson for the semi-works rallying activities which he undertakes from his home in Sweden. Nevertheless he was able to borrow the Levin for himself and an unrallied Celica for Björn Waldegard, the latter being one of the cars originally sent to Europe for this year's ill-fated Monte Carlo Rally.

The Celica succumbed early in the event to a mysterious electrical failure which completely stopped the transistorised ignition system, but the Levin went on to finish fourth overall despite various suspension troubles and, towards the end, a gearbox without second gear.

The Datsuns were again suffering from badly fading brakes, a fault which ought to have been rectified by now considering the frequency of complaints from drivers about bad brakes. However, that was not the major problem; there was a fault in the lubrication system which affected all three cars, for when the engine revolutions reached 6,500 r.p.m. the oil pressure faded to nothing. Harry Källström spotted this in time and took great care not to exceed that number of revolutions from then on, but it took the other drivers by surprise and both Ingvar Carlsson, a Swede who formerly drove BMWs for the Swedish dealers, and Mario Figueiredo, a Portuguese Datsun driver, retired with engines affected by the lack of lubrication.

Of the British private drivers, Chris Sclater and Neil Wilson were the best placed in ninth position overall. They would have been higher had not the clutch of their Ford Escort RS (with 2-litre aluminium 16-valve engine) stopped working as they were leaving a service point. The rod somehow managed to pull itself out of the slave cylinder, and by the time that was fixed, a hanging exhaust pipe wired up and a faulty alternator replaced, they had lost some 23 minutes of road time—as opposed to special stage time.

In its shortened form (due to the petrol situation) the TAP Rally was a better designed event than it has ever been. Gone were the tedious concentration runs from various major airport cities in Europe (TAP is Portugal's airline) and instead the rally was divided cleanly into two legs with 16 special stages in each. The start was at Lisbon, the overnight stop at Ofir in the North and the finish at Estoril racing circuit, some 15 miles from Lisbon, where a slalom up and down the pits straight served to attract thousands of spectators despite the pouring rain.

It was a tough, demanding event, with rough roads, plenty of rain, a great deal of fog and such a punisher that only 40 cars finished from the 119 starters. The TAP Rally would do well to keep the same style in future years and not revert to the practice of using concentration runs.

For Fiat it was the most significant and most sweeping success ever, for Raffaele Pinto went into the lead right at the start and never lost it, spurring his team-mates on to stay with him. No doubt the presence of Alén in the team had something to do with it, for the Italians were probably not going to allow themselves to be beaten by someone who was driving their kind of car for the first time.—G.P.

GENERAL CLASSIFICATION

1st :	R. Pinto/A. Bernacchini (Fiat Abarth 124)	6 hr. 26 min. 15 sec.
2nd:	A. Paganelli/N. Russo (Fiat Abarth 124)	6 hr. 30 min. 12 sec.
3rd:	M. Alén/I. Kivimäki (Fiat Abarth 124)	6 hr. 37 min. 17 sec.
4th :	O. Andersson/A. Hertz (Toyota Corolla Levin)	6 hr. 40 min. 54 sec.
5th :	H. Källström/C. Billstam (Datsun 260Z)	6 hr. 54 min. 27 sec.
6th :	R. Neyret/Y. Vanoni (Alpine-Renault)	7 hr. 04 min. 18 sec.
7th :	G. Fischer/H. Gottlieb (BMW 2002 Ti)	7 hr. 05 min. 02 sec.
8th :	F. Romaozinho/C. Silva (Citroën GS)	7 hr. 17 min. 04 sec.
9th :	C. Sclater/N. Wilson (Ford Escort RS)	7 hr. 26 min. 59 sec.
10th :	A. Borges/M. Sottomayor (Fiat 124 Spider)	7 hr. 27 min. 55 sec.

119 *starters* — 40 *finishers.*

continued from page 457.

Lawrence's arches contain a perfect history of Monica development: prototype number 1 is deteriorating slowly on spare-ground at the rear of the arches (alongside a Riley 9 which Peter Dodds is restoring), number 2 is in perfect order and used every day by Peter Dodds, number 3, the Vignale car lies ignored in a corner of the workshop, the last aluminium-bodied, 3.5-litre Martin-engined car with which Lawrence clocked under 15 sec. for the quarter-mile in last year's Pomeroy Trophy, is gathering dust and three Chrysler-engined prototypes are currently in use for development.

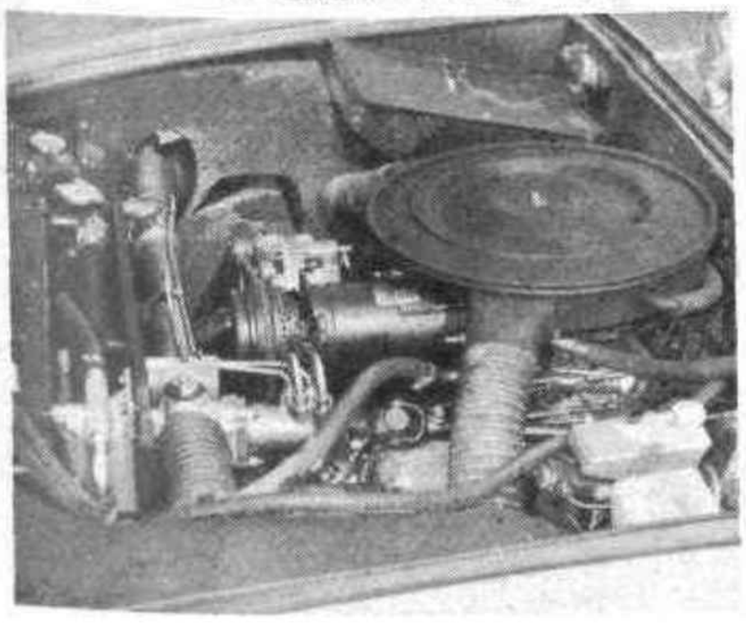
Christopher J. Lawrence and Co. are devoted 100 per cent to Monica engineering development, for which they are paid a monthly retainer by Tastevin. The name Lawrence Tune, though frequently used by those who remember the firm from pre-Monica days, is no longer apt, for the tuning business gave way to the demands of Monica. Well, not quite, for Lawrence has been unable to forsake his Morgans: his famous old Plus Four, TOK 258, is being campaigned in the Spreckley Championship by a former Lawrence employee, Robin Gray who competes too in Modsports with Lawrence's Plus 8 and in motorcycle racing with a Yamaha 350. The fearsome 4-litre Plus 8 is having extra power extracted from its Rover engine in the well-equipped machine-shop. Carburation for this season will be four downdraught Webers on a new cast aluminium Lawrence Tune manifold. Lawrence had contemplated putting this conversion on the market with road-going MGB V8s in mind, but the current economy scare has changed his mind.

Lawrence has been responsible for all parts buying for the French firm for development and for the first 25 production cars, after which purchasing will be controlled by CFPM's Paris office. It is his responsibility also to put the car into the American market where a bright future is foreseen for Monica. Fortunately the low volume production absolves Monica from crash tests, but she will have to undergo the 55,000 mile durability pollution tests.

The firm's key men are Peter Dodds, the Chief Development Engineer, who with Nick Ouroussoff is responsible for all mechanical development work, John Peterson, the Chief Designer and Machinist, a particularly clever prototype engineer, and the other machinist Graham Morton, while David Coward, originator of Monica's final body shape, shares the upstairs drawing offices with draughtsman Alan Coppard. Mrs. Rosalie (Rob) Turner is responsible for the financial, parts buying and secretarial work. The General Manager is John Atkinson, whose responsibilities have been extended to control sales, for Lawrence and Co. are sole concessionnaires for Monica in Britain.

A two-speed axle is being designed for Monica by Lawrence and Peterson, a particularly desirable feature for high-speed autoroute work with the automatic gearbox option. Many other production cars spring to mind which might benefit from such a piece of equipment, particularly the Jaguar XJ 12, presenting possibilities for enabling a four-speed manual gearbox to be used on that saloon for which nobody can supply Jaguar with an overdrive strong enough to stand the torque. If the two-speed axle gains acceptance, Lawrence may be sitting on a goldmine.

When the firm's engineering responsibilities for Monica finish, it is hoped M. Tastevin will ask them to go ahead with a two-seater mid-engine car built specifically to carry the Martin V8, a concept for which Ted Martin's design would seem ideal. The Anglo-French relationship between the railway arches and the railway rolling stock factory seems to have been rather more successful than Concorde. – *C.R.*



Unusual position for the Ad-West steering rack.



Monica's elegant tail hides a roomy boot.

V-E-V MISCELLANY
Continued from page 445

will now be held on August 4th, at the Cotswold Wildlife Park, Burford, Oxon. A Sunbeam Dawn is looking for a new home, being discarded somewhere in Shropshire.

Ronald Barker has acquired another Model-A Ford. A letter from a lady, which the *Lancashire Evening Post* published recently, refers to a "Jalloway" two-seater she owned years ago. This was clearly a Galloway, as the writer says made in Dumfries, and one wonders if the fact that the Company used girl drivers of these cars in competition events had any bearing on this lady's choice of car? Arising from our recent article "Where Are They Now?", the Standard Registrar informs us that the 1929 Standard Nine Teignmouth fabric saloon with which W.B. had fun 14 years ago is now owned by a Hampshire enthusiast. In this context the ABC OC informs us that W.B.'s ABC was an ex-works car, used for at least one Land's End Trial, but that all trace of it has vanished. *Cara*, the Aer Lingus magazine, published an article on the 1903 Gordon Bennett race in its March issue, and in an appreciation of the great railway engineer, George Churchward, in the *Western Morning News*, it was mentioned that he built, with Robert Grenville, a steam car in 1875, which is now in Bristol Museum. He apparently used it until 1897, after which he is said to have owned one of the first petrol cars in Wiltshire.

Our picture of the pre-war Rover Ten Special BKM 77 has brought a letter from her constructor, R. E. Richards, saying he used her once in a competition after the war, at the 1945 Filton speed-trials, when she was third to Gerard's Riley Sprite and Newton's HRG, after which she was sold to Cowell. It is believed she then ran at Bouley Bay and she was later seen near Colchester. So where is she now? The car, not Cowell. . . . The Riley MC of Western Australia, which accepts Riley models down to the post-war Pathfinder, has only about 25 members but has, due to distance, remained independent of the far larger Australian Riley Club, and it even manages to make its own parts. The Secretary is P. Hocking, 101, Read Street, Rockingham, 6168, Western Australia. The Crossley Register is to hold the first "Crossley only" meet at the Eathorpe Park Hotel, Leamington, on June 16th. Crossleys from Overseas are expected, there is no entry fee, Crossley Premier Engines are giving a trophy and details are available from: G. Lee, 4, Brickwall Lane, Ruislip, Middlesex.

VINTAGE POSTBAG
Continued from page 448

Petrol Injection 38/250

Sir,

Perhaps I may be allowed to correct a few minor errors appearing in your recently published letter from Mr. David Scott-Moncrieff.

The "White Ninety Mercedes" was, as Mr. Scott-Moncrieff recalls, a spectacular looking machine indeed, although, as he maintains, a little deficient in performance.

It was purchased from Mr. Crowe conjointly by the late Osmond Raphael (not Rafael) and myself *c.* 1925 and extensively used by us over a period of some years, its subsequent fate, in the ownership of Buddy Blythe, was, however, previously unknown to me.

The next notable vehicle jointly purchased by Raphael and myself was, indeed, the 38/250 supercharged Mercedes.

Raphael was, in fact, a manufacturing optician, and, incidentally, a gifted violinist, but not a music publisher.

The 38/250 was acquired in London and carried the standard twin fixed-choke updraught carburetters, the Roots-type supercharger, which pressurised the carburetter intakes, being engaged, at will, by full flooring of the accelerator pedal. The ensuing howl was most impressive and the power increment noticeable.

Displacement of the boost-pressure gauge connection from upstream to downstream of the very restrictive carburetter chokes, however, revealed a rather pathetic maximum manifold pressure of little more than 3 p.s.i., and here was, indeed, a case for port or cylinder fuel injection.

Most fortunately I was, at that time, with the SU Carburetter Co., then already in full-scale production of fuel-injection systems for aircraft and US Army Ordnance vehicles.

The replacement of the original carburetters by plain steel ducts and the fabrication of a new steel air manifold, housing six inlet-port directed injectors presented little difficulty; nor, indeed, did the replacement of the camshaft mounted radiator fan by an existing SU six-point injection pump.

The nett results were highly gratifying.

About this time, however, Raphael and myself embarked upon the reconstruction of the 22-litre Benz, now immaculately restored by its subsequent owner Eric Milner and today the property of Mr. J. V. Murcott.

This heroic machine we had conjointly owned for some years, and the 38/250 was disposed of, presumably to Mr. Tom Wheatcroft, but of this I have no knowledge having myself been abroad at the time of its sale.

There seems, however, little doubt that it now reposes in a Prague museum. If it is ever taken out for an airing I can only hope that the fuel-injection system continues to function impeccably.

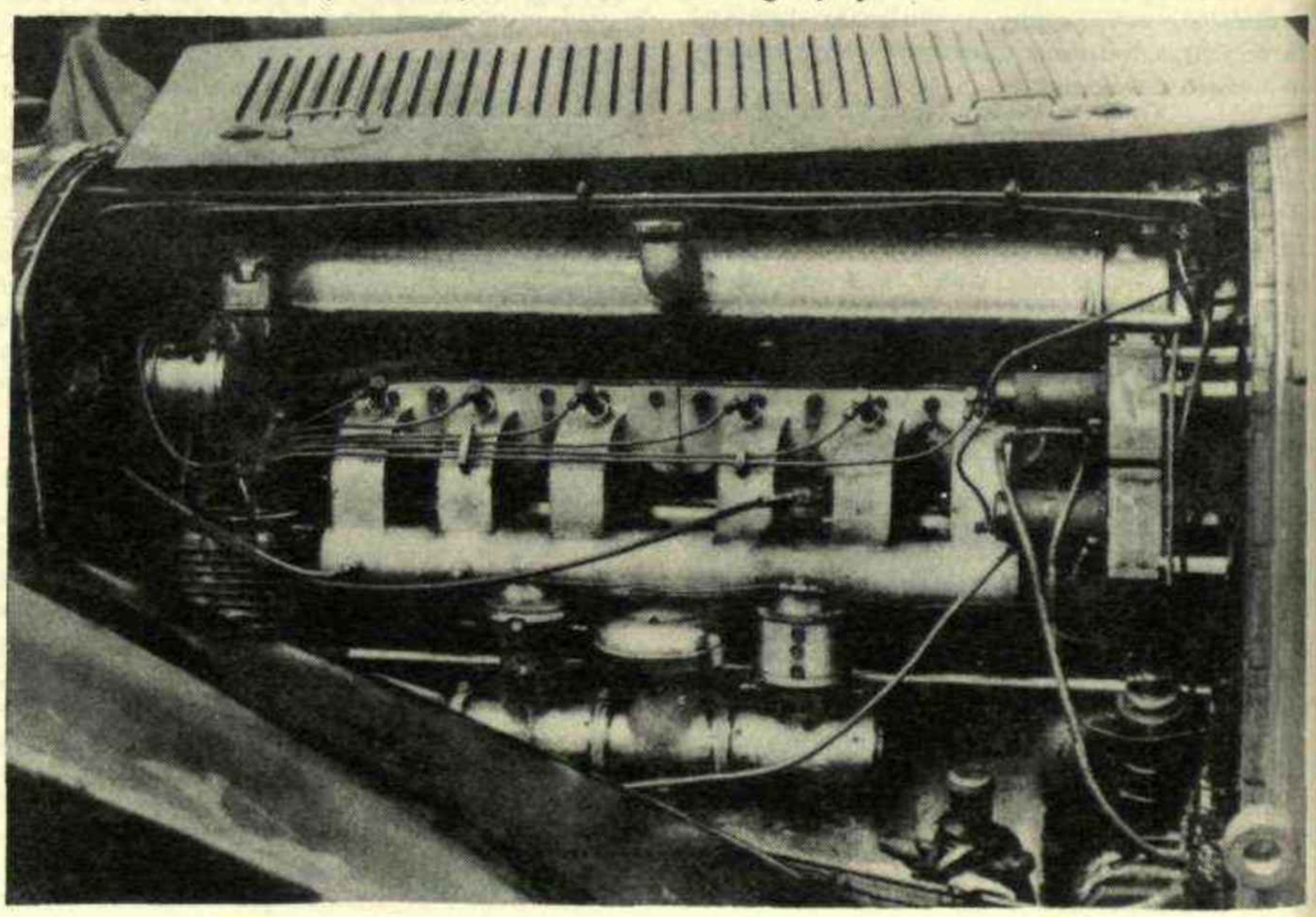
Edgbaston JOHN N. MORRIS

FIAT ECONOMY

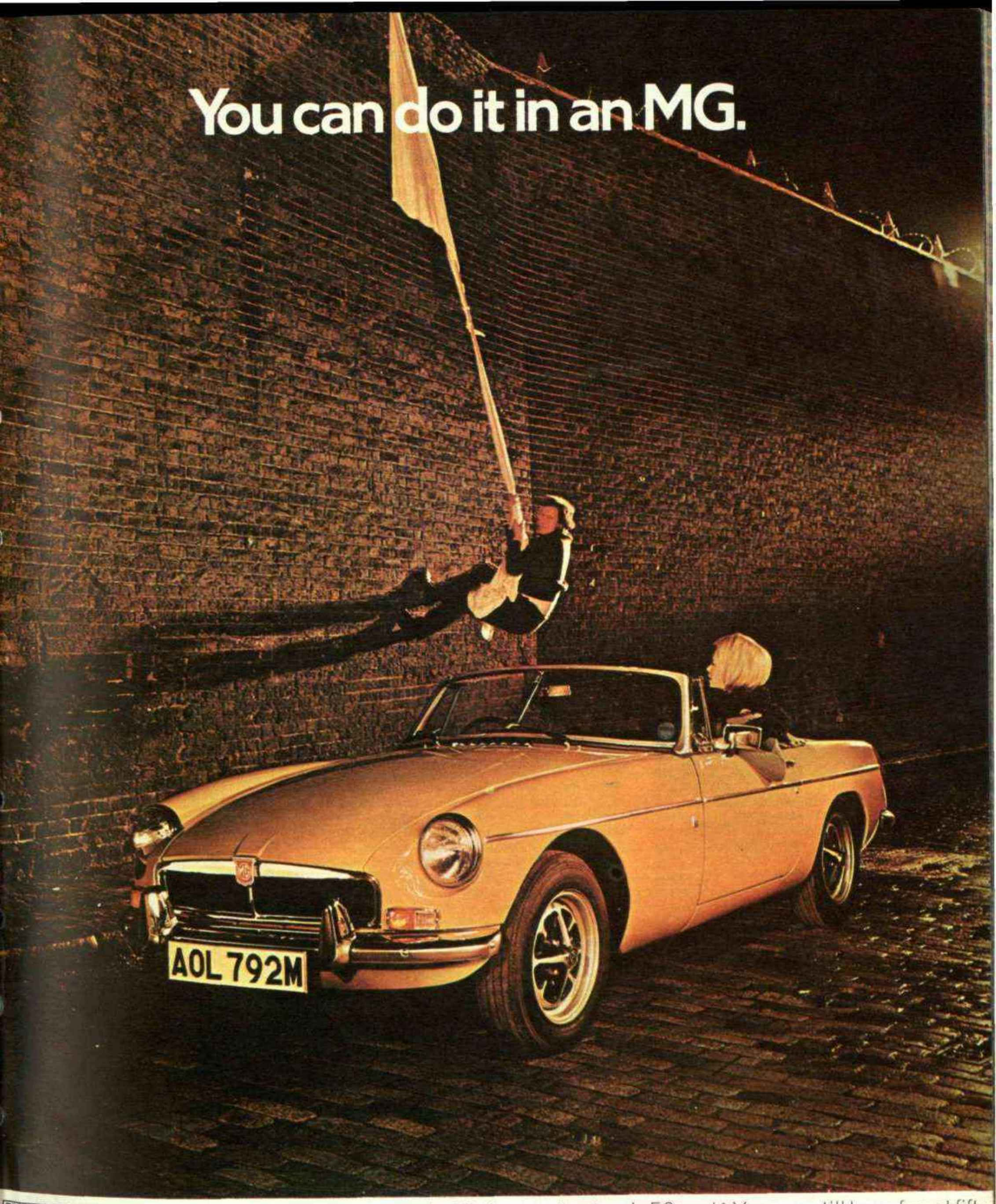
JACK HILL (Reading) Ltd. recently submitted two Fiat cars, a 126L and a 127, to an RAC-observed fuel-consumption test. The Report is detailed as RAC Trial No. 888. The 126L covered 149 miles at an average speed of 27.34 m.p.h. inclusive of traffic stops and returned 63.40 m.p.g. of 3-star petrol. The 127 averaged 28.95 m.p.h. for 152 miles and gave 54.29 m.p.g. The test was conducted in the Reading area, no coasting was resorted to, and the tyre pressures were normal. These are very creditable fuel-consumption figures, even if the average speeds were distinctly on the modest side, even with the then-prevailing overall 50-m.p.h. speed-limit. But it does suggest that the Fiat 126 could achieve the 60 m.p.g./50 m.p.h. target, although Fiat have yet to prove this to us.

What is rather disturbing is that this official RAC report relied on "distances recorded on the speedometer". The Chairman of the RAC Technical and Engineering Committee says this is regarded as adequate for the longer tests and we agree that not much mileometer inaccuracy should intrude. But it does mean that the unscrupulous could fake the results, although we are not casting the slightest aspersion on the present tests, for which standard Fiats were undoubtedly submitted. Even so, it would seem more scientific to check the mileometer readings against actual distances covered, if m.p.g. figures are to be quoted to two places of decimals. However, this test has convinced us that if you do not hurry along, a Fiat 126 will exceed 60 m.p.g. and a Fiat 127 do better than 50 m.p.g. The latter car, incidentally, recorded three more miles than the 126, which could imply mileometer error.—W.B.

Real rarity—the fuel injection 38/250 *Mercedes-Benz engine, referred to in the letter above.*



You can do it in an MG.



0-50 in 8·0 seconds*. 37·6 mpg at a steady 50 mph*. You can still have fun at fifty.

£1,567.04 including car tax, VAT and extras pack (seat belts, number plates and delivery extra). *Source Motor

BRITISH LEYLAND **MG**

MGB

Mercedes Benz 450SL



MOST OF THE publicity which has been given to the 450 S-class range of cars which Mercedes-Benz announced last year to supplement the 350 S-class range has fallen upon the 450SEL luxury saloon because of its election as the Car of the Year. However, sharing the same 225 b.h.p. DIN, 4.5-litre V8 engine is the 450SL, one of the handful of the World's luxury cars offering the opportunity for open-top motoring, the latest in the line of Mercedes SL sports cars which began with the famous 300SL twenty-two years ago. If we are all to be hounded by VASCAR, radar and television cameras (on the southern end of the M6) and the threat of disqualification for three trivial offences, then one of the few remaining motoring pleasures which Authority has yet to ban or tax is open-air motoring and the 450SL is one of the rare means of enjoying this in expensive style. The 350SL remains in production, but importation to the UK has ceased in favour of the 450SL.

If the 450SL's lineage is traced back to the 300SL then Mercedes' policy would seem retrograde to the enthusiast. That magnificent classic sports car had a 160 m.p.h. maximum speed and formidable acceleration even by modern standards. With a claimed maximum speed of 134 m.p.h. the 450SL is in fact the fastest two-seater production Mercedes since the 300SL—on two more cylinders and with an extra 1½-litres. The 450SL is for a softer generation of Mercedes customers, bred on a diet of big, quiet, lazy engines, automatic gearboxes and power steering, all of which this latest sports car has as standard. It also has the same remarkably high standard of engineering which the 300SL and all other Mercedes have exhibited, but for an £8,598 car it is badly lacking in luxury equipment.

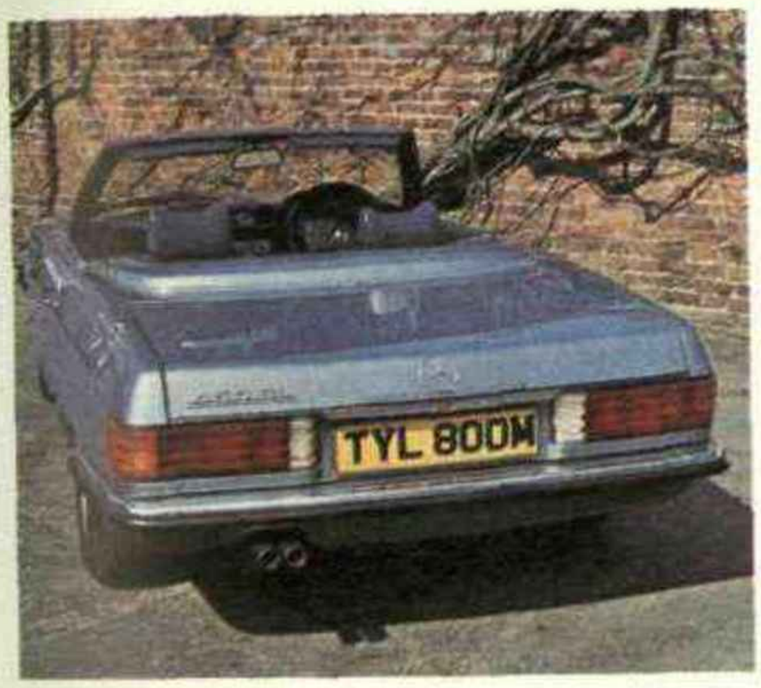
It would appear that Mercedes, suffering inflated prices in the UK because of the exchange rate, have kept the basic specification of the 450SL down to a minimum in order not to make the list price too frightening. Thus it is that the man who is regularly accustomed to paying over £8,000 for a motor car and so equally accustomed to creature comforts like electric windows, air-conditioning, stereo, will find that in the SL his £8,598 buys him nothing of the sort. By the time he has added the formidable array of "missing extras" his bill will have grown to well on the wrong side of £10,000. The listing of an occasional rear seat as a £104.96 extra in this two-seater car is unforgivable, while electric windows to replace the 5¾ turns (11½ turns down and up) manual winders should be included too instead of costing £133 as an extra. Like BMW, Mercedes charge roughly twice the price of Jaguar for air-conditioning: £632.96 plus another £46.37 for tinted glass which is insisted upon with air-conditioning. The alloy wheels fitted to the test car may look attractive and elegant compared with the standard steel variety: the attraction costs an extra £378.35. I was amazed to find a terrific squealing from the inside wheel and a huge cloud of smoke in the mirror the first time I floored the throttle to take an opportune gap in the traffic at a busy roundabout: this sophisticated chassis with anti-dive front and rear and starting torque compensation does not include a limited-slip differential, which is just now being re-introduced as a £64.21 extra after being dropped for a while for technical reasons. A factory-fitted Becker Mexico stereo radio with a mere manual aerial costs £313.97 or a Becker Europa mono £115.96. Alternatively, of course, the dealer can fit the radio of your choice, which in the case of the test car was a Blaupunkt Blue-Spot complete with an electric aerial.

Standard equipment does include the steel hardtop and a proper convertible hood which folds away manually beneath a hinged steel tonneau panel. Strong muscles are required for either conversion: that elegant hardtop is exceptionally heavy even for two strong men, while more than a lady's delicate hand is required to twist the two taper-screw pegs locating both soft-top and hardtop in the top of the screen rail. Similar, but easily turned pegs locate the hardtop at the rear of the door (the soft-top hinges at the same point) and in both cases a single peg in the rear centre is pulled down, locked and released by a window-winder type handle on the inside panel. Both the canvas hood and hardtop were perfect fits on the test car, though there were some minor rattles and groans from both.

Particularly disappointing was the amount of wind noise. I expected this from the soft-top but thought that Mercedes of all people, to whom wind tunnels are as much a part of car design as drawing boards, would have built a quiet hard-top. Adjustment of window pressure against the rubber door seals might have improved this on the test car. A louder and sometimes annoying wind howl transpired to be the tail-mounted radio aerial, no fault of the Mercedes factory. In common with its sister S-class cars, the SL shares the wind-tunnel-designed screen pillar gutters to deflect rain and dirt from the side-windows and light units which too deflect dirt.

Apart from its exclusivity, the beauty and elegance of design which give it that special "presence" in any company and its adaptability to suit the weather, the customer pays for undisputed engineering excellence and safety—both active and passive. Active safety dictates good handling, road-holding and brakes, which is what we are all prepared to pay for in any case. Passive is the protection



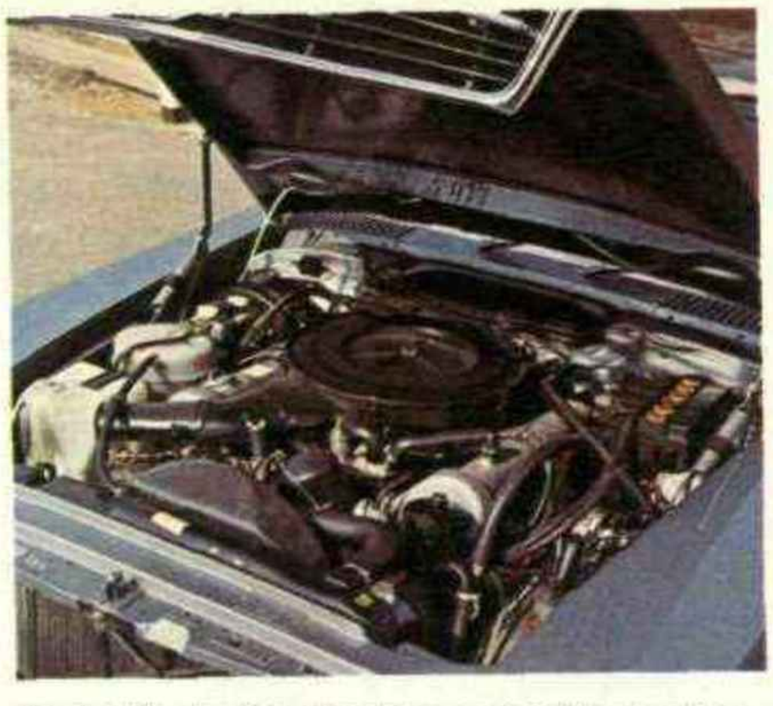


which the car affords to the occupant in the event of a crash and in this respect Mercedes are undisputed leaders.

The new 4.5-litre V8 engine, fitted with one overhead camshaft per bank, gains its additional litre by an increase in stroke from 65.8 to 85 mm., the bore remaining the same as the 3.5 at 92 mm. It is fitted with the same Bosch electronic fuel injection system and transistorised ignition as the smaller model, produces 25 b.h.p. more at 800 r.p.m. less (5,000 r.p.m.) and is claimed to produce 40 per cent more torque at low revs (peaking at 3,000 r.p.m.) and 20 per cent more at 5,000 r.p.m. than the short-stroke engine. The Mercedes-Benz three-speed automatic gearbox with torque converter has been strengthened to accommodate the increased torque which has enabled a 3.07 : 1 final drive ratio in place of the 350's 3.46 : 1.

The electronic injection automatically compensates for temperature, so warm or cold starting was immediate and the engine showed no objection when driven from cold. Mercedes have solved the inherent V8 secondary balance problems so well that neither in feel nor sound is the arrangement of cylinders more than minimally perceptible. Engine noise is almost completely unobtrusive unless accelerating hard, the gearbox can be heard at low speeds and over rough surfaces there are some unanticipated thumps from the suspension and tyres. On the whole, though, this would be a very silent car were it not for wind noise, the level of which is little different whether hard or soft top is in place. On the credit side, this wind noise seemed to reach its peak at around 80 m.p.h., so that at an indicated 140 m.p.h. with the Vdo tachometer needle just holding short of the ignition cut-out at 6,000 r.p.m. (150 r.p.m. beyond the start of the red line) noise was no more disturbing than at two-figure speeds. Maximum recommended speeds in the gears are 59 m.p.h. and 96 m.p.h. using the manual hold, automatic changes are very smooth, but up to about 20 m.p.h. in traffic the box can be indecisive as to which gear it prefers. The thick rubber golf-club shaped lever works in a gate on the centre console, the gate is considered foolproof enough not to require an over-ride button, but twice I hit neutral when selecting top from second when in a hurry.

Apart from the rear axle, the running gear on the 450SL is no different from the 350SL. Twin wishbones with an anti-dive control device, coil springs with progressively acting rubber helper springs, double-action shock-absorbers, and an anti-roll bar make up the front suspension. The rear suspension retains the diagonal swing axle but (and this feature is unique to the 450S series) is otherwise redesigned to incorporate anti-squat geometry and what is called "starting torque compensation", all necessary to prevent the rear end dipping when the torque of the 4520 c.c. engine is put into effect. If the actual mechanics of this axle remain hazy then it only requires a test run in any of the 450S series to realise how incredibly effective it is. Under the harshest of acceleration, even with a load on board, the tail refuses to dip to upset passenger comfort. What is even more impressive is the almost uncanny effect this system (which also keeps rear wheel camber constant) has on braking. Its effect when the brakes are applied is to pull the tail down slightly which in conjunction with the anti-dive front geometry restricts weight transference. When the servo-assisted, dual-circuit disc brakes are applied the car feels to glue itself down to the tarmac.



Mercedes' own power steering with steering shock-absorbers is too light for my tastes, but has excellent feed back and response through a too-large, roughly sculptured, plastic-rim wheel mounted too high on a non-adjustable column. There is some roll when cornering hard, but the roadholding of the 205/70 VR 14 Michelin XWX tyres is outstanding and this powerful, automatic transmission sports car is not in the least "hairy" if used sensibly.

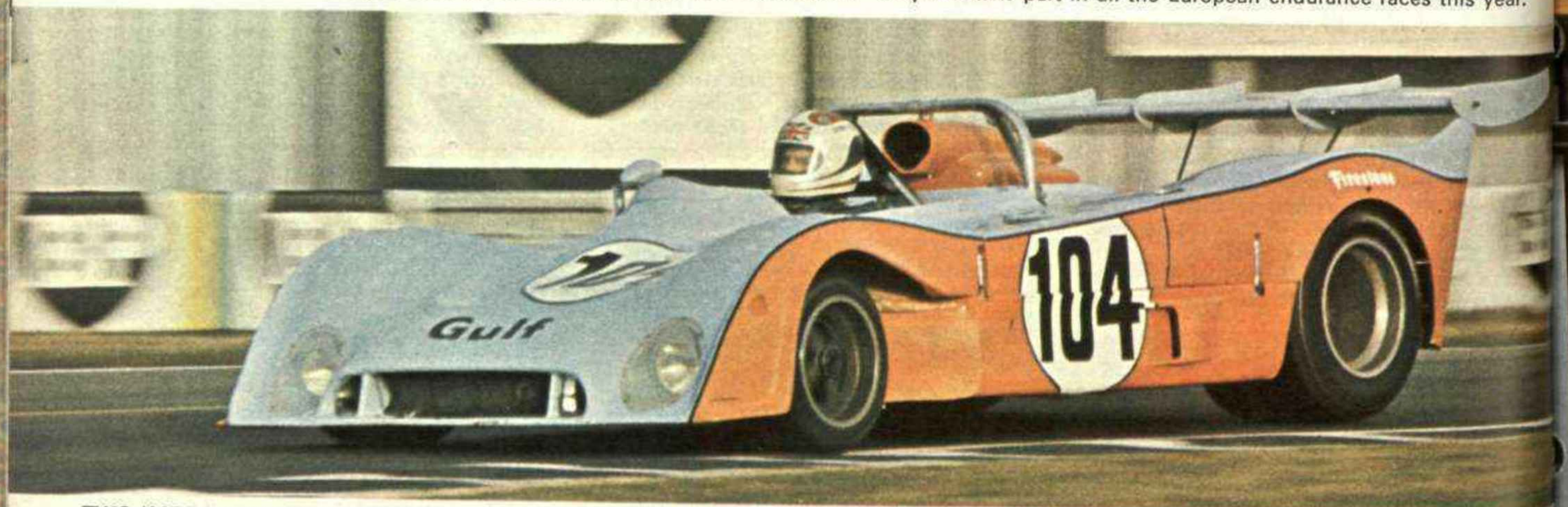
Criticisms which come to mind are the lack of a vanity mirror, the Acculux rechargeable torch in the lockable glove-locker had failed, the central hand-brake lever operating separate rear drums would hold only if pulled hard on to the last notch (left-hand-drive cars have a foot-operated handbrake), the cigarette lighter worked only if the ignition was fully on, not in the auxiliary position, the facia-light rheostat switch was awkward to reach behind the steering wheel and the gearbox was slow to take up drive in reverse.

Vdo instruments in the binnacle ahead of the driver are particularly clear: the large central 160 m.p.h. speedometer is given prominence, the tachometer is on the right and a separate gauge with oil pressure, water temperature and fuel gauge on the left. A Kienzle clock is in the centre of the facia. One steering column stalk controls two-speed plus intermittent wipers, flashers and headlamp dip and flash, a foot pedal controls the screen washer-wipe and, if the lights are on, automatically activates the standard washer-wipe system on the halogen headlamps. The boot is one of the roomiest of any sports car, the occasional seat (an extra, like the test car's heated rear hardtop screen) folds down to form a luggage platform, the front seats have reclining back rests and incorporate head rests, but the driver's seat needs a spanner to adjust the height and its leading edge dug into my thighs. An excellent heater warmed the doors and side windows too, but the handbook was in German!

This Teutonic two-seater averaged anywhere between 13 and 18 m.p.g. from its 19.8 gallon tank, depending upon exuberance and sells for £1 more than the 450SE saloon which offers a lot more car.—C.R.



LE MANS TRIALS PORSCHE won the 4-hour race at Le Mans last year with the 911 Carrera 3-litre, but this year the *debut* of the turbocharged version was less conspicuous, both cars retiring with mechanical failures. An Eberspacher/KKK turbocharger boosting at 1.5 atmospheres virtually doubles the output of the production-based, 2,140-c.c. six-cylinder engine to 450 horsepower, but both cars had their engines over-revved by the drivers, with dire results. They will take part in all the European endurance races this year.



TWO IMPROVED CARS.—Above, the Gulf GR7 is a substantially lightened version of last year's Mirage, and one car will compete in European events for Derek Bell and Mike Hailwood. Below, Guy Ligier's Ligier-Maserati driven to victory in the 4-hour race by Guy Chasseuil. It is powered by a tuned V6 engine from the Citroen SM.



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65% NEW WOOL
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Last year Gulf produced three cars...



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Well, this way we know more exactly how our motor oils perform under severe stress conditions.

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SOUTH AFRICAN GRAND PRIX

AT THE START of the South African Grand Prix at Kyalami, Lauda's Ferrari took an immediate lead from Reutemann's Brabham BT44 while Regazzoni's Ferrari (No. 11) actually interlocked wheels with the Brabham. Immediately behind Lauda's Ferrari can be seen the Tyrrell of Jody Scheckter, Merzario's Williams and the McLaren M23 of Fittipaldi. One of the most impressive performances came from Beltoise driving the BRM P201 in its first race, seen below on his way to second place ahead of Hill's Lola T370 and Charlton's McLaren M23.







IN THE EARLY STAGES of the South African Grand Prix, Jody Scheckt Fittipaldi's McLaren, Stuck's March and Merzario's Williams. Hans-Joach being the first occasion on which the son of the pre-war Auto Union st *right*), Reutemann is seen outbraking Lauda's Ferrari to take the lead on th Brabham led all the way to the finish after executing this move, Lauda staye the finish. The two new John Player Lotus entries had a miserable time AP-developed automatic clutch systems. On the first corner of the race, Pet Peterson retired a few laps later, but Ickx continued for quite a way before Lotus 72s run by the factory team in 1973 have been sold to Team Gunston to 13th place in his first outing in a Grand Prix car. The only driver to have the Yardley McLaren driver finishing third. Below he is pictured disputi dropped out of contention with serious tyre vibrations. Merzario's Iso q Reutemann is pictured acknowledging the chequered flag after his win.









...held fourth place (*top left*) ahead of Elf-Tyrrell team-mate Patrick Depailler, ...n Stuck finished fifth (*above*) in his works March 741 after a slow start, this ...has scored any World Championship points. Starting the tenth lap (*above* ...inside of Crowthorne Corner at the end of the main straight. Although the ...n a close second place until electrical failure stopped his Ferrari four laps from ...Kyalami, neither Peterson nor Ickx (pictured) running in the race with their ...son found his throttle stuck open and he collided with his Belgian team-mate. ...etiring with brake problems, possibly as a result of the collision. Two of the ...nd Ian Scheckter, elder brother of the Tyrrell team leader, drove a steady race ...ored points in all three Grands Prix so far this year is Mike Hailwood (No. 33), ...third place with Emerson Fittipaldi's Marlboro-sponsored McLaren which ...fied third fastest, but could only finish sixth, while (*bottom left*) a delighted

SILVERSTONE INTERNATIONAL TROPHY

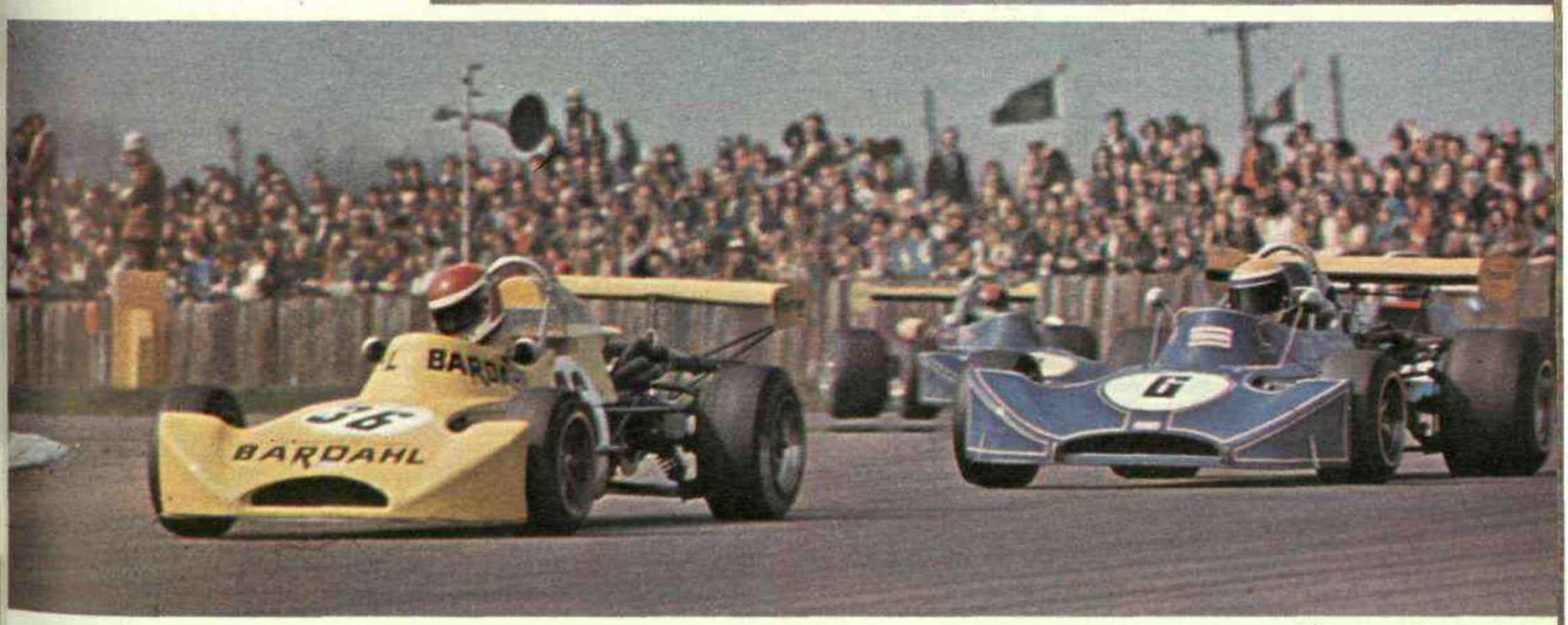
RONNIE PETERSON led the International Trophy from the start after James Hunt's Hesketh got away slowly from pole position, its driver thinking that the clutch was about to fail. The new Lotus was slowed by tyre trouble, but Hunt caught up easily and passed into the lead with twelve laps of the forty-lap event left. Peterson stopped with engine failure two laps later and Hunt finished a popular winner, with Jochen Mass (19) second in his Surtees TS16. Below left, the new Token made its Formula One *debut* in the hands of Tom Pryce, but retired with gear selection trouble.



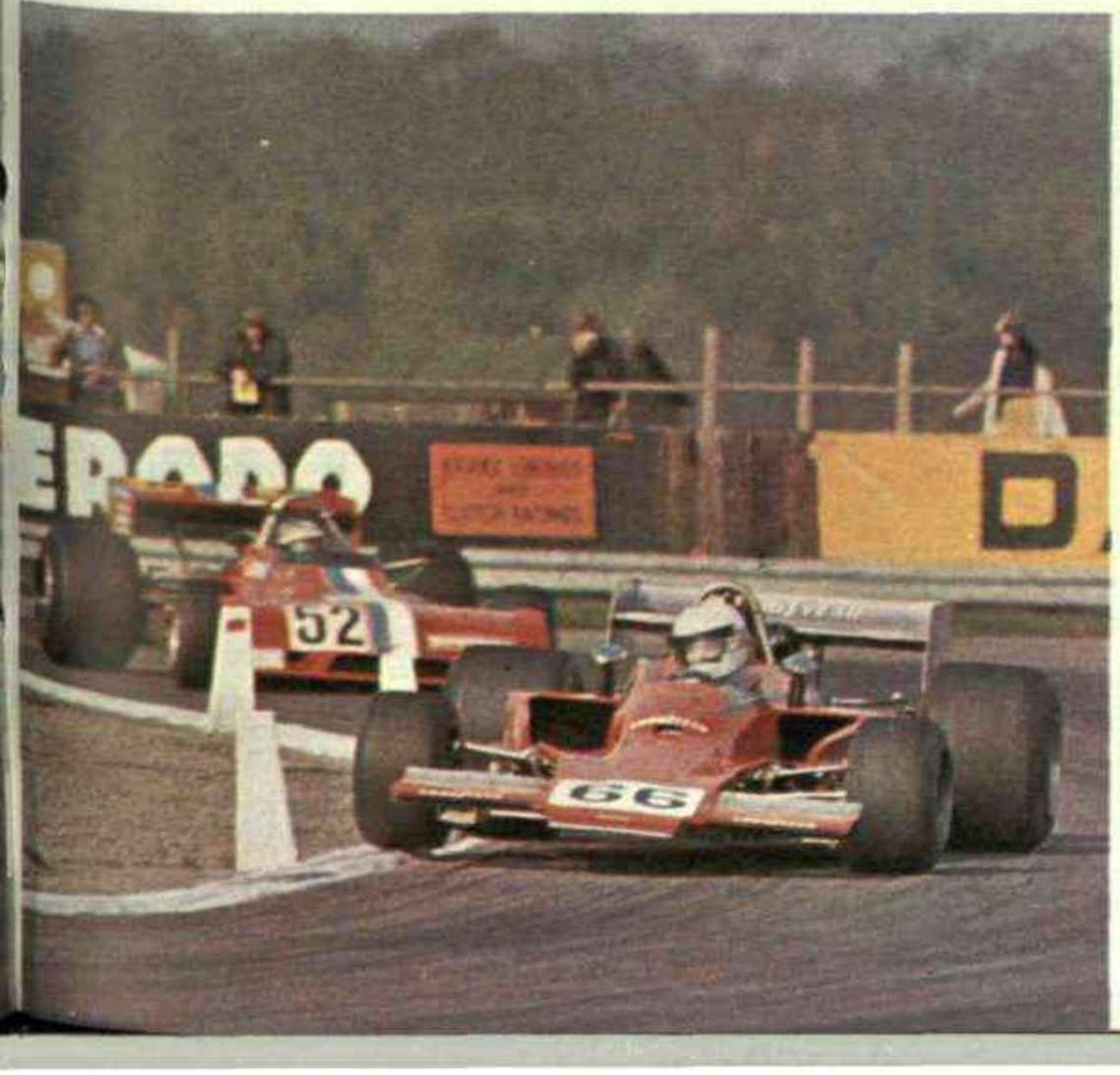




FORMER 125-c.c. World Motorcycle Champion Stuart Graham won the third round of the Castrol Anniversary Touring Car Championship from the similar Camaro of Richard Lloyd, in pursuit here. Peter Hanson's Broadspeed-engined Opel Dealer Team Commodore GS/E won the 2,500 to 4,500-c.c. class, Andy Rouse and Tony Dron took the two BL-backed Broadspeed Dolomite Sprints to first and second in the 1,601 to 2,500-c.c. class, and the small class went to Stan Clark's Alfa Junior.



TONY BRISE drove the race of a life-time to win the Formula Atlantic round from Steve Choularton's March-Hart 73B (the order shown above). Brise's March-Holbay 733 was delayed on the line with a defunct clutch yet had passed John Nicholson for the lead by the thirteenth lap. Brian Redman celebrated his new Shadow F1 contract by winning Saturday's Rothman's F5000 qualifier in his Sid Taylor Lola T332, beating Tasman Champion Peter Gethin, shown below left in pursuit. Neil Corner gave the Donington Collection's newly restored BRM P25 a win in the Historic Race, a fine *debut*.







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67 brake-horsepower – the biggest, fastest, most powerful we've ever achieved. A machine of superior engineering and amazing precision ; 900 cc's ready to respond to your every move.

Acceleration from 0-60 mph in just 4.8 seconds (1.7 seconds faster than a Maserati Bora) !

A top speed potential of 125 mph.

It incorporates a fully developed twin-cylinder horizontally opposed engine on a frame that's been built for strength far beyond its full power potential. Five speed close-ratio gearbox. Superior double disc brakes. Electric start. Sophisticated shaft drive. Co-ordinated suspension and shock absorber system for smooth easy riding and amazing road-holding ability.

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All in all, the BMW R90/S is the ultimate demonstration of success and power for the man who wishes to be 'scene' rather than 'herd'. Just about the most exhilarating experience in the world !

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BMW R90/6 900 cc 0-60 mph 5.0 secs.
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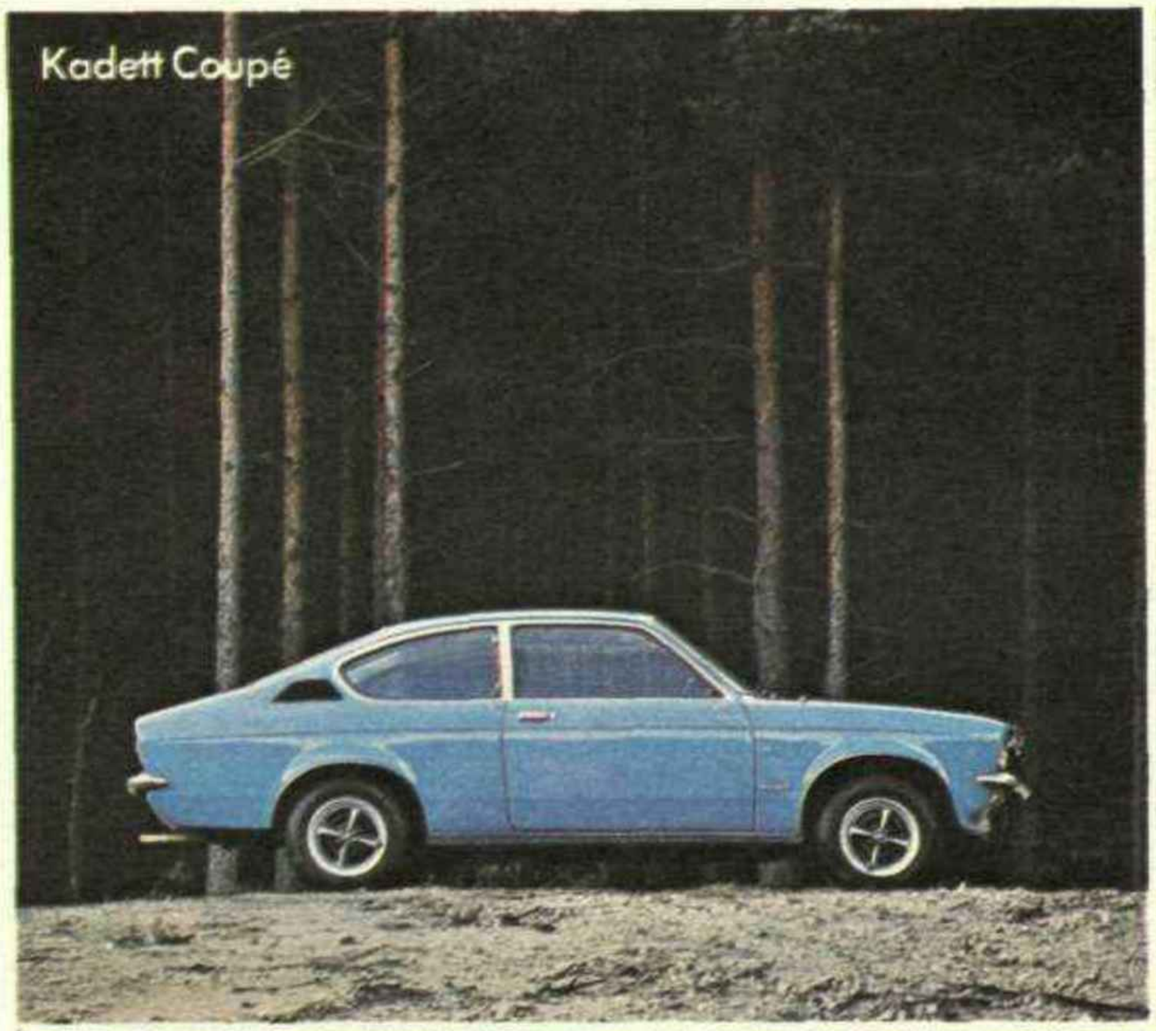




MONZA 4 HOURS ETC

ALAIN PELTIER and Jean-Louis Lafosse won the first round of this year's European Touring Car Championship at Monza in their 3.5-litre BMW CSL. In the absence of the works teams from Munich and Cologne, it was left to privately entered BMWs to fill the first four places, the Peltier/Lafosse car entered by La Precision Liegoise winning by just over a minute after four hours. The only Ford to offer any serious challenge was the Capri that Toine Hezemans shared with Hans Akersloot. It was lying fourth until delayed after ninety minutes by this pit-stop to replace a broken wheel-bearing. The Zakspeed Escort of Hans Heyer and Hartmut Kautz dominated the two-litre category from start to finish and eventually finished fifth in the overall order, only three laps behind the outright winner.











Opel. German

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In 1928, when Fritz von Opel drove his gunpowder-propelled rocket car at an amazing 130 mph, Opel sold more cars in Germany than any other manufacturer.

In 1973, again, Opel were No. 1 in Germany. With a range of cars epitomising all the qualities of German engineering at its best: a perfect alliance of refined engineering, and superb comfort.

It's something you'll appreciate the minute you sit in an Opel.

The car 'feels right' immediately, with all controls and switches readily accessible, and seats which give excellent support and a wide range of adjustment.

It includes having as standard many things that other cars have only as an option. For example, standard equipment on all the cars above includes front disc brakes with a dual-circuit hydraulic system, wide radial tyres, cigar lighter, electric windscreen wash, electrically-heated rear window, emergency flashers, reversing lights, and an illuminated engine and luggage compartment.

It continues with the engines, designed to give



engineering at its best.

an excellent power-to-weight ratio, which in turn means more flexibility, less gear changing, more economy.

And it also comes from the handling of the cars, which always wins praise. For example, Motor: 'We have repeatedly praised the handling and roadholding of the current breed of Opels, and that of the (Ascona) 1900 SR is almost beyond criticism.' An Opel goes where you point it, when you point it – which again means that you can drive far more smoothly, comfortably and economically.

Now, more than ever, when you choose a car you expect it to live up to its promise.

And after you've driven one, you'll realise that in every way, that's exactly what an Opel does.

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1968 Ford GT40 4·7 litre

Letters from Readers

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

Free-wheels

Sir,

I once owned a Rover 60, which would return over 30 m.p.g. when in free-wheel. This can't be bad from a car weighing more than 3,000 lbs. I understand that Rover's dropped this device when they introduced power brakes, as running out of petrol caused the engine to stop, followed by a loss of vacuum.

But for your "bread and butter" cars, may I suggest that Borg and Beck produce clutch friction plates with a simple free-wheel unit interposed between the driving splines and the friction surfaces. This should have the advantage of being cheap, easy to fit without modifications to the gearbox, usable in both forward and reverse gears and subject only to engine torque and not first gear torque. (This would also seem to be the correct place for an overdrive.) However, once installed, the driver would not have the choice of—"to free or not to free". Personally, I would plump for the economy and reduction of stress in stop-start traffic, of free-wheeling, every time.

Llanelli JOHN WILLIAMS

A Mexico That Satisfies

Sir,

I am sure that many people must, like myself, be getting fed up with the woeful tales of unreliable British cars, so perhaps the saga of my Ford Mexico will be of interest.

It was bought new in February 1973 and is now approaching 30,000 miles. Faults on delivery were nil and since then it has not spent one day off the road apart from routine servicing which, incidentally, is carried out by an ordinary Ford Dealer and not a Rallye Sport garage. The heated rear window has stopped working twice due to blown fuses, but the only replacements have been three bulbs, three sets of brake pads and a set of Dunlop SP68 tyres. Apart from that nothing has broken, fallen off or failed in service which says a lot for Ford AVO.

Performance is quite adequate for most road use, my particular model cruising at an indicated 90-95 m.p.h. and it will pull an indicated 6,500 r.p.m. in top gear. In these economy-minded days it is perhaps worth recording that oil consumption is just under 3,000 m.p.p. and on a recent trip to Cornwall fuel consumption (obeying the 50 m.p.h. limit more or less) worked out at 42 m.p.g. I always run my cars in for 3,000 miles so perhaps this has some bearing on these figures.

The Mexico must be one of the safest cars on the road as the brakes are terrific, handling is excellent and the car is superbly controllable compared with most saloon cars.

No car is perfect and the Mexico does have its faults: the noise level is fairly high especially when driving hard; the ride is harsh and the standard Mexico seats terrible —I changed to one of Ford's excellent bucket seats on the second day. Although the gearbox must be among the best in the world, first gear is a little high when towing our Mallock-BMW, and the clutch is rather heavy for my wife's leg. However, these points are minor when compared with all the virtues.

So, if anybody is looking for a reliable, sporting saloon, then buy British and order a Ford Mexico.

Bradford I. A. CURTIS

A 1948 Austin

Sir,

The tales of woe, recounted by fellow readers concerning their modern BLMC cars, are similar to my own experiences, which have caused me to seek out a more mundane form of transportation.

My best car to date was my first, a splendid all black 1948 Austin 10. This, purchased in 1965 for £29, had leather seats, sunroof and heater. It went and went and top speed of about 65 m.p.h. felt like 90, and it returned 30-35 m.p.g. with 1,500 plus to the pint. All repairs and servicing were the usual oil changes, brake relining, etc., but very cheap (over £15 being very expensive). It started first time every time and was very strongly constructed; necessary as I clipped the odd post, wall, etc., in those early driving days of mine!

It had a damp carpet smell inside always, very comfy seats and featured a roller blind over the rear window. I miss the driving experiences of always steering towards the pavement when braking (it had cable and rod brakes) and occasionally having to dismantle the gear-change in traffic in order to select another gear. Indeed, everything mechanical could be easily got at; so very unlike my present Mini 1000 Mk. 2.

As a "bird-puller" I was surprised as it wasn't very hairy but they seemed fascinated by it, and quite content to sit holding a bucket under the sunshine roof when it was raining!

I am now resolved to have another, or similar, early machine. I may not speed along but will undoubtedly have more fun, spend less and have generally more peace of mind.

Radcliffe-on-Trent N. O. RICHARDSON

A Bad Mini

Sir,

In your February issue there was an interesting eulogy from a reader concerning his 1275 c.c. Mini, a make and type of motor car which I had the misfortune to buy new in 1973. In under 6,000 miles the engine has been taken out twice and the car has spent almost as much time in the workshops as it has done on the road. Every conceivable thing that could go wrong with it, drop off it, has obliged and of the several vehicles that I have owned only the Carden, the Belsize-Bradshaw, and the single push-rod Salmson gave me more trouble. In my opinion the car is not only poorly equipped but most shoddily assembled and I greatly regret having forsaken the reliable Renault in a mistaken outburst of patriotism. Never again!

It is only fair to say that if and when everything works it is one of the safest cars that I have ever driven, and quite nippy too.

Newbury P. B DAVIS

Good for DAF

Sir,

In your February issue, you invite readers to let you know of any experiences with the Startix device. Around 1935 I did a fair amount of driving in a Standard 12 which was so fitted. The owner of the car seemed to find it useful, but as far as I was concerned it was nothing more than a nuisance. It may well have had advantages for someone just learning to drive in that it eliminated one more control to think about, but that is all that I could find in its favour.

The new device, the "Startomatic", which you describe may well do all that is claimed for it as regards fuel consumption, but it seems to me that anyone buying one of these will have to get a battery charger as well unless he does a fair amount of open-road driving.

Letters reporting instances of poor service in your magazine seem to outnumber those on good service by a considerable margin. It is with real pleasure, therefore, that I can tell you of one case, at least, of really good customer consideration.

Some months ago I had a DAF 44. Hardly a sporting vehicle but no matter. At some 11,000 miles and two months out of guarantee very expensive engine noises were heard, a very unusual occurrence, I understand, on these cars. The local distributors had a look and a listen and decided that a complete engine strip, repair and re-assembly was needed. On my pointing out that a car was absolutely necessary to me for my daily work—they said that they might well need to keep mine for at least three weeks—I was at once offered a replacement which I drove away at once and which I was authorised to keep for as long as necessary. The repair to my car was very expensive and with little hope I wrote to the Concessionnaires to see if at least part of the cost could be borne by them although the Guarantee had expired. They co-operated wonderfully and allowed me the cost of all parts—some two thirds of the total account.

It is little wonder that I am now running a DAF 55, which for economy and performance is a real eye-opener.

Moseley O. HEIM

Humber and Triumph Dolomite Sprint

Sir,

I noticed your enquiry about the Lucas "Startix" device for automatically restarting a stalled engine. The car in which I learned to drive was fitted with one of these. It was a 1935 Humber 12 family saloon with quite a fair performance from its side-valve "four" and memorably sumptuous seating and leg room. For decades I squirmed silently from time to time as one or other aged parent boasted of this fabulous car, so far ahead of its time that even yet the others have not got this wonderful device! I never had the heart to say that with a properly adjusted

engine and driver it was so unnecessary. To be fair it never caused the slightest trouble, but if I remember correctly its use was not compulsory; there was an alternative position for the switch. Interestingly enough the car was ahead of its time in having synchromesh on all four forward gears, if you call that an advance. Personally I regard it as desirable only on two gears, first and reverse, to facilitate engagement at rest. Anyway I conscientiously taught myself to double declutch which came in useful later on in the Army when I had to drive all sorts of vehicles, and later still when I got a vintage car.

At present I am besotted with my Dolomite Sprint, surely an old man's darling if ever there was one. It cossets you in luxury while providing superlative performance and handling. So far the little monkey has demurely dealt with all contenders including every BMW encountered and a V12 Jag. Of course they weren't all trying, but most of them certainly were. In extenuation I must explain that my job demands getting about as quickly as possible, and in this the Sprint beats everything to date with the possible exception of the aforementioned vintage car. It also has a remarkable clean bill of health. I wonder if it will give me the 10,000 trouble-free miles that I have sought in vain from new cars since the War. Britain, France and Germany have all failed to achieve this but perhaps the Sprint will succeed. 6,000 to go; I'll let you know.

I seem to have rambled on as though fitted with a verbal "Startix"; perhaps you shouldn't have turned the key! I have noticed that your correspondents often conclude with warm and spontaneous appreciation of your journal and I am with them all the way but I would go further than this and applaud your excellent influence on the whole motoring scene. If modesty makes you doubt me, just look at the effect you have had on your rival journals for a start!

Edinburgh DAVID E. TULLOCH

Startix Memories, etc.

Sir,

I remember the Startix device, as fitted to some Standard cars, when I was employed as a motor mechanic at Cyril Williams, Cleveland Street, Wolverhampton, in 1937 up to the outbreak of war, when the garage virtually closed down. If memory serves me correctly the Startix was fitted to 1935 to 1937 models, and was discarded on the 1938 models.

The ignition key had three positions, off, normal ignition and Startix. I remember well what trouble this device gave; in some cases we put it out of use. What the designer forgot was that no amount of Startix would start an engine with a blocked idling jet in the carburetter, and an engine that kept on stalling usually had something wrong with it; as you say in your article the result was a quickly run down battery. I look back at my time with Cyril Williams (who won a TT in the Isle of Man in the 1920s on an AJS motorcycle) with pleasant memories. The working conditions were ideal and the wages good. As we were mainly Standard agents most of our work was familiar. One job that has always stuck in my mind was after I had collected a Railton car with an electric change gearbox, which the owner said was sometimes a bad starter. I removed the distributor cap and placed it about 10 inches away from the distributor body. I then got someone to turn the engine over slowly whilst I observed the points. The ignition was switched on while I was doing this. To our consternation the engine started up and ran on one cylinder, and continued to run. I then saw the heftiest HT spark I have ever seen in my life, the spark was jumping the 10-inch gap from cap to body, what we did after that I cannot remember clearly. I have often thought about this peculiar happening, and have since decided that the coil had some shorted turns in the primary thus putting up the turns ratio resulting in increased secondary voltage, but this would also result in a heavy primary current which the battery would have trouble in coping with on a cold day, hence poor starting at times. I also saw the quick-wearing tyre at that time. A customer had a new tyre fitted one day and came back the next with it bald. When we checked the track it was toeing out 2½ inches. That period put me off brake testers. All the cars set up on the brake tester, as perfect, always pulled to one side or the other when tried on a road test. Cyril Williams was one of the few garages capable of setting up Bendix cable-operated brakes quickly and accurately and also keeping so. My own Standard 12 with WD body was checked by the Police, and stopped from 20 m.p.h. in 9 feet repeatedly, and in 11 feet on the handbrake. Although the handbrake was an umbrella type it operated on all four wheels.

Cyril Williams ran a 20 h.p. Standard V8; I believe a 1938 model. It was basically a 12 h.p. model with an aluminium-headed side-valve V8 engine. It was a beautiful car and was streets ahead of a Ford V8. I knew of three V8s in Wolverhampton; one belonged to a corn merchant who complained of squeaks even when the car was standing still. We eventually traced the squeaks to a nest of mice in the head-lining. The mice were young ones and the nest was just like a small bird's nest. I bet nobody else has got a bill for removing mice from a car.

Cherry Hinton J. E. WOODWARD

The XK Jaguars

Sir,

Further to the letter of David Mathers denigrating the Jaguar XK150 in your March issue, it is possible that a psychologist might interpret his choice of a Capri as a "sensible" car—with two non-full-size rear seats together with limited rear headroom, a boot that I am told one cannot stand a briefcase upright in, two doors, a car with sporting pretensions and looks (and possibly a 1300 engine)—as a present-day cheap, easy to run, substitute for an XK150! (I note that Ford have now endowed the Capri with a third door at the rear, presumably to give easier access to the rear seats!)

Fair enough. No one today would buy an XK150 as a "sensible" car. Even the last ones were made 14 years ago, spares are getting very difficult though not impossible, and even some "coachbuilders" refuse to work on such a car because they cannot match the original superb cellulose finish.

So why do I still own a 1959 d/h s.e. XK150 3.4 bought in 1962 with 26,854 miles behind it?

From any angle, it is a superb looking vehicle with lines of a timeless quality. After 12 years of ownership I can still look at it and be supremely content that such a vehicle belongs to me. Judging by the attention it often receives from others, I am not the only one to think this way.

It is a very comfortable car for two adults. My seven-year-old daughter occupies the rear seat space with no qualms. After having driven for 10 hours continuously on one occasion I did have back ache—more support needed in the lumbar region. (My wife, however, was not affected.) Remembering that one sits on 3 in. thick Dunlopillo directly on the wooden floor and with harder suspension given by the Konis I have fitted, I consider the ride very good on all but extremely rough B class roads. At least one can drive by the seat of one's pants!

I simply cannot agree with Mr. Mathers that roadholding and steering are dangerous at speed. I have never felt so safe in any other car, even my second car, a Maxi. The Konis ensure flat cornering and the high-geared rack and pinion steering is world renowned. The heavy engine ensures basic understeer and one does not corner an XK as one does a Mini. I have always used Avon Turbospeeds, superb tyres, and I have never lost either the front or the back end. Obviously the XK does not corner as well as most front-wheel-drive cars, but even contemporary road-tests pointed out that it was a car that you squirt up the road after the corner. I doubt whether the Capri is any better at cornering. I do not consider that radials suit the car, suspension should be designed to suit radials; possibly Mr. Mathers had radials fitted. On fast straights, the car runs true as a die, unmoved by side winds, and can be virtually driven "hands off". Before the speed limit of 70 m.p.h. I once touched 110 m.p.h. with the car still accelerating strongly, but the look on my wife's face caused me to ease up! Top speed does not interest me, but the ability to cruise at 80-90 m.p.h. at about 3,500 r.p.m. does, and was a main criterion in selecting a Maxi as a second general purpose car.

The clutch does need great pressure and is very tiring in town driving. The steering is heavy in parking, but otherwise no bother at speed, the high gearing ensuring the smallest movements to get round any bend. I think MOTOR SPORT said that this was a car for a large-boned Englishman! The handbrake is only useless if one does not constantly adjust it (about 30 seconds work), but then the car was one of the first mass-produced cars to have disc brakes on all wheels.

I fitted a manual electrical switch to the choke within the first week of ownership. The location of the air filter and batteries is inconvenient, but hardly affects the soundness of the engine design. The fuel pump is just under the car, but then I have only looked at it once, about five years ago, as preventative maintenance.

I have had no trouble with the boot lid or petrol filler flap. The door trim is on plywood—surely most cars have only hardboard? The door hinges are, agreed, a b . . . . . d, the worst feature of the car for maintenance.

Insurance has been no bother. I was with the Avon for many years, average nett

premium £40, and even now only pay £51 with General Accident. I have had no scrapes in the car and live in the Metropolitan Police area. These days it pays to find a small garage which will take an interest in such a car, but then I do all general maintenance myself and have no great need to visit a garage very frequently.

To sum up, the XK, above all, has character. It is probably the desire of many people to own a car that is different, that has contributed to the interest in "classic" cars. Such cars are not "sensible" buys these days, but if one can get enjoyment from owning such a car, one is generally willing to put up with minor inconveniences that are highlighted mainly by advanced engineering practices and experience. I note that the Triumph TR6 has now exactly the same performance as the basic 3.4 150! But it did take some 14 years or so to catch up!

The 120, to the purist, is the best of the bunch, but then have they compared the looks of a 120 and a 150, both with the hoods up? The 150, being the later model, is the better car as such.

My records show that each of the 52,000 miles I have so far travelled in the car, has, until recently, cost about 5p. Its value, discounting devaluation, has appreciated. Petrol consumption has averaged 20 m.p.g. and a set of five Turbospeeds last 18,000 (I might say that, although I am not speed crazy, I do like to get a move on!). Other than for new doors (rusted bottoms) the cellulose is original and oft mistaken for a recent respray. Chrome is original and good except for two re-chromed overriders, slightly rusty when purchased. The car is not in *concours* condition, although I was ushered into that section at the last XK rally at Woburn!

I have said more than enough. Many thanks for a fine magazine, every copy of which I have enjoyed since 1952. It was instrumental in germinating my interest in motoring as something more than a means of getting from A to B.

Croydon KEITH W. MILLS

Sir,

Not everybody likes the same cars, which is undoubtedly a good thing, but Mr. David Mathers, while outlining his personal disenchantment of his XK150 in the March MOTOR SPORT, makes at least one serious mis-statement of fact which I would like to correct.

In common with most cars the XK150 had its faults, but I cannot agree that the car was (to quote) "dangerous" when driven at speed. This is rubbish, no more, no less; the very fact that the chassis design was elderly and that adhesion of the tyres was, by the standards of exceptional sports cars of the era (say, the Elite), rather low, made the XK150 a very easy car to drive fast, with ample advance warning of break away, and a very controllable slide if you did use all the power on a bend. The initial gentle understeer was also very safe, if unsporting. I also thought that the straight-line stability of all the XK range was a watch-word—even today I can't really think of any cars with a similar 120-m.p.h.-plus maximum speed that feel safer than an XK while travelling flat out; but I can think of quite a few that are nowhere near as good. In short, if an XK150 is described to me as being "dangerous" when driven quickly, then I would immediately suspect a major fault in either the individual car or driver.

Mr. Mathers also ridicules the earlier XK120's brakes. To his rhetorical questions, I would reply with others. Do you remember ever driving another car in 1950 which, available new, was even capable of *getting* 100 m.p.h. on any short straight, let alone braking and then accelerating up there again so quickly that the brakes hadn't time to cool off? If you can name one, I bet it cost a lot more than the XK120 did. Lyons paid for being a pioneer, combining pre-war racing car performance with modern streamlined coachwork and small wheels. Above all, let us not forget what was the direct outcome of the XK120—the Dunlop disc brake and five Le Mans wins.

May I also add a quotation, not from a dictionary but from MOTOR SPORT when it tried a new XK150, describing it as "exceedingly fast, comfortable, safe and handsome . . . amongst the great high-performance motor cars of the present-day and age". That doesn't sound like too bad a recommendation for a collector—in fact I would say that it was an excellent definition of a "classic".

Enfield PAUL SKILLETER

Sir,

Every man's relationship with his classic car is a delicate balance. There are occasions when it seems that everything is conspiring to keep the vehicle inactive in the garage, but this time Mr. Mathers has allowed his XK150 to get the better of him. One can sympathise with him for what was obviously a poor buy, but I can hardly concede that there were no good design features to relieve his story of perpetual deficiencies. It is easy to poke fun at a 15-year-old car—anyone who has seen the harmless locking petrol cap which Mr. Mathers criticises can hardly take him seriously—but one must balance such personal opinions against the history that a fast sports car might have had.

No car can be really impressive in more than a few respects, but one might single out for the XK150 its seven-league boots—100 m.p.h. at 3,700 r.p.m. in overdrive, brakes to match of course, and a smooth quiet ride which doesn't vibrate the interior mirror and fuzz up the view behind. "Speed and controlled power" was how MOTOR SPORT judged it in January 1960, and by the standards of the day the XK150 was an outstanding car. In 1971 mine covered the 30 miles of autostrada from Milan to the north of Como in 18½ minutes, toll stop included, which can't be bad, and it is a measure of the confidence with which the car can be driven 1,000 miles from home.

It is only fair to show Mr. Mathers the other side of the coin, and await from him an equally unrestrained report on his Ford Capri in 15 years' time.

Radyr, Glam. R. WOODLEY

Those "Lesser" Cars

Sir,

I was interested in the views expressed by your readers Coleman and Edbrook on the subject of car prices. However, even in the second-hand "quality car" market I find the actions of many motorists rather odd.

I am thinking of the high prices paid for indifferent vehicles while better cars can be had for a song. I have owned a number of pre-war Rolls-Royces, a 1935 3½ Bentley and several Mark 6 and R-Types, yet none was anywhere as good as my present car, a Daimler Majestic. It is fast, silent and extremely comfortable, but its value is only a fraction of that of any of the vaguely unsatisfactory vehicles I have listed.

Maybe it's all in the mind; I remember trading-in an excellent Armstrong-Siddeley Sapphire in part exchange for a Mark 6 Bentley in my desire to ride behind the winged "B" again. It took me one journey to realise my mistake—I wonder how many owners of "quality" cars of the type I have owned, draughts, poor riding, leaking roofs 'n' all would admit to theirs?

Glasgow EDMUND B. CLANCY

Allen Crankshafts

Sir,

In describing the manufacture of machined crankshafts, C.R. spoilt a very interesting article by making one or two ambiguous statements which may have confused very many readers.

The traditional method of making crankshafts is to forge them from a selected steel. The advantage of this method is that in addition to having a choice of steels there is little wastage as the original billet is just slightly larger in volume than the finished forging; that once the dies are made a production run can be set up; that the grain flow follows the form of the crankshaft giving added strength. Among the disadvantages are that the dies are expensive to make and require a fair amount of maintenance.

Although considerably cheaper to produce, it is only in recent years that certain types of cast iron have been used for crankshaft quantity production. Cast iron is normally a very brittle and rigid material that contains a small percentage of "free carbon". On cooling the grain flow runs from the surface to the centre of the casting which in a crankshaft would set up many weak spots. However, it is now possible to obtain cast irons where this free carbon is controlled, *e.g.*, in SG (spheroidal graphite) irons, and this removes some of the brittleness. This, together with smaller throws and five-bearing support, makes this type of cast iron crank a cheaper alternative and is used by several manufacturers for their mass-produced low-stressed cranks.

The main disadvantage of a machined crank is in the amount of metal that must be removed and the time it takes to do this. As the grain flow runs longitudinally along the billet so inevitably parts of the crank, particularly the webs, have short grain sections. With the introduction of low-carbon nitriding steels it is possible to refine the core and give surface hardness without the need to heat to very high temperatures as in, for example, case hardening.

Your author used a very unfortunate turn of phrase by describing a sand-blasted finish as "natural steel". Steel is a very unnatural material and comes in a variety of finishes be it black, bright, ground, turned, etc., etc. One can suppose that what was meant was that the sand- or shot-blasted crank had a finish similar to one that was either forged or cast.

It is unlikely that I will ever have to call on the services of Mr. Allen to supply me with a crankshaft but it is gratifying to know that there are people who are prepared to supply the unpopular "one-offs" and small batches to the owners of the rarer and older vehicles, for without such spares available, many would become static museum exhibits or, worse, a heap of rusting scrap.

Stevenage F. J. E. AYLOTT

[Those statements seem to have been so ambiguous that Mr. Aylott has repeated more or less what I said, with, however, further elucidation, for which I thank him. The idea was not to write an engineering thesis, for which I am not qualified, while Mr. Aylott may be.—C.R.]

Triumph Warranty

Sir,

The correspondence "knocking" British Leyland probably has some basis of truth. All the people making all those complaints cannot all be exaggerating or worse. Undoubtedly there are rogue cars produced by every manufacturer and the standard of British workmanship, and inspection, have declined disastrously since the war. However, every dark cloud has a silver lining and I would like to put on record my appreciation of the honesty of this much maligned firm.

I am the owner of a Mk. 4 Spitfire, bought in 1972, which devoured its crankshaft thrust bearing, with disastrous result to the rest of the "bottom half", last year. The mileage covered at the time was 12,800, 800 miles above the warranty.

Triumph covered the cost of a new engine (£165), plus 50% of the labour costs, a total of £203. They did this on their own initiative, their engineer having spotted my engine stripped down in their agent's workshop as he was visiting.

Mr. Burton of Triumph/Rover, Coventry, a charming and most helpful man, went to a great deal of trouble on my behalf and I am eternally grateful to him.

The point of this letter is that Triumph did not *have* to make any sort of restitution as the warranty period had been exceeded. That they did is a credit to them.

Eastham J. B. POWELL

Anti-Electric

Sir,

With reference to the letter of March's corespondent, Mr. W. G. Nottage, regarding the battery electric vehicles his Association are going to make so readily available to us.

Mr. Nottage states that the Enfield 8000 commuter car which is shortly to go into production has a range of 50 miles and a speed of 40 m.p.h. What I would like Mr. Nottage to state is "the car has a range of 50 miles AT 40 m.p.h.

I accept that the Enfield may travel 50 miles but at what speed? Is it 22 m.p.h. or 25 m.p.h.? It may be capable of 40 m.p.h. but not for 50 miles, I'm sure.

The Ford Motor Co. of America, in conjunction with other interested parties, claimed several years ago to have achieved, for the first time, the magic 100 m.p.h. with a battery electric car, which they called the "Lead Wedge".

Only on deeper investigation could one learn that the vehicle had been towed up to a speed of some 80 m.p.h. and then unleashed whereupon it staggered up to 100 m.p.h. and promptly expired after several hectic seconds.

Better things are electric Mr. Nottage. One I can think of is "light", a little of which should be spread on the subject of battery electric vehicle performance. Your comments may satisfy the national dailies, Sir, but certainly not the readers of MOTOR SPORT.

The continued use of ambiguous performance figures by publicity personnel can only bring irreparable harm and ridicule to an already struggling industry.

The electric vehicles used to deliver our daily pinta are very often tailor-made to suit the conditions, and the routes, which are surveyed to establish the gradients and number of stops, etc., are often tailored to suit the vehicle. The battery electric delivery vehicle has very little in common with normal commercial traffic and exists only by kind permission of the horse and cart.

I was interested to see that the Enfield car is now designated the 8000; in 1969 it was the Enfield 465 when, incidentally, it was again about to go into production. Perhaps the difference, 7,535, relates to the number of modifications required to get it to its present pre-production stage.

Llanfoist W. C. LILLOW

Ford Deliveries

Sir,

In September last year our Company (not connected with the motor trade in any way) decided to purchase three new cars in the £2,000 plus category.

The first car purchased was an Audi 100LS mainly because the recipient had had one previously and the car he wanted was available "off-the-shelf".

An order was placed in September for the second car which was to be a Granada GXL —top model of the Ford range. No delivery date could be given for this car and on December 18th, 1973, it was decided to purchase an Audi 100LS "off-the-shelf". This was delivered within one week.

On October 18th, 1973, a firm order for the third car was placed which was to be a Ford Consul 3000 GT with a very full specification. A delivery date of December 1973 was tentatively given by the dealer.

In January of this year a Ford Public Relations Executive informed us, after our own enquiries, that the car was unable to be made due to lack of a major component included in the specification. We altered the specification against our will to compromise with Fords and in due deference to the three-day week, etc.

The car was manufactured on February 15th, 1974, and dispatched to the carriers on February 21st, 1974. For two further weeks it lay in Ford's park at Garston, Liverpool, having been sent up from Dagenham, not being delivered because Fords directed that the new Capri was to be distributed at the expense of other vehicles! This happened in this instance to a customer of five months standing, on a larger more expensive car. At all times Ford representatives have been most courteous and helpful and we are entering the sixth month of waiting.

It may interest you to know that this car was chosen partly as a result of the Editor's favourable road-test reports (as was a Cortina 2000 GT previously). On a car that must now suffer massive depreciation due to the petrol situation (an event which has happened since the order was placed) I think I am understating the reasons why people buy foreign cars.

I suggest your extended road-tests on Ford cars are of little use if Fords cannot produce the goods and I let your readers draw their own conclusions.

"PATIENT PATRIOT"

[Name and address supplied.—ED.]

Shake-up

Sir,

Being a member of the Spridget-owning elite the following obstructions are at the moment in the way of my motoring pleasure.

(1) Other motorists.
(2) Two-way streets.
(3) Graham Hill's new-found friends.

However, to continue in a more serious vein the most serious obstruction is

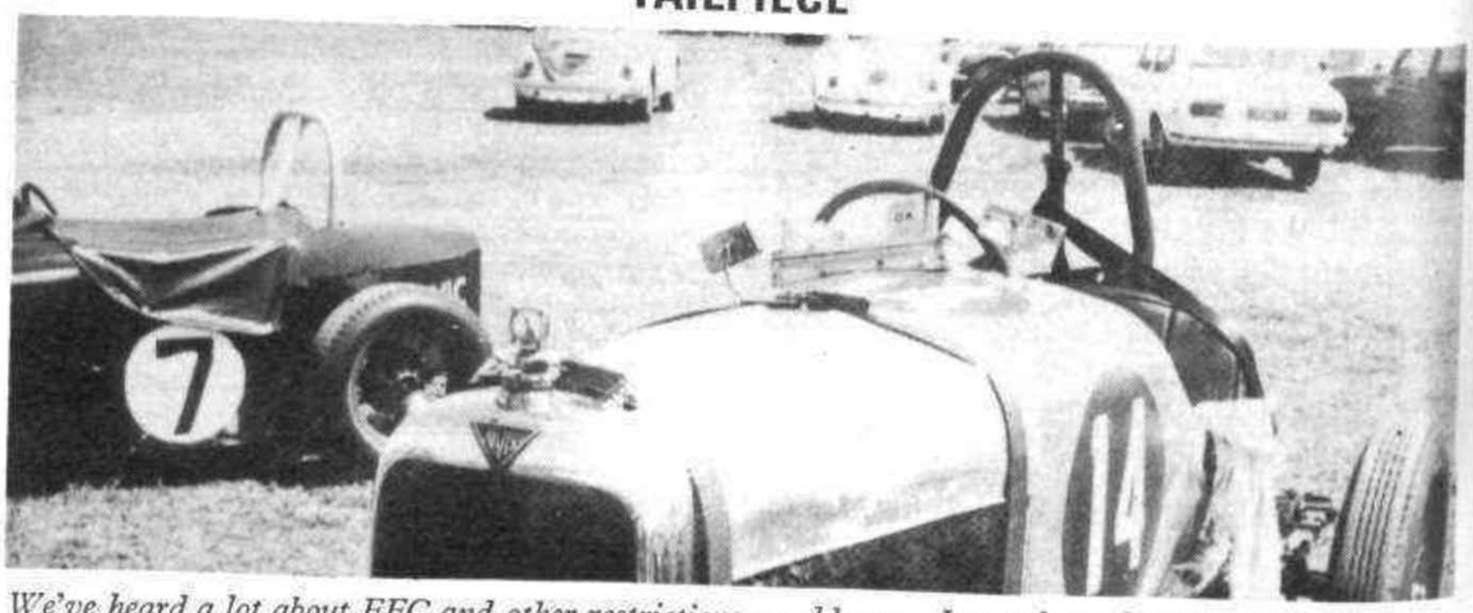
(4) The state of the road surface in a number of London Boroughs.

In particular I would like to mention the London Borough of Ealing, which must be one of the leading contenders in the "Let's Vibrate a Car to Pieces" Championship. Ealing being a part of that highly inefficient and impersonal institution known as the GLC, I feel that it would be a complete and utter waste of time to complain to them.

However, I am hopeful that by arousing the indignation of fellow metropolitan motorists some cog in the bureaucratic machine will get the hint.

Ealing D. STEVENS

TAILPIECE



We've heard a lot about EEC and other restrictions on old cars. Let us hope, however, that roll-over bars will not become compulsory here, as in Australia.

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ULTIMATE CORTINA GXLV6, 1972, four-door luxury specification, vinyl roof, radio, h.r.w., unused tow hitch. Main Dealer converted V6 engine, GT gearbox, H/D suspension, transmission, special wheels, interior; 8,000 miles. Standard spares. Has to be driven. Cost £2,400. Reduced to £1,395. Indistinguishable from new. Also Rover 3500 V8, 1969, unmarked, truly far above average. New brakes, tyres, Witter hitch, £795. Both ideal fast tow cars. H.P., P/X possible. Would demonstrate both reasonable distance. Serious enquiries only. Danbury 4313 (Essex). (42788

AUSTIN HEALEY 3000, April 1967. BRG. Usual extras. 57,000 miles. £900. Bishops Waltham 2895. (42790

ALFA ROMEO Sprint GT, 1965. Blue. Sunshine roof, low mileage. New exhaust, shockers (Spax), rear springs, brakes. MoT. A lovely 113-m.p.h. coupé for only £450 o.n.o. 01-950 6336. (42791

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LANCIA ASTURA, 1931, 2,600 c.c. V8, fixed-head coupé by Farina. Rare and desirable, but needs restoration. Also 1933 Astura. Possible P/X Fulvia coupé. Locks Heath 4819. (42820

FOR SALE—continued

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JENSEN CV8 Mk. III, Oct. 1965. Indigo blue, fine specimen in excellent mechanical condition, recent £350 overhaul, £1,175 o.n.o. Tel.: Marlow 5508 after 7 p.m. (42896

JENSEN CV8 Mk. I. Specimen condition, any inspection, £700. Chepstow 2305 ext. 259. Office hours. (42887

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AC, 1935. Completely rebuilt to high standard. Short chassis, needs body to complete, £450. Hertford 4638. (42872

GILBERN ESTATE automatic. "K" reg., 15,500 miles, alloy wheels, electric windows, sun roof, 26-27 m.p.g., R-R red, £1,450 o.n.o. Tel.: South Benfleet 53914. (42875

FORD ZODIAC for sale. Reg. no. 1 DOH. Tel.: Stratford-on-Avon 4441 office hours. T. Bury. (42871

MG-B/C front wings, doors, boot, f/r bumpers complete, all light units, all interior trim, door windows, dash, all good. MG TD seats, large amount TC spares. Radiomobile stereo, cost £60, accept £35. Radiomobile radio, cost £30, offers. Breaking late model Midget, all parts. David, Weston-Super-Mare 21829 weekends. (42897

GILBERN GENIE, 1969, "H" reg., white body, black roof, usual extras including overdrive, electric windows, etc. In first class condition with under 30,000 miles by only one owner. An excellent buy around £900. Call (01) 248 3292 ext. 39. (42895

ASTON MARTIN DB4, 1960. A very fine low mileage example of this rare marque in metallic grey, fitted wire wheels, an appreciating investment. Must sell at bargain price of £900. Tel.: East Horsley 2040. (42894

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1936 DAIMLER Straight Eight. Body extra fine original condition, engine unused since complete recondition, offers invited. Heyland, Billington Manor, Leighton Buzzard, Beds. Tel.: LB 2108. (42876

1961 TR3A. Completely rebuilt as new. Regency red with wire wheels, useful extras and a year's MoT. Offers over £500 considered for my rare and excellent 7 DYS. Tel.: 01-883 0392. (42878

1967 LOTUS Elan S3 convertible. White with black trim, tonneau cover, 49,000 miles, two owners, service record, new MoT, outstanding condition. Tel.: Hastings 30970 evenings. (42877

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GILBERN INVADER 1971 "J". Sienna bronze, black upholstery, 15,000 miles, one owner, overdrive, tinted screen, radio, fog and spot lamps. £1,500. 259 Bristol Road, Birmingham B5 7SR. Phone 021-472 0683. (42932

FOR SALE—continued

AUSTIN SEVEN Special with Ashley body. Rebuilt, any offer considered. Austin Seven with Hamlin body, needs building, £40. Lincoln 60223. (42933

1932 TALBOT 65. Darracq body, excellent mechanics, new electric, new tyres, 85,000 miles, recent marriage forces sale at £300. Alexander, 30 Haddington Place, Edinburgh. Phone 031-556 2033. (42902

1938 TALBOT 10. DH coupé. Restored to magnificent condition, appreciating car, £445. Burgh Heath 54708. (42900

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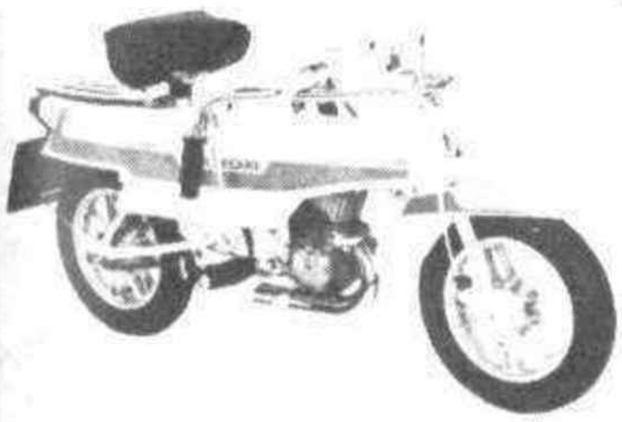
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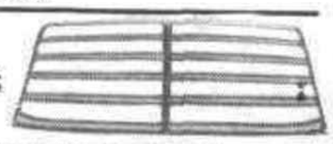
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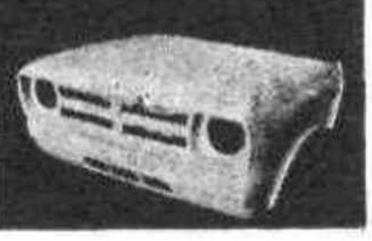
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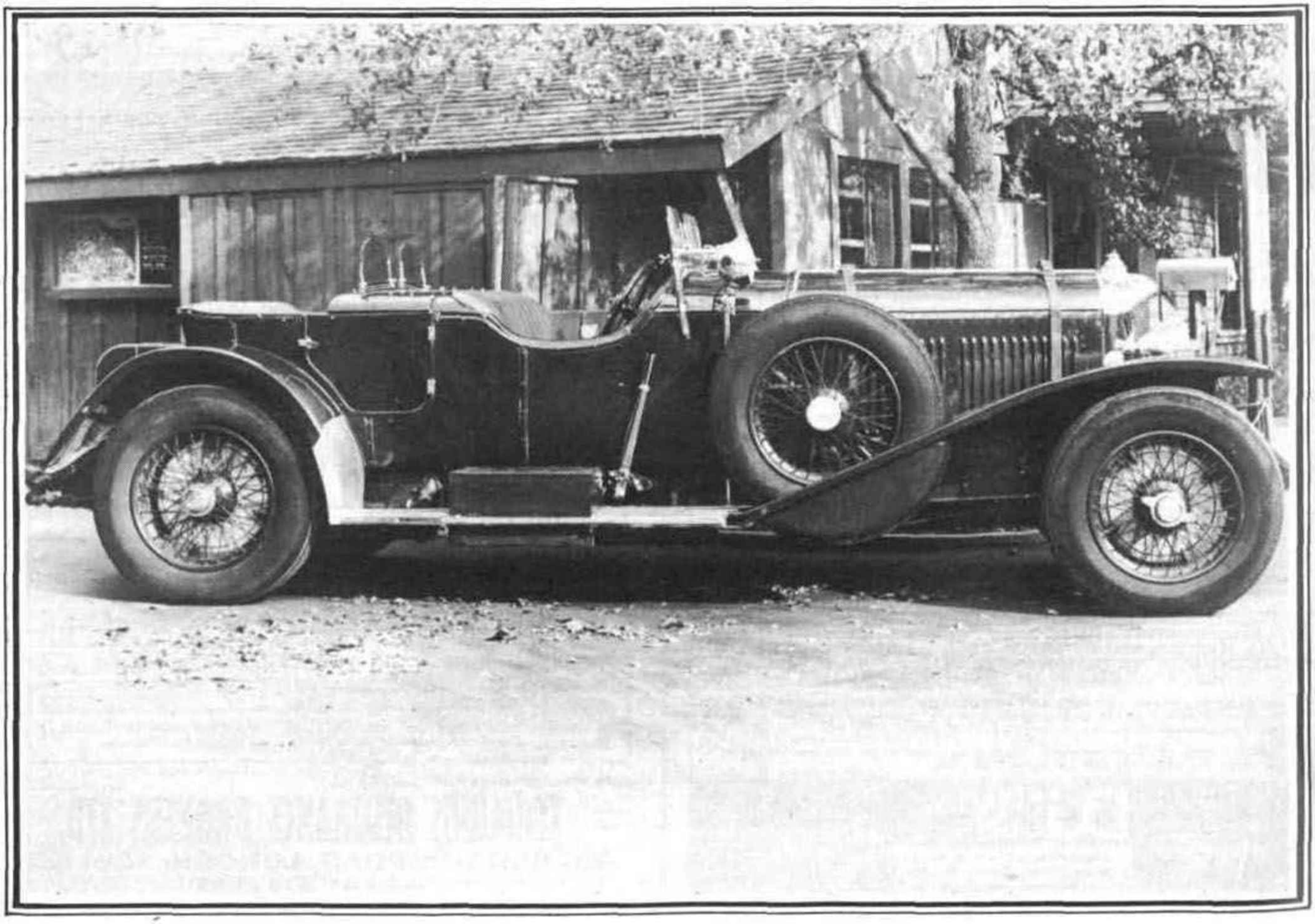
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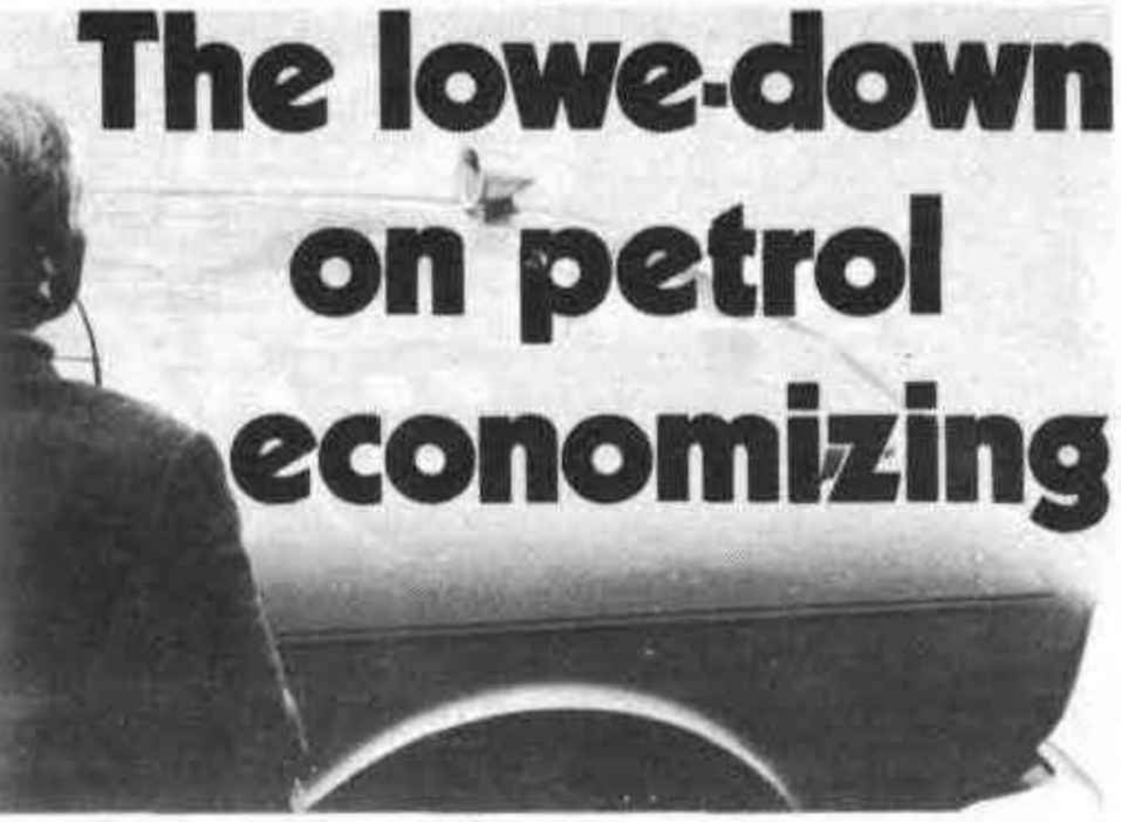
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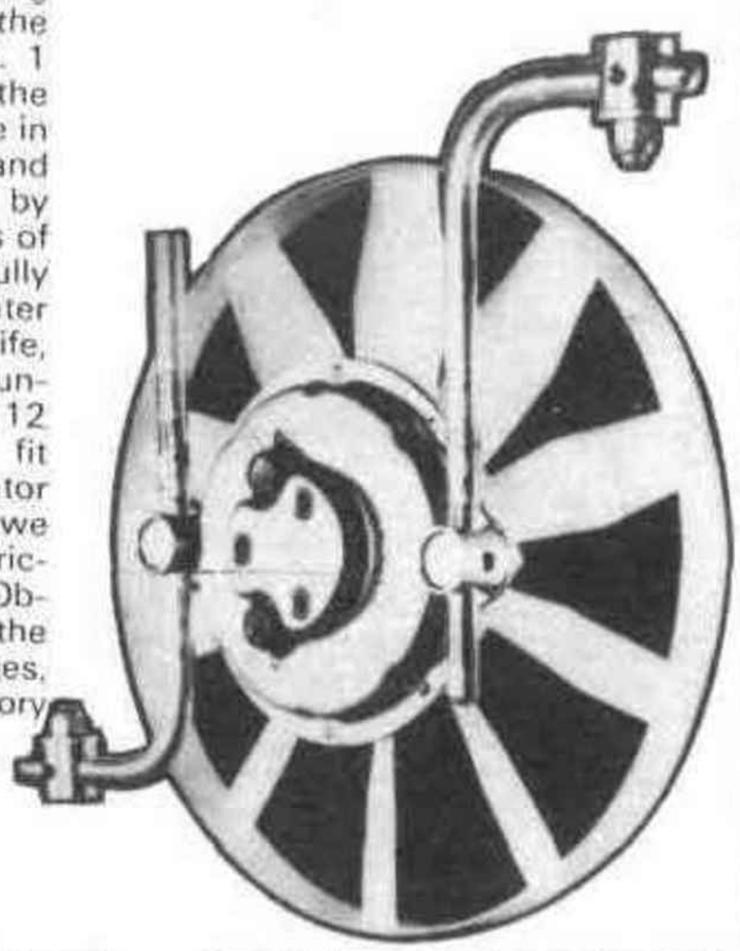


e are many things you can practice to gain a slight advantage in
l consumption. These include checking tyre pressures every day . . .
ed use of the choke . . . jabless acceleration . . . no engine rev.ups, etc
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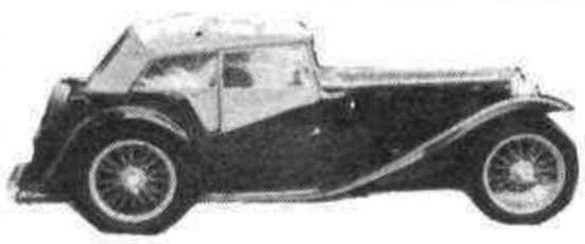
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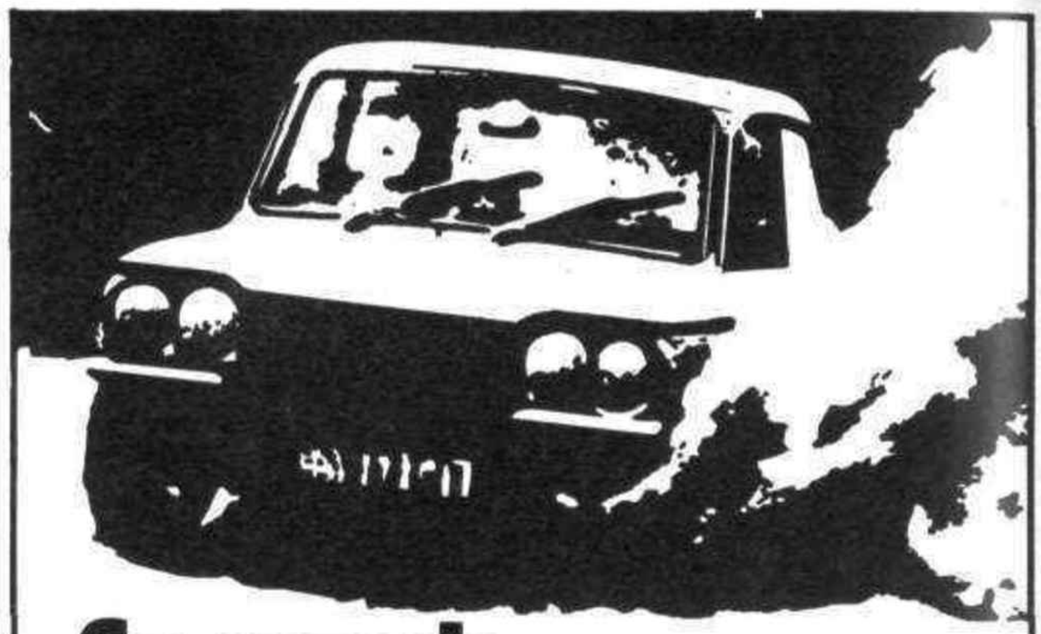
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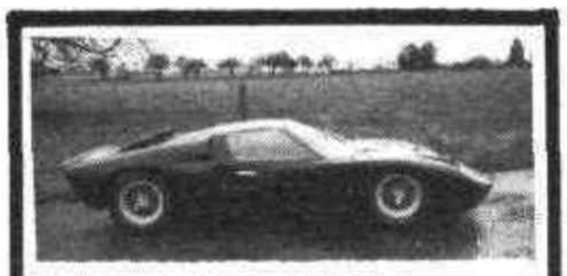
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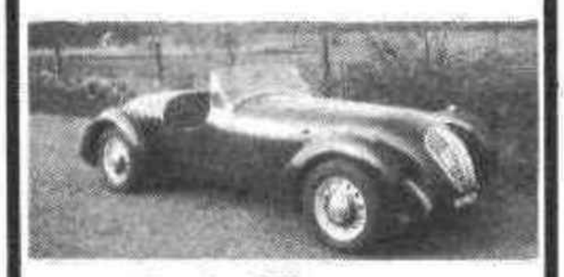
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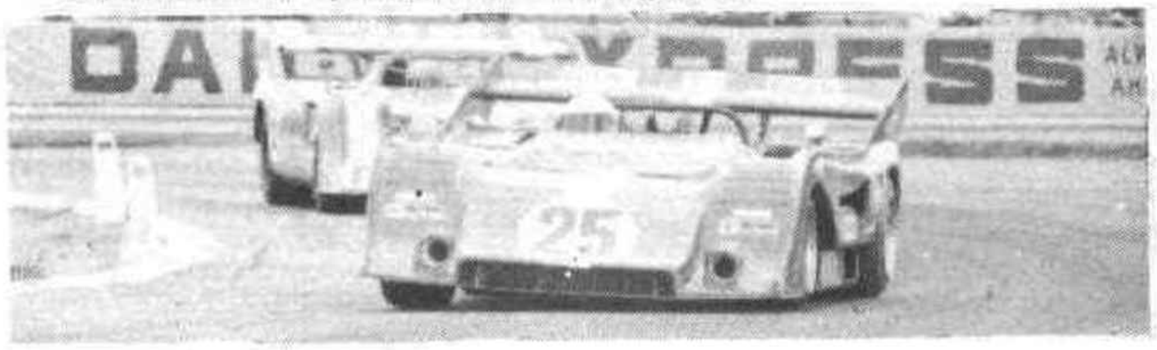
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FOR SALE—continued

MG MIDGET. Only 14,000 miles, Oct. 1971, teal blue, tonneau, used as second car. Perfect, £650. Preston Candover 220 Hants. (42905

LANCIA APRILIA, 1938. MoT to Aug., almost original condition, needs respray. Offers. Wolseley Wasp, 1935. Running order, spare engine and other parts. Offers. Write Box No. 4338. (42898

ROLLS-ROYCE "Twenty", 1928. GKM series, superb open tourer by Robinson, rebuilt regardless of cost. The prettiest 20 in mint condition. Write: 45 Overhill Way, Beckenham, Kent. Tel.: 01-650 1424. (42891

FERRARI MONZA 750, 1955. 4-cyl., 260 b.h.p., 5-speed, 2 seats, classic sports/racing car, similar to "D" Type. This original and historic car, road registered and equipped, in superb order, is offered for sale by private collector. Only offers over £6,500. Box 4340. (42908

DAIMLER 250SP Barker coupé, 1952. Aluminium body, white, excellent all round, new MoT, investment, £495. Shurlock Row 519 (Maidenhead). (42943

DAIMLER DART B, 1961. Blue, 24 m.p.g., many extras, stainless exhaust, Konis, discs, steering and diff. recently renewed. Family sale. Any offers for a real car. 01-229 9544. (42957

1967 **AUSTIN HEALEY** 3000 Mk. III. One of the last made of this fine sports car. Updated rear suspension, Colorado red, wire wheels, XASs, overdrive, boot rack, £765. Tel.: Bewdley (02994) 3776. (42958

VAO 1 on licensed "63" Zodiac III. MoT 1975. Written offers to: "Suningdale", Maryport, Cumberland CA15 7BQ. (42959

2002 Tii BMW, 1972. Atlantic, tinted glass, HRW, alloy wheels, fastidiously maintained, £1,850. Heartbroken owner needs four doors. 0582 61071. (42961

MORGAN 4/4, 1962. 1340 engine, wire wheels, 2-seater. The condition of this car in every respect can only be described as superb, £775 o.n.o. Can be seen at Osgathorpe, Leicestershire, 5 miles off M1. Osgathorpe 562. (42962

TRIUMPH SPITFIRE III. One owner, 12,000 miles, immaculate, repeat immaculate. MoT and taxed, tonneau. Roger Langford, office Camborne 3309. (42963

MG-A 1600 Mk. II, 1961. FHC, red, discs all round, Knockons. Sensibly priced at £235. Also MG-A chassis, £10. Gearbox £10. GEC 100 on tatty Anglia, £45. Phone: Evenings 05247 32770 Lancs. (42964

FROGEYED SPRITES. Choice of three from £150. Halifax 31475. (42965

BENTLEY OPEN two-seater, 1935 chassis, 4¼ engine, full weather equipment, excellent condition, £2,000. Halifax 31475. (42965

1968 **PONTIAC** Firebird convertible 350 V8. Woolferace, radio, only 44,000 genuine miles, MoT 1975, £999. 01-551 2546. (41894

ASTON MARTIN DB/2-4 Mark 2. Good condition but engine stripped for overhaul. Unique Mk. 2/3 bodystyling. Reg. no. ULN 10. Must be a bargain at £350 o.n.o. Kent, c/o City and County, Royal Chambers, Harrogate, Yorkshire. (43062

BENTLEY R-TYPE, 1954 automatic. Not used since 1970. Business pressures force owner to sell to highest bidder. Viewing and offers to: Robert Keeble, Sallies, Kinnersley, Hereford. Telephone Leominster 3214 or 3275. Evenings, Eardisley 372. (43063

GINETTA G4, 1966. Hardtop 1500 GT. Reconditioned and balanced, 10,000 miles, finished grass-hopper green, radio, Kenlowe fan, etc. Offers over £550. Tel.: Earl Shilton 45531. (43064

GEOFF GILKES Formula Mini 7. Immaculate condition, finished once out of 1st two from 10 starts. TEAC Championship winner 73, lap records Silverstone and Snetterton. This was the best prepared Mini 7 last season and is now ready to be in '74, £650. Ring after 6 p.m., Long Crendon 208-438 (43065

MG-C GT. "G" registration, British racing green, Motorola radio, wire wheels, excellent condition. Nearest offer to £795. W-ter 787535. (43067

12/50 ALVIS boys racer. 1928 short chassis, Ali body, same width, Brooklands screen, KO wheels, 1921 stirrup headlights, improved braking (rods), plus 90 m.p.h.. Loads of spares. Restoration needs completing. Best offer over £1,000. 01-771 9410 any time. (43068

2.4 JAGUAR. Immaculate 1959 automatic saloon maintained regardless of expense by senior ex-director since new, mileage only 40,000, recent £200 service included latest rustproofing and prevention, new tyres, battery. Reasonable offer accepted. Phone Peasenhall 223 (Suffolk) for appointment. (43069

XK150 DHC. White/red interior, 27,000 miles genuine, new hood, five new Pirelli tyres, 16 in. wire wheels, overdrive, regularly overhauled, genuine new XK parts where necessary, unused last three years. Very good condition, £1,250 o.v.n.o. Tel.: 0192 77094. (43070

LANCIA 1.8 Coupé, 1967. Fuel injection, Allard sunroof, Motorola, etc., white with red leather interior, 30 m.p.g. In superb condition, £650 o.n.o. Tel.: 0632 814304. (43071

MG-B, "F" reg., 1967. Hard/soft tops, tonneau, wires, overdrive, excellent mineral blue bodywork, good mechanics, any trial or inspection, £495 o.n.o. Tel.: Minster 694 (Thanet, Kent). (43072

1952 **2½-LITRE** Daimler Sports Special. Taxed and MoT until August 1974, in excellent condition. Price £650. Phone Rushden 2043. (43075

FOR SALE—continued

BEAUTIFUL 1953 thoroughbred, DB2/4. 2.6 Vantage No. 15, rebuilt engine, front to rear suspension, steering box, new brakes, carpets, windscreen. First time on the road for six years. Very nice R-R, regal red coachwork (by Mulliner), new rubber, £595 o.n.o. Phone Wroughton 812614. (43074

TVR VIXEN S2. "H" reg., radio, w/w, £900 o.n.o. William Winters, 31 Penny St., Portsmouth. Tel.: Portsmouth 812785. (42588

UNRESTORED MG TA and restored MG TC for sale or exchange for other pre-war sports car. Melksham (Wilts.) 702259 anytime. (41086

GENUINE RILEY 2½-litre Pathfinder, 1956. Good looker, excellent order, new tyres, aircraft altimeter for low flying. Your sensible offer secures. Allcott. Phone Taunton 89412. Can be seen Richardson's Garage, Wellington (Somerset). One owner. Heartbroken. (42011

TRIUMPH TR5, 1966 registered. Immaculate, white with black interior, wire wheels, Motolita s/wheel, hard top, soft top, Flamm horns, XAS (new), one loving owner. Offers around £675. Gilfrin. Telephone Stebbing (Essex) 446. (42010

PORSCHE 912 (1966). Red with tan trim, two owners, superb condition, 58,000 miles, £1,150. Highworth (Wilts.) 763102. (42015

ROLLS-ROYCE, 1937, £1,650. Touring limousine by Barker. Excellent paintwork, drives nicely, mechanics very good, some recent work, green interior, new carpets just fitted, MoT, taxed. Tel.: 01-658 1005. (42318

LOTUS ELAN +2S 130. Low mileage, one owner, white, radio, HRW, every available extra, in excellent condition, £1,750 or will exchange for Sprint in same condition of same value. Mr. R. Nicholson, 1 Oakridge Gardens, Windy Brow, Lisburn, Northern Ireland. (43305

CRAYFORD CORTINA 3000. November 1970, red, black vinyl roof, 1600E interior, Rostyles, GB00s, twin stainless exhaust, fitted 8-track stereo, very fast, £900 o.v.n.o. Hayward 06234 5293 Notts. (43306

MORRIS, 1933. Original, complete, renovatable, some spare engine, £50. Harwell (Berks.) 375 (evenings). (43307

1930 LEAF Fabric Saloon. Excellent mechanical and bodily condition, spares available if required. Haggle starts £1,500. Box No. 4345. (43308

ALVIS TD21, 1961. Manual with overdrive. I defy anyone to show me a better one. Over £400 has been spent. Recent professional respray in gleaming metallic silver grey, wire wheels, stove enamelled, springs reset and complete mechanical check-over. New MoT and taxed, some history and spares available. House renovation forces reluctant sale. Highest sensible offer or exchange cheaper car. Nottingham 268991 evenings or weekends. (43309

BARGAIN: My beautiful MG-C GT, 1968. "G" reg., must go due to new arrival. Shining white in colour with: wire wheels, radio, heated rear window, overdrive, new shock absorbers (Koni rear conversion), recent new rings, big-ends and clutch, very sound all round, £700 o.n.o. Tel.: Eastbourne 764482 or messages 27074. (43310

MG L-TYPE, 1933. 2-seat tourer, complete vehicle in process of restoration, good body and chassis, duplication of mechanicals, many new and reconditioned parts. Offers. Hearn, 021-355 5543 (B'ham). 63 Morven Road, Sutton Coldfield, Warwks. (43311

TR4, 1962. Green, radio, overdrive, new brake calipers, roll bar. Must sell. Offers. Tel.: 01-581 7526 eve. (43312

JENSEN INTERCEPTOR, 1969. Grey with red trim, manual gearbox, all in excellent condition. Reason for sale two children and three dogs. Price £2,300 o.n.o. Write or ring: 2 Wingfield House, Wingfield, Nr. Trowbridge, Wilts. Tel.: Trowbridge 3348. (43314

ALVIS TD21, 1959 saloon. Good mechanics and tidy interior, taxed Aug. '74, MoT Oct. '74, £250. Tel.: Bristol 676028. (43316

LAGONDA 1955 2.9. Alloy 2-door saloon, Vantage engine, ex. mechanics and body, ex. property David Brown new Exides, rechromed bumpers, inboard rear brakes, built-in jacks, £550. Consider p/ex. smaller car or interesting motorcycle. Jennings, The Count House, Condurrow, Camborne, Cornwall. Phone Camborne 4107. (43211

FERRARI DAYTONA, silver black interior, European type, serial 13463, 24,000 kms. Sell or trade. Accept Rolls, Bentley, Bugatti, Ferrari, Mercedes. Box 4343. (55385

TR6, 1969. Excellent condition, green, 45,000 miles, w/w, overdrive, radio, long MoT, must sell, buying house, £760 o.n.o. Reading 598181 evenings. (43241

TR4A, 1965. Red, overdrive, radio, w/wheels, second car, excellent condition throughout, £500. Tel.: Lowestoft 62434. (43243

ALVIS TA14 1950 saloon. Good running order, £200. Apply "Alijo", Hobmans Wharf, Allington, Nr. Maidstone, Kent. (43244

SUNBEAM TIGER, 1966. White, black trim, h/s tops, tonneau, radio and other extras, £650. Ring Theydon Bois 2703. (43245

FRAZER NASH Mille Miglia. Concours condition throughout, one owner past nine years, engine recently reconditioned including 9.5 CR pistons and new head. Many spares. Offers to Box No. 4342. (43188

R-TYPE BENTLEY, 1952. Black over grey saloon, good condition all round, offers over £1,000. Tel.: 061-764 3107. (43081

FOR SALE—continued

FROGEYE SPRITE. Evidently garaged and unused for many years by a previous lady owner. Has been painstakingly rebuilt and resprayed (white) recently by enthusiasts. Must be one of the prettiest examples around. Mechanically, bodywise excellent. New hood, MoT, taxed. Reason for sale lack of space (currently garaged with neighbour). £430 and worth every penny. Tel.: Bourne End (Bucks.) 21387. (43207

ARMSTRONG SIDDELEY Sapphire, 1954. Colour gunmetal, excellent condition, MoT to July, has been well cared for and little used. Very low mileage (36,000 on clock). £800 or near offer. Tel.: 01-876 0939 or 01-337 0040 (evenings). (43208

MINI MARCOS Mk. 4, Nov. 1972. Yellow with black interior, racing seats, full instruments, 1100 c.c. engine, alloy wheels, too many extras to list. Excellent condition throughout. Offers around £700. Apply 2 Sharp Street, Burnley, Lancs. (43173

1950 FORD V8 PILOT. Specimen in original condition, long MoT, must be seen to be appreciated, £475. A bargain. Phone 01-375 3393 day, 01-375 4817 evenings. (43184

MG-C GT, 1969. White, 43,000 miles, Webasto sunroof, wire wheels, overdrive, £650 o.n.o. Mr. Rohrt, Cassoria, The Common, Stoken Church, High Wycombe, Bucks. (43186

AUSTIN HEALEY 3000 Mk. IIA, 1963. Near concours, overdrive, wire wheels, rack, new exhausts, pump, suspension, superb, £620. Tel.: 01-589 8151 ext. 313 day, 01-870 3251 evenings. (43187

LOTUS EUROPA Twin-Cam, 1972. White with black coach line, special oatmeal interior, alloy wheels, 4-track stereo with radio cost £150. Very low mileage 5,000 only. Pristine condition, £1,900. 01-524 5184 (43084

LOTUS CORTINA, 1968. Minilites, radio, inertia belts, air horns, adjustable rear dampers, Motolita, halogen driving lamps, Lotus colours, £600. Phone Basildon (Essex 22182 evenings. (43170

MORGAN 4/4. 4-seater, 1972, dark blue, 17,000 miles. Offers. Telephone daytime Coventry 27367, evenings Coventry 466798. (43171

DAIMLER SP250, 1963 "C" Spec. Regal red, red interior, rebuilt engine, gearbox, suspension, steering, brakes, MoT Nov. 1974, many extras, 10,000 miles in four years. Andy, Camberley 21044. (43172

1960 ALVIS TD21. Gearbox rebuilt, bodywork re-metalled, re-carpeted, colour fawn brown. Tel.: Lancaster 60224, £575. (43076

1962 ASTON MARTIN. Well above average, DB4 series 4, red, radio, slot stereo, new clutch and flywheel, recent head overhaul, £1,100. Tel.: Lancaster 60224. (43076

FOR SALE—continued

DAIMLER SP250 C Spec., 1963. Hard and soft tops, tonneau, immaculate original condition, history from new. Telephone Haverhill 3483. (43209

OPEL MANTA, 1971. Superb electric blue, certified mileage 20,000, 5 new ZX tyres, carefully used and maintained by garage proprietor, £925 for quick sale or consider part exchange smal car suitable for spouse. Tel.: Broadstairs 64534. (43077

GINETTA G15, January 1973. Yellow, over 50 m.p.g. at 50 m.p.h., 15,000 miles, HRW, radials, extremely good condition, £975. Braintree 2958 evenings. Sudbury 75522 day. (43078

SPRING FEVER? Then buy this outcome of our last year's fling. Stripped 1930 MG M-Type, original chassis plus many parts and Ford 8 engine. Enquiries and sensible offers to: Thrapston, Northants. 2854. (43079

1960 FACEL VEGA. Manual, new tyres, good running order. A little work will make it a very fine car, £575. 1938 MG VA tourer drophead, 4-seater, 1½-litre, needs restoring, £395. The Old Rectory Hotel, Claughton, Lancashire. Telephone: Hornby 455. (43080

DUNSTALL TOURER, March 1971. 750 c.c. Norton, with all engine mods., plus alloy rims, twin discs and higher gearing. Only 9,000 miles, excellent condition, best offer over £300. Phone F. Burson 01-854 3325 SE London area. (43083

1968 "G" MG-C GT. Wire wheels, 5 p.b. radio, oil cooler, overdrive, excellent condition, £800. Cade. Tel.: Ossett 2549. (40105

COOMBS 3.8 Jaguar. Excellent rust-free condition, £430 o.n.o. Consider sports car part exchange, Stamford (Lincs.) 51909 evenings, weekends. (43403

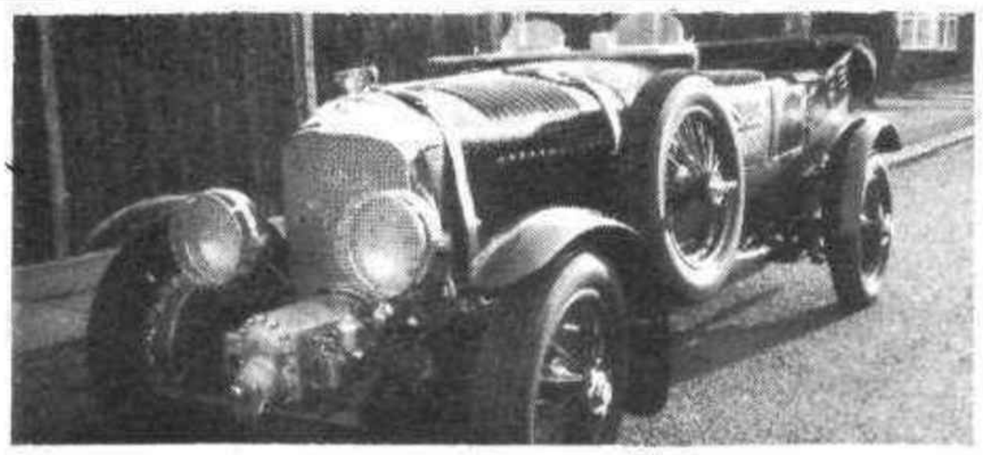
BENTLEY, 1929 Speed Six. Chassis No. LB 2339. Le Mans body/tank, excellent condition, complete history, unlicensed in UK since 1948. Owner returning abroad, offers over £15,000. Contact Mouat, Summerhill, Ayton, Berwickshire, Scotland. Tel.: Ayton 320. (43404

1948 2½ RILEY. Good condition, new tyres, new ash bottom frame, radio, new roof, MoT July, £195 o.n.o. Wickford 4162 (Essex). (43405

1937 MORRIS 12/4. Original, one owner, very good condition, complete, handbook, tools, £325 o.n.o. Tel.: Fritwell 400 (Oxfordshire). (43406

HRG 1500 Standard Sports 2-seater (not aerodynamic model). Absolutely excellent condition and ready to go anywhere. Offers. Please contact Lynne Hanchett 0793 5421 (office hours). (43409

1961 TR3A. Red, hard and soft tops, near original condition, £350. Ring Colne 4440 or Barnoldswick 2688. (43408



1930 4½-litre BLOWER BENTLEY

As new; genuine *concours* condition. Everything rebuilt. Balanced engine. Must sell. Rebuild completed April 1974. Taxed, tested. Ready to drive away.

Not cheap. But then the best never is.



MG TF 1250, 1953: Immaculate

Complete rebuild. New paint, bright red; beige interior. New hood. Engine rebuilt. New tyres, carpets, etc. M.o.T., taxed. **£1,975 o.n.o.**

STANLEY MANN

6 ROSSLYN PARK MEWS, OFF LYNDHURST ROAD, LONDON, N.W.3.

01-794 7267 (evenings, weekends)

01-958 4910 / 01-958 5945 (day office numbers)

FOR SALE—continued

BRISTOL 405 for sale. Front suspension needs rebuilding. All necessary parts available. Gearbox rebuilt and much body renovation carried out. Thornton, 6 Highway, Crowthorne, Berks. Tel.: 4812. (43407

AC GREYHOUND, 2-litre, 1961. Concours winner in superb all-round condition, fully equipped, regal red/silver grey, four seats, decent boot, 25 m.p.g., practical and attractive asset at about £1,500. Beaconsfield 3378. (43410

LANCIA 1.6 HF Lusso. "L" registered, 1972, red, 17,000 miles, sun roof, stereo radio, 8-track tape player, spare wheel attachment to boot lid, £1,650. Olive Mount, Waterfoot, Rossendale, Lancs. Ross 3052. (43411

MG TF. Completely rebuilt, resprayed BRG, rechromed, new hood and sidescreens, re-upholstered, mechanics overhauled, new tyres, taxed September. Whole car absolutely immaculate, £1,795. Smallfield 2198. (43412

MG TD Mk. II, 1953. This very rare car is in original condition. BRG body is immaculate. Radiator has chrome slats, double shock absorbers, twin petrol pumps, large carbs and high comp. engine. Car is collector's piece, £1,595. Smallfield 2198. (43412

TR3A, 1958. Wires, h/s tops, tonneau, overdrive, rear seat, many extras and spares. Excellent condition, £450. Cooper, Leicester 885455. (43414

LOTUS ELEVEN Le Mans. Historic ex-Keith Hall car, De Dion, disc brakes, etc. Whole car in immaculate condition. Offers around £1,100. Birmingham 021-745 3576. (43392

BENTLEY R-TYPE, 1953. Manual in tudor over shell grey. In superb condition throughout, £1,450. Tel.: Lochans 343. (43393

TR6, 1970. "J" reg., saffron, overdrive, radio, QI lamps and spots, Kenlowe, towing hitch, plus many more practical extras. Good all-round condition. Owner going abroad, £995 o.n.o. John Dickinson, 01-636 8528. (43394

BENTLEY R-TYPE, 1953. Automatic, good condition mechanically and bodily, £1,450. Hunter, 021-308 1608 evenings or weekends. (43395

JENSEN INTERCEPTOR, Nov. 1967. Radio, PAS, alloy wheels, new exhaust, blue, £1,460 or exchange Stag automatic approximately same value. 01-954 6807 evenings. (43396

1957 DAIMLER Century saloon. Sound condition, recent overhaul, daily use, good tyres, battery, MoT, licensed, £195 o.n.o. Hall, Moat House, Appleby Magna, Leics. Phone Measham 70301. (43397

1935 STANDARD 10. Ideal for restoration, £150 o.n.o. Tel.: Exeter 51398 (evenings). (43398

MORGAN. Personal circumstances force sale of low mileage 4/4 2-seater, April 1973. Extras include bucket seats, luggage rack, 7,000 miles, only. Phone 01-874 9209 (evenings). (43400

LANCHESTER LD10, 1951. Excellent condition, test and tax. Tel.: 01-540 9670 (Wimbledon). (42112

1934 AUSTIN 7 Box Saloon. Expensive restoration just completed, extremely attractive and usable investment, £750. Phone Melksham (Wilts.) 703324 any time. (42267

XK120 ROADSTER. White, complete but some work needed to restore, £500 o.n.o. Other XKs also available. Further details on application. Tenterden 2120. (42585

1925 ROLLS-ROYCE Phantom I. Rebodied open four-seater replica of Barker tourer. Mint condition, outstanding performance, £9,750 o.n.o. Box No. 4330. (42615

MARCOS 3-LITRE Ford. "J" reg., 32,000 miles, yellow, all extras, £1,400. Phone Derby 810227. Mortgage dictates sale. (42622

BENTLEY, 1954. R-Type automatic. Full history, black over silver in beautiful condition throughout, £1,650. Llandeilo 2321, S. Wales. (42405

1972 STINGRAY 454 convertible. "M" reg., PAS, tints, custom leather upholstery, 25,000 miles, mint, £2,925. 01-551 2546. (41894

1970 STINGRAY 350. "M" reg. automatic, PAS, power brakes, tints, refrigeration, stereo radio, sidewinders, £2,325. 01-551 2546. (41894

1955 PEGASO Z-102 GT. Very rare, only 120 made between 1951 and 1958. 2800 c.c. V8 four o.h.c. engine, 5-speed gearbox, De Dion rear axle, original 2-seater coupé, body by Saoutchik. In concours condition, very fast and reliable. Car in Switzerland but can be delivered in England, £6,500. A Pascucci, Chalet Los Picos, 3962 Montana (Switzerland). Phone (027) 7 13 37 or London 01-876 1928. (43445

JAGUAR XK150, 1958. "S" modifications to engine, chassis and paintwork completely restored, new chrome, wheels rebuilt, only requires retrimming to finish, £1,200. Tel.: Milton Abbas 411 or 675. (43446

1962 AC GREYHOUND 100 D20 Bristol. 16 in. wire wheels, resprayed. A very fine example of this rare 4-seater GT saloon, £1,000 o.n.o. Phone Chertsey 65664 evenings and weekends. (43447

'52 ARMSTRONG SIDDELEY Whitley. A good clean running example of this classic looking car that should appreciate.3 owners from new, believed 65,000 miles. Black, mainly aluminium body. Offers around £200. Farway (Devon) 372 evenings. (43448

MG J2, 1933 Cycle-Wing model. Very original car in excellent condition, new hood, s/screens, tyres. Original leather seats, dashboard and fittings. Needs wiring repair, £1,150. 01-460 2356. (43449

FOR SALE—continued

JAGUAR V12 E-Type. 1971 Tourer, superbly maintained, pale blue, £2,200. Tel. office hours, 061-928 6131 ext. 102. (16963

VERY RARE Citroen Light 15. Imported from France and is in excellent condition. New gearbox and drive shafts, low mileage, very original. For immediate sale £375. 01-460 2356. (43450

BENTLEY Mk. VI, James Young, 1952. Resprayed black and silver, rechromed, engine rebuilt (new pistons, etc.), new brakes and steering, 5 new tyres, part new exhaust, needs finishing, £1,550. 01-340 7630 daytime, 01-892 1678 evenings and weekends. (16979

LANCIA KAPPA, 1922. Mechanically excellent, original and complete but no body. Needs very minor restoration. $Aust.5,000 or best offer above. C. Clarke, Chewton, PO 3451, Vic., Australia. (43443

HISTORIC Lotus Elan Lightweight. Unique ex-works car, driven by Jim Clark, HSCC accepted. Certain class winner Classic Car Championship. Concours condition, many spares, £1,500 o.n.o. Dursley 3243 (Glos.). (43444

MG TF 1500. With wire wheels, unique concours specimen of this rare model. Present owner spent two years in search of this beautiful car. £1,950 o.n.o. Box No. 4348. (43451

JAGUAR XK140, 1957. Excellent all-round condition, long MoT, £1,000 o.n.o. Eastbourne 763432. Evenings/weekends. (43452

FOR SALE: 1937 Morris 18/6 Series II saloon. A smart vehicle, having had only two owners, tidy interior, good coachwork, and tyres, mechanically sound, current MoT, £540 or offers. Tel.: Chalfont St., Giles, Bucks. 2754 evenings. (43453

1970 AUSTIN Cooper "S", 1275 Mk. II. Immaculate, one owner, green with white roof, tachometer, ammeter, clock, IR belts, HRW, £700 o.n.o. Cross, Gylen, Stone Drive, Colwall, Malvern. Phone Colwall 397. (43454

PORSCHE 911S Targa. Late 1968, alloy wheels, tinted glass, Blaupunkt radio, and lots more. Offers around £1,650 or will exchange cheaper interesting sports car. Bradford-on-Avon 2247 daytime. (43456

HUMBER 16, 1939. Absolutely original, in perfect body and mechanical condition, MoT. Offers: Nottingham 51024 or 53633. (43242

ELVA COURIER S. One hard top, one soft top. Both in tip top mechanical condition. MoT and taxed, £375 each. Nottingham 51024 or 53633. (43242

SCIMITAR GTE. "J" registration, Manhattan green, manual, overdrive, radio, sun roof, 50,000 miles, one owner, regularly serviced, MoT March '74, £1,600 o.n.o. Phone Baschurch (Shropshire) 426. (43457

JENSEN CV8 Mk. II, 6¼-litre auto, 1965. Indigo blue, in fabulous condition, new engine, a fast appreciating investment at £950. HP possible. Telephone Newport (Mon.) 64585. (43458

12/50 ALVIS boy racer. 1928 short chassis, Ali body, same width, Brooklands screen, KO wheels, 1921 stirrup headlights, improved braking (rods), +90 m.p.h. Loads spares. Restoration needs completing. Best offer over £1,000. 01-771 9410 any time. (43460

DINO FIAT Spyder. Ferrari red, immaculate condition, collector's car. 01-229 3882. (41003

JENSEN INTERCEPTOR. Increasingly rare vehicle, first of the Interceptors built 1955, complete and in working order, hide upholstery, overdrive, MoT, £650 o.n.o. 01-462 3836 evenings/weekends. (43503

IMMACULATE red XK150 (150 registration), FHC, 3.4. Just resprayed, 15 in. chrome wires, Cibies, no rot, rust or door sag, 1,000 miles since reconditioned engine (9:1), mechanically rebuilt over last 15,000 miles and maintained regardless of expense, £2,250. Berkhamsted (04427) 3167. (43504

PORSCHE 914S, 1971. Mag wheels, tinted glass, HRW, radio, usual specification includes 5-speed gearbox, Targa roof and 4 wheel disc brakes. 27-34 m.p.g., excellent condition and properly maintained, £1,550 o.n.o. Tel.: 01-626 8273 day. (43505

JAGUAR E-TYPE, 1966 FHC, c.w.w., taxed, MoT, very good condition, £625. Will p/ex. 1275 Cooper. Portsmouth 26841. (43507

LOTUS ELAN FHC 1972. 17,000 miles, Le Mans green, Motorola, electric aerial, immaculate throughout, £1,350. Ring Southend 547153. (43508

1952 RILEY 2½-litre RMB. In sound condition throughout, 8,000 miles since engine overhaul, good roof, headlining, seats, MoT May '75. Taxed June. Give away at £275. Vincent 0734 472965 (Reading). (43509

FERRARI 330 GT, 1965. Pinafarina body, genuine 4-seater, 5-speed, Borini wheels, radio, well maintained, rare classic body. Approx. 17 m.p.g. Offers considered around £1,500. Tel.: 021-440 2782. (43510

ROLLS-ROYCE, 1954 Silver Dawn saloon. Concours condition, 99,500 miles, believed genuine. Bills available from 1963. Two previous owners, regularly serviced by R-R agents. This car is in superb order and has given me 5 years of marvellous motoring. Recently resprayed, interior cleaned and woodwork repolished at cost of £1,000. Shell and tudor grey, with red hide and carpets. Original guarantee certificate. For sale only because I have bought a Bentley Continental, £4,500. Phone 01-935 4221 evenings and weekends. (43511

INVICTA BLACK PRINCE, 1949. Sound original specification, details available. Serious enquiries to Box No. 4351. (43520

FOR SALE—continued

MORGAN +8, 1969. Completely rebuilt to better than new. Over 600 hours spent. New chassis and subframe, new ash frame, panelled in aluminium. Sprayed Fiat green. £2,400 no offers. Berry, Nottingham 240256 office, 43599 home. (43512

ROVER 75, 1954. Very good condition, 2 owners, 90,000 miles, seat belts, roof rack, heater, not in use for 12 months, not taxed. For sale, £85. Tel.: Brackley 2429. (43513

Mk. I SPRITE, 1959. A completely original, all steel car. Recent brake overhaul and new springs fitted, new hood. Professionally retrimmed and resprayed in original colours. New MoT and taxed, £375 o.v.n.o. Luton 595165. (43517

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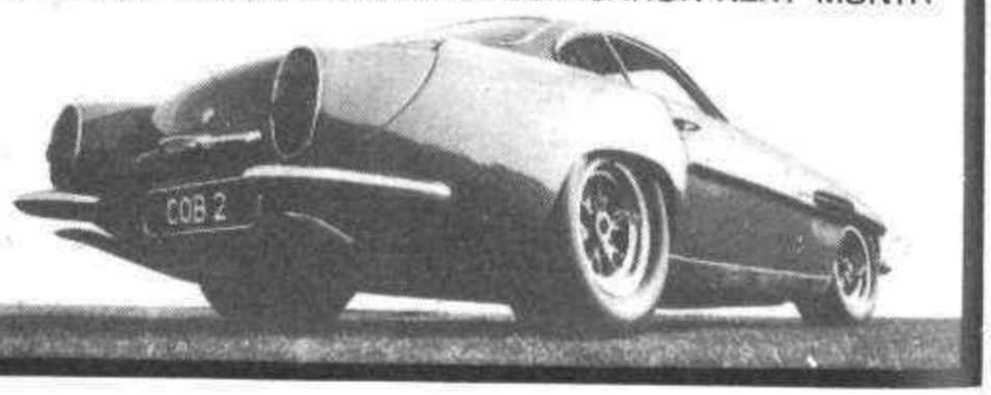
LOTUS ELITE, 1962. White, completely original inside and out, £895. Chichester 86265 after 6 p.m. (43529



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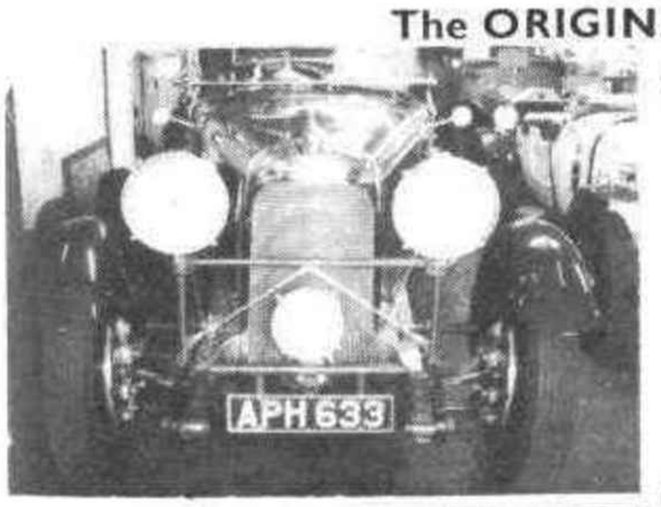
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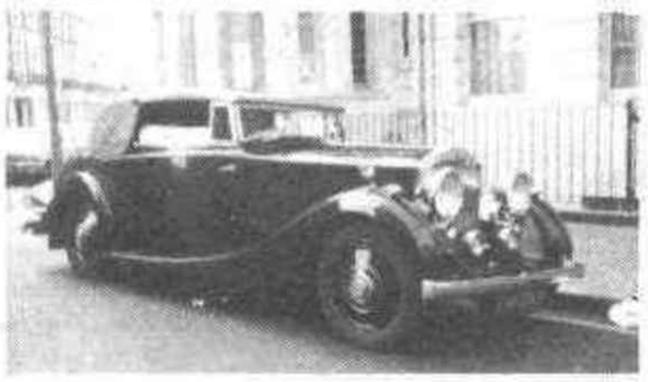
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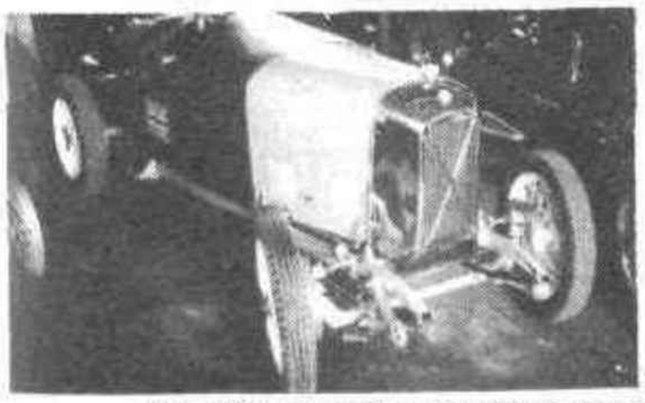
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MIDGET, 1973. One owner, used as second car, immaculate, 9,000 miles, radio, stereo, head-rests, £875. Phone 021-445 2417. (43521

FERRARI 330 GT 2+2, 1966. Serviced, tuned, red, very good condition, real value, £2,000. Radio. Lancia Fulvia Sports Zagato 1971 1.3, 34 m.p.g., red with black trim, radio, carefully maintained, £1,500. Tel.: (Bristol) Yatton 832051. (43522

ALVIS TE21, 1965. 5-speed, power steering, wire wheels, new exhaust and clutch, 55,000 miles, new MoT, £950. 01-953 1045. (43523

VOLVO P1800S, 1963. 26,000 recorded mileage, superb condition, white with red leather upholstery, overdrive, heated rear screen, twin spots, £450 o.n.o. Tel. 021-773 2511. (43524

MATRA 530 Sports 2+2, 1969. Sleek mid-engined, v.g.c., £800 o.v.n.o. Part exchange sailing dinghy or Silhouette-type craft considered. Lingfield 832242 (Surrey). (43525

1600 GT CAPRI XLR. "H" reg., v.g.c., 3 new radials, taxed and MoT Nov., £675. Will p/ex. Mexico. Tel.: Worcester 24225. (43526

RILEY 1936 Kestrel 9 h.p. 2 owners, 43,500 miles, very original condition, many extras, attractive proposition to keen enthusiast. Enquiries to John Taylor, Amersham 7852 (Bucks.). (43528

LOTUS ELITE, 1962. Yellow, retrimmed grey, 1 year MoT, guaranteed excellent condition throughout, £895. Chichester 86265 after 6 p.m. (43529

CLAN CRUSADER Sports. "M" registration, only 3,000 miles, sun roof, Cosmic wheels, £1,300. Hadleigh (Suffolk) 2502 evenings. (43530

SILVER GHOST. Chassis 5BUE Speed Model 1920. Original superbly elegant Barker aluminium torpedo body. A fast, immaculate car with only three previous owners from new. Substantial offers invited. Phone Prestbury (Cheshire) 49059 after 7 p.m.

ROLLS-ROYCE Silver Cloud III, October 1964. Black and maroon, beige hide interior, recorded mileage 57,600 miles, mint condition. A superb motor car. Full service history. £4,950. Beckwith (Knitwear), Holbeck Lane, Leeds 11. Telephone Leeds 27267. Evenings, Leeds 683259. (43506

BENTLEY S1, 1956 (Nov.). MoT. Reg. no. SUK 90, new tyres, battery, windscreen, two-tone grey, red upholstery, revitalised by Connelly's. Nice car. Any reasonable offer accepted. Harlow 29937 after 3 p.m. (17055

TRIUMPH TR6, 1972. Superb condition, Pimento red, black trim, overdrive, £1,200. Lesley Parker, Plymouth 61003 working hours. (17056

CITROEN LIGHT 15, 1951. MoT, Slough-built, RHD, sound condition, many spares. £210 o.n.o. Shere, 22 Lydbrook Close, Yate, Bristol. (17057

AUSTIN NIPPY, 1936. Speedy engine, some modifications, nearly running. Viewed Shropshire. About £300. Box No. 4353. (17058

ALVIS SALOON TE21, Nov. 1964. In excellent condition, power steering, 5-speed gearbox, engine and brakes overhauled, new exhaust system, bills available, push-button radio. East Kirkby 377, Lincs. (43601

NSU Ro80 Mk. III. "J" reg., Sept. 1970. Cosmo blue, black upholstery, VHF radio, electric aerial, recent new engine, good order throughout, £1,190 o.n.o. Chilton Polden (Som.) 698. (43602

1951 VINCENT Black Shadow. Immaculate and original in every way. £1,000. 01-937 4303. (43603

ASTON MARTIN Mk. III DH coupé, 1958. Rebuilt throughout and thus totally immaculate, £2,500. 01-937 4303. (43603

STATUS SYMBOL CHEAP. Bank manager forces sale of my beautiful E-type, 1970, Mk. II DHC. White, Webasto roof, tinted glass, HRW, c.w.w., radio, 23,000 miles only. Must sell. Offers around £1,700. Tel.: Brentwood 221014 (business hours). (43604

DUE TO CHANGE of plan. New fabric covered 4-seater tourer VDP body for sale in green, complete with seats, tonneau and hood and carpets in black, together with windscreen. Would suit any 1925-1937 Bentley or similar chassis. Offers please: Telephone Hartley Wintney 2658. (43605

LOTUS +2, "G" reg. 31,000 miles, yellow, heated rear screen, electric windows, five good tyres, excellent condition, taxed, tested, £1,200. Tel.: Jarrow 892427 evenings. (43606

MG-TA DISMANTLED. Offers preferably for whole or parts. Ring Cheltenham 57430 (evenings). (43607

DAIMLER DART SP250, 1961. Three owners, metallic blue, grey interior, new tonneau cover, hard and soft tops, unique condition throughout. Many new parts. £1,000 o.n.o. Tel.: 0462 53977 (Hitchin) evenings. (43608

DAIMLER CONQUEST, 1954. Good condition, new MoT, 5 new tyres. Some spares incl. block, crank, f/flywheel. Century manifolds and carbs., etc. £250 o.n.o. Tel.: Hilmarton 230 (Wilts.). (43609

1952 FORD SUSSEX (6 x 4) ambulance. As new order, small mileage, would make ideal living wagon for engine enthusiast. £350. 1954 Morris Commercial (4 x 4), originally army water tanker but tank removed and fitted with coach-built 4-seater cab and small platform body, powerful, ideal towing vehicle, as new cond., 2-tone brown, road tyres fitted, set of track tyres incl., also incl. a complete and running chassis and cab in good condition. £550. David Bate, Warrington 66309, 7-10 p.m. (43611

FOR SALE—continued

1945 O MODEL Bedford, new platform body, plated to carry 6 tons, exc. condition, rec. engine, £550. David Bate, Warrington 66309, 7 to 10 p.m. (43611

ALVIS TA14, 1949. Excellent condition, new engine block. Offers. Ring Garforth 4956 after 7 p.m. (43612

TR3A, 1960. White, black steel hard-top, many new parts including brake calipers, discs, wheel bearings, seats, carbs., replacement engine 12,000 miles ago, year's MoT, offers over £400. Mr. Frankie, Tel.: Penrith 3902 (office). (43613

LOTUS 6/7 1500 c.c. Full weather equipment, MoT and taxed, smart and good looking, fast and economical, for only £345 o.n.o. Ring Wolverhampton 38687. (43614

LOTUS SEVEN III, 1969. One owner, 44,000 miles, roll bar, heater, tonneau, £775 o.n.o. Knutsford 52119 (after 2nd May). (43616

ALFA ROMEO 1750 Berlina. 1971 "J", VHF radio, one family car since new, £1,150 o.n.o. Phone Raglan (Mon.) 225. (43617

SCIMITAR GT (coupé), 1966. Excellent condition, one owner, 40,000 miles, Radiomobile, overdrive on four gears, wire wheels, £495. Ponteland (066-12) 4983. (43618

1968 LANCIA FULVIA Zagato 1.3S. Cromodora magnesium wheels, radio, recent replacement engine and clutch, rapid, quiet and very economical, 2+2 all alloy sports coupé, £695. J. Pemberton 01-891 1024. (43619

MG-B. Wires, overdrive, blaze, over £400 just spent on bodywork, engine rebuilt 1,000 miles ago, Cinturatos, radio, garaged, immaculate, 1965, £540. 1955 Armstrong Siddeley Sapphire, stored eight years, £65. Coventry 414914. (43620

GILBERN V6 4-seater sports, 1969. White, red interior, alloy wheels, overdrive and the usual Gilbern extras. Terrific performance with reasonable fuel consumption. Must be sold, owner going overseas. Offers invited. R. P. Wainwright, National College of Agricultural Engineering, Silsoe, Bedford. (43622

E-TYPE FHC, 1969. Immaculate, 8-track, Motorola p.b., MoT. I have owned this car for nearly two trouble-free years and it will cost you only £1,150. Please telephone John Howton, Windsor 64682. (43623

ROLLS-ROYCE, 1929 Phantom for wedding hire. Manchester region. Recently restored blue, grey. Tel.: 061-624 6551. (43624

MARCOS 3-LITRE. "J" registration, tangerine, sunroof, alloys, electric windows, overdrive, radio, beautiful condition £1,475. Might p/ex. Welwyn 4113. (43625

VOLVO P1800S, 1967. Immaculate in BRG with fawn leather interior, overdrive, Motorola radio, servo brakes and Cinturatos. Looks better, goes faster and is more economical than an MG-B GT. Long MoT and tax, £695 o.n.o. Luton 595165. (43626

XK150 FHC, 1958. 3.4, wire wheels, 5 new tyres, "Tuned" head, c/r gearbox, restoration started but needs finishing, bodywork generally sound, £575. Write: 249 High Donaghadee Road, Bangor, Co. Down, or Phone Bangor (0247) 2130, preferably between 5 p.m. and 7 p.m. or at weekends. (43627

MG-B, 1970. Blue, overdrive, w/w, 46,000 miles, radio, Ziebart rust-proofed, £750. Tel.: Cosham 71430 (Portsmouth) evenings. (43629

AC 1948 2-litre sports saloon. Aluminium body, resprayed, some MoT, space urgently needed so £175. Reading 56838 daytime. (43631

JENSEN CV8 Mk. 3, 1965. Glistening silver with grey hide interior, superb appearance with folding Webasto sun roof-deflector, white band XJ6 tyres on Interceptor 6½ in. rims, Motorola radio, stainless exhaust, present owner spent 6 months travelling the country to find this specimen. Collector's gem. Only offers in region of £1,600 will tempt me to part. Seeing is believing. Genuine enthusiasts only please. Mr. Davies, Earlswood 2252 (Warwicks.). (43632

TVR 1600M, Reg. Dec. 1972, white, HRW, sun roof, alloy wheels, used as second car hence 6,200 miles only, excellent condition. Increase in family forces sale. Offers around £1,395. Tel.: Chapel-en-le-Frith (Derbyshire) 3257. (43633

HEALEY 3000. Ice blue, navy trim, overdrive, servo, rebuilt engine—crank, bearings, camshaft, Hepolite pistons, rockers, oil/water pumps, head, carburetters, balanced, dynamo, distributor, starter—gearbox, rear suspension, carpets, hood, taxed, MoT, fully tuned. Best offer. Stone (Staffs.) 3307. (43634

JAGUAR Mk. I, 2.4, 1956 TGH 242. Must be one of the most superb examples of this famous line. Excellent mechanically, reconditioned engine, 12 months MoT, brakes overhauled, stereo, radials, black bodywork, in good condition. Light tan leather upholstery. Only 56,000 miles on clock, £300. Phone Littlewick Green 2387. (43635

ALVIS TD21, 1959. Good condition and free of usual corrosion problems. Requires recarpeting. Much time and money spent over past seven years by present enthusiast owner. Sale due to overseas posting. Offers around £500. Please write to: Box No. 4352. (43636

1961 DAIMLER Dart SP250. Hard top, soft top, tonneau cover, recent new works engine, new tyres, braking system overhauled, full history past few years. Workshop manual, etc. £695. Tel.: 061-485 7304. (43721

FOR SALE—continued

LOTUS ELAN S4 SE convertible with tonneau, June 1970, radio. There is a fully invoiced service history showing the manner in which the car has been maintained. It has a low mileage and is in excellent condition. £1,000 o.n.o. 01-791 6463 evenings or 01-636 8696 ext. 6 day. (43637

TR3. Recent respray (BRG), reconditioned engine, overdrive, wires, hard and soft tops, MoT, taxed, £325 o.n.o. Mr. A. Burcsford, 1 Cary Road, Manor Estate, Sheffield 2, Yorkshire. (43638

OUTSTANDING ORIGINAL 1951 Super Snipe saloon. Running boards, beautiful dark green coachwork, beige hide upholstery, mechanically excellent, radio, sun roof, probably best example left. Investment, £435 o.n.o. 58 Westbury Road, Edington, Westbury, Wiltshire. (43639

DELLOW, 1950 Sports. Two-seater, nice original condition, red with black interior, twin spares. Attractive car, £485. B'ham 021-745 3576. (43714

1947 J-TYPE Vauxhall. Very original throughout, good interior and mechanics, £225. Kessel, Mitchell 386 Cornwall. (43715

1930 HILLMAN Sedan Safety Fourteen. Very good condition, all original, artillary wheels, spare engine, gearbox, axle and starter motor, £1,425 complete. Kessel, Mitchell 386 Cornwall. (43715

GILBERN INVADER, 1970. White, black interior, radio, overdrive, sun roof, electric windows and fan, 47,700 miles. Sale due to emigration. Bargain at £1,050. Phone Barkston Ash 330. (43716

RENOWN. Triumph Renown Razor-Edge, 1953. Mileage only 20,000 from new, one owner, entire car in superb condition, beautiful metallic silver grey cellulose, excellent chromework, excellent original interior in grey leather. Car stored for many years hence mileage and superior condition. All original tools and fittings, original HMV radio, handbook, etc. New tyres, new MoT, very impressive car, colour photo available. Consider offers about £1,000. Consider pre-1935 car exchange. Lewis, Hull, Yorks. 0482 821607. (43644

TR6, MARCH 1973. Mimosa, overdrive, tinted, laminated, Ziebart, new tyres, superb condition, £1,495. Maldon 53217. (43645

ASTON MARTIN DB5 Superleggera, 1965. 5-speed box, radiator and quadrophonic tape, engine has just been completely rebuilt and not yet run in. A good sound car, £1,100 o.n.o. Would accept DB2, DB2-4 Mk. II or Mk. III in part exchange. HP can be arranged. Halmer Green 2214. (43646

ROLLS-ROYCE 20-25 h.p. driver's manual, brand new, plus other assorted Rolls-Royce literature. Must be sold, £5. Tel.: Brean Down 221. (43647

TRIUMPH TR4A IRS, 1967. Red roadster, overdrive, radio, wire wheels, tonneau, 47,000 miles, two owners, good condition, £690 o.n.o. Minsterworth 216. (43648

LOTUS SUPER SEVEN series 3 twin-cam, 1970. Taxed and tested until 1975, stainless exhaust, alloy wheels, etc., "Malvernitis" forces sale at about £800. Frederic Manby, Leeds 752575 or 32701 or Skipton 3626. (43649

MINI COOPER 'S' Mk. 3, 1971. Aquamarine/silver fox, black interior, HRW, superb condition. Exeter 59727 evenings. (43650

PEUGEOT 1971. 304 convertible in saffron, one owner, 74,000 miles, excellent throughout, £745. Consider exchange. Tel.: before 7 p.m. Bolsover 3302. (43651

MERCEDES 190 SL, 1959, hard top, MoT, 83,000 miles, in white, nearest £600. Consider exchange. Phone before 7 p.m. Bolsover 3302. (43651

1946 MG TC. Reg. KFC 11, requires rebuilding, £350 o.n.o. Walker, 42 Windsor Road, Mansfield, Notts. (43652

TRIUMPH ROADSTER 1800, 1947. Laid up in garage for 8 years, in good mechanical and body condition, £400. Kirkpatrick, Brownsea Ct., Lilliput Square, Poole, Dorset. Tel.: 0202 708681 after 6 p.m. (43653

BENTLEY 1938, 4¼, sports saloon by Park Ward. Black over beige, excellent example bodily and mechanically. Taxed, with new MoT, £1,400 o.n.o. or exchange Rolls with cash adjustment. Nottingham 66987. (43654

TR4A, 1967. 16,000 miles by sole owner, high price required for exceptional car. Viewed West London. Evenings 01-994 6229. (43655

BENTLEY Mk. VI, 1950. 4¼-litre, rolling chassis, modified chassis for two-seater, body, steering column, lowered, brakes, servo, steering, suspension, exhaust, overhauled, anti-rusted. Offers over £500. Green 02556/5854 or 02556/3669. (43656

BRISTOL 406 PROTOTYPE. The only one in the world as used by Prince Philip on his trip to Filton. This car is offered for sale with a spare set of body panels. Good original condition, full history, £1,175 Phone Wilmslow 25826 (Cheshire). (43657

BRISTOL 411, Mk. 1, Dec. 1970. One owner, dark grey with red leather interior, radio, stereo, electric aerial, sun roof, good condition throughout, £2,975, taxed. Phone Wilmslow 25826 (Cheshire). (43657

DAIMLER EMPRESS 2½, 1951. Immaculate condition, complete brake and steering overhaul by specialists and many new parts. Offers 01-777 6035. (43659

SCIMITAR GTE, 1971. Low mileage, overdrive, radio, good condition, one owner from new, wish sale to buy new car, £1,750 o.n.o. Ring Sevenoaks 57865. (43660

RILEY RME, 1955. Original dark green, fine order, MoT, £195. Daimler Consort, near concours bodily, fine order, taxed, MoT, £135. Limpley Stoke 2509 before 9 a.m. 211 Conkwell, Wilts. (43661

FOR SALE—continued

JENSEN 541S, 1971. Manual gearbox, excellent condition, recently resprayed, £900. Davies, 23 Church Road, Mylor, Falmouth, Cornwall. Tel.: Flushing 488. (43662

PORSCHE 356C Cabriolet convertible, 1965. Fawn with black leather, one owner, taxed, MoT, radio, skirack, new hood. Structurally and mechanically excellent, £925. 01-681 1588. (Beetle wanted.) (43668

MORGAN 4/4, 1938. Climax engine, Moss gearbox, original and complete, requires some trim and tidying. Has been restored 4 years. Nearest £575. Spares, including wings and bonnet available cheaply to purchaser. Can be delivered. Stourbridge (03843). (43671

CITROEN LIGHT 15, 1955. Fair condition, some work required to restore to concours. Smith, 40 Sussex Avenue, Melton Mowbray. (43672

MG TC (MG 7113). 4-year rebuild, reconditioned engine, gearbox, brakes, KPs, etc. Retrimmed, upholstered, chromed, etc. Offers over £500. Dunsmore Heath 607 (Rugby). (43673

MG 1D. Completely rebuilt from chassis up, retrimmed throughout in beige, with all bodywork re-finished in black cellulose. The immaculate condition of this car would ideally suit any sportsman. Please contact: Brailsford 340, Craig Dalton, Luna Lure, Brailford, Derbys. (43663

MORGAN 4/4, 2-seater, 1969. 1600 c.c., 46,000 miles, maroon, wire wheels, almost new Cinturatos, £1,050 o.n.o. Pontesbury 325 (day), 483 (evenings), Shropshire. (43665

TWO ALVIS for sale: 1938 13 h.p. saloon partly dismantled, some spares, needs rebuilding. 1952 TA21 3-litre DHC. Tickfords coachwork, needs restoration. Phone Brighton 683333 (office hours). (43667

JENSEN INTERCEPTOR II, 1971 series. 38,000 miles, metallic blue, black leather, Sundym, halogens, SPs, taxed, superb order throughout, £2,700 (would exchange for Porsche, BMW, V12). 01-681 1588. (43668

1921 K-TYPE BSA M/cycle. Restored, original sidecar not restored, spare b.e. tyre, one owner, original documentation. Offers: Phone Bideford 5248 evenings. (Devon.) (43674

ALVIS TE. Concours, 5-speed chrome wires, Webasto roof, engine 6,000 miles, £1,200. 021-745 6060. (43675

MAYFLOWER. Mechanically good, good body, ideal for spares, £25 o.n.o. Tel.: 73903. McLennan, 112 Valley Road, Pudsey, Yorkshire. (43676

MERCEDES 190 SL, 1962 Roadster. 18 D.L.C. two owners, service history since 1965. Space required, £350. Tel.: 021-554 1906. 10 to 6 p.m. (43677

COOPER 'S' Mk. III. 'J' reg., Downton engine and gearbox, 3,000 miles old, lovely bodywork, Cosmic wheels, £800. Phone Clevedon, Somerset 3160. (43641

£250. 1935 STANDARD Nine. Four-door, wires, sun roof, best original survivor? Needs little work. Price includes identical dismantled car. Wellington (Shrops.) 55543. (43642

E-TYPE ROADSTER 4.2. White, mag. wheels, new hood, radio, £975. Phone Much Hadham 2332. (43640

LOTUS +2S 130, 1972. Excellent condition, many extras, £1,650 o.n.o. 0242 21394 ext. 277. (43610

FAIRTHORPE ZETA, 1960. Raymond Mays Zephyr engine (6 Amals.), extremely rare and completely original. Excellent condition throughout, mechanically rebuilt, also resprayed. Highly competitive "marque" car (¼ mile 15.8 sec.) but entirely tractable for road (tax, MoT, hardtop, etc.), £295. 01-998 6131 evenings. (43748

HUMBER 11.9 1919 with attractive two-seat tourer body in good original condition, needs new upholstery, hood and two tyres, £1,700. Dundee 78340. (43749

FORD T, 1925 four-seat tourer. Resprayed black to high standard, re-upholstered, new hood and radiator, four new tyres, £1,900. Dundee 78340. (43749

SHELBY 350 GT, 1969. "L" registration, maintained in first class condition, equipment is too extensive to list but includes following manufacturer's specs.: 9 in. front/11 in. rear Goodyear belted radial tyres, air adjustable rear s/as and 360 b.h.p. engine. Will reluctantly sell for £3,300. Call for appointment. Tel.: How Caple 631 (Herefordshire). (43750

DINO FERRARI, Feb. 1973. Red, black interior, F/M radio with cassette player, 11,000 miles only, chauffeur maintained, serviced by Maranellos, probably the finest used Dino to be found, £4,000 only. Private sale. Bus. Harpenden 63070, home Harpenden 2379. (43751

VOLKSWAGEN 1200 Deluxe, October 1963. Cosseted by two indulgent owners since new. Known locally as "the fastest Beetle in the west", £215. Box No. 4358. (43752

1949 HUMBER Super Snipe, 27,000 miles, mint condition, full MoT, £395. Also 1952 Morris Minor, £85 o.n.o. Telephone: Ipsley 2442 (Worcs.). (43753

TR3A. All steel, overdrive, oil cooler, tonneau, hard and soft tops, workshop manual, parts list, many spares and new parts, £350. Carrington, 01-897 2610 evenings 01-992 2083. (43755

JAGUAR. Trade sale. V12 E-Type 2+2 manual, 1973. One local owner, under 13,000 miles, Radiomobile stereo 8, service history, beautiful condition throughout, light blue/navy. First £2,595. Tel.: Cwm (049538) 226. (43756

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LOTUS Elan S4 S/E drophead, 1969. A very pretty car finished in black and white with black trim; fitted with knock-on wheels, electric windows, etc., etc. **£995**

TVR 1800 S/E Mk. IV, 1967. Finished in tangerine with black interior. One of the limited number of Special Equipment models built and fitted with extra wide wire wheels, tinted and heated rear screen, overdrive and radio; recent complete overhaul.. **£795**

LOTUS Elan +2S.130, 1972. Finished in Dubonnet and silver with black trim; a low-mileage example fitted with heated rear screen, alloy wheels, electric windows, etc., etc. **£1,695**

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

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

JAGUAR XK150 fixed-head coupe, 1959. Finished in Sherwood green with matching wire wheels. Le Mans filler cap. Not quite *concours* but an exceptional specimen throughout **£995**

MINI COOPER, 1966. Finished in red with black roof. Personal transport of the guvnor's wife for the last 12 months; in remarkably good condition for an 8-year-old car; fitted with 4½J wheels **£345**

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MARCOS V6, 1970. Finished in chrome yellow and fitted with alloy wheels, sunshine roof, electric windows, overdrive and a radio **£1,395**

BENTLEY S1, 1958. An immaculate example finished in dark blue with blue hide interior; only three owners from new; fitted power steering. Still has complete original tool kit **£1,695**



SUNBEAM Tiger 4.7 Mk. 2, 1967. Tartan red with black trim; hard- and soft-tops, wide wheels. A rare opportunity to acquire one of the twenty RHD versions built. (*Similar to above*) **£1,395**

ROVER 100, 1962. Surely the finest on offer, recellulosed in original black; re-upholstered and carpeted; rechromed. Over £800 known to have been spent in last 12 months **£795**

RELIANT Scimitar GTE, 1970. Finished in white with black upholstery; automatic transmission, heated rear window, rear wiper, radio **£1,395**

MARCOS V6 3-litre, 1971. Absolutely superb car in orange with black upholstery and fitted with overdrive, electric windows, sunshine roof and mag. wheels; only two owners and 22,000 miles from new **£1,495**

JAGUAR XJ6, 4.2, 1971. British Racing Green with tan upholstery; fitted with automatic transmission, power steering, electric windows, full-length sunshine roof and heated rear window. Only one owner from new **£1,995**

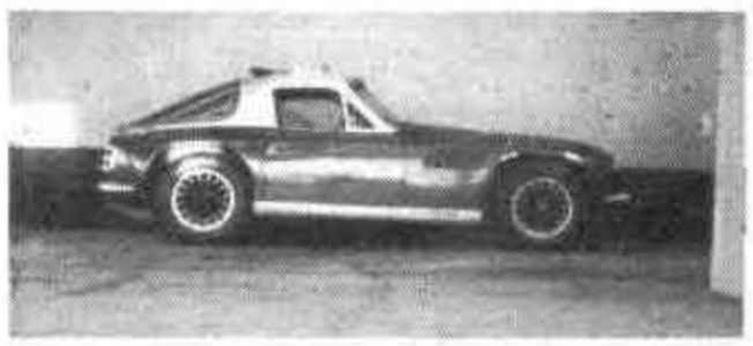
ASTON MARTIN DB5, 1965. Carmen red with matching interior, 5-speed ZF gearbox, chrome wire wheels, tinted glass, radio; recent engine overhaul **£1,395**

TVR Vixen S.2, 1970. Finished in glacier white with black upholstery; fitted with alloy wheels and a radio. A most economical sports car **£945**

TRIUMPH TR6, 1973. Finished in damson and fitted with 7J Wolfrace wheels and overdrive. Only 5,000 miles from new. A quite exceptional example.

LOTUS Elan +2, 1968. Finished in signal red with black upholstery; fitted with all the usual +2 refinements, i.e. electric windows, knock-on wheels, Special Equipment engine, etc. **£1,095**

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1973 Lotus +2'S' 130/5. Tawny with oatmeal trim. Fitted with alloy wheels, tinted glass all round and heated rear window and push button radio. A one owner car with a recorded mileage of 9,000. **£2,395**

1972 Lotus Elan Sprint Drop Head. Red over white. An extremely attractive car which has a recorded mileage of 30,000 which has been impeccably maintained throughout. **£1,495**

1973 (March) Lotus Europa Special. Rich tawny with black trim. Fitted with 5-speed gearbox, alloy wheels. Supplied new by ourselves. Recorded mileage 2,300. **£1,995.**

1973 Lotus Europa Special. Red with gold coach lines and oatmeal trim. Fitted with radio and 8 track stereo, 5 speed gearbox, alloy wheels, etc. Recorded mileage 15,000. **£1,995**

USED M.G.

1973 M.G. 'B' G.T. White with navy blue trim. Fitted with overdrive, chrome Rostyle wheels, sunshine roof, radio/cassette player, servo brakes, door mirrors and headrests. Recorded mileage 13,000. **£1,595**

1973 M.G. 'B' G.T. (M reg). Teal blue with ochre trim. A one owner car which was supplied new by ourselves. Fitted with overdrive, chrome Rostyle wheels, radio/cassette player, headrests and heated rear window. Recorded mileage 8,000. **£1,580**

1972 M.G. 'B' G.T. Automatic. Glacier white with blue interior. Fitted with sun roof, radio, heated rear window. One-lady owner. Recorded mileage 21,000. **£1,395**

1969 M.G. 'C' G.T. Automatic. Specially sprayed in silver with black leather trim. Fitted with wire wheels, radial tyres, heated rear window, push button radio and Lear Jet 8 track stereo. A 2 owner car with a recorded mileage of 16,000. **£1,000**

1971 M.G. 'B' Roadster. White with navy blue trim. Fitted with overdrive and radio. Recorded mileage 26,000. **£900**

USED TRIUMPH

1973 Triumph T.R.6. Roadster. Red with black trim. Fitted with overdrive, underseal. A one owner car with recorded mileage of 12,000. **£1,485**

1972 Triumph T.R.6. Roadster with hardtop. White with black trim. Fitted with overdrive and radio. An impeccably maintained one owner car with recorded mileage of 19,000. **£1,275**

1973 (L) Triumph Dolomite Sprint. Mimosa with black trim. Fitted with tinted glass, radio and stereo, heated rear window, underseal etc. Recorded mileage 7,300. **£1,645.**

1973 (M) Triumph Dolomite Automatic. Emerald green with black cloth trim. 8,000 miles only. Tinted glass, push button radio, heated rear window, etc. Unmarked in every way. **£1,495**

1970 Triumph Spitfire Mk 2. White with black trim. Fitted with hard top, push button radio. Very well maintained in every respect. **£595**

USED JAGUAR

1972 Jaguar V12 Roadster Automatic. White with black trim. Fitted with hard and soft tops, chrome wire wheels and push button radio. A one owner car with tinted glass. 15,000 miles. **£2,580**

1972 Jaguar X.J.6 4.2 Automatic. Navy blue with contrasting trim. Fitted with radio/cassette stereo. One owner, outstanding condition throughout. Recorded mileage 43,000. **£1,995**

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AMERICAN CARS

1973 (June) Rambler Javelin AMX. Trans Am red with black cloth trim with rainbow stripes across seat and roof line. AMX pack includes: 360 cu.in. V8 engine, Powr-lok diff, rally-pack handling package, power discs and slot wheels. Automatic transmission, tinted glass and rear screen blower. Mileage under 4,000. Supplied new by ourselves. **£2,495**

1972 Pontiac Firebird Trans Am. White with blue trim. Fitted with 455 cu.in. V8 power unit with automatic transmission, power steering, full Trans Am specification including 'spoilers' and heavy duty suspension. Chrome Rally 2 wheels with F.60 x 15 wide oval tyres, electric windows, tinted glass, centre console radio and 8 track stereo. Supplied new by ourselves. Mileage 8,500. **£2,300**

1970 (reg June 71) Pontiac Firebird 350. Chocolate brown with beige trim and vinyl roof. Chrome plated alloy wheels, automatic transmission, power steering, radio and stereo. Recorded mileage 30,000. **£1,250**

MISCELLANEOUS

1972 Mercedes Benz 350 SL Roadster with hard top. Metallic blue with black trim. Fitted with automatic transmission, power steering, tinted glass, heated rear window, radio and 8 track stereo. Recorded mileage 17,000. **£5,450**

1972 Aston-Martin DBS V8. Metallic blue with grey trim. Automatic transmission and air conditioning, power steering, tinted glass and radio/8 track stereo unit. Recorded mileage 17,000. **£5,-350**

1972 (L) Jensen Interceptor Mk 3. Silver with red trim. Fitted with air conditioning, 7.2 litre engine, Sundym glass, radio and 8 track stereo. Recorded mileage 18,000. **£4,950**

1972 Reliant Scimitar G.T.E. Maroon with black trim. Fitted with overdrive, chrome alloy wheels, radio, laminated screen and heated rear window. Recorded mileage 20,000. **£1,965**

1971 B.M.W. 2500 Automatic. Maroon with black trim. Fitted with power steering, radio/8 track stereo unit and heated rear window. **£1,900**

1973 (L) Ford Capri 1600 G.T. Tangerine with black trim. A one owner car fitted with radio. Immaculate throughout. Recorded mileage 20,000. **£1,140**

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Lotus Europa Special 5 speed.
COLOURS AND SPECIFICATION ON REQUEST.

M.G.

M.G. 'B' G.T. V.8. White with autumn leaf trim.
M.G. 'B' G.T. Teal blue with autumn leaf trim. Overdrive, 74 spec. chrome rostyles and tinted glass. Bracken/autumn leaf trim. Overdrive 74 spec. chrome Rostyle wheels & auto belts. Citron/black trim. Overdrive, 74 spec. chrome rostyles, tinted glass and auto belts. Tundra/autumn leaf trim. Overdrive, 74 spec., headrests and tinted glass. Aconite/autumn leaf trim. Overdrive, 74 spec. tinted glass, auto belts & headrests. Citron/black trim. Overdrive, headrests, wire wheels and 74 spec. White/autumn leaf trim. Overdrive, 74 spec. auto belts and tinted glass. Black/black trim. Overdrive and chrome Rostyle wheels. Citron/black trim. Overdrive, chrome Rostyles, 74 spec. Damask red with black trim. Overdrive, chrome Rostyles, 74 spec. tinted glass.
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ALVIS TC21/100 saloon, 1953. Runs well, new rings and complete rewire 1973, taxed and 10 months' MoT, £250 o.n.o. Kidderminster 5158. (43718

1931 LE MANS Aston Martin team car for sale. The only one in existence of the four made. In immaculate condition. Tel.: Hayle 3082. (43723

1965 TIGER Bronze/black trim, respray one year ago, Dunlop alloys, radials, new starter and dynamo, taxed and MoT, some spares. I want about £600 but come and have a look and make me an offer! Farnham Common 4852 evenings. (43724

JAGUAR XK140 Coupé. Completely rebuilt, beautiful car, year's MoT, immaculate condition, must sell, £990. 01-778 4332. (43725

DAIMLER Sovereign 4.2 automatic, 1969. Immaculate condition, radio, many extras, MoT, must be seen, £790. 01-778 4332. (43725

ALFA ROMEO 1600 GT. Not just another this is one of the best available. Only 18,000 miles on fully reconditioned engine, transmission, brake system, etc. Immaculate in blue with red trim, radio, any inspection. Offers around £500. Tel.: Thornbury (Glos.) 3838. (43729

JAGUAR Mk. 2 3.8 Automatic, 1962. One owner last seven years, dark blue, light blue hide interior. This car has been maintained in immaculate condition, completely rust free, special underseal, wire wheels, XJ tyres, slightly flared rear arches. A real collector's item, £500. Whitchurch (Bucks.) 487. (43730

MG-A. New wire wheels, BRG, leather seats, reconditioned B engine, MoT, £395. Tel.: Arthington 3282 Yorkshire. (43731

E-TYPE, 1965. White, FHC, radio, HRW, taxed, MoT 1975, 0-100 in 18 sec. or 24 m.p.g. Seen Gerrards Cross or Cardiff £550 o.n.o. Pentyrch 569 (evenings). (43732

LAGONDA 4½-litre LG6, 1938 short-chassis drophead coupé, £7,500. Morgan, 66 Kensington Church Street, London W8. (43734

1936 MG "Cresta" Magnette. Extremely rare, not perfect but very good running order, taxed and long MoT, realistic offers. Jones, 1 Deiniol Avenue, Marchwiel, Wrexham. (43735

MG-A 1600 Mk. II Coupé, 1962. Rebuilt to original 1973, immaculate condition, investment at £500. Heathfield (Sussex) 2396 evenings. (43736

TVR TUSCAN, 1969H. 23,000 miles, overdrive, radio, alloys, fitted new Avons, brakes, battery, starter, superb condition, £895. Tel.: Rayleigh 5932 evenings. (43737

RENAULT R16TS. "M" registration (1971 model), grey, 34,000 respectable miles, good condition, many extras including caravan/trailer tow hook and electrics £880 o.n.o.. Telephone Aldershot 311258. (43739

MAZDA RX3. Red coupé with Dinatrol treatment, 6 in. Cosmic wheels with 185 SPs, 15,000 miles, excellent condition, only £1,000. Sewell, 210A Psalter Lane, Sheffield. (43741

GILBERN INVADER, 1970 "J". Dark sienna bronze, black upholstery, 16,000 miles, one owner, overdrive, tinted screen, radio, fog and spot lamps, £1,250. 259 Bristol Road, Birmingham B5 7SR. Phone 021-472 0683 after May 7th. (43742

PUG 25 on Austin A40 Somerset 1952. Phone Inverbervie 364 after 6 p.m. (43743

ALVIS 4.3 Cross and Ellis tourer. Absolutely superb. Offers to 031-332 2640. (43733

TRADE SALE: Ford Capri 2000 GTXLR, 1971. One local owner, 25,000 miles recorded, tawny/tan trim, very good condition. First £795. Tel.: Cwm (049538) 226. (43756

JAGUAR Mk. Seven, 1954. 2 owners only from new and a guaranteed mileage of 41,900. Steel sliding roof, overdrive, birch grey with blue leather interior. Garaged all its life and in superb original condition. £765 o.n.o. Telephone 01-994 3455 evenings and weekends. (43754

BRUTE FORCE! 1968 "J" reg. Corvette 427 Marko Shark split roof coupé. 35,000 miles only, customised interior, wide alloy wheels, BF Goodrich radials, side exhaust system, smooth looks and performance for £1,800. Will part exchange. Tel.: Kirkburton 2875 evenings. (43508

INVESTMENT: 1967 Austin Healey 3000 III. Silver/blue, wire wheels, overdrive. Has had £300 refit and is in fine condition, £1,100 o.n.o. Part exchange welcome. Tel.: Kirkburton 2875 evenings. (43508

LOTUS ELITE, 1962. £1,250 o.n.o. An extremely pretty and reliable primrose yellow car with twin SUs. All its mechanical and bodily needs attended to by specialists over the last year. Ely 2371 ext. 292 any time. (43808

MORGAN 4/4, 1970. Motor Show car, "J" reg., with many extras, w/w, etc., v.g.c. Why wait 2 years and pay £1,900? This car £1,375. Ring Cotheridge (Worcs.) 664. (43744

1932 ROLLS-ROYCE 20/25. Park Ward owner-driver, fabric-topped saloon, very original, paintwork immaculate, good tyres. Registration number RR 6666. £4,750 o.n.o. Gerrards Cross 82822. (43745

RALEIGH THREE-WHEELER car, 1935. Partially restored and in unique condition for year. Many spares. Sensible offer or may exchange. Box No. 4359. (43746

TRIUMPH TR4. Surrey top, reconditioned engine, gearbox, overdrive, w/w, new soft top and tyres, SAH exhaust, servo, £325. Maidenhead 31887 evenings. (43747

MERCEDES GULLWING 300 SL, 1955. Concours condition, road registered, new German Government technical inspection good for two years, 20,000 marks spent to make this an unparalleled beauty, all bills available for inspection, FM stereo, 8-track 4-speaker system, owned by Pan American captain moving to Haiti. Will be sold to highest bidder. Come tour Europe this summer, cost of ticket here subtracted from purchase price. Contact Jochen Albrecht, Foreman Pan American Maintenance, Frankfurt, Home Muhlstrasse 54 607 Langen. Tel.: 06103/25661 Germany. (55531F

MERCEDES 230 SL, 1966. White, black hard top, 8-track stereo, radio, new auto. gearbox fitted, £1,350. Ormskirk (Lancs.) 72963 after 8 p.m. (43758

LOTUS EUROPA Special, 1973 "L". Finished in metallic blue/gold coach lines, oatmeal trim, tinted glass all round, brand Lotus wheels and SP70s, fitted cassette, etc. This is a fine example of a fine Lotus. Excellently maintained, company car prompts sale. Price just £1,895. Car's home Midlands, owner at present working in London. Phone: 01-677 3863 9-6 p.m. (43759

ROLLS-ROYCE SII, 1961. (100 per cent converted Bentley including registration book). Dark green, tan interior, electric windows, £1,750. Bournemouth 60800. (43760

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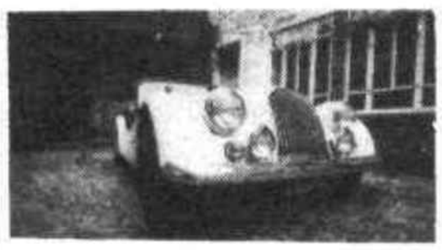


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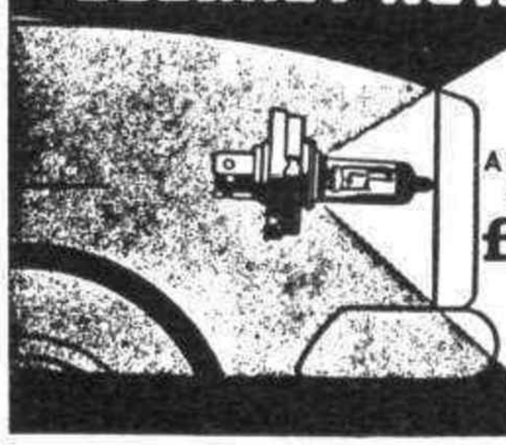
Even more cars this month so no room to chat. I have a 1971 Morgan +8 in light green that I supplied new, a 1973 Morgan 4/4 two-seater in white with all the extras, a 1971 Morgan 4/4 in red with Restall bucket seats, a 1969 Morgan 4/4 in yellow with wire wheels. A 1968 Morgan 4/4 four-seater in white with an alloy body, wire wheels, Kenlowe fan, Selectaride shock-absorbers, luggage rack, and a couple of early 4/4s both green; one is a 1964 model and the other a 1962. There is a 1968 Morgan Plus Four four-seater in white with wire wheels, and a 1938 Morgan 4/4 four-seater, also in white, possibly the last one in England. Please 'phone me for further details and for any queries.

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V8 FORD Pilot (Allard?) engine unit. Sectioned for display. **£30.**

MERCEDES 300B. All the "Embassy car" refinements of the period. Requires smartening up. Goes well. Classic. **£325.**

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FOR SALE—continued

MERCEDES BENZ 250 SL coupé, June 1967. Immaculate car, very low mileage, two tone blue, automatic, PAS, radio, collector's investment, £2,700 o.n.o. Phone Bowley, Ashton Keynes 288 after 6 p.m. (43761

ALVIS TE21 saloon, October 1965. Manual 5-speed, very nice condition, new exhausts, £750. Alexander, 4 Totley Lane, Bradway, Sheffield. Phone 0742/366941. (43762

DELLOW Mk. II, 1955. Original, good condition, ideal class 5 production trials car, bargain £350. Alexander, 4 Totley Lane, Bradway, Sheffield. Phone 0742/366941. (43762

RILEY 1½ RMA, 1953. Handsome car and mechanically first class. Engine, gearbox overhauled, crank ground, new bearings, really good one, £500. Box No. 4357. (Herts.) (43767

ELAN S4, 1970, £930. FHC, SE model, unmarked metallic blue, a fully serviced troublefree example, 33,000 miles, all usual extras, SP tyres, p.b. radio, KO wheels, etc. Would consider exchange. 01-858 4638. (43764

ALFA ROMEO 1600 Spyder, 1966. Sound engine and 5-speed transmission, 2 good Cints., good hood, £85. Norwich 23751 (Business). (43765

SCIMITAR GTE Mk. II. "H" reg., Caribbean green/black, overdrive, sun roof, radio, excellent example, £1,150. Wigan 47286. (43766

1930 **HILLMAN** four-seater tourer. Cross and Ellis Type coachwork, much work done, in good running order, £525. Phone Crewe 68323. (43767

ASTON MARTIN DB4. Immaculate condition, reluctant sale by enthusiast. First offer of £750 secures. 028-387 4904. (43768

LANCIA Flaminia tourer 2.5. "F" reg., rare, beautiful aluminium body, excellent mechanically, radio, seat belts, MoT, tax, LHD hence only £535. Will haggle. Griffiths, Stoke-on-Trent 44161. (43770

LAGONDA Rapide, 1964. Believed the penultimate sold. Full history of regular servicing over believed genuine 65,000 miles, Webasto roof, full Dinitrol anti-rustproofing, new tyres. Excellent body finished in dubonnet rosso, with red leather interior. A beautiful well maintained car. £2,250. Phone Hull at Ely 2787 evenings. (43771

TRIUMPH TR3A, 1962. Overdrive, TR6 wheels, XJ6 tyres, immaculate, metallic blue, white hood, £600 o.n.o. Tel.: Monmouth 3014. (43772

LOTUS ELAN S4, Nov. 1970. Gold with black vinyl hard top, one owner, 22,000 miles, immaculate condition, £900. Ring Wilmslow 25276. (43774

AUSTIN SEVEN, 1935 saloon. Good home wanted for our "Topsy", well maintained (two owners from new!). Offers please: Ring Burghfield Common 2408 (Reading). (43780

FOR SALE—continued

MG TF 1250, 1954. Red, five year rebuild just completed, every item replaced with new as necessary, bills for £1,250. Balanced engine, every detail of this car is perfect. Serious enquiries only. Offers: Brailsford 387 (Derbys.). (43773

LOTUS ELITE SE II. Coventry Climax engine, stored last two years so no MoT, original as built in 1960 but needs tidying. £350. 01-560 1603 evenings only. (43775

TVR VIXEN S3. "K" registration, white, sun roof, stereo cartridge, excellent condition, £1,190 o.n.o. Tel.: Wilmslow 26783. (43776

COSTELLO MG-B V8, 1972. Beige, 21,000 miles, electric aerial, overdrive box, fast, docile, reliable, 25+ m.p.g., £1,500 o.n.o. Frilford Heath 837. (43778

JAGUAR XK150 "S" FH Coupé. Now in ace condition and perfect working order. BRG, reluctant sale at £1,650. 01-352 0315. (43779

MG-B "H" registration, red, excellent condition, tonneau, superior hard/soft top, new Cinturatos, overdrive, w/w, flasher warning lights, burglar alarm, cigar lighter, indoor lights, cassette holder, careful lady driver, going abroad, £775. Tel.: Moreton-in-Marsh (Gloucestershier) 50748. (43781

ALFA ROMEO GIULIA Spyder 1600 c.c. Dec. 1963. Nice condition throughout, recently resprayed in Alfa Farina white, red interior, new exhaust, re-undersealed, economical, good example of a rare model. £450 o.n.o. Tel.: Melton Mowbray (Leics.) 2697 or 3911. (43782

ASTON MARTIN DB4, 1960. Grey/red, recent extensive overhauls to brakes, including new discs all round, rear axle (3.31 ratio), engine rebuilt, negligible oil consumption, also gearbox, clutch sound, bodywork and chrome good, current MoT certificate. Nearest offer to £960 secures. Worthing 38449. (43784

MUSTANG Mach I, 1970. "M" reg., 351 V8, red with black interior, power brakes, power steering, air conditioning, stereo, tinted windows, mag wheels, MoT, very good condition, £1,250 o.n.o. Part exchange considered. 01-373 4160. (43785

BRISTOL 407. Re-upholstered, resprayed, new discs 1972, gearbox overhauled, new engine bearings, oil and water pumps, radiator core by Bristols, 1974, new shock absorbers, good tyres, MoT, taxed, owner's retirement demands sale, £1,350 o.n.o. Hampshire 042-121 2407 or 01-892 4593. (43783

BRISTOL 406, 1960. Painted champagne, matching hide trim with repolished veneers, 30,000 recorded miles, new Turbospeeds, £700 spent in last year at Bristol Cars, 12,000 mile service just completed, £1,500. Bratton (Wilts.) 262. (43787

MG-B ROADSTER, June 1970. Only 34,000 miles, overdrive, radio, wire wheels, £820. Mr. Kay, Chelmsford 54491 office hours. (43786

FOR SALE—continued

1936 LAGONDA works competition car, 4½-litre 6-cylinder, chassis no. 12111/C, reg. no. EPE 97, driven by Hon. Brian Lewis and Lord Howe in Brooklands 500 at average speed of 113 m.p.h. with fastest lap at 122 m.p.h. and in numerous other events including Ardes TT, Le Mans, Donington TT, etc., etc. This historic car is offered with full documentation for £4,950. P. N. Garner, Sheffield Garner Ltd., Diss, Norfolk. Tel.: 2311. (43788

AUSTIN A90 Atlantic saloon, 1951. MoT, October, new clutch, reconditioned gearbox, sime spares. Details: Newport 0633 52578 evenings. (43789

MG-C, 1969. Tartan red, chrome wires, near mint condition. Offers. Tel.: Highclere 253834 near Newbury. (43790

1936 six-cylinder Singer Le Mans two-seater sports in good original condition, and running order. Box No. 4369. (43791

BRISTOL 403, 1954. Concours condition, three owners, excellent investment, regretfully must sell. Offers 01-467 2797 Chislehurst, Kent. (43792

"F" REGISTERED Triumph TR4A. Blue with white flash, overdrive, new hood, wire wheels, MoT Feb. 1975, taxed June 1974, Tonneau cover, boot rack, nearly new Pirelli radials, £540 o.n.o. Tel. Flint (N. Wales) 2902 after 6 p.m. (43793

ROLLS-ROYCE Silver Wraith, 1950. Mulliner touring limousine, 90,000 miles, excellent condition, £2,350. Fletcher, 32 Orchil Road, Alva, Clacks. Tel.: Alva 441. (43795

MG-A 1600 Mk. I, 1961. Wire wheels, tonneau, good soft top plus side screens, Cints., luggage rack, 8-track stereo, Selmer alarm, some spares, finished in Ferrari red, in very good condition, tax and MoT Dec. 1974. Investment at £695 o.n.o. Huntingdon 811009 evenings. (43796

TVR VIXEN S3, "K" reg., 21,000 miles, blue, full specification, exceptional condition, £1,200 o.n.o. 051-638 5875 (evenings). (43797

CITROEN GS 1220 Club Estate. Metallic blue, Ziebarted, 14,000 miles, "L" registration, £1,200 o.v.n.o. Please telephone 01-788 7502. (43798

LOTUS ELAN. Lady wishes to sell 1972 Sprint d.h.c. Excellent condition, only 12,000 miles, orange over white, radio, full service history, £1,495. Part exchange considered. Wimborne 3159 (STD 020-125). (42776

DAIMLER SP250B, 1961. Silver, h/s tops, recon. axle, many extras, taxed, tested, £725. 0277 223566. (42837

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FOR SALE—continued

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RILEY 1½ RMA, 1952. MoT, new roof, very good runner, £185 o.n.o. Mansfield 31700 after 6 p.m. (43802

CUSTOM CAR for sale due to marriage. Cortina fitted with semi-race-tuned 1600E engine, 10,000 miles old, up to 33 m.p.g., 2000E interior with reclining seats, 5½Js, electronic ignition, servo brakes, Lotus suspension, inertia real belts, stereo, radio, burglar alarm, other extras. Metallic blue aquarius with vinyl roof, excellent condition throughout. Valued by dealers at £300 plus. Offers around this figure invited. Hamble 3235. (43800

BRAND NEW unregistered Capri 3000 GXL. Manual, sebring red, black interior, vinyl roof, p/b radio, HRW, etc. Delivery mileage only. Normal price over £2,000. Sacrifice at only £1,695, repeat £1,695. Mr. Valentine, Telephone Chorley (Lancs.) 3745 between 9 a.m. and 5.30 p.m. (43803

AUSTIN NASH Metropolitan, 1962. 66,000 miles, MoT Sept., taxed, red and white, AMW 36, private sale. Offers. Box No. 4356. (43804

BENTLEY CONTINENTAL SIII, 1964. 2-door by Mulliner. Refinished regal red, tan interior, new gearbox recently fitted, Webasto sun roof. Magnificent condition throughout. £5,350. Tel.: 061-483 6256 business hours. Poynton (Cheshire) 5205 evenings and weekends. (43810

BENTLEY SIII saloon, 1963. Black over Astral blue, 2 owners and full documented history from new. Sundym, refrigeration and many other extras. £2,750. Tel.: 061-483 6256 business hours. Poynton (Cheshire) 5205 evenings and weekends. (43810

HEALEY, 1959. 100/6 2+2. BN6 engine, metalic blue, overdrive, wire wheels, hard top, many extras. A cherished and much admired car in really excellent condition, £695 o.n.o. Phone Huntingdon 53130 or Warbovs 843 (evenings). (43809

MG TC. Extensively rebuilt, with literature and spares. Offers. "Brora", Hawksdown, Walmer, Kent. Weekends only. (43807

RELIANT SCIMITAR, 1973. Excellent condition, Nevada yellow, complete range of optional extras including leather trim, stereo, etc. 23,000 miles, no accidents. £2,270 o.n.o. Telephone 061-427 7409 evenings. 061-427 2080 daytime. (43811

FERRARI 365 2+2 GTS. Low model, 1968, 30,000 miles, 2 FOC owners only since new. Metalescent light blue, tan hide upholstery, serviced Maranello, outstanding condition. Accept offers over £4,000. VIRR, home Stourbridge 4709, office Dudley 52767. (43812

ASTON MARTIN DB3, 1958. Good condition, £845. Betch 3563, Surrey. (43816

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1973 L JENSEN-HEALEY, moss green; 9,000 miles, one owner. Radio. **£1,495**

1972 L ASTON MARTIN V8 Auto, maroon, single headlight, Sundym; one owner **£6,000**

1972 K MORGAN +8, B.R. Green all extras **£1,795**

1973 M MG-B GT, teal blue; 7,000 miles, radio, stereo, h.r.w. As new **£1,595**

1973 L TR6, burgundy, o/drive, hard-top; one owner, 8,000 miles.. **£1,545**

1970 ELAN +2S, Bahama yellow; 29,000 miles, two owners; very pretty example. Radio..... **£1,395**

1973 TRIUMPH GT6, navy blue, overdrive, h.r.w., sun-roof; one owner, 5,000 miles; as new.. **£1,395**

1972 RS 1600 ESCORT, white, mag. wheels; 10,000 miles and private use only..... **£1,195**



1971 TVR Tuscan, blue, two owners. Many pounds spent making this a 100% motor **£1,295**

1970 1750 ALFA ROMEO GTV, white, radio, sun-roof 30,000 miles, two owners **£1,195**

1970 ELAN f.h.c., white, 27,000 miles; radio. Superb cond... **£1,045**

1972 GINETTA, white, sun-roof; one owner, 8,000 miles..... **£975**

1970 M.G.-B GT, white, black trim, radio, overdrive, h.r.w., headrests, Rostyle wheels **£899**

1969 M.G.-B, Bermuda hard-top and soft-top; white; chrome wire wheels, radio and stereo, overdrive; one owner **£795**

1968 M.G.-B roadster, blue, two owners; wire wheels, hard-top, radio, stereo; really magnificent **£635**

1970 J MORRIS 1300 4-door, beige; two owners..... **£595**

1965 TR4, blue; good runner, long MOT **£200**



ROLLS-ROYCE Silver Shadow, regal red, light hide upholstery with matching Leatherflex roof; 8-track stereo/radio. All the usual Rolls-Royce refinements plus an especially low registration plate.

1970 JENSEN Interceptor, orange with black trim; radio/stereo, h.r.w.; 34,000 miles. Immaculate throughout **£2,995**

1969 K ASTON MARTIN DBS, Roman purple, tan trim, radio, etc. All service bills available..... **£2,895**

1971 E-Type 4.2 d.h.c., maroon; radio, c.w.w.; one owner, 29,000 miles; immaculate **£1,895**

1970 E-Type d.h.c., finished in black with black trim; c.w.w., white-wall tyres, radio/stereo; low mileage Superb throughout **£1,695**



1972 LOTUS Europa T/C. Pistachio with black trim and J.P.S. coach-lining, alloy wheels, radio, etc. **£1,695**

1970 RELIANT Scimitar GTE, French blue; extras include screen, alloy wheels, sun-roof, h.r.w. **£1,495**

1973 TOYOTA Celica ST, white with black trim, all usual extras; one owner, 12,000 miles..... **£1,295**

1970 J LOTUS Elan f.h.c., S.E., red with black vinyl roof; low mileage **£1,095**

1968 (Dec.) LOTUS Elan 2+2, red with silver roof; h.r.w., electric aerial. It looks and drives like a much later model **£1,295**

1969 H TR6, white; o/d., radio, w/w. Excellent throughout **£895**

1969 ELAN f.h.c., Daytona yellow. Brand new clutch, h.r.w. Very good condition **£995**

1970 ELAN +2S, light blue/silver roof; 25,000 miles; radio. Over £600 of bills. Beautiful **£1,495**

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JENSEN Interceptor Mk III 1971 'K' reg Finished in Reef Blue with Tan Trim, fitted Mag Alloy wheels, full air conditioning, Learjet radio etc. **£4,245**

B.M.W. 2800 C.S. coupe 1969. Metallic Silver Grey with Dark Blue trim, power steering, manual gearbox, radio, stereo, etc. Same body shape as 3-litre coupe. **£2,395**

LOTUS +2S 130/5 1973. Lagoon Blue with black trim, radio, h.r.w., chrome wheels etc. **£2,195**

LOTUS Elan +2S 130 1972. Finished in *metallic blue with silver roof* and black interior, chrome wheels etc. **£1,995**

B.M.W. 2002 TII 1971 'K' Reg. White with black trim, fitted Wolferace wheels, radio, h.r.w. **£1,565**



OPEL Manta rallye coupe 1973. 8,500 miles. Red with black vinyl top, radio etc. **£1,395**

JAGUAR XJ6 2.8 1970. Havana Brown with tan trim, a two owner, 38,000 mile example, fitted Webasto sunshine roof. Anti-theft device. **£1,495**

JAGUAR E-type. F.H.C. 1970. Finished in Regency red with beige trim, fitted sun roof, chrome wire wheels, radio, stereo and tinted screen. **£1,495**

ALFA Romeo 1750 GT Veloce 1971. A one owner car with full service history, push button radiomobile etc. **£1,395**

LOTUS +2S. 1969. beige with black roof, fitted h.r.w. tinted screen, radio, etc. **£1,295**

RELIANT GTE 1969 'H' Reg. Finished in Mexican Red with black trim, extras include O/D, s/roof, radio etc. **£1,295**



FIAT 128 1300 coupe SL 1973 'M' Reg. 5,000 miles, Italian red with black trim, fitted radio. **£1,265**

FIAT 124 sport 1600 1971 'K' Reg. Riviera Blue with black trim, 20,000 miles recorded h.r.w., etc. **£1,225**

FIAT 124 Sport 1600 1971 'K' reg. Dark blue with red trim, radio, cassette, 23,000 miles recorded. **£1,195**

LOTUS Europa SII 1970. Lotus Yellow with black trim, Blue Spot radio, cassette player. **£1,045**

LOTUS Elan D.H. coupe 1970. Bahama yellow with black trim. **£995**

LOTUS Elan S4 F.H. Coupe 1968 'G' Reg. yellow with black trim, fitted push button radio **£845**

FIAT 850 Coupe 1971. Finished in red with black trim, 20,000 miles from new **£795**

MGB GT 1969. Red with black trim, extras include O/D, wire wheels, radio, h.r.w. etc. **£795**

RELIANT SCIMITAR Coupe. 2.5 1968. Finished in Manhattan blue with black trim, fitted O/D. Way above average condition. **£795**

MGB GT 1967. Extras include O/D, wire wheels, and special paintwork. **£595**

LOTUS Cortina 1969. White with red trim, fitted rostyle wheels. **£595**

MGC Roadster 1968. Fitted wire wheels, radio etc. Finished in red with black trim. **£595**

MGB GT 1967. Mineral blue with blue trim, O/D, radial tyres, good condition throughout. **£595**

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1275 GT – GS special. Tinted glass, special coachwork, underseal, webasto roof, cloth seats, leather s/wheel, Alloy wheels, reversing lamp, rear fog lights, QH H/lights, air horns, Selmar alarm etc. 5,500 miles. 1973 M Reg. **£1,595**

AUSTIN Mini 1000 in Glacier White with navy trim. Feb 74. 250 mls. Tinted glass, alloy wheels, leather wheel, rustproof. **£1,095**

AUSTIN Mini Clubman Estate. Black Tulip with contrasting trim. One owner, 11,000 miles. **£975**



JAGUAR 4.2 E-type F.H. coupe 1970. White with blue trim, chrome wire wheels, radio, h.r.w., Sundym glass etc. **£1,595**



MERCEDES 220 S.E.B. coupe. Built in 1965. This car must surely be a future classic, finished in maroon with tan trim, 4 head lamps, P.B. radio. **£995**

MORRIS 1275 GT 1972. Red with navy trim, twin spots, walnut dash, etc. **£885**

AUSTIN Mini 1000 1973 Damask red with contrasting interior. Alloy wheels, h.r.w. one owner. beautiful condition throughout. **£875**

AUSTIN Clubman 1972. Green mallard with olive trim. h.r.w. alloy wheels, walnut dash, etc. one owner. **£845**

MINI 850 saloon 1972 'L' Reg. Black Tulip with red trim. GT wheels, h.r.w., etc. **£725**

MINI 1000 1969 'H' Reg. El Paso beige contrasting trim. Special GT wheels. **£495**

AUSTIN MINI 850 1968. Silver with black trim. Fitted tinted glass, mag wheels, special dash etc. **£435**

AUSTIN Mini 1966. Maroon with tan trim. **£295**

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MAXI 1750 HL. Damask red with Spanish Rose trim. Auto seat belts. 73/74 spec.

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MGB GT in Citron with Black trim, O/D, tinted glass, servo, head rests, wire wheels, underseal, auto seat belts.

MGB GT. Teal Blue with autumn leaf trim, O/D, W/W, radio, etc.

LOTUS +2S 130/5 in JPS Black and Gold with Champagne trim, tinted glass, h.r.w, radio.

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1937 **PACKARD 120** 4.6-litre convertible coupé. From Georgano Collection Encyclopaedia of Motorcars. A good runner, very restorable. Steed, Bradleys, Great Waldingfield, Sudbury (72613) Suffolk. (43813

RILEY 1½-LITRE, 1954. Brakes and steering need attention, but otherwise in reasonable condition. Offers? Telephone Nottingham 267720. (43814

MG-B GT, 1969. Black overdrive, wire wheels, MoT, £800 o.n.o. Excellent example. Also Alvis Grey Lady engine, £10 o.n.o. and 1971 Avenger Deluxe automatic, one owner, 17,000 miles, £800 o.n.o. Box No. 4366. (43867

ASTON MARTIN DB2/4, 1955. Good condition, de-coked, new clutch, brake linings, ball joints, long MoT, £575 o.n.o.. Erwood 270. (43868

TAPLEY BRAKE testing meter, 1931. Leather case. Offers: Phone Ashford (Middx.) 51680 (day), 54720 (evenings). (43869

FORD CAPRI 3000 GXL, 1973 model (Reg. late '72). In copper bronze, one most fastidious owner, 10,000 careful miles only, £1,495. HP discount. Part exchange. Phone Congleton 4987. (43870

LOTUS ELAN FHC S4. Special equipment, 37,000 miles only, nice condition throughout and finished in Bahama yellow, £870 o.n.o. Phone Rudgwick (Sussex) 2849. (43871

LOTUS EUROPA JPS. Black and gold with oatmeal trim, 5-speed box, recent new tyres, immaculate condition, £2,200 o.n.o. HP possible. Phone 024-981 2783. (43872

MG-C. Gleaming yellow roadster, "G" reg., £300 just spent on 4 radials, s/absorbers, hood, engine tune, interior, etc., tax, MoT. Finest available anywhere, superb at £700. Bristol 628381 (office hours). (43873

ASTON MARTIN DB4, 1961. Olive green, white interior, radio, tape, etc. Reg. 82 K, £650. 051-546 5226 (Liverpool). (43818

SUNBEAM TALBOT 90. Registered 1952, two owners only, professionally maintained, 29,000 genuine miles, complete service records, now offered for true investment nearest £750 for quick sale. For further information ring: daytime, Leicester 896914, evenings, Narborough 2716. (43819

MG-B GT, 1966. Very reliable, 4 new radials, Abarth exhaust, recent de-coke, overdrive, 30 m.p.g., lovely condition, £550. Phone Chulmleigh (Devon) 525. (43859

LANCIA FLAVIA convertible. White, blue leather interior and hard top. 1966 model, 53,000 miles, MoT, mechanically excellent, new battery and silencer, drives superbly, £650. Maddox, Scunthorpe 66499 (evenings). (43860

ASTON DB Mk. 3, 1958. Excellent condition, consider part exchange Bristol 405 or WHY. Further details phone Oxford 41475. (43852

FOR SALE—continued

ELAN SPRINT, 1972 drophead. Pistachio/white, black interior, equipment includes airhorns, p/b radio, KO wheels, electric fan and windows, new tyres. This car has covered 20,000 miles from new and is in superb order mechanically and bodily. Any inspection welcome, £1,350 o.n.o. Phone Mogador (Surrey) 2614 after 8 p.m. (43862

MASERATI, 1963 Vignale-bodied RHD coupé. Fuel injection, 12-plug 3500. Excellent metallic blue paintwork with cream hide upholstery, 5-speed box, electric windows, etc. A pretty car that motors very well indeed but now a bit fast for ageing owner so £795 for quick sale. Ring Chievcley (Berkshire) 279 or 505 or 619. (43863

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MG-C DHC, automatic, dark blue, black leather interior, immaculate throughout, new guaranteed engine (145 b.h.p., 23 m.p.g.), exhaust, brakes, tyres/wire wheels, burglar alarm, Motolita s/wheel, tonneau, etc., reg. no. WHO 50. Going abroad, £750 o.n.o. or exchange for Caravette. Tel.: 01-940 3114 or Rotherham 78131. (43866

VOLVO P1800S sports coupé, 1964. Red, radio and fog lights, new battery, good condition. Cash needed urgently hence £350. Chesham 3233 after 7.30 or weekends. (43849

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UNIQUE LOTUS Elite twin-cam, 1968. Works built, featured in "Car" and "Classic Car", dark blue, black Minilites, Konis, radio. Offers. Orpington 26972. (43853

1951 **MERCEDES-BENZ** 220. LHD, 4-seater Cabriolet with running boards and pram iron-type hood, £300 o.n.o. Nottingham 261450. (43854

MG ZB Varitone Magnette, 1957. Black, grey, radio, taxed, MoT, beautiful condition, must be seen, £225. Brentwood 216326, Essex. (43855

ASTON MARTIN, 1958 Mk. III. BRG, red trim, exceptional condition, overdrive, new exhaust, clutch, valves, etc., 23-25 m.p.g. Brocklehurst Bakewell 2738. (43856

JPS EUROPA. Tawny, oatmeal trim, 5-speed, all extras, alloy wheels, tinted glass, 2,500 miles. Bakewell 2738. (43856

ALFA ROMEO Giulia Super, 1971. Red with black upholstery, rustproofed from new, paintwork unblemished, mechanically faultless, fitted halogen headlamps, electric washers, electronic ignition, one careful owner, £950. Phone 0772 (Freckleton) 632502. (43857

SUNBEAM TALBOT Alpine, 1954. Good body, tyres, recent engine, brakes overhaul, new MoT, taxed July, £300 o.n.o. Shelford (Cambs.) 2110. (43858

Selected Cars

69 ROLLS-ROYCE 2-door Mulliner. White/black roof, 30,000 mls. **£10,000**
71 350SL MERCEDES, automatic **£4,850**
74 XJ6 4.2 Auto. **£4,500**
69 280SL Automatic. H/top **£2,850**
68 280SL Automatic. H/top **£2,450**
67 230SL Automatic. H/top **£1,850**
66 230SL Automatic. H/top **£1,750**
67 DB6 Automatic, power steering **£1,650**
65 DBS Manual **£1,295**
71 'E' V12 Manual 2+2 .... **£2,250**
69 JENSEN Interceptor .. **£2,250**
71 XJ6 Automatic **£1,995**
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64 MG-B, wires **£325**
64 model r/h.-drive **GALAXIE 500,** power hood tourer, one owner! **£695**
69 COOPER. Just fitted works recon. engine **£545**
71 RANGE ROVER. Stereo **£2,250**
72 RANGE ROVER. Radio **£2,550**
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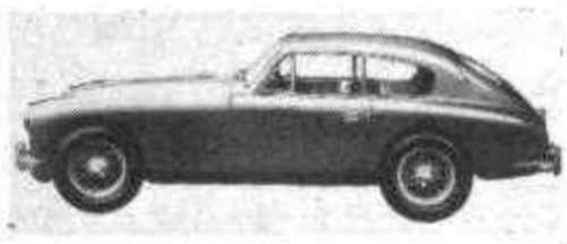
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The spring flowers are out, the sap is rising (probably in sympathy with prices), sleepy Motor-traders are emerging from their Winter hibernation, and Morris dancers (no relation by the way) will soon be doing their "thing" round their little May-poles (if I have my folk-lore right). And in that forgotten corner of the Empire, British South Kensington, we are endeavouring to satisfy the world's demand for MORGANS, the genuine sports car, a drive in which, with the hood down on a crisp summer's morning, is guaranteed to cure hang-overs, headaches and in rare cases even hirepurchaseosis. This month, starting from the top, we have a 1972 MORGAN +8 in indigo blue with luggage rack, a mid-blue 1970 MORGAN +8, 17,000 miles, one owner, spare wheel unused, and just completely overhauled by our workshops; another 1969 MORGAN +8 in white with 25,000 miles, two owners, late-type lights and luggage rack, and a MORGAN +8 in blue and yellow soon to be the star of a film commercial. A really fabulous 1970 MORGAN 4/4 four-seater in Rolls-Royce regal red with wire wheels; a 1972 MORGAN 4/4 two-seater in leaf green with bucket seats, a 1970 MORGAN 4/4 two-seater in B.R.G., about 30,000 miles and one owner, wire wheels and leather interior, a nice tight car to drive; another 1970 MORGAN 4/4 two-seater in powder blue with leather interior and wide wheels, and a 1968 MORGAN 4/4 two-seater in yellow with black leather interior whose mileage nearly equals my telephone number. Finally a couple of unburstable Plus Fours, the first a 1968 MORGAN Plus Four four-seater in white with an alloy body and wire wheels, drives superbly; the second a 1968 MORGAN Plus Four two-seater in crims on red with wire wheels. In a class of its own is our 1938 MORGAN 4/4 in black and white, rebuilt and superb.

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FOR SALE—continued

ROLLS-ROYCE Phantom I, 1928 H. J. Mulliner Sports Saloon with Weyman body, black with red interior, wire wheels, silver plated metalwork. Very attractive lines. Offers. Bath 21962. (44087

MG-B GT, 1967. Recon. engine, new clutch, bills available, above average condition, wire wheels with G800s, Radiomobile, taxed and MoT 1975, £545. Consider smaller cheaper car in exchange. 01-462 4083 (evenings). (43918

EUROPA S2 ("J" reg.). Lotus yellow, 27,000 miles, 1565 c.c., Weber and special exhaust, new tyres, exceptional throughout, £1,035 o.n.o. Consider most p/ex. Tel.: Uxbridge 53226 evenings/weekends. (43919

LOTUS ELAN S2, 1966. Red, Ian Walker converted, servo, recent rebore, new valves and guides, rear struts, £595. Great Dunmow 820291 (Essex). (43920

1949 ALVIS TA14 Coupé. Very good condition, taxed and tested, new lined fawn hood, light green body, 1890 c.c., £1,000 o.n.o. Flt. Lt. Lee, 2 Ruskin Drive, Wootton Bassett, Wiltshire, SN4 8JL. (43921

TVR VIXEN S3, "K" reg. Radio, alloys, 20,000 miles, £975 o.n.o. Crewkerne 2720. (43876

MORGAN 4/4, 1971. Green, 4-seater, 72-spoke wheels, leather seats, many extras, £1,400. Bromsgrove 72709. (43875



SILVER DAWN, 1955. Reg. No. WNW 7, silver grey, SS saloon, 12 months' MoT, 4,000 miles since overhaul by Rolls (Crewe) in 1969, £3,250. Would consider part exchange with Bentley "R" or Mk. VI and £2,250. Private sale. Tel.: Winchelsea 200. (43900

BENTLEY S2, 1961. Fully maintained, bills available, delightful car, all usual refinements including electric windows, excellent tyres, MoT to Sept., taxed to March, 1975, £1,650. Phone 02-934 2146. (43902

RENAULT 17TL. 16,000 kilometres, "M" registration, LHD, metallic blue, cloth upholstery, radio, electric windows, £1,000. Cash, no offers. Billericay 51486, Essex. (43905

BENTLEY Continental. James Young, 1960. Requires new headlining, body painting. Running order, £2,850 cash. Billericay 51486, Essex. (43905

ONE OF THE BEST TR6s in the country? October 1972, stage one conversion, Powr-lok diff., Cosmics, overdrive, etc., over £350 of extras, one owner, not raced or rallied. An enthusiast's car. Sensible offers to Box No. 4363. (43906

DAIMLER DB18 saloon, 1937. Excellent original condition, MoT, £750 o.n.o. Exchange Austin Seven, MG "T", Cruikshank, Leamington 0926 27544. (43907

TRIUMPH TR5 PI, Sept. 1968. Valencia blue, wire wheels, overdrive, tan interior, radio/cassette, genuine superb condition body and mechanics, £760. Pound Hill 2603 Sussex. (43909

LOTUS ELAN S3 FHC, 1968. Year's MoT, over £300 bills available, radio, Konis, fan, etc., £650. Contact Croston through Honington 577 (Suffolk) (43910



FOR SALE—continued

MORGAN Three-Wheeler, 1927 two-speed Aero JAP sports. Very sound but requires assembly. Economical, coveted vintage vehicle, £785. No offers. Box No. 4365. (43874

FIAT 124 sport coupé, 1971. 1600 c.c. with 5-speed gearbox. Regularly maintained from new, excellent condition throughout. Fast, economical and prestigious motoring for only £900. Phone Elland 4570 evenings and weekends. (43878

RILEY 2½-LITRE, 1952. Good condition throughout, taxed to July, MoT. Accept £75. 01-660 2354. (43881

TRIUMPH TR5, 1968. Unique metallic blue, undersealed, wire wheels, overdrive, radio, fantastic performance, superb condition, £600. Tel.: 061-794 2687 (Manchester). (43880

ROLLS-ROYCE, 1935 20/25 for restoration, good chassis, engine part dismantled, body very rough, £425. Telephone Droitwich 2656. (43879

MORGAN 4/4, 1973. Unique specification, Rolls-Royce regal red, white leather upholstery and hood with matching white-lined Cinturatos, chromed w/w, radio, and many other extras. Used only as 3rd car, 3,000 miles, as new in every respect. £1,835. Tel.: 061-485 6051 (evenings). (43886

TR6, November 1971. Laurel, 17,000 miles, soft top, one owner, radio, £1,100. 01-948 0794. Richmond. (43890

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TRIDENT VENTURER, 1972. Fast, economical, V6 power unit, overdrive, chrome wire wheels, heated opening rear window. This car is in superb unmarked condition both externally (white) and internally (black). The mileage is guaranteed at 21,000. Price about £1,950. Telephone: Slough 82389 or Ruislip 35864. (43911

BENTLEY 4¼ aluminium body saloon by Thrupp and Maberly, 1939. Three owners, 103,000 miles, recellulosed but otherwise absolutely original. Excellent condition mechanically and bodily. All log-books, history known, £1,950 or exchange. Tatsfield (Westerham) 592. (43913

MERCEDES-BENZ 190SL Roadster, 1963. One of the last. White, red interior, Radiomobile, G800s, 65,000 miles, little used last two years, £795. Tatsfield (Westerham) 592. (43913

MG-A 1500 Coupé. Red, new tyres, brakes, Weber 45 gives 100 m.p.h., 32 m.p.g., taxed, recent MoT, reluctant sale, £240. Sunderland 70313. (43914

1947 HRG 2-seater sports. Blue with beige interior, really excellent original condition, £1,995. Telephone 092-573 411 (Cheshire). (43916

MG PB, 1935. Complete and original throughout, engine reconditioned, sound body but requires some tidying, £850 o.n.o. 051-928 6220. (43917

RELIANT SABRE 6. Wire wheels, good condition, £400. Don Hoggard, Beverley, Yorkshire. Tel.: 0482 881029. (43922

MASERATI Quatroporte, 1965. RHD, 5-speed ZF, new tyres, very good condition, £1,200 o.n.o. Don Hoggard, Beverley, Yorkshire. Tel.: 0482 881029. (43122

MG TD, 1953. Excellent all round condition, £950 o.n.o. Tel.: Plymouth 32635. (43928

FOR SALE—continued

JAGUAR E-TYPE +2, 1967. Primrose yellow, automatic, radio, wire wheels, £850. 3 Straid Bheag, Clynder, Dunbartonshire. Clynder 551. (43887

SWALLOW DORETTI 2-litre sports, TR2 chassis, mechanics, 200 only produced, 150 being exported. Only 20 known Dorettis left in Britain. Cost £1,200 when new in 1954. Three owners from new with original log-book. Engine replaced at 60,000 miles, just had brake overhaul and tyres. First class investment. Reluctant sale, £700 o.n.o. or E-Type plus cash or WHY. Tel.: Blackpool 52615. (43888

1938 AUSTIN 18 IVER six-cylinder, seven-seater limousine, unusual model with sliding glass partition, one careful owner recently deceased, regularly serviced, good tyres, new batteries, taxed December, MoT January, located Oxford. Offers over £300. Campbell, "Seven Arches", Lansdown Parade, Cheltenham or Cheltenham 36731 evenings. (43882

TRIUMPH TR6, July 1971. 22,000 miles, hard and soft top, Damson. Very nice condition, £625. Presently in Dublin. Delivered Liverpool or Holyhead. VAT payable £130 if for retention in UK. VAT not payable if for use abroad. P. Cusack. Phone Dublin 805778 7 to 10 p.m. (43883

1940 MG. 4-door saloon, reg. no. DRY 71. First £200. Box No. 4364. (43891

1934 AUSTIN 7 Nippy with Speedy engine. Used everyday, needs restoring one day. £650. Also 1933 Austin 7 saloon. A non-running rusty heap but it's all there! £250! Tel.: 01-731 2565. (43927

WORKS HEALEY. Prototype for Super-Sprite. Williams and Pritchard lightweight coupé, used daily, £375. 4 Penzer Street, Kingswinford, Staffordshire. Kingswinford 4261. (43929

DAIMLER SP250. B Spec., 1961. Hard/soft tops, needs tidying, illness forces sale, £525 o.n.o. 12 Bilford Road, Worcester. Tel.: 52592. (43930

MORGAN 4/4, 1969. 4-seater competition. White, garage maintained, bills. Very good condition, stereo, £1,050. Phone Richard Birchall, Uxbridge 39769 or Llandudno 75052 weekend. (43931

JENSEN INTERCEPTOR. Late 1968, recently fully overhauled, bills and service record available. Must sell therefore £1,950 o.n.o. Tel.: Brenchley (Kent) 2782. (43946

AUSTIN-HEALEY 3000 Mk. III. Immaculate condition, needs good home, full history and many extras. £1,100. Tel.: Brenchley (Kent) 2782. (43946

JENSEN CV8 Mk. 2. Nov. 1964, one owner, low mileage, silver grey with black interior, value at £975. Wythall 823127, near Birmingham. (43944

1954 JAGUAR Mk. VII. One previous owner, 61,000 miles, black, manual gearbox, 9 months' MoT, exceptional original condition, £250 o.n.o. Chester 35421. (43932

WHITE 1969 MG-C GT. Manual, overdrive, wire wheels, Sundym windscreen, 50,000 miles, fitted with new batteries. A nice example of this classic car. £900. Contact Rodger Tolhurst, Burnham-on-Crouch 2130. (43936

FOR SALE—continued

ALVIS, 1937 12/70 open boat-tail two-seater. MoT, taxed, spare engine, gearbox, £800. Rens, The White House, Lightwood Lane, Randwick, Glos. Tel.: Stroud 2871. (43885

1953 RILEY RMF. 2½-litre, bodily and mechanically excellent, MoT Feb. '75, taxed August '74, £230 o.n.o. Also reg. number MAG 24. Offers. Tel.: Galston 820811 (Ayrshire) (43892

JOWETT JAVELINS for rebuild. Going cheap. F. Still, Flat 1, 21 Clarence Road, Moseley, Birmingham B13 9SX. (43893

TR5 PI, 1968 ("F"). Overdrive, wire wheels, Valencia blue, fixed rear screen with detachable top, superb performance, one of the finest examples anywhere. 8½ lb. model forces reluctant Sale, £795. Coventry (0203) 51851 Mr. Poynter. (43894

MORGAN PLUS FOUR. "K" registered, two-seater, TR4A engine, all extras, new ZXs, excelent condition, £975. Box No. 4373. (43895

1926 20 h.p. Rolls-Royce Hooper limousine. Very elegant, very good condition, £3,700 or offer. Camberley 26737 evenings. (43897

CLAN CRUSADER, 1973. Sunroof, alloy wheels, etc., one owner, 6,000 miles, £1,250. 051-625 9511 evenings. (43898

TRIUMPH TR3, 1957. Hard/soft tops, wire wheels, MoT, excellent condition, £275. Tel.: 061-483 2998. (43908



RILEY 2½-LITRE RMB, 1952. Good mechanics, coachwork well above average. Recently re-roofed, rewired, £295. Phone 01-997 1270 (Teddington). (43923

RED SUNBEAM TIGER. "F" registration, hard/soft tops, good condition, will exchange for Mini 1275 GT or similar, or will haggle around £774. Sheffield (0742) 368571 evenings. (43924

RED MG-B, 1969. Modified machine returning 30 m.p.g. to soft foot, revelations to heavy foot, ecstasy from stereo and leather seats. 7½ rally radials on Minilites create devastation in corners. Hard/soft tops, tonneau, overdrive, Kenlowe, Radiomobile, electric aerial, much new work on engine, further sensible extras, taxed, tested, inspect, have coffee, offer £780 o.n.o. Also superb red XJ6. "K" reg., overdrive, £1,500 o.n.o. Enthusiast wants red Stag. Phone 0742 362666. (43925

TR6 ROADSTER. Damson, black trim, "K" reg., Oct. 1971, 30,000 miles, overdrive, radio, immaculate, £1,050 o.n.o. Tel.: Bristol 629885 evenings. (43933

TRIUMPH TR4A, 1967F. Wedgwood blue, Surrey top coupé fitted with overdrive, radio, and TR6 type wheels. Well maintained and clean example. Offers around £600 to Nick, Phone Alfriston (Sussex) 512. (43934

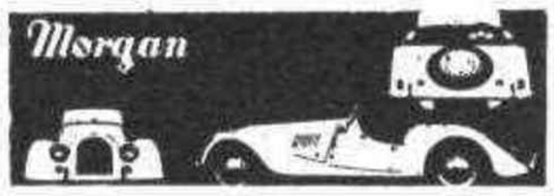
JAGUAR XK150 FHC. Rare and magnificent. Automatic transmission. Laid up some years, third car last two years, obvious investment, £2,150 o.n.o. Derby 49726. (43935

RARE MG-A Twin-Cam FHC, 1959. Mechanically sound. Offers: Stanford-in-the-Vale 510 after May 20th. Wantage 2816. (43926



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At Arkley (whether or not you're a buyer), the cars will drive you mad with desire. **Morgan Plus 8,** 1973, indigo blue, extras many, miles few. **Morgan Plus Four 4-seater,** 1968, P.O. red, mileage thought to be 23,000. **Morgan 4/4 4-seater,** dark green and black, chrome wire wheels, 2 twinchoke Webers, aeroscreens, beige hood, Kenlowe fan, large grid, unusual front bumper (catch everything from cows to flies), too numerous to mention, every care and consideration been lavished by wealthy family. **Morgan Plus 8,** 1970, Westminster green. **Morgan Plus 8,** 1969, royal ivory wings and nut brown centre, canny Scots owner. **Austin Healey Sprite,** 1972, racing green, black works hardtop, Rostyle wheels. **MG Midget,** 1967 (1275 c.c.), BRG, wire wheels etc. **Morgan Plus 4 4-seater,** 1952, flat rad., 2.2 litre engine. **Morgan 4/4 4-seater,** 1971K, canary yellow, luggage rack, country car, minimal mileage. **Morgan 4/4,** 1957, nothing known m'lud. **Morgan Plus 8,** 1972L, royal ivory, Rover box, push-button radio, gentry-owned, 6,000 miles. **Morgan 4/4 4-seater,** 1969H, in fact a '70 model I think, royal ivory, luggage grid. **Morgan Plus Four,** 1968, 2 seats, kingfisher blue. **Morgan 4/4,** 1969, the only thing I know about this car is we've been trying to obtain it for 2 years and succeeded this morning. **Morgan 4/4,** 1965, 2 seats, 1500 engine, push-me pull-you. **Morgan 4/4, 1971,** crimson, tonneau, bumper, stereo. **Morgan Plus Four 4-seater,** 1963, wire wheels, tonneau, K.F. blue, strap, fan, branches, bar, wood, assumed mileage less than 5000 p.a. **Morgan Plus 8,** 1971K, red, ½ sold. **Morgan 4/4,** 1969, canary yellow, wire wheels, Avon radials. **Morgan 4/4 4-seater, 1973M,** signal red, wire wheels, radio, tonneau. **Morgan 4/4 2-seater,** 1971, orange chrome, wire wheels, bucket seats, one owner. **Morgan 4/4 2-seater,** 1973 model prematurely born late Nov 72, royal ivory, wire wheels, bucket seats,



luggage grid. **Morgan 4/4 4-seater,** 1969H, wire wheels, luggage grid. **Morgan 4/4 4-seater,** 1973, deep Brunswick, black interior, some extras. **Morgan Plus 4 2-seater,** yellow, wires, French horn, Union Jacks. **Morgan 4/4 4-seater,** canary yellow, 1972, luggage grid, wire wheels, rear bumper. **Morgan Plus 4,** 1956, the rare hump-tail model, TR unit, 2 seats, white, 15" wheels, l.r.s.w., tonneau, rear bumper. **Morgan 4/4 4-seater,** 1973M, canary yellow, reclining bucket seat, wires, radio, grid, tonneau cover. Several other Morgans on their way to us. **Triumph GT6,** 1967, Spa white, high ratio final drive **Triumph GTR4 Dove,** yellow, 4 seats. A few other cars too. Would like to acquire a few **Jensen Healeys, Arkleys, MG TCs, Jeeps** and more or less anything else that is open topped, not excessively large, and not made out of pieces of steel rolled out thin and pressed (probably against their will) into shape. (Jeeps are OK because the steel is rolled out *thick*). **New Morgans** are still in rather short supply but are trickling through at a reasonable rate: we do operate a strictly fair and efficiently organised ordering system for Morgans; queue-jumping is impossible and we do our best to see that no car supplied by us



finishes up on the often hinted at rarely spoken of black market, the very existence of which only lengthens delivery times and pushes up second-hand prices. **New Jensen Healeys:** early delivery on most colours, demonstration drives into the leafy Hertfordhire countryside, the 16-valve twin o.h.c. alloy unit loafing along at a muted murmur until we reach the A1, drop into a lower gear, open the throats of the



double twinchoke dell'Ortos wide as hungry starlings, feel the merciless traction of 140 horse power as if at the end of a gigantic but invisible elastic towrope. . . . (at that stage I usually realise I forgot to



bring the passenger with me). Anyway, on Jensen Healey we offer the best deals, best after-sales service. **Arkley SS,** all you need



to buy this lion-hearted little sports car is one MG Midget or A/H Sprite with body work removed, plus one Arkley kit, plus a modest amount of time and skill. Original Midget platform chassis is utilised, no welding, no messy hydraulic piping or tricky electric wiring to worry about. You have to re-route the wire to the petrol gauge, re-wire the external lamps and (on late model Midgets only) move the wiper motor and overflow tank a few inches. That is the sum total of the mechanical work. The complete body kit costs £130+ tax, and delivery time average 14 days but sometimes we have kits in stock. Brochure etc upon request, please send large stamped envelope. Our 1150 c.c. modsports-racing Arkley SS is for sale for an extremely cheap price, complete with short-stroke engine and close ratio gearbox, several recent successes, 8½" Minilites with Goodyear slicks, limited slip diff. **Lenham Easi-Fit Hardtops,** self-colour black leathergrain finish, safety glass windows, cloth headlining. In stock for MG-B, Midget, Jensen Healey and Spitfire but sometimes in short supply so please phone. Specialist servicing of Morgan, Jensen Healey, Lotus, TVR etc; overhauls and mechanical repairs. Which reminds me of a few more cars we have: **Lotus Seven Series III,** white, wide wheels, 1600GT unit. **TVR Tuscan V6,** 1969, nut brown, black interior, special seats, sunroof, radio, alloy wheels. **TVR Tuscan V6,** 1970, aquatic jade, our ex-demo car with one private owner since and only about 18,000 miles from new. Both these TVRs have overdrive, which more recent versions seems to lack. Always a few old smokers knocking around: this month a 1970 18,000 miles Mini Clubman and a 1968-ish Jaguar S type (www). One BMC race 1275 in-line crank, and two ultra-race A series camshafts left and a few oddments. New 1275 c.c. pistons 5/- each complete with piston rings, ashtray mfrs please note. Wish to meet someone who can supply and fit a drop-ramp tailboard to our J4 coach-built Luton van so we can use it as a horse-box as well as for transporting Arkley kits. Or would consider horse able to jump well but stop quickly. Open to 7 p.m. weekdays, 6 p.m. Sats, closed Sundays and public holidays.

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

FOR SALE—continued

LANCIA, LANCIA, LANCIA. Rare and unusual Aurelia B20, built in 1952, right-hand drive, Pininfarina lightweight coach-work, fitted radio and heater, one owner, believed genuine 89,434 kilometres from new, attractive 2-door coupé body, completely original. Engine condition excellent. The car was recently driven from Italy to London. 01-681 3111. (17109

AUSTIN HEALEY 100/4. Two cars. One a runner. One rebuilt rolling chassis with body to fit, £300. Tel.: Northampton 880 222. (43938

MG TC, 1946. Blue, rebuild from the chassis just completed. Beautiful car £1,100. Tel.: Evenings: Leamington-Spa 24704. (43938

MG ZB MAGNETTE, 1958. Fair condition. Offers over £160. Best offer secures. Tel.: 051-652 3588 after 18.30 p.m. (ask for Neil Smith). (43939

TRIDENT CLIPPER V8, 289 high performance engine, road tested 0-60 4.7 sec., top speed 160 m.p.h., but flexible in present conditions, fuel consumption 20-22 m.p.g., 19,800 miles only. Ex-nostalgia so condition speaks for itself, £1,600. Phone Uffington 605 (Oxon). (43940

1926 AUSTIN 7 Top Hat saloon. Aluminium body, unrestored, exchange for unrestored pre-20 car complete or incomplete. Cash adjustment either way. Ring Grimsby 824230 after 6 p.m. (43941

ROLLS-ROYCE Silver Cloud 2 (converted Bentley). Very good order, £2,500 or offers, or exchange Bentley plus cash. Also DE36 Daimler Hooper Special limousine, requires interior tidying, £400 or offers to (Bloxwich, Staffs.) 0922 77476. (43942

MG TF. Red with red trim and black weather equipment. First registered 1954. An exceptional example, very expensive, but £50 off for each fault. For details and photo write to M. Harper, 17 Brocklebank Road, Southport, Lancs. (43943

TOYOTA CELICA, October 1972. "L", white, black interior, 5-speed, Revolution wheels, Zisbart guarantee, regularly serviced, one owner, excellent condition, £1,145. Daytime: Bourne End (Bucks.) 26672, evenings Bourne End 26100. (43945

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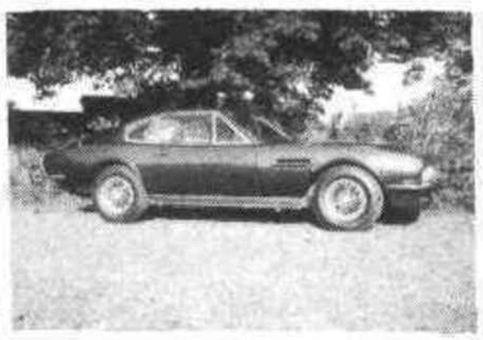
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MG-B GT, 1973. "M" reg., 7,000 miles, immaculate, black tulip, cloth interior, tinted screen, heated rear window, overdrive, sun roof, leather s/wheel, spots, rear fog, electric aerial, Dinitrol rustproofing, £1,525. 073-081 3026. (43999

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AC COBRA Mk. II, 1964. £1,700 just spent, original car with chrome wire wheels, new tyres. Tel.: Chorleywood (Herts.) 2863. (44013

SUNBEAM TIGER, 1966. Hard top, hood and tonneau, five Minilites with XASs, radio, tow bar, long MoT and taxed, probably best on offer. £745. Luton 595165. (44014

LOTUS EUROPA Twin-Cam, 1972. Metallic blue, oatmeal, 20,000 miles, alloy wheels, SPs, lw/mw radio, Motolita wheel, £1,475. P/ex. 01-352 9431/589 3835. (44015

JENSEN-HEALEY, August 1973. Red/black interior, low mileage, economical, marriage forces sale, £1,700 o.n.o. Churchdown (Glos.) 713196. (44016

FIAT DINO Spyder Exotic, 1969. Italian convertible powered by Ferrari, Pininfarina designed, recent new engine/gearbox, maroon/white interior, radio, cassette. Offers around £1,550. 01-445 0326. (44018

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BENTLEY 3-LITRE, 4½-litre, or Speed Six required by Dr. Paul Hummel, who wishes to buy for cash an open-bodied version of one of these models in first class condition. Write: 1 Victoria Quay, Salcombe, Devon TQ8 8DB. (43600

BOLT-ON roof rack for Simca 1501 estate, any condition. Will collect. Telephone: Aliesley 3777 after 4 p.m. (43621

FRAZER NASH Le Mans Replica or Mille Miglia, purchase or exchange for outstanding Le Mans Aston. Box No. 4354. (43628

ROLLS-ROYCE or Bentley, preferably pre-war and in running order, but work not objected to. Box No. 4355. (43630

MG-Bs, MG-B GTs, TFs, TDs, TCs wanted urgently. Top cash prices paid for good examples. M. L. Richardson, Main Avenue, Moor Park, near Northwood (100 yards Moor Park Tube Station). Tel.: Northwood 25161. (43514

ELAN SPRINTS, Elan S4s, Elan +2s, Europas, Wanted urgently. Top cash prices paid for good examples. M. L. Richardson, Main Avenue, Moor Park, near Northwood (100 yards Moor Park Tube Station). Tel.: Northwood 25161. (43514

RILEY SPRITE requires 15/6 or 12/4 engine. Please phone Richard Leeson on 01-941 0798. (43516

ROLLS-ROYCE Phantom chassis wanted. Keen realistic price paid. Nudd, Nottm. Road, Attenborough, Notts. Tel.: Nottingham 250614. (16872

LOTUS VIII, IX, X or XI wanted. David Redmond, 335 W. Miner Street, West Chester, Pa., 19380 USA. (43459

WANTED! WANTED! Any rare or unusual early sports or racing car. Condition unimportant! Any distance! Fair price paid! Telephone 01-385 1805 now! (43455

WANTED! WANTED! Any Rolls-Royce Silver Dawn or Silver Cloud. Condition unimportant! Any distance! Fair price paid! Telephone 01-385 1805 now! (43455

LOTUS ELEVEN spares wanted however big or small, especially bodywork. 021-745 3576. (40871

SPORTS CARS urgently wanted for cash or part exchange. Boughton (022-775) 223/475. (16957

DAIMLER DE36, 1951 Hooper limousine. Following wanted: handbook, workshop manual, spares. Tel.: Fritwell 400 (Oxfordshire). (43406

URGENTLY WANTED: Wheel discs for Rolls, 1939 model Wraith, 17 inch wheels. Also AA badge, flat type for vintage car. D. Silcock, Kilmacoe, Tite Hill, Englefield Green, Surrey. Phone Egham 2778 evenings. (43413

PRE-WAR sales brochures on American classics. Price and description please. Box 4314. (42009

BUGATTI engine or complete drive train, other components considered. Priced description. Box 4313. (42009

1927-1932 LA SALLE, Cadillac V16 or V12, Packard V12 or S8, any condition. Box 4312. (42009

ROLLS-ROYCE WANTED: Any model up to 1965, preferred pre-war, condition unimportant. Serious buyer. 01-658 1005. (40587

ENTHUSIAST REQUIRES old car, 1921/29 tourer Humber 11.9, Austin 12/4, Lea Francis, similar make, age, any condition. G. Nicholson, 16 Sherfield Drive, Newcastle/Tyne NE7 7LN. Phone 0632 662911. (40750

LOW REGISTRATION number wanted on any old vehicle in any condition. Please phone 051-428 1517 evenings. (39307

PRE-WAR RILEY wanted. New Bean Cottage, Shellbank Lane, Bean, Dartford, Kent. (42137

SPARES A PROBLEM: We can help. Join us. VTEC, 14 Broadway, London SW1. (4398

MG J2, PA/B, TA/C, any condition, but must be complete. Cash waiting. Office hours 051-924 1138. (41076

WANTED: ROLLS-ROYCE Silver Ghost chassis for restoration. Apply J. L. Bradshaw, Portlaoise, Southern Ireland. (4043

PRIVATE RESTORER requires tatty MG, Morgan, Singer, Wolseley, Triumph, Riley, Austin 7, BSA or similar sports or touring car. Phone Melksham (Wilts.) 703324 any time. (42267

ANY SPORTS CAR wanted or any Rolls-Royce or Bentley. Condition unimportant. Cash. 01-658 1005 (any time). (42327

WANTED URGENTLY: One set of door handle units for Austin Healey 3000 Mk. I or II. Must be in good unmarked condition. Will pay a good price. Phone Preston (Dorset) 832535 or write to Mr. Pressly, "The Rest", Sutton Poyntz, Weymouth, Dorset. (42106

OLD TINPLATE steam or clockwork toy cars, boats, trains, etc., wanted. Will buy or exchange. Pressland, 43 Lavender Hill, London SW11. 01-228 0648. (5596

ASTON DB5 convertible required on return to England in June. Top price paid for immaculate example. Reply with description, etc., to: Raine, PO Box 2197, Lusaka, Zambia. All replies answered. (43313

NAVIGATOR with National/International Licence wanted for Mintex Dales. Share costs. Phone Aston Abbotts 240. (43315

MG TA ENGINE WANTED. Also gearbox, clutch, headlights, gauges and seats. Details please to Frank Keogh, Harold's Grange Road, Rathfarnham, Dublin, Ireland. (42879

AUSTIN 12, 1938. Stub axle, drop arm nearside. Also any other parts. 0633 420360 (Newport). (42917

MG TF WANTED for restoration. Telephone Ipswich 53283. 126 Henley Road, Ipswich, Suffolk. (42993

FRAZER NASH Le Mans Rep. Substantial price paid for right car. Box No. 4342. (43188

WANTED—continued

WANTED: Latest type folding hood and frame for MG-B. Must be in good condition. Phone Burnley 21787 evenings. (43189

WANTED: Parts to complete my early Rolls-Royce Silver Ghost cars. Please send list and prices. Joe Loecy, 9930 Chardon Road, Chardon, OH 44024 USA. (55408F

HOLDEN 4-cyl. motorcycle, circa 1900, wanted by enthusiast. Will pay good price for good example. Please write: Roy Southward, c/o The National Bank of New Zealand, 14 Charles II Street, London SW1Y 4QT. (43717

LUCAS "King of the Road" side lamps. Type 723, manufactured in 1911 only. Undamaged condition. Literature available. Box No. 4309. (41902

CAPS FOR MORRIS 8 pre-series, 1934. Two hub caps, three tyres 450.18, or 400.18. Two semaphor arms, hopefully complete. Or would consider buy and collect complete car, any condition. Lewis, Hull, Yorks. 0482 821607. (43644

MISCELLANEOUS

CAR TRANSPORT Services, single/ three-car transporters, electric winch. Also caravan transport. Full insurance. Malvern 3272 (Worcs.) evenings. (17119

"CAVALCADE OF MOTORING" Veteran, Vintage and Classic entries, Thoresby Hall, near Worksop, Notts., 26th May, 1974. Entry forms obtainable from Mr. J. B. Jackson, "Acorn Lodge", Woodsetts, near Worksop, Notts. (17117

MAIN ROAD premises near to centre of NE city. Small forecourt, three storeys and basement club. Large garage with yard. Let at £24 p.w. BM says should be double. £12,500. VP possible. Quality vintage or classic saloon or open, restored or not, taken in p/ex. or late Mercedes, BMW, etc. First time advertised. Box No. 4360. (43777

BRAND NEW soft top, frame and fittings for Mk. 3 Spitfire. Retail £41.63, this one £25. Mr. Westcott, 6 Kings Crescent, Tiverton, Devon. (43801

BEAULIEU AUTOJUMBLE, Sunday September 8th, Europe's largest sale of spare parts. Entry forms for space available now from Curator, National Motor Muesum, Beaulieu, Hants. (43815

VETERAN VINTAGE Rally. Worcester show, Monday May 27th. Cars, commercials, 3-wheelers, Americans, bikes, plus autojumble. Details from Malpass, 53 Dilmore Avenue, Fernhill Heath, Worcs. WR3 7TH. Phone Worcester 51746. (43794

LAGONDA. Two engines and other parts for early Lagonda 11.4 h.p. Offers. P. N. Garner, Sheffield Garner Ltd., Diss, Norfolk. Tel.: 2311. (43788

BEAULIEU CAVALCADE of Motoring, Sunday July 7th, 1974. Entries invited from owners of cars, motorcycles, and commercial vehicles of all ages. Details from Curator, National Motor Museum, Beaulieu, Hants. (43815

BULLNOSE MORRIS. All parts wanted, in any condition. J. Dillamore, Thurlestone, Pinner Hill, Middx. Tel.: 01-866 6144. (43727

HEALEY 3000 Mk. I. Partly rebuilt, including new steel rear wings, new floors, chassis enamelled. Aston Martin chrome wires, SP Sports. Mk. IIA engine. Still needs much work to finish, but would then command a fantastic price. £300 or exchange for competition car. Formula 1200 or WHY. Williams, Stafford 822440. (43738

TWO SETS wheels and tyres for BMW 2002 Tii, but would suit any coupé model. One near new set steel wheels, radial tyres and hub caps, the other set Cosmics with new rally tyres. £60 each. Whitchurch (Bucks.) 487. (43730

BEAUTIFUL EKTACHROME post cards of antique and classic cars photographed in the USA. 20, all different, in each set, £1/set post paid. (1) Commercials and buses. (2) US cars. (3) European cars. (4) Rolls-Royce and Bentley. Also set of 10 US Ford (1974 models) 50p post paid. UK funds welcome. Edwards, 1101 Matterhorn Street, Mobile, Alabama 36608 USA. (43666

MG TD II body parts, main front, including bulkhead and pedal plate, spare wheel carrier, headlamps and brackets, hood frame. Offers for all or part. 48 Greenvale, Northfield, Birmingham B31 1PQ. (43670

MOTORSPORTS. Bound volumes, 1947, £12; 1949, £12; 1953, £10; 1957, £8. Also many pre-1950 copies: BARC Brooklands car badge, Bentley 3-litre handbook, Rolls-Royce Mascots. Offers please: Box 4350. (43516

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NORTON OR JAP 500 c.c. engine and gearboxes for 3 Mk. IV Coopers. Other spares considered. All replies answered. Headley Down 2147 Hampshire. (43519

MG-B BERMUDA hard top, excellent condition, £60. Tel.: Newsham 077 45 4182 (Lancashire, Barton, near Preston). (43527

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PAINTINGS wanted by F. Gordon Crosby, Peter of Dalkeith, Guy Lipscombe and earlier motor racing subjects, oils preferably. Box 4346. (43415

TR6 CYLINDER HEAD, unused, with valves and spring, £30. Chambers, 061-834 1212 ext. 23 daytime. (43391

MISCELLANEOUS—continued

MOTOR SPORT, Autosport, Motoring News, Auto News. Large collection, 1957 onwards. First offer accepted. John Dickinson, 01-636 8528. (43394

JOWETT CAR CLUB. Surviving link with the famous marque. All areas catered for, magazine, advice, meetings, for details: Secretary, A. A. R. Puckrose, The Briars, Castledon Road, Downham, Billericay, Essex. (9146

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MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the secretary, Richard Crump, Grooms Barn, Bulls Cross Ride, Waltham Cross, Herts. (40102

NUMBER 1 or name registration number wanted. 051-428 1517 evenings. (39307

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GARAGE CLEARANCE: MG-B cylinder head, set 5J steel wheels and banjo axle case, Lucas magneto, large Roots supercharger, etc. List available s.a.e. 63 Morven Road, Sutton Coldfield, Warwickshire. 021-355 5543. (43311

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VINTAGE TOYSHOP, Ballony, Queens Arcade, Leeds 1. Die-cast and tinplate model cars for sale and wanted. Open Thursday, Friday, Saturday. (42899

AUTOJUMBLE: Hayling Island, Hants., Sunday, 9th June, for vintage/post-vintage spares, etc. South Hants. Vehicle Preservation Society's annual autojumble/rally on Hayling seafront. Rent only £2 for 12 ft. 6 in. x 25 ft. stall, including trestle, chairs, programme entry, use of PA, plus usual facilities. Autojumble/Rally details: Phil Potter, Autojumble Secretary, 4 Purbeck Drive, Fareham, Hants. Tel.: Fareham 86747. (42901

CLASSIC JAGUAR Association. Mark V and prior Jaguar and SS cars are our specialty, but we do cover XK120 and other later models. All owners and enthusiasts are especially welcome. For more information and sample of our News & Technical Bulletin, write to: Lane Slate, Membership Chm., Sneden's Landing, Palisades, New York 10964. (5115F

FIVE ALFA 1750 GTV wheels, good condition, £15. Tel.: Woking 4786. (43073

CAISTER CASTLE Motor Museum, near Gt. Yarmouth, Norfolk, is interested in purchasing Austin Nippy, Speedy or Ulster. Wymondham 251. (48082

ON BANK HOLIDAY Monday, 27th May, visit the Shuttleworth Collection at Old Warden, off A1 near Biggleswade, Beds., to see some famous early flying machines in the air. Car and driver, £1; other adults 50p; child 25p. Come early. (43210

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MISCELLANEOUS—continued

WATSONS: For sale by auction at Watsons Salerooms, Water Lane, Bishop's Stortford, Herts., on Tuesday, May 21st, 1974 at 12.30 p.m. precisely. A 1924 Brooklands super sports Austin 7. This car first left the factory in 1924, but nothing known until raced by Mrs. Palethorpe at Shelsley Walsh in 1926. Rebuilt to concours condition, displayed and raced at Silverstone 1972, passed by Vintage Club. This car is thought to be the last surviving example of its marque. Vehicle on view together with Sale of Antique Arms and Weapons, etc., on Saturday prior to sale, 9.30 a.m. to 12.30 p.m. and Monday prior to sale, 10 a.m. to 4 p.m. Catalogues by request, price 15p. Tel.: Bishops Stortford 52361/4. (17147

DAIMLER, LANCHESTER Owners' Club invite all vehicles of their marques (including sleeve-valve/fluid flywheel BSAs) to their Tenth National Rally, June 9th, Mapledurham House, Reading. Details: John Ridley, 89 St. Pauls Gate, Wokingham, Berks. RG11 2YR. Tel.: Brookside 7529. (43953

AUSTIN SEVEN enthusiast's unused baggage trailer axle with brakes, springs, mudguards, three wheels, tyres. 12 Bilford Rd., Worcester. Tel.: 52592. (43930

FORD SPECIAL: Part complete with spares, 2 Weber 45 DCOEs, 1 40 DCNF, 2 SU 1¾, plus bits and pieces. Offers: Thomas, Swansea 21474 evenings. (43861

AMERICAN, CANADIAN, interested in Bugatti GP type 37 body panels. Exchange for goods. Readily available USA. Blunt, "Devoran", Kings Pyon, Herefordshire. (43912

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MG-A SPARES available including engines, gearboxes, back axles, petrol tanks, £12 each. Chrome grille, Mk. I type, £7. New rear spring, £7. Pair of calipers, £8. Other parts in stock. David Lawson, Lovesome Hill Farm, Brafferton, Nr. Darlington, Co. Durham. Phone Aycliffe 2161. (44053

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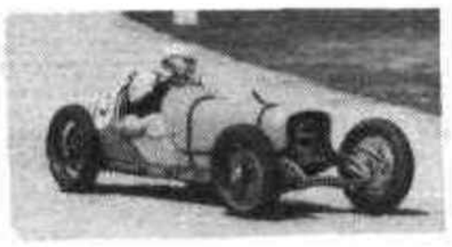
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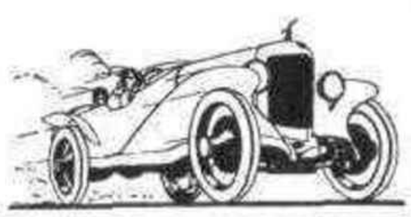
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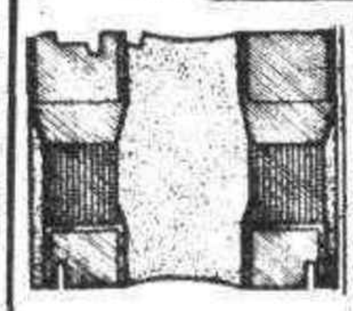
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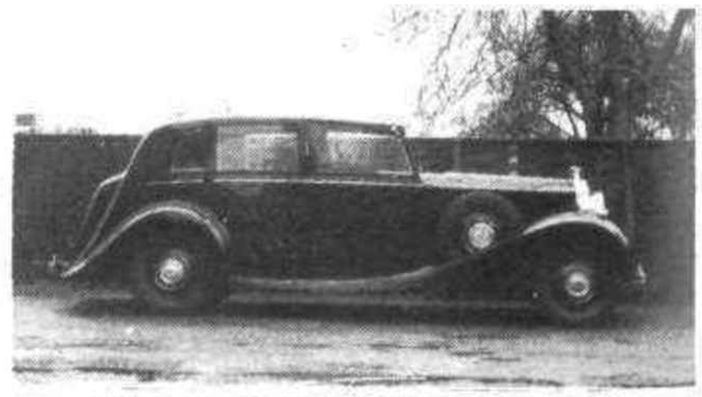
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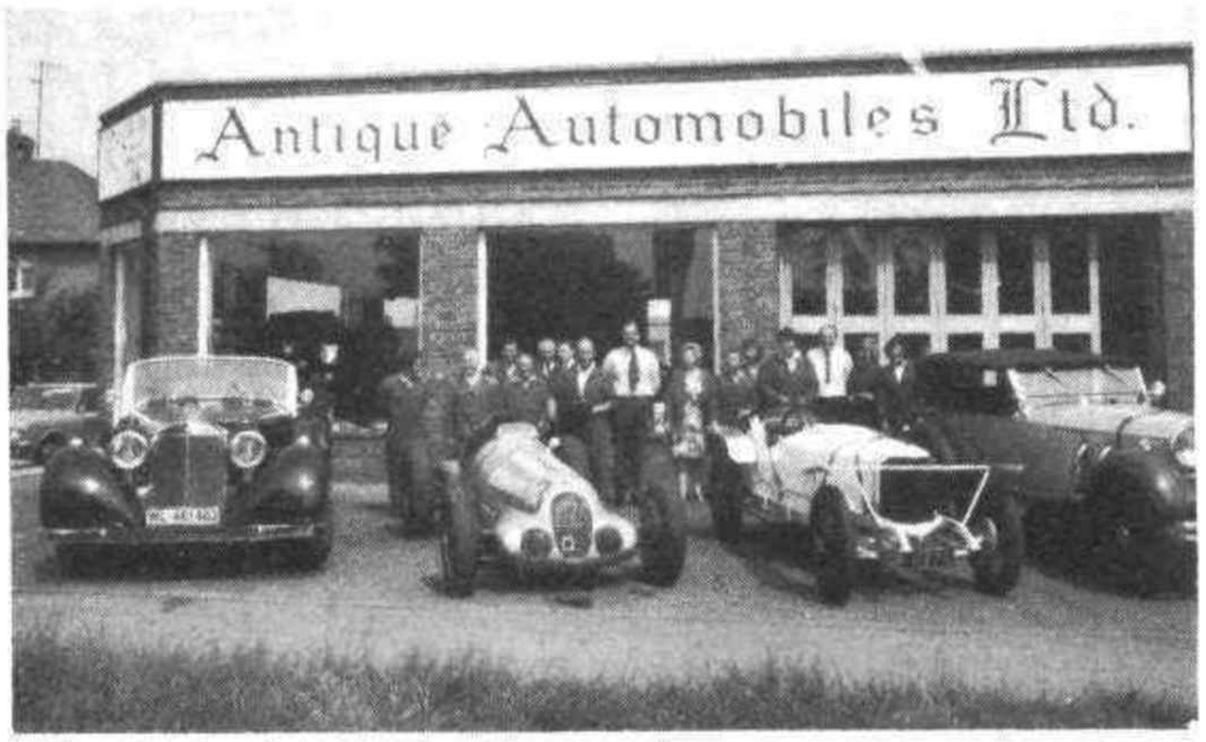
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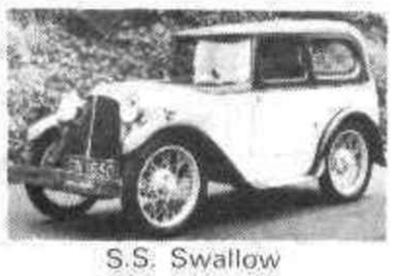
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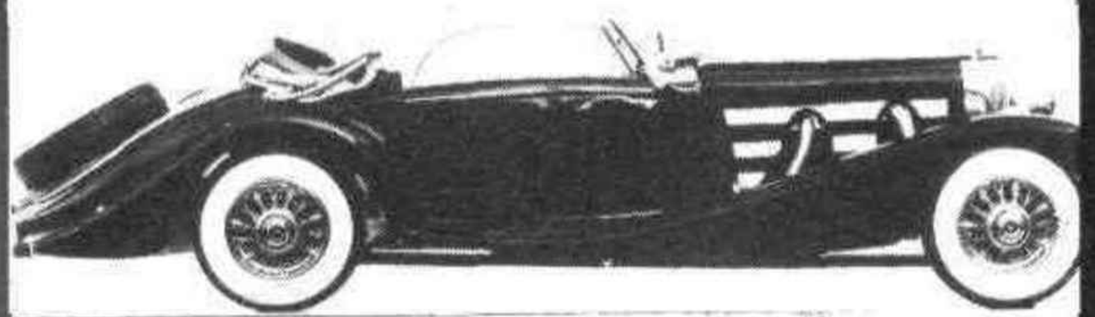
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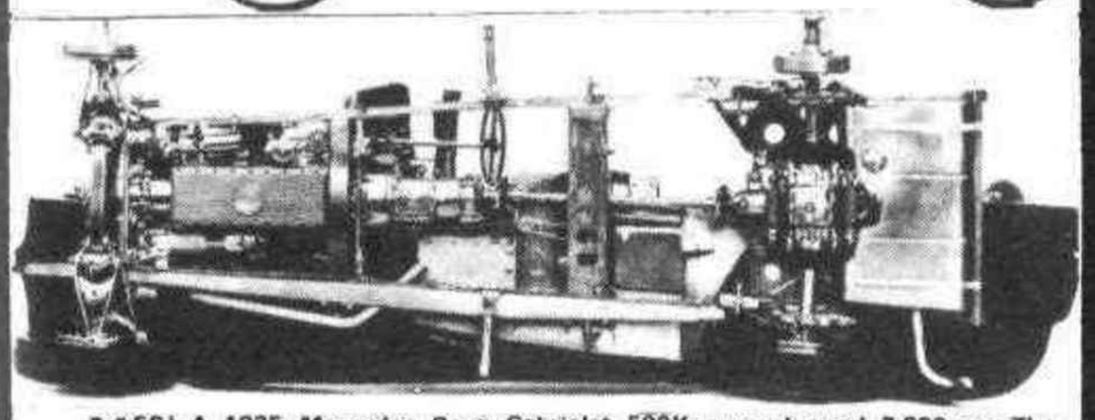
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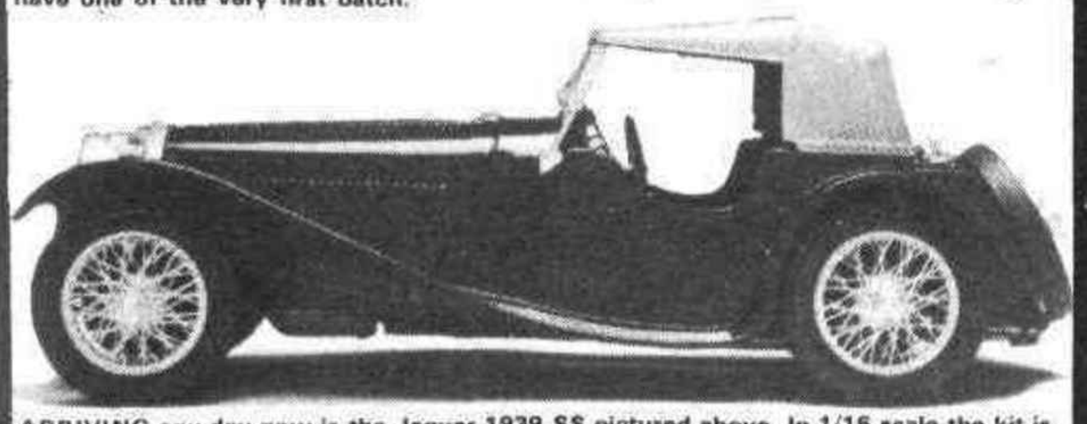
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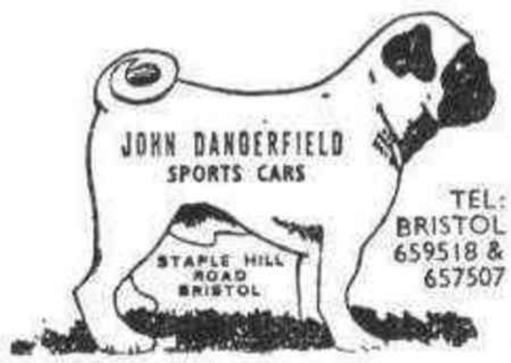


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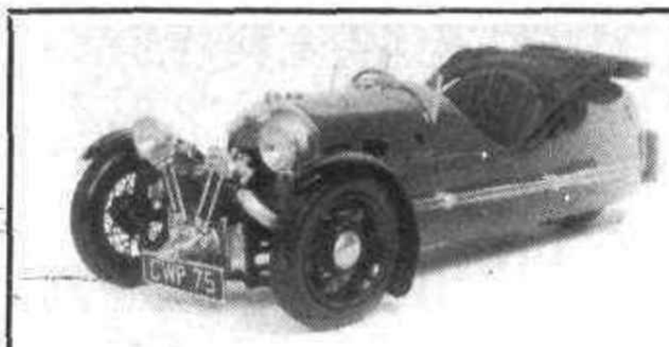
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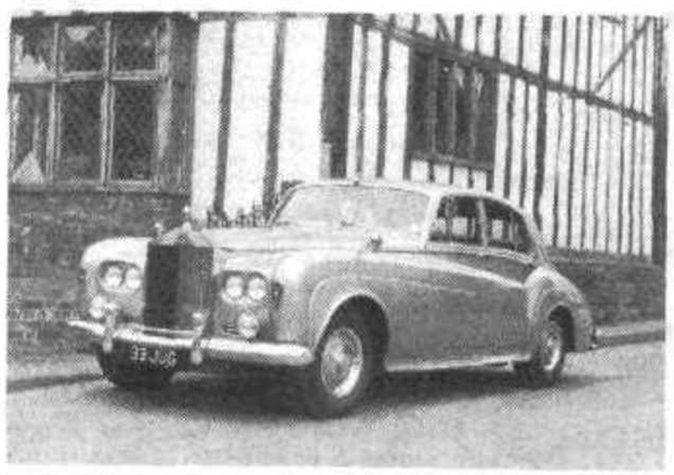
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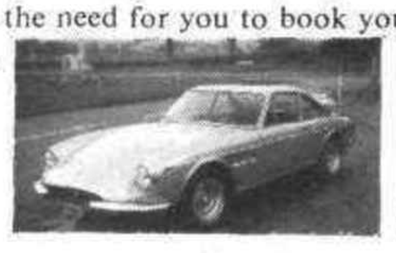
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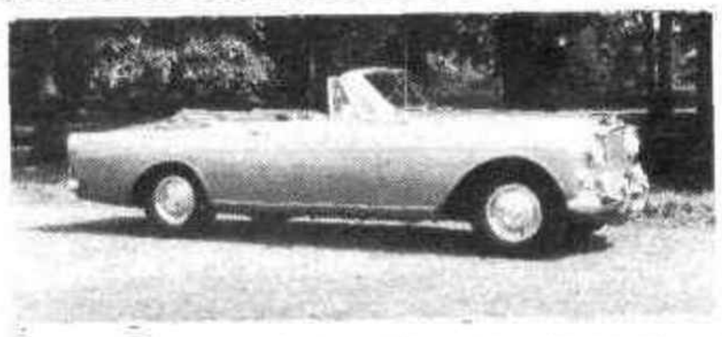
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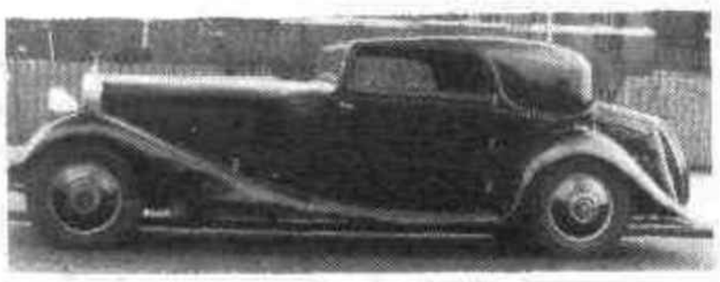
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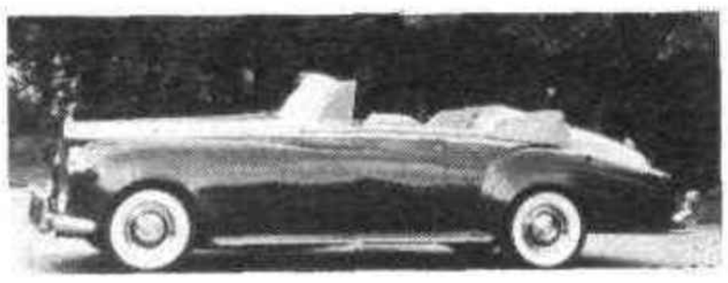
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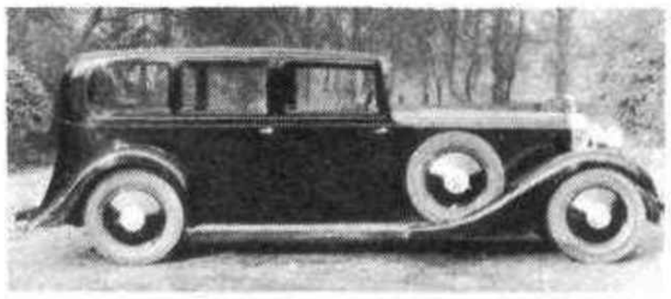
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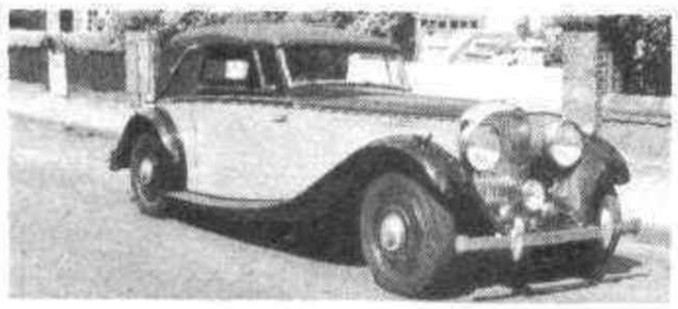
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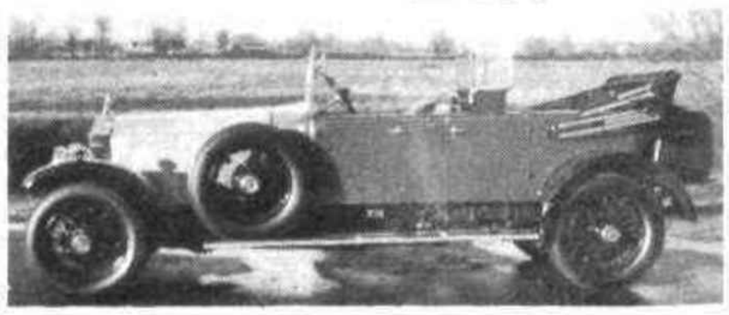
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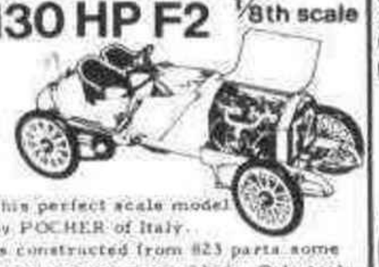
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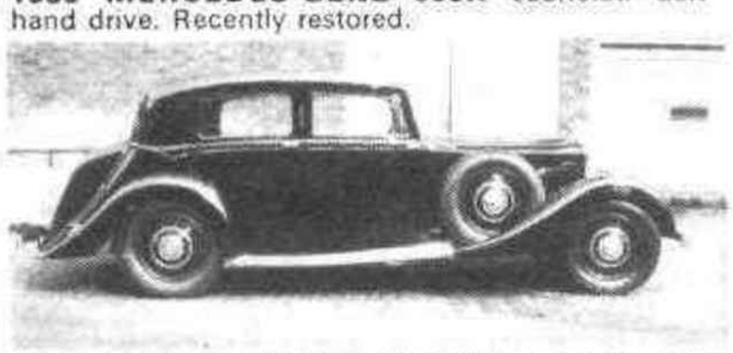
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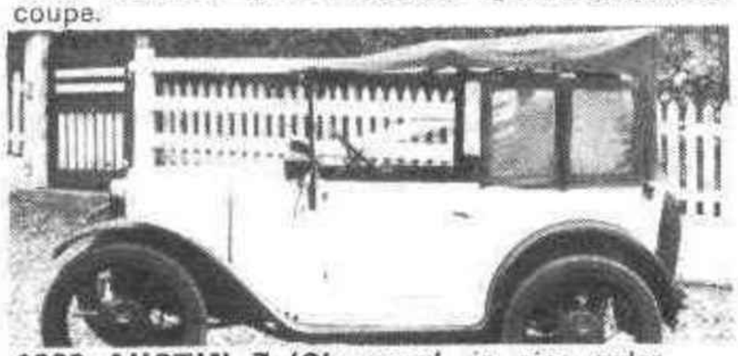
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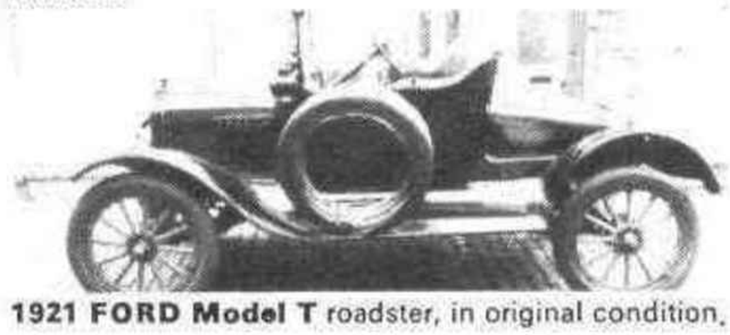
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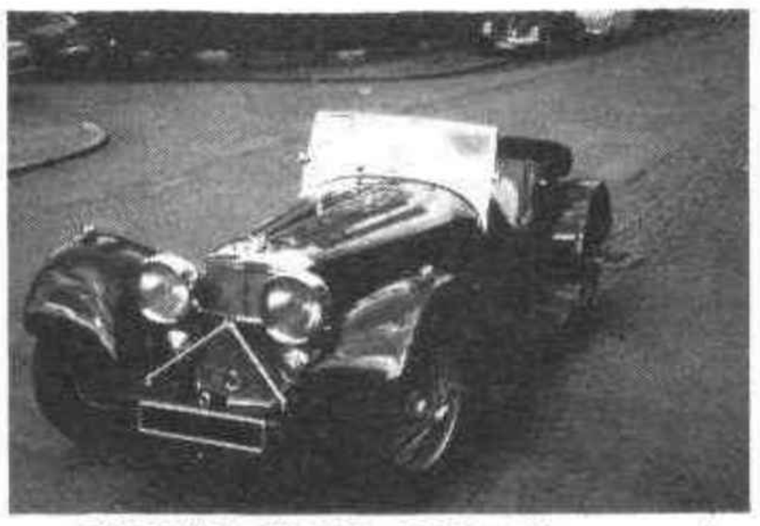
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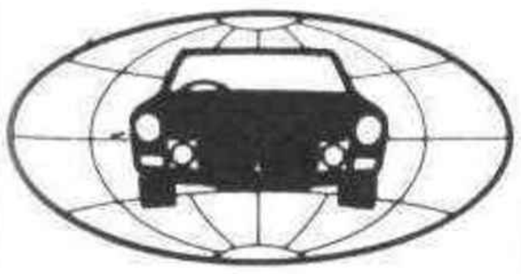
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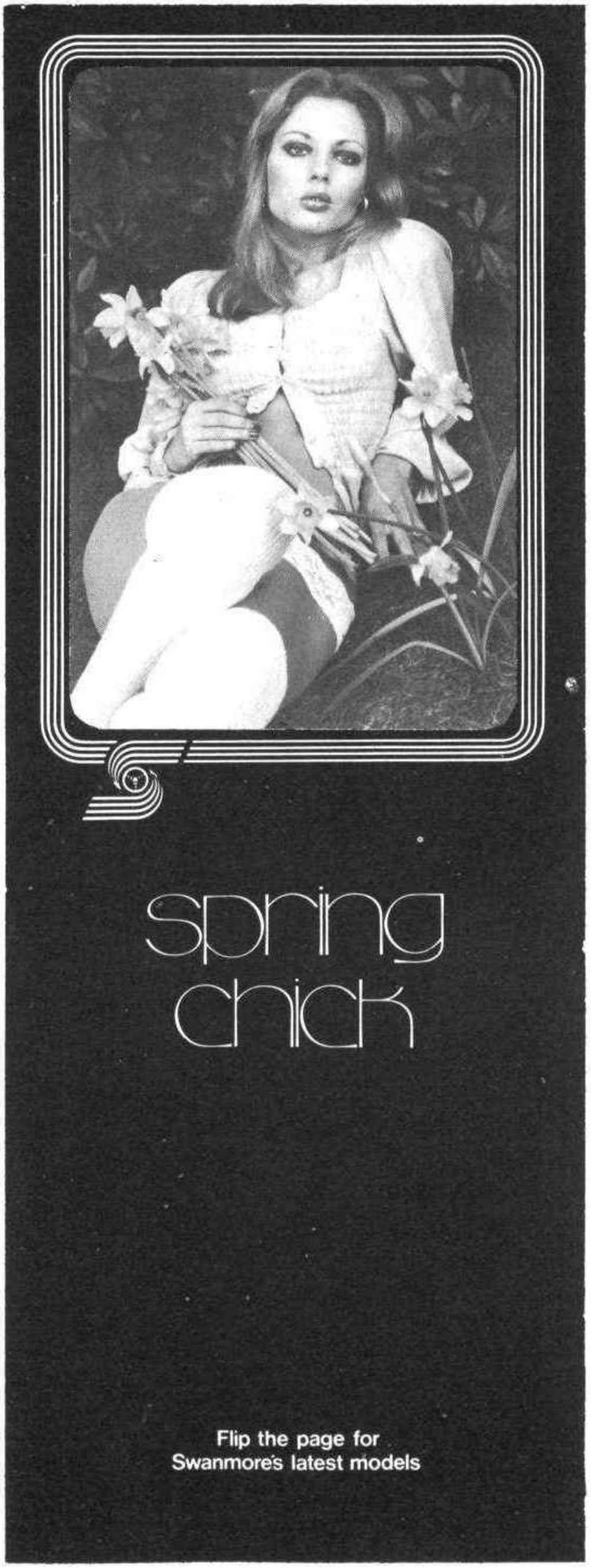
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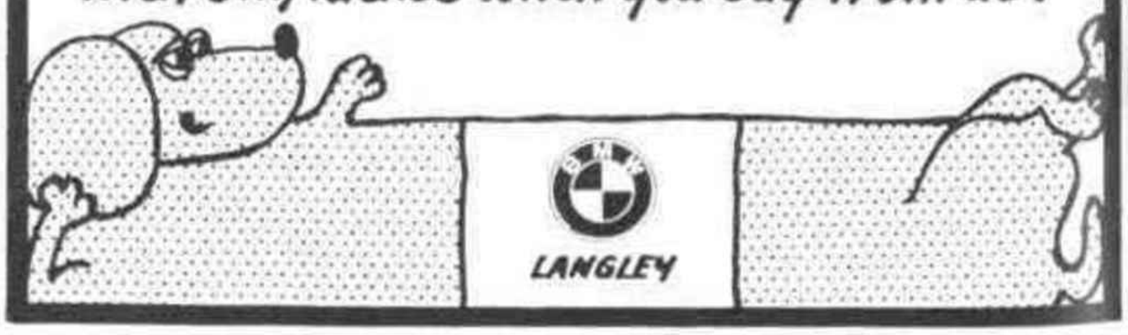
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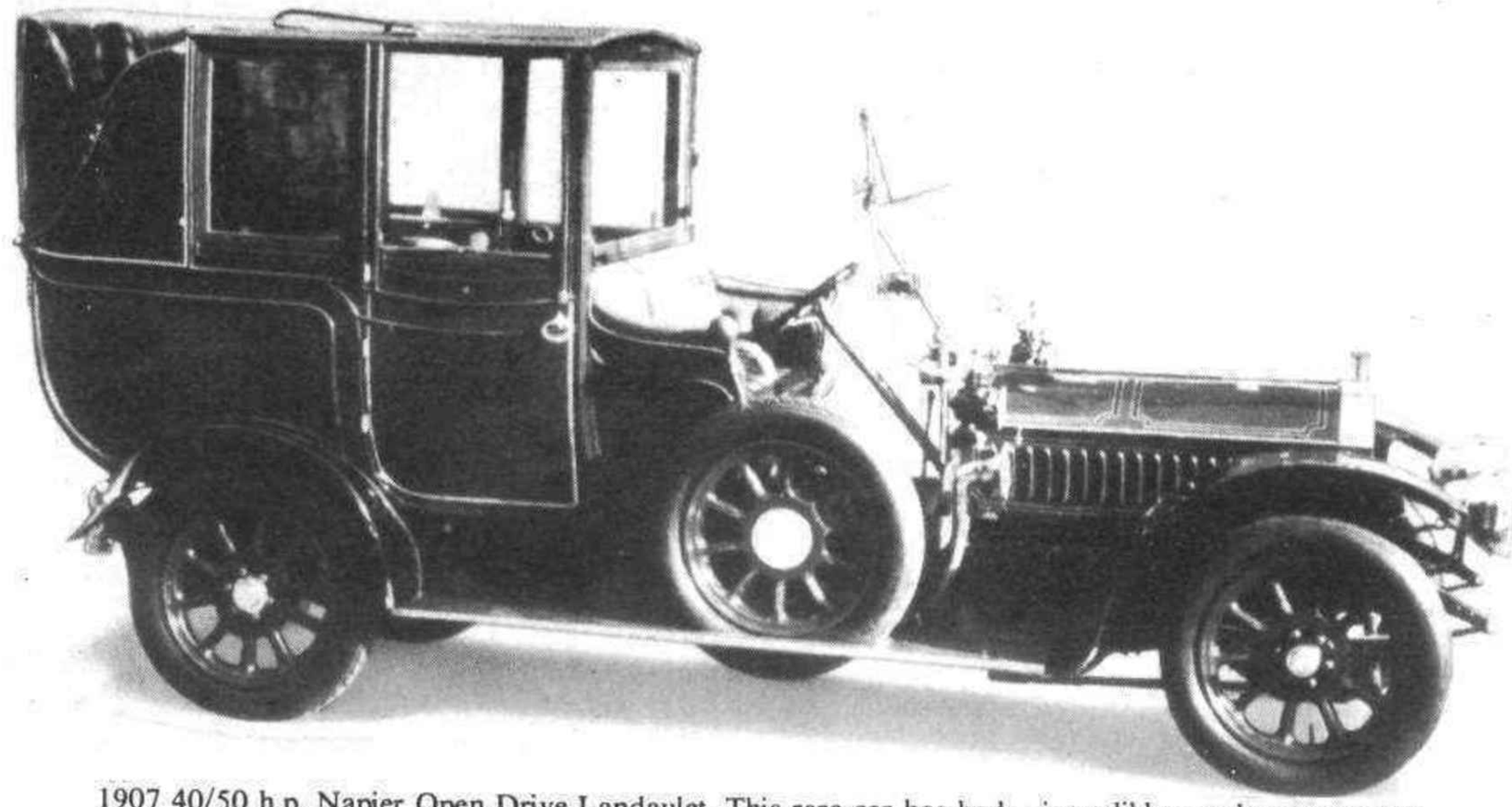
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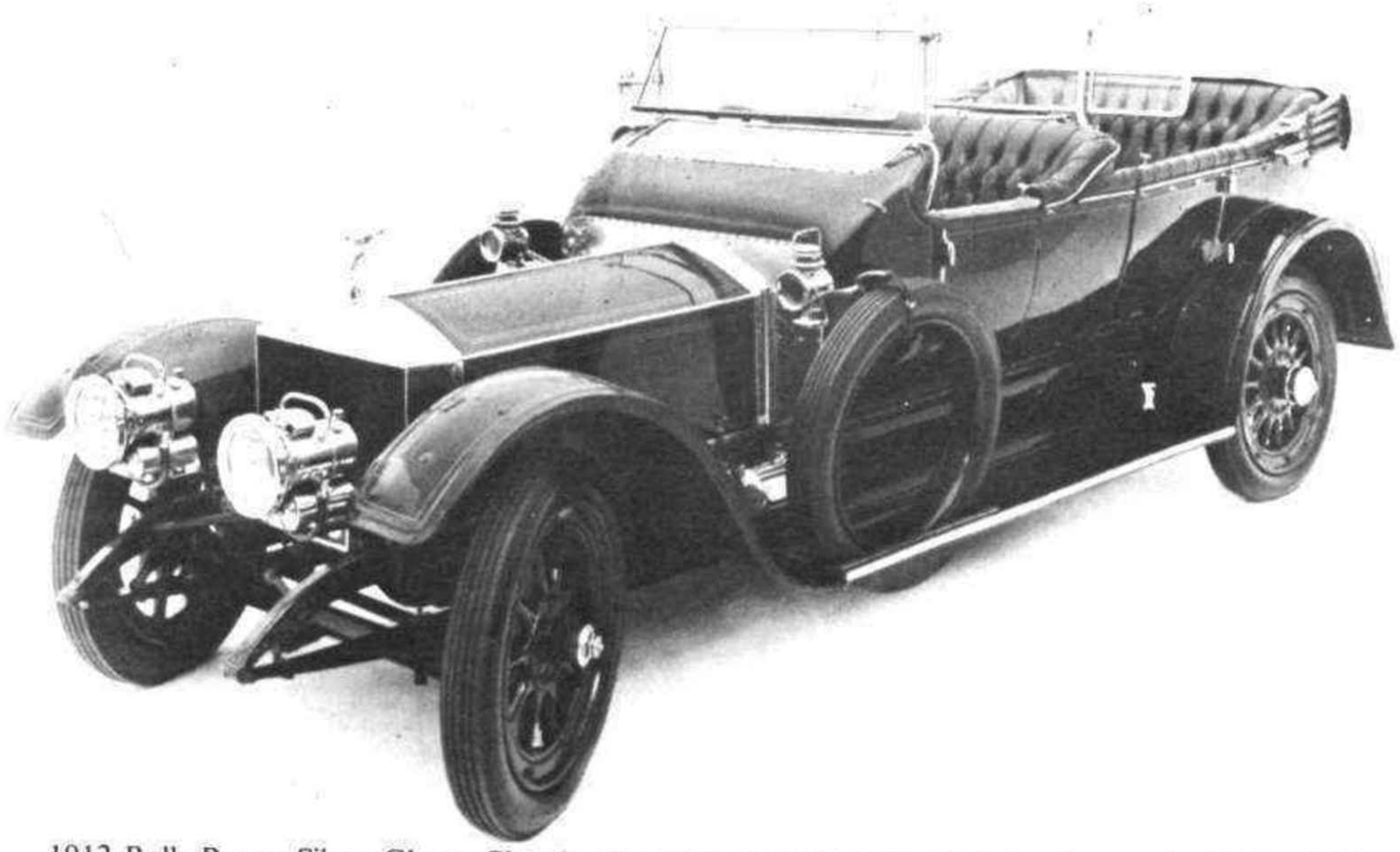
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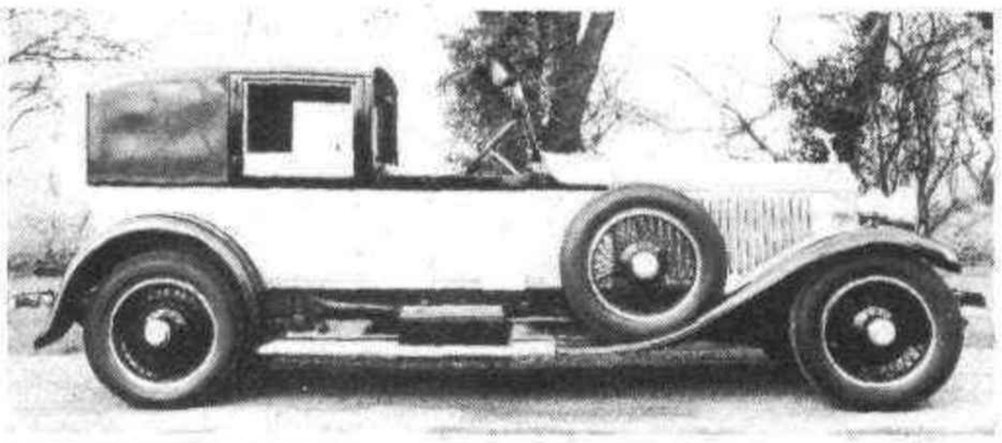
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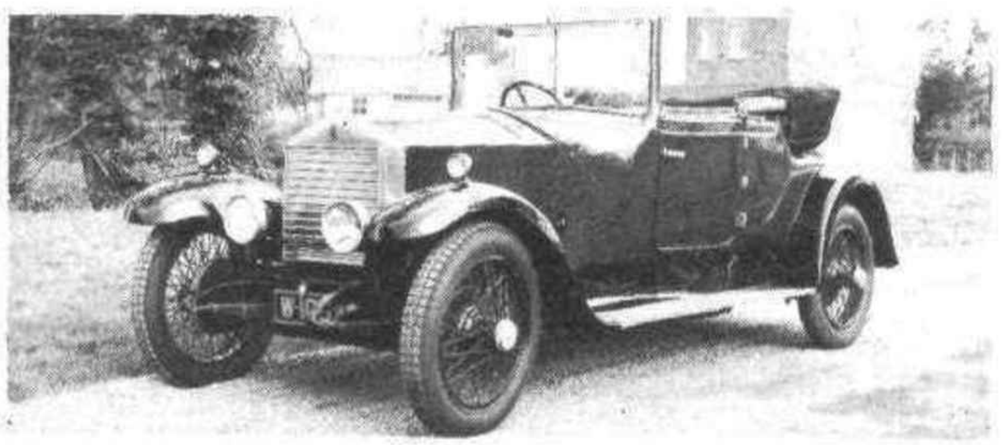
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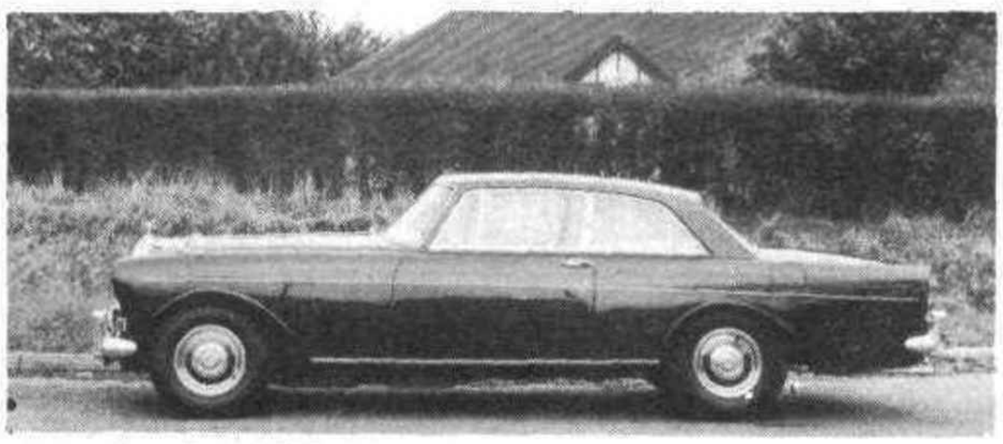
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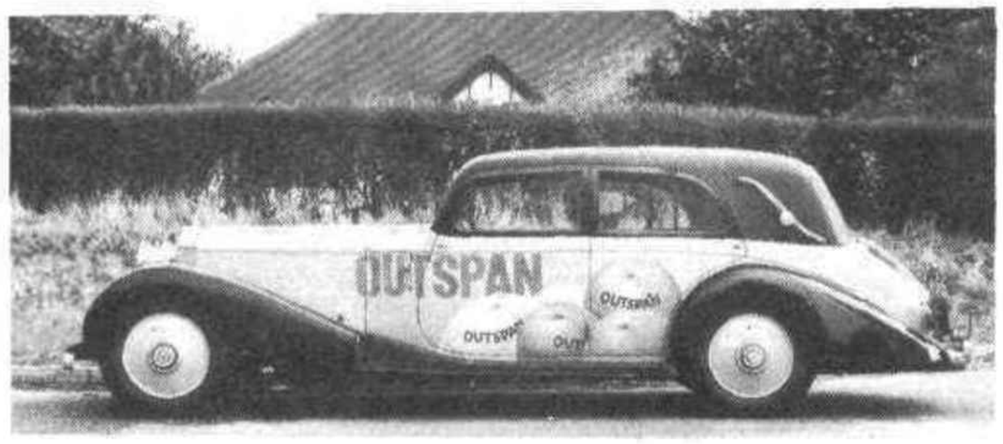
1920 ROLLS-ROYCE Silver Ghost. "Speed" model chassis. Open-drive lightweight coachwork by Hibbard and Darrin: inset levers, high ratio Continental saxle, japanned leather roof, radiator shutters, twin side-mounts, roll-up cover top to front compartment.



1923 ROLLS-ROYCE Twenty three-quarter coupe by Windover. Russet red, black fenders, deep tan hide and added front wheel brakes. Prepared for everyday use and to high *Concours d'elegance* standards. Optional spare wheel mountings, fully-trimmed double dicky-seat.



1965 ROLLS-ROYCE Silver Cloud III 2-door fixed-head coupe by Mulliner-Park Ward. This rare continental-style Rolls-Royce is beautifully finished in regal red with fine grey hide interior, equipped with power--operated windows and good stereo equipment. An exceptional example of a rare model which has a recorded mileage of 53,000



ROLLS-ROYCE Phantom II. Sporting 4-window divided saloon with fabric-covered roof. Coachwork believed to be by Van Vooren. This unusual automobile is equipped with disappearing glass divider, sunshine roof to the rear and excellent Marchal headlights. Definitely a most desirable Rolls-Royce that may be entirely re-finished to the buyer's choice.

ROLLS-ROYCE

1923 ROLLS-ROYCE Silver Ghost Limousine by Maythorne. Black fabric topped roof over deep cherry red, belt-lined in black with matching fenders and box lined bonnet. With divided wind shield, peaked roof, dual side mounts, sideways facing occasionals, this is an outstanding example restored to really excellent standards. Fine West of England cloth to the rear, beige hide to front, fitted folding luggage grid and registered AA 46. Purdah glass to rear compartment.

1927 ROLLS-ROYCE Twenty H.P. sports saloon by Gordon Motor Bodies. Ivory with immaculate French grey tapestry interior, individual front seats and commodious pouch pockets to all four doors. A compact car with integral boot, double-tubular bumpers, side mounted spare, comprehensive instrumentation set in beautiful woodwork and altogether a most unusual Twenty.

1964 ROLLS-ROYCE Silver Cloud III 4-door saloon. Black over sand metallic with light tan hide interior and equipped with stereo tape player. Comparatively recent motor replacement and evidence of good maintenance history.

1965 ROLLS-ROYCE Silver Cloud III 2-door fixed head coupe by Mulliner-Park Ward. This rare Continental-style Rolls-Royce is beautifully finished in Regal red with fine grey hide interior, equipped with power-operated windows and good stereo equipment. An exceptional example of a rare model with a recorded mileage of 53,000.

1968 ROLLS-ROYCE Silver Shadow 4-door saloon. Caribbean blue with beige interior and equipped with Sundym glass, radial-ply tyres and refrigerated air-conditioning. Recorded mileage: 64,000.

1970 ROLLS-ROYCE Phantom VI Limousine by Mulliner-Park Ward. Unusually and strikingly finished in Rolls-Royce silver with the finest blue hide interior throughout. In addition to the usual cocktail equipment incorporated within the powered division cabinet work, this hand-crafted Phantom has separate refrigerated air-conditioning units to front and rear, sideways facing fold-away Opera seats, quadraphonic stereo system and radio to the owner's compartment. It is wired for G.P.O. radio telephone and bears a recorded mileage of 25,000.

BENTLEY

1964 CONTINENTAL S.3. power-operated convertible by Mulliner Park Ward. Ivory with powder blue interior and matching top, equipped with Sundym windshield, inertia reel safety belts, 8-track stereo. 2 owners from delivery and believed 88,000 miles only from new. In pristine order in every respect.

1958 S.1. all-steel 4-door saloon. Equipped with high-compression engine, power-assisted steering, fully reclining Reutter seats with folding armrests and 8-track stereo. Believed 2 owners only from delivery and beautifully finished in steel blue over shell grey with pale grey hide interior.

1958 CONTINENTAL S-Type fast back 2-door by H. J. Mulliner. 431 six-cylinder S series continental Bentleys were hand-crafted, the majority carrying beautifully drafted lightweight all aluminium bodies by H. J. Mulliner. With the usual power-assisted steering, this one has electrically operated metal sliding sun roof and powered windows, is superb mechanically and with its regal red exterior, entirely re-upholstered interior and impeccably finished cross-banded walnut veneers, is ready for show purposes or touring in the Grand Manner.

1954 R. type all-steel 4-door saloon with automatic transmission. Impeccable in black with original powder blue hide interior, dark blue Wilton mats piped in blue to match the leather. Entirely original save for flashing turn indicators – an example to all as to how a fine car should be kept. Virtually beyond criticism.

1952 Mark VI all-steel 4-door saloon, 4½-litre with synchromesh gears; very well turned out in Tudor over shell grey with maroon hide interior. Complete tool kit (in common with all our post-war cars).

OTHER FINE VEHICLES

1959 ALVIS 3-litre, type TD 21 with foursome convertible light-alloy coachwork by Park Ward. Nicely finished in Porcelain white with light blue hide interior, this excellent Alvis has had much recent work carried out in the chassis and will require running-in, the engine having been completely re-conditioned.

1958 JAGUAR XK 150 3.8 litre drop-head coupe. Old English white with red interior and the usual silver wire wheels. As fine a specimen as can be located anywhere, being entirely rot-free and having had a major chassis overhaul.

1957 (Dec) JAGUAR mark VIII saloon. 10,000 miles carefully driven by one owner, this car is as new and definitely unrepeatable. Superb in two shades of grey with matching hide; absolutely as faultless as the day upon which it was delivered.

1954 DAIMLER Conquest Century Special 2-seater roadster. An exceptional example of a limited production classic automobile: around seventy are believed to have been made. Metallic Alice blue with blue hide seats and fawn vynil folding top. Incorporating the famous fluid-flywheel mated to the Pre-selecta gearbox which is fault-free and was the standard offering on Daimler cars from 1931 through 1957 – considered by many to be the best semi-automatic, fully driver-controlled transmission ever made. The handmade bodywork is built in high grade alloy to the highest standards of line and British detail craftsmanship.

1951 JAGUAR Mk V 4-door sports saloon: now sought by many, but acquired by few. This example, having had but 2 owners from new, is in its original suede green with matching hide interior. The genuine mileage is 31,000.

1949 RILEY 2½ litre roadster, We think that fewer than 500 of these very desirable 2 seaters were made. This example is pristine in ivory with brilliant red interior, has excellent luggage space and equipped with the traditional sporting fold-flat windshield. It is the subject of a forthcoming article in 'Classic car' magazine. Undeniably a handsome car and now rarely offered on the open market.

1935 MERCEDES-BENZ 2-litre foursome folding head cabriolet, with 2 doors. A compact classic car with four wheel independent suspension, restored to the highest profssional standards. Equipped with left-hand steering and finished in ivory with fine black glove-leather interior. Mechanically superb and undoubtedly rare.

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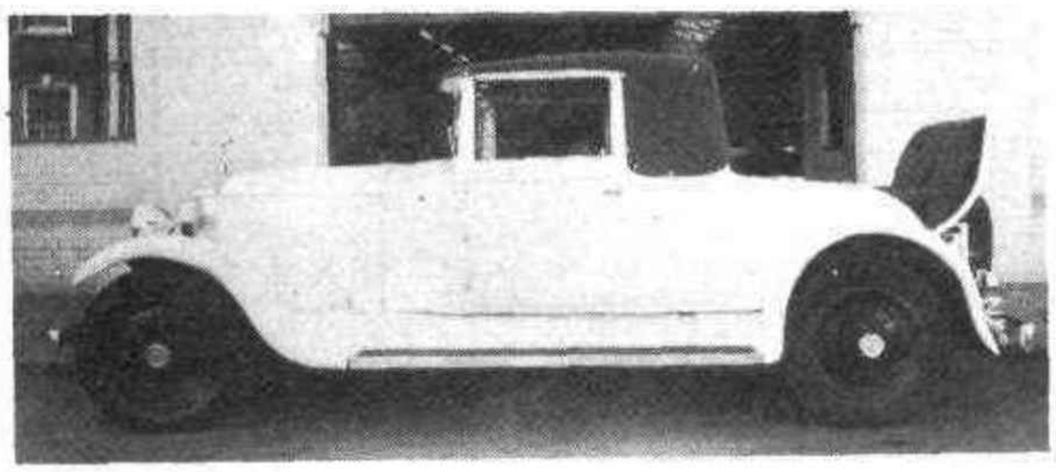
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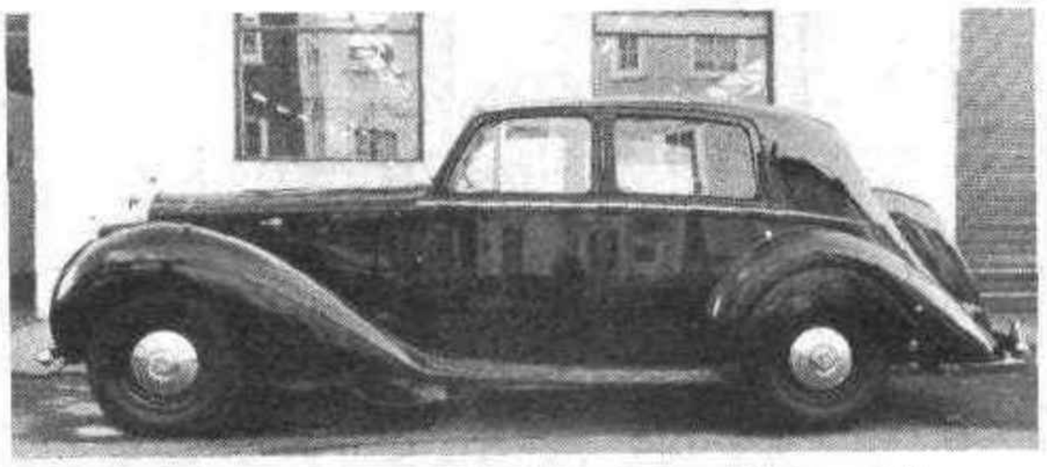
1959 ROLLS-ROYCE Silver Cloud fixed-head coupe by Hooper.



1955 BENTLEY S.1 Continental convertible by Park Ward.



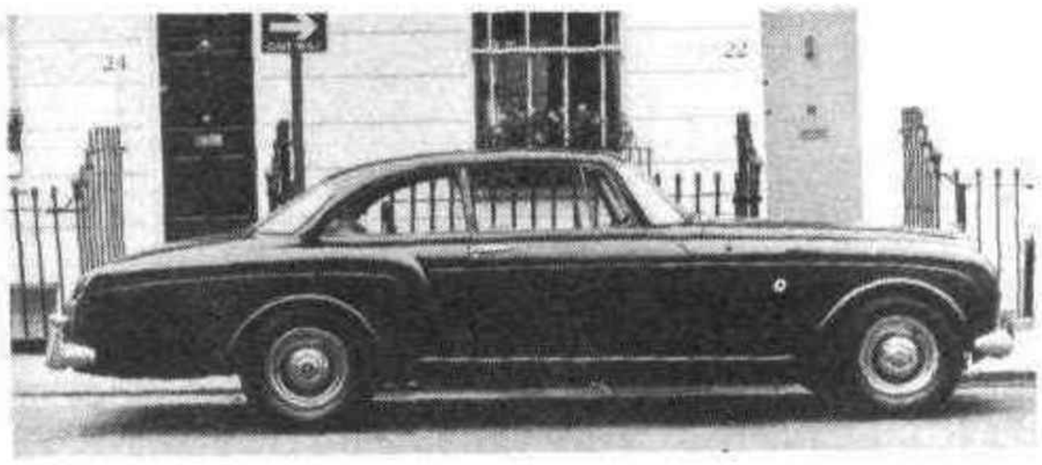
1929 ROLLS-ROYCE 20 h.p. doctor's coupe by Maddox. On display at Selfridges, Oxford Street, W.1.



1952 BENTLEY Mark VI standard saloon. Choice of four.



1968 ROLLS-ROYCE Silver Shadow standard saloon. Choice of three.



1961 BENTLEY S.2 Continental fixed-head coupe by H. J. Mulliner.



1960 ROLLS-ROYCE Silver Cloud II standard saloon. Choice of eight Silver Clouds.



1960 BENTLEY S.2 standard saloon, one owner, 34,000 miles.

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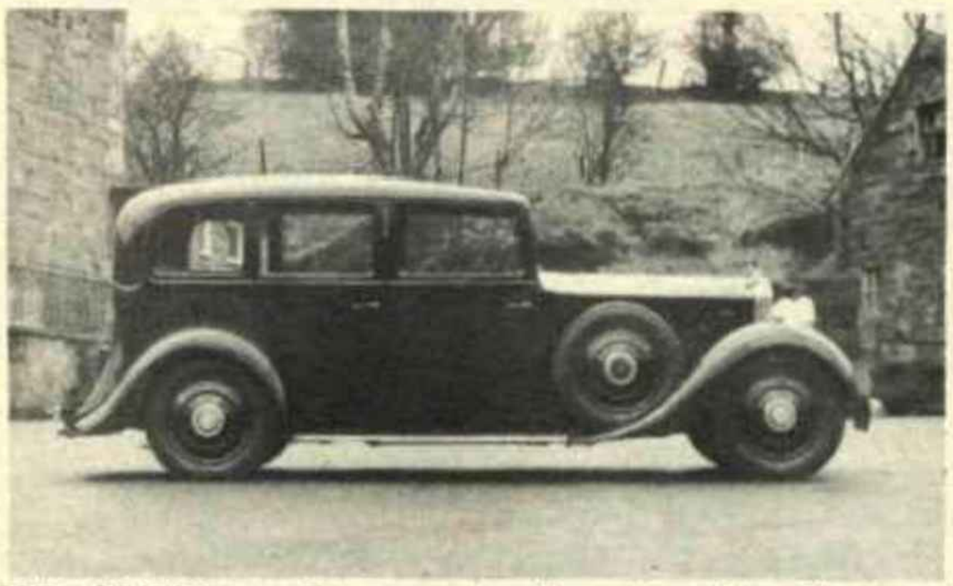
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