March 1975 Vol. LI No. 3 25p

MOTOR SPORT

Founded in the year nineteen twenty-four



173 WORDS (AND A FEW PICTURES) OF INTEREST TO ASTON MARTIN OWNERS ONLY*

When your name is The Aston Martin Centre and you profess to a 100% dedication to the marque, you've got to back up your words with some action. Here's the action:



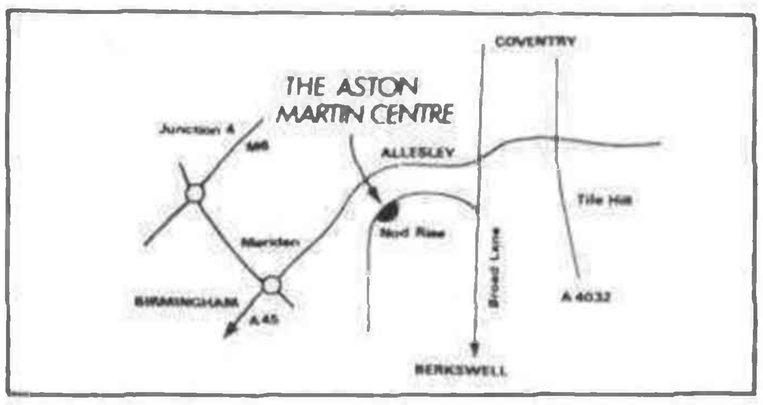
This splendid looking beast is the Sun 1120 Electronic Engine Tester, and we use it for all the Astons we service. Among other things it diagnoses cylinder leakage, combustion efficiency, distributor dwell, manifold variations, inaccurate R.P.M. as well as a host of possible electrical faults. Now we've got it, we wouldn't be without it.

This is a small section of our vast stocks of spares, as they say. We mean it. We collect new stocks twice a week from the factory as well as usually being able to obtain spares for older Astons.





Our fully-equipped recovery vehicle with power winch and seating accommodation, transporting Astons and their owners and attending the service calls we get.



And these are the people who make it all happen. A team of Aston enthusiasts who all know that actions speak louder than words – or pictures.



THE ASTON MARTIN CENTRE

NOD RISE, OFF BROAD LANE, COVENTRY CV5 7NJ. TELEPHONE 461441/2

*If you're not an Aston owner, but would like to make use of our facilities for your performance car, you'll still be very welcome. Who knows, we may convert you!

Caterham Car Sales

Lotus Seven

New Super Seven Series III. Early delivery in easily assembled component form. All wiring, instruments, fluid lines, etc., fitted. Suspensions and all fittings *in situ*. Delivery arranged. Free post build inspection. Call for details and demonstration. Prices from **£1,803** inc. taxes.

Used Lotus Sevens

A good range of used models always available. Cars fully serviced with factory modifications. **Series II/III from £595. Series IV from £750.** Hire purchase and special insurance rates.

Lotus

1973 Elan +2S 130/5. Burgundy. Radio, h.r.w., tinted glass..... **£2,295**
1972 Elan +2S. Metallic blue. Radio. Extras **£1,795**
1968 Elan +2. Turquoise. Alloy wheels, radio **£995**
1973 Europa Special/5. Burgundy. Radio. Oatmeal trim, alloys..... **£1,845**
1972 Europa Twin Cam. White. Radio **£1,545**
1971 Europa S2. Yellow. Radio.... **£1,095**
1972 Elan Sprint d.h.c. Red/white. Radio **£1,525**
1971 Elan Sprint d.h.c. Pistachio/white **£1,295**
1970 Elan d.h.c. Red. Radio..... **£1,095**
1967 Elan f.h.c. Midnight blue..... **£645**

TVR

New 3000M. Spice, sun-roof, radio, tinted glass, h.r.w., reclining seats, alloy wheels, etc. Ex Caterham **£3,034**
New 1600M. Burgundy. Sun-roof, radio, h.r.w. .....From **£2,595**
1974 3000M. Met. blue. Factory built. Sun-roof. Extras **£2,150**
1973 3000M. Yellow. Sun-roof, alloys, radio, h.r.w. **£1,545**
1972 1600M. White. Alloys, sun-roof **£1,295**
1969/71 Vixen 1600. Choice of three From **£795**

Other Sports Cars

Llama Siva. Early delivery of Imp-engined models.
1970 Reliant Scimitar GTE. Turquoise. Auto., h.r.w., rear wiper..... **£1,295**
1973 TR6. White. Hard-top, o/drive **£1,245**
1971 Fiat 124 Coupe 1600, 5-speed. Med. blue. Radio **£995**
1970 MG-B GT. White. Overdrive, radio **£945**
1970 TR6. White. Overdrive, radio.. **£895**
1973 MG Midget. Bronze yellow. One owner. Radio **£825**
1969 (Reg. '70) Pontiac Firebird. Auto. P.A.S. Power brakes **£795**

Wanted for CASH

All Lotus Elan +2S, Sprint, Europa, Seven — also TVR, MG-B, Clan, Scimitar and good condition sports cars of the type we sell.

Sportscar Export

Our specialist division for overseas customers. Worldwide service for cars and Lotus 7 spares.

Lotus 7 Club

Next meeting Thursday, 6th March, 8.30 pm, Headley Arms, Warley, Essex.

Our stock is ever changing. So please telephone. Please send 4½p stamp for brochures. Also send 4½p stamp for membership forms and details of Lotus Seven Club.

Name .....

Address .....

.....

.....

To: 36/40 Town End, Caterham Hill, Surrey.

London: 142 Finchley Road, NW3. Tel: 01-794 9659
Directions: Just south off the M1 on the A41 into London, 100 yards from Finchley Road Tube Station.

Caterham: Town End, Caterham. Tel: Caterham 46666 (Works 42381) (Parts 42382)
Directions: Just off the A22 south of Purley. Telephone from Caterham SR station for transport.



John brown wheels

'THE SPECIALISTS'

Callers welcome at Coventry London Bristol and Sleaford

SPOILERS!



These spoilers act just like wings. In fact they are aerodynamically designed and each model is individually shaped to fit a particular car. If yours is not listed please enquire. Carriage on all spoilers is 25p.

TRANS-AM Racing
Front: Escort, Capri I & II, BMW 2002, Toyota Celica, Carina, Fiat 127, 128 and Coupé, Opel Kadett, Manta, Ascona, NSU 1200, V/W Passat, Datsun Cherry — £12.95.
Super Escort with 1" ground clearance — £12.95.
Rear: Capri — £13.50.

FRONT ABS QUARTER BUMPERS £2.20.
Mini £4.95
Escort, Cortina, Capri, Anglia, Marina, M.G.B., £6.70

TRANS-AM Super de Luxe
Front: Mini £10.45
B.M.W., V.W., Avenger, Imp, Escort, Capri, Cortina, £12.95
Rear: B.M.W., Capri, Cortina, Escort, £12.95

FIBREGLASS
Escort, Capri, Cortina II & III, Mini, Imp, Avenger, Mazda, Datsun 240K, Toyota Celica & Corolla, M.G.B., Spitfire, Fiat 124, Vauxhall Magnum — £8.50.
All B.M.W. — £9.50

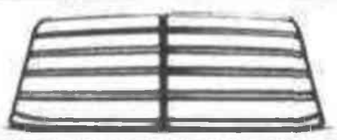
ALLOY
The best available, widely used for competition use.
Fiat 124, Escort, Capri, Cortina, Imp, Avenger, Datsun 140, 240K, Toyota Celica & Corrolla, Magnum, Spitfire, Mazda RX3,RX4, RX2, HB Viva, M.G.B., £17.25

SPAX SHOCKERS KONI

Spax	Koni	Application (Prices each)
7.45	11-61	Mini range, Hunter range, Cortina I & II, Corsair, Escort, Capri, Avenger, V.W., Imp (standard suspension), Marina rear, Herald range (rear), Volvo range, TR 4/5/6 (front), Opel Kadett, Manta, Ascona, Stag (rear), Triumph 2000 (rear), Rover 2000 (rear), Viva, Firenza, Magnum, Ventora, Saab 95/96/99, most Fiats.
8.50	12-91	Toledo, Dolomite 1500, 1300 (front and rear), Herald range (front), Jaguar XJ6 (front), B.M.W. 1602/2002, T.V.R., Cortina Mk III, Granada.
10.50	18-31	Reliant Scimitar G.T.E. and 'E' type (rear).
8.50	13-60	XJ6 (rear) and 'E' type (front).
12.50	13-60	Imp Competition (front).
8.50	11-83	Imp Competition (rear).
6.75	6-42	Conversion brackets for Anglia 105E and Spridgets.
N.A.	7-24	Rear Tele Conversion for M.G.B. and M.G.A.
N.A.	9-94	Tele Conversion for front of Marina (Koni only).
7.45	10-53	Adjustables to suit above conversions.
10.50	17-17	Lotus 7, Europa (state year) rear.
10.50	21-65	Cortina 1, Elan and Europa (state year) front (Koni only).

Post and Packing 40p a pair. Two pairs 50p. If your car is not listed please enquire for details.

REAR VISORS



Top quality, individually tailored for fitting the following cars:

V/W 66-72, V/W 72 onwards, all minis	£11.61
Avenger, BMW 1600/2002, Capri, Escort Cortina III, Lancia Fulvia, Marina Coupe, MGB, MGC, Opel Kadett Coupe, Opel Manta, Berlinetta, Passat, Volvo 142, 144, 164	£13.55
Granada, Opel Commodore Coupe 72 onwards, Opel Rekord Coupe 72 onwards	£17.42

Carriage 25p

ASTRALI JET-SET OVERHEAD CONSOLE



astrali

A luxury extra for any car in black leathergrain finish. Easily fitted it features automatically illuminating seat belt sign with audible warning, driver and passenger maplights, speaker housing, rear seat light and space for switch bank. (Rec. retail £16.50).

OUR PRICE £12.50
Carriage FREE

BARRI-NUTS
The instant anti-theft device with over 500 different combinations of master head/key, Paddy Hopkirk Barri-nuts are available for all types of wheels.
£3.50 per set of 4, carriage free

CHROME NUTS
Available for all types of wheels
£3.50 per set of 16,
carriage free
When ordering nuts please state make, model and year of car and type of wheels.

'TURBO' Headlight Cleaners
Now available in this high quality, simple to install kit. Keeps your headlights clean — better for your eyes — better for your safety.
OUR PRICE ONLY £4.50 per pair. Carriage 25p.

SHOEI Integral Helmets
Type S12
BSI 2495 ACU 290 and RAC Approved for competition use. Glass fibre construction, complete with visor. Colours: White, Orange, Metallic Blue, Candy Green. Sizes: small, medium, large. (Rec. retail £30.80).





OUR PRICE ONLY £23.50 Carriage 25p

CIBIÉ

Oscars	£8.95 each
Oscars – Dipping	£9.90 each
Super Oscars	£9.95 each
H180 H-lamp units	£11.50 pair
H180 + sidelights	£12.10 pair
Type 40 fog & spot	£6.95 each
Type 95 rectangular fog & spot	£7.25 each
Type 45 ultra-slim fog & spot	£8.50 each
Type 35 ultra-slim rectangular fog & spot	£7.85 each
Oscar Stoneguards	£2.85 each
S Oscar Stoneguards	£1.46 each
Relays	£1.95 each

CARRIAGE FREE

Interior Silent Travel Kits D.I.Y.

The easy to use kit consists of 3 sq. yds. of thick, sound-absorbing felt, special adhesive, spatula and illustrated instructions. Easy to fit and will benefit old and new cars alike.
£6.75 Carriage 50p.

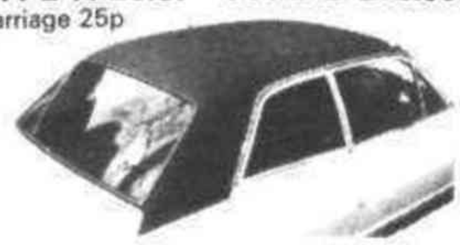


100+ FULL HARNESS
Seat Belt
B.S.I. Approved
Our Price £8.80
Carriage 25p

MINI-FINS
Brake drums
Standard **£10** Carriage 25p
Super Mini-Fins with built-in spacers and long studs *supplied. RAC approved.*
£14.50 Carriage 25p

VINYL ROOF KITS

A really luxury extra for your car. Easy to fit to saloons, estate cars or vans without any special knowledge. Clearly illustrated fitting instructions. Complete kit including adhesive. Black only.
TYPE A £8.87 TYPE B £12.90
Carriage 25p



MODEL A

Austin 1100, 1300 & 4/6 Farina Mini and Maxi
Datsun 1300 and 1600
Ford Anglia 105E
Hillman Minx 1725, Series 6
M.G. 1100 and 1300
Morris 1100, 1300 and Mini
Riley Elf and Kestrel
Singer Gazelle, Series 7-8
Sunbeam Rapier, 1967
Triumph 1300, 2000 and 2.5 P.I.
Wolseley 1100, 1300 & Hornet
Hillman Imp
Renault R8, R10 and 1400
Rover 2000 and 2200
Saab 96
Singer Chamois
Vauxhall Viva HA
Ford Escort
Triumph Herald 948, 1200, 1250, 1360 and Vitesse

MODEL B

Audi 80, 100LS, GL and Coupe
Fiat 124 and 125
Ford Corsair, Cortina Mk I and Mk II, Anglia and Prefect 1000
Hillman Hunter, Minx 1500, 1967-1969
Jaguar Mk II, S Type
Morris Minor 1000
Singer Gazelle 1500, 1967-1969
Vauxhall Victor FB, Victor FC, 101, Victor 1600, 2000
Viva HB, Viva HC
Volkswagen 1500, 1963, 1964
Volvo 122S, 1225, 144 and 145
Austin A 55 Farina and A 60
BMW 2000
Ford Cortina, Zephyr, Zodiac Mk II, Zephyr, Zodiac Mk III
Hillman Super Minx, Mk III and Mk IV
M.G. Magnette Farina
Morris Oxford Series V and VI
Riley 4/68 and 4/72
Wolseley 15/60 and 16/60
Hillman Minx, 1957-1965
Super Minx, Mk I and Mk II
Humber Sceptre, 1963-1966
Sunbeam Rapier, 1956-1965
Austin 1800 Mk I and Mk II
Morris 1800 Mk I and Mk II
Wolseley 18/85 Mk I and Mk II
Ford Zephyr V4, V6 and Zodiac V6
Ford Capri, Cortina Mk III, Corsair and Granada
Hillman Avenger

TRICO REAR-VIEW ELECTRIC WIPER SETS

Each kit is built around an electric motor with a wiper arm and blade combination to provide good rearward vision. Switch, cable and all parts supplied with template and full instructions.
All BLMC Minis **£11.15** Carriage 30p

Ford Capri, Cortina Estate Mk I-II-III, Escort estate, Granada/Consul estate, Singer Vogue estate, Hillman Husky, Minx estate, Hunter estate, Avenger estate, Simca 1100 estate, Vauxhall Viva estate, Victor estate (FC & FD), BLMC 1100/1300 saloons and estates, Marina estate, Fiat 124 estate, 127 3-door, Mazda 1300 and 1800 estates, Peugeot 504 estate, 204/304 estate, Renault 5 and 6, Toyota Crown estate, Saab 95 V4 estate **£12.40** Carriage 30p

TRICO REAR-WASH ELECTRIC SCREENWASHERS

With a Rear-Wash kit installed, the Rear-View wiper does a super cleaning job. Suitable for all cars with rear wipers.
£5.84
Carriage 30p



WHEEL ARCH EXTENSIONS

In sets of 4, easily fitted.
MINI — Aluminium £4.50
MINI — Fibreglass (Group 5) £6.50
ESCORT — Paddy Hopkirk standard type £9.95
ESCORT — Fibreglass, Works Pattern £9.50
Escort extensions will fit Viva, Avenger, Rootes range (not Imp), Anglia, with slight modifications.

APOLLO RACE GEAR.

Flame-proofed Racing Drivers' Overalls.

PROBAN – BSI 3120 in pale blue with contrasting stripes. Small, Med, Large, Ex Large. 1 or 2 piece. £7.78.

NOMEX – Small, Med, Large, Ex Large. 1 or 2 piece. £29.50.

ACCESSORIES – Underwear £15.90, Sox £2.75, Balaclava £2.95, Gloves £7.50.

MECHANICS' OVERALLS.
Red with blue stripes, or blue with red stripes. Small, Med, Large, Ex Large £4.95. Children's 22" – 32" £3.95.



ESCORT DASH
Fits all models. Black grained ABS moulding. Additional space allows homologated instrument layout. **JBW PRICE £7.90** Carriage 25p

MINI DASH (Anglia & Imp same price)
For MK I & MK II. Black grained ABS moulding. Space for 7 additional instruments, 20 switches, radio and speaker.
JBW PRICE £7.50 Carriage 25p

Nikki

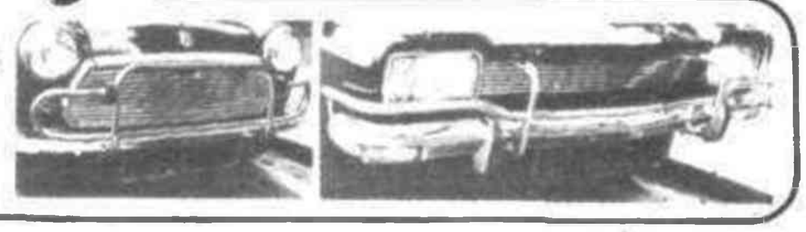
TWIN-CHOKE CARBS

These fantastic Japanese Nikki Twin-Choke Carbs offer the finest value for the enthusiast and give considerable improvement on both acceleration and top speed. Complete kits are available for: BMC 850, 1000, 1100, 1300 — All Anglias & Cortinas, Escort, Capri — Viva — Fiat 600, 850 — Renault R8, R10 — VW1200, 1300, 1500. Each kit comprises: carburettor, inlet manifold, linkage, fuel connection and chrome filter. Ready tuned, easy to fit. Carr 25p
(Rec. retail £31.68) **OUR PRICE £26.85**

NUDGE BAR

by WOOD & PICKETT

Really good looking and give all round protection! Supplied in pairs and easy to fit. Carriage £1.00 per pair.
MINI and CLUBMAN, chrome or matt black £29.00.
BLMC 1100/1300, ESCORT, CAPRI, chrome £20.52.



D.I.Y. Wheel Balancer

The quick and easy way to balance your own wheels. Suitable for almost all 4 studded wheels this precision instrument should last you for many years.

Our Price only £4.50

Balance weights
for above (state stick-on or clip-on) **£1.00 per set**



SAVAGE
WHEEL TRIMS
In sets of 4 Carriage 30p per set.
10" Type £6.25 12" Type £7.65
13" Type £7.65

AVON

Safety Wheel
The wheel which could save your life. Further details on request.

4½ x 10	£11.66
4½ x 12	£14.58
5 x 13	£16.20
5½ x 13	£17.71
5½ x 14	£19.22
6 x 14	£20.74
6 x 15	£23.65

Prices include chrome nuts. FREE DELIVERY.

DUNLOP
Steel Wheels

4½ x 10 Mini	£4.85
5 x 12 Imp, Viva	£4.85
5½ x 13 Ford, Chrysler, Triumph	£4.95
5½ x 14 MGB	£5.95

DUNLOP 'CHROME RIM' Steel Wheels

4½ x 10 Mini	£7.30
5½ x 13 Ford, Chrysler	£8.50

16 Chrome nuts £3.50
4 Locking nuts £3.50
Carriage 25p per wheel



COBRA 'Wire X'
5½ x 13 £14.95
Includes chrome nuts.
4 locking nuts £3.00
Carriage 25p per wheel

SCHRADER
Chrome, bolt in, competition valves to fit all alloy and steel wheels. £1.00 each.

Wheel Cleaner
Highly concentrated for the rapid removal of all dirt. 85p. Carriage 25p.

MAG-LAC
A clear coating providing long lasting protection from oxidation and corrosion on all alloy castings. £1.50. Carriage 25p.



MIDLAND METALLIC Mk I

5 x 10	£9.45
5 x 12	£12.20
5½ x 13	£13.95
5½ x 14	£14.85

Price includes chrome nuts.
4 locking nuts £3.00
Carriage 25p per wheel



MIDLAND METALLIC Mk 3

6 x 14	£17.95
6 x 15	£19.30

Price includes chrome nuts.
4 locking nuts £3.00
Carriage 25p per wheel



APPLIANCE 'Wire Mag'
5½ x 13 £22.14
Other sizes and prices on request.
Carriage 25p per wheel.



WOLFRACE

5½ x 13	£22.14
6 x 13	£22.68
7 x 13	£23.76
8 x 13	£24.84
6 x 14	£23.76
6½ x 14	£23.76
7 x 14	£26.46
6 x 15	£27.00
6½ x 15	£27.04
7 x 15	£28.08
8½ x 15	£29.16
10 x 15	£39.42

Price includes chrome nuts.
4 locking nuts £3.00
Carriage 25p per wheel.



REVOLUTION Road

5 x 10	£8.95
6 x 10	£9.75
5½ x 13	£11.25
6 x 13	£12.20
6 x 14	£14.50

Price includes chrome nuts.
4 locking nuts £4.50
Carriage 25p per wheel.

Competition

6 x 10	£11.50
5½ x 13	£16.80
6 x 13	£18.30
6½ x 13	£20.30
7 x 13	£22.40
7½ x 13	£24.40
8 x 13	£26.60
8½ x 13	£28.80
9 x 13	£31.30
10 x 13	£35.90

Revolution Comp Wheels Only 15% OFF above prices to competition licence holders (state licence number).
Price includes chrome nuts.
Carriage 25p per wheel.



K.N. GEMINI

5 x 10	£8.35
5 x 12	£9.45
5½ x 13	£10.45
5½ x 14	£12.10
6 x 14	£12.55
5½ x 15	£13.20
6 x 15	£13.70

Price includes chrome nuts.
4 locking nuts £3.00
Carriage 25p per wheel.



K.N. MERCURY

6 x 10	£8.56
6 x 13	£11.00

Price includes chrome nuts.
4 locking nuts £3.00
Carriage 25p per wheel.



COSMIC Mk II + Mk III

5 x 10	£9.70
6 x 10	£10.90
5 x 12	£13.00
5½ x 13	£15.20
6 x 13	£16.55
5½ x 14	£18.15
6 x 14	£19.35
5½ x 15	£18.50
6 x 15	£18.50

4 chrome nuts 60p
4 locking nuts £3.00
Carriage 25p per wheel.

MAMBA 'SOLAR' Racing Wheels

7 x 13	£33.70
8 x 13	£33.70
9 x 13	£35.64
10 x 13	£37.58
11 x 13	£39.53
12 x 13	£41.47
13 x 13	£43.42
14 x 13	£45.36
15 x 13	£47.30

Details available



100 + OCTAVO

5 x12	£10.50
5½ x 13	£11.20
6 x 13	£11.95
6 x 14	£12.37
7 x 14	£14.95

4 chrome nuts 60p
4 locking nuts £3.00
Carriage 25p per wheel.



MAMBA

5 x 10 nat.	£8.70
5 x 10 d/l	£9.55
6 x 10 nat.	£9.00
6 x 10 d/l	£9.85
5½ x 13 d/l	£12.82

Price includes chrome nuts.
4 locking nuts £4.50
Carriage 25p per wheel.



100 + PHASE 4
13" H 14". Latest design. Super thick soft PVC leather between spokes. Black anodised finish. Complete with boss and all fittings. State make, year and model of car when ordering.
Our Price £9.30
(Rec. retail £13.75)
Carriage 30p



SUPER DE-LUXE
10" 11" 12" 13" 14". British Made top quality leather with thick grip. Complete with boss and all fittings. State make, year and model of car when ordering.
Our Price £7.30
(Rec. retail £11.50)
Carriage 30p
Thumb spots 70p extra.
Black anodised 30p extra.



CONTENDER (Astrali)
13". Hand stitched, thick grip, semi dished, alloy frame. Complete with boss and centre cap. State make, model and year of car when ordering.
Our Price £5.25
(Rec. retail £7.69)
Carriage 30p



EURO 4 (Astrali)
13". Special oval shape. Distinctive black anodised 4 spoke design. Two tone black & black hand stitched rim. Complete with boss and all fittings. State make, model and year of car when ordering.
Our Price £6.95
(Rec. retail £10.35)
Carriage 30p



MOTOLITA Mk IV
12", 13", 14", 15" (Not to scale). One piece heavy gauge rim, 4 one Tone spoke design in polished alloy or Competition Black with polished edges. Complete with boss and all fittings. State make, model and year of car when ordering.
£18.40 — carriage free



MOTO-LITA Mk V
14", 15". Universal fit for the most popular steering wheels. A best in the world. Beautifully engineered three piece design in polished alloy. Will take most wheels. Complete with boss and all fittings. State make, model and year of car when ordering.
£20.00 — carriage free



MOTO-LITA Mk VI
14". Latest Design four spoke design. Black leather rim with polished alloy to Competition Black spokes. Complete with boss and all fittings. State make, model and year of car when ordering.
£22.15 — carriage free

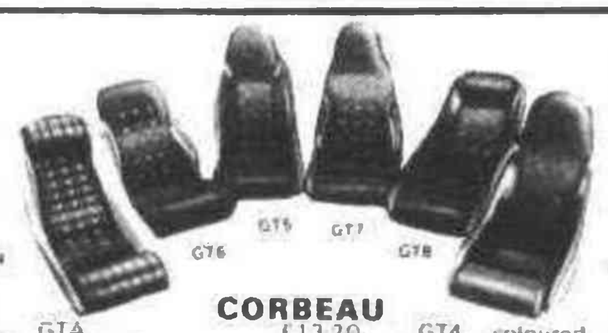
Other options are available to suit all cars on all MOTO LITA steering wheels.

30 SMITH STREET, WARWICK CV34 4HS.
Tel: Warwick 46898

92 KINGSGATE ROAD, WEST HAMPSTEAD, LONDON N.W.6. Tel: (01) 328 6413 and 328 1214

19 CANNON STREET, BEDMINSTER, BRISTOL Tel: Bristol (0272) 633710

SPEEDWAY MODERN SERVICE STATION, ANWICK CORNER, Nr SLEAFORD, Lincs Tel: Ruskington (0526) 832362



CORBEAU

NEW GTB Plain £21.55.

GTA	£13.20	GT4 coloured sides tan/blue orange/red/white	£20.10
GTA H/B	£15.70	GT5	£20.35
GTB plain	£19.55	GT6 rec	£28.35
GTB with stripe	£20.55	GT7 rec	£32.85
GTB rec. plain	£21.65	GTB comp	£24.25
GTB rec. with stripe	£22.55	GTB H/B	£28.60
GT4	£19.10		

Sub frames and runners £2.50 when purchased with a seat.



new HUNTMASTER range

Dino	£14.20	Lambswool surcharge	£3.00
High Rider	£17.00	Headrests —	
Targa fixed	£18.65	Nylon or Lambswool	£3.50
Targa Recliner	£22.85	Sub-frame and runners	£2.30
Maverick	£18.65		



BILLOVER
all seats nylon trimmed

ALPINE	£13.20
MOTORWAY II	£13.75
S.L.R. Competition	£20.85
CARRERA	£17.50
CARRERA Recliner	£23.60
EASY RIDER H/B	£16.25
SEBRING Recliner	£25.50
HEADREST	£2.95
NEW — Roger Clark Rally Seat	£21.20
Monza H/B Recliner	£24.20
Sub-frame and runners	£2.30



Simon Green **MOTO-LITA**
all seats nylon trimmed

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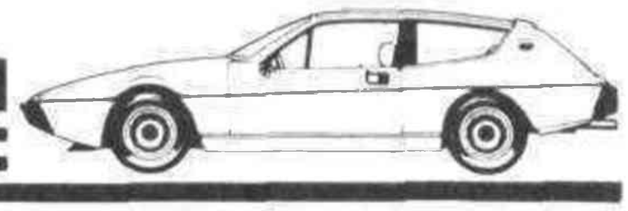
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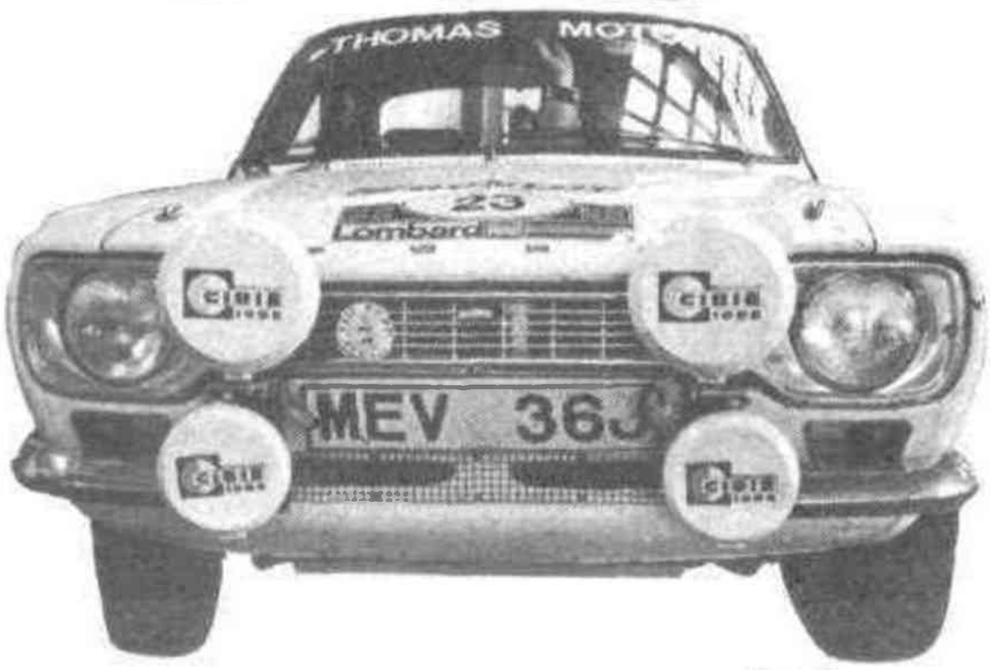
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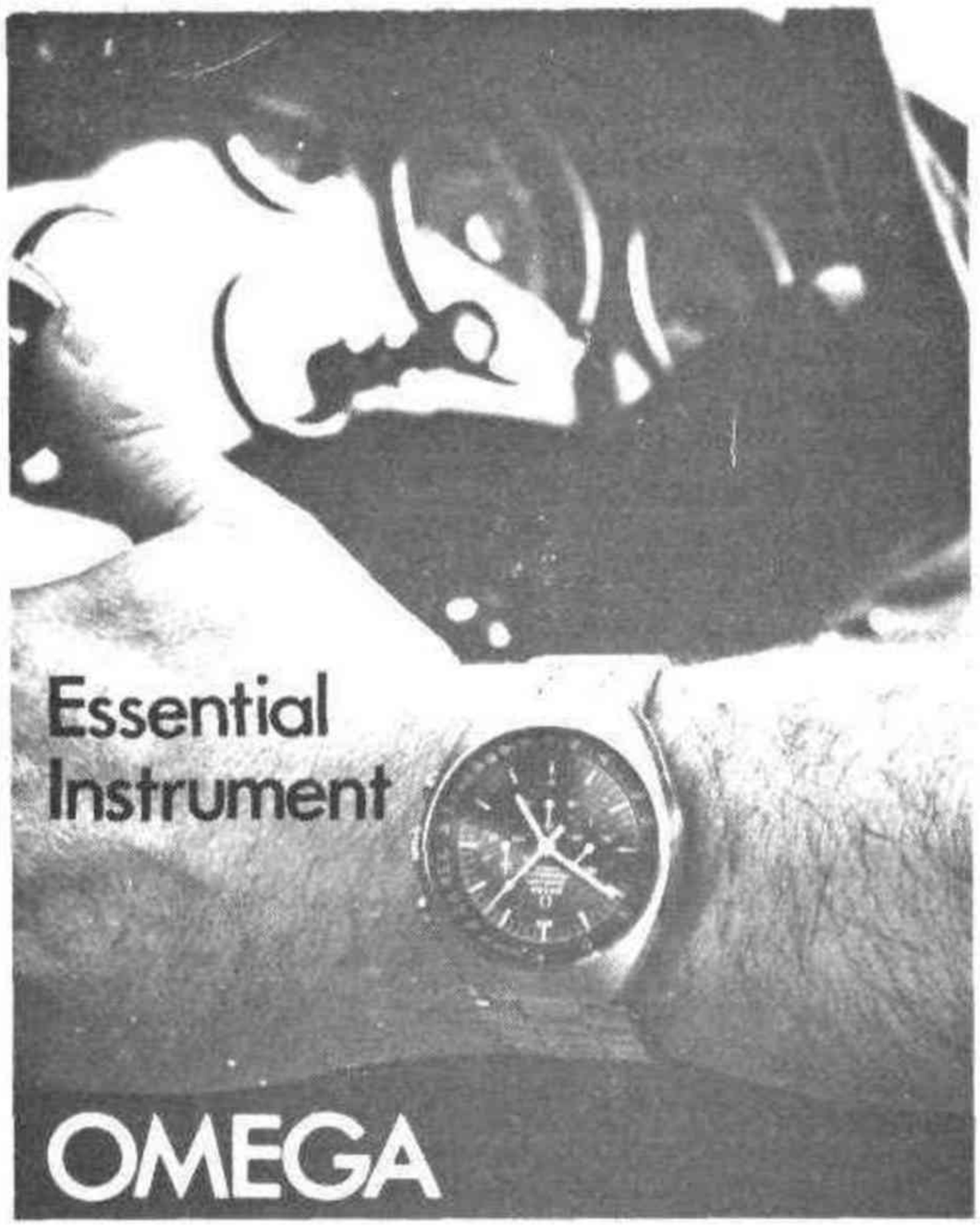
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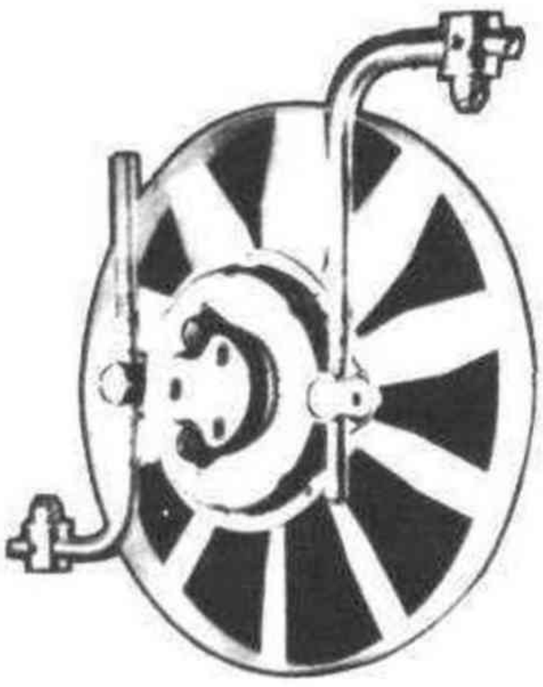
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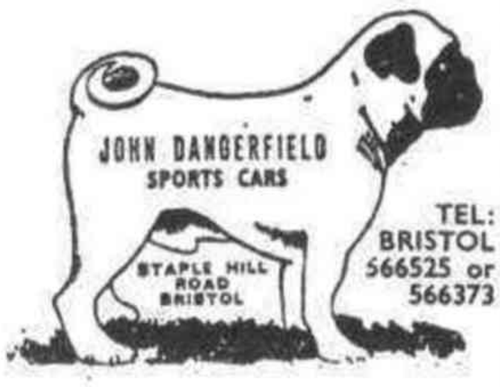
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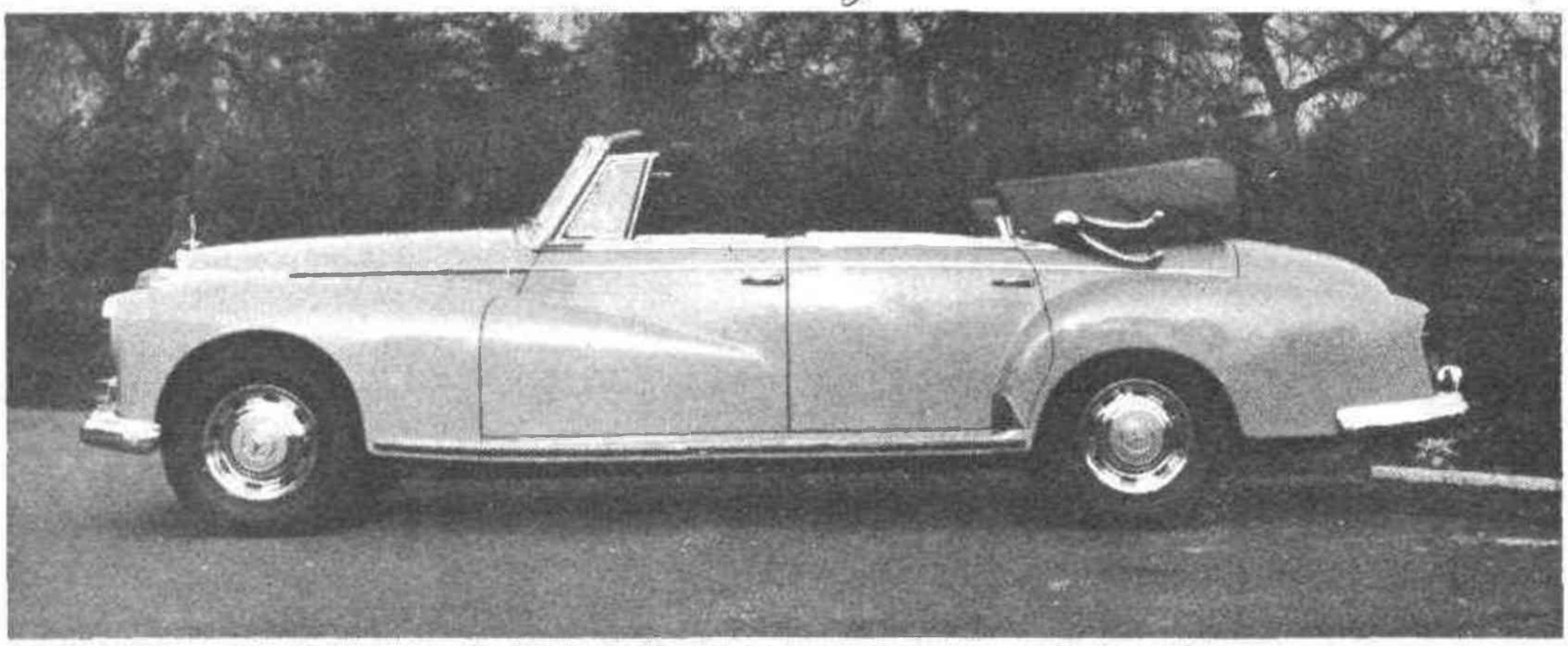
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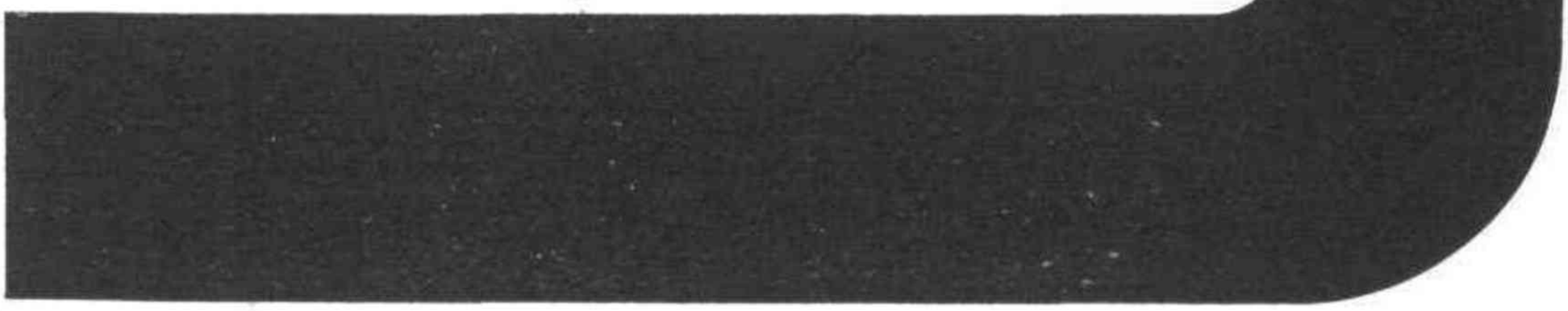
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FORD ESCORT MEXICO 1600, 1973. Unmarked lime green with black trim and pin line, AVO alloy wheels, radio, h.r.w., RS wheel, etc., low mileage by one owner. Another in red. **From £1,195**

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MG-B GT, 1970. Striking in all-black, with overdrive, wire wheels, h.r.w., headrests. **£965**

TRIUMPH GT6 Mk. III, 1974. Carmine with black cloth trim, o/d., tinted glass, radio, h.r.w., mileage 6,000 by sole owner. **£1,565**

ALFA ROMEO 2000 1973 sports saloon, blue metallic/tan cloth, air-conditioning, tinted glass, radio/stereo, etc. Ideal continental touring, l.h.d., 8,000 miles only. **£1,585**

JENSEN HEALEY 1974 (N). Without blemish in white with tan cockpit, radio, underseal, etc. 1,500 miles only. **£2,295**

MG-B ROADSTERS. Choice three 1972 cars, white, teal blue, or bronze yellow. Usual extras. **From £1,085**

TRIUMPH GT6 Mk. III, 1974. Mimosa yellow/black cloth, tinted glass, Wolfrace wheels, headrests, etc. **£1,545**

MG-B GT, 1974. Spotless damask red with black cloth, overdrive, radio/stereo-8, h.r.w., headrests etc. 10,000 by sole owner. **£1,895**

MG-B ROADSTERS. Choice two 1973 overdrive cars, teal blue or bronze yellow, both radio etc. **From £1,195**

TRIUMPH SPITFIRE Mk. IV. Carmine red with tan trim, radio etc., 1973. **£995**

MG MIDGET, red/black trim, wires with Cints., radio, rack, etc. 1970 model. **£565**

TRIUMPH TR4A. Choice two 1966/7 cars in conifer green, one with Surrey top. **£595**

TRIUMPH SPITFIRE IV, Valencia blue/black trim, overdrive, radio, X tyres, etc. 1971. **£695**

NOVA-VW 1600 GT 1974 (N). Futuristic in red/black trim, large Wolfrace wheels. **£1,495**

MORGAN 4/4 1600 tourer, 1972. Royal blue/black trim, wire wheels, etc. **£1,895**

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ALFA ROMEO 2000 Spyder. Royal blue with red trim, 5-speeds, Klieber radials, leather wheel, 1972. **£1,685**

LAGONDA 2.6 Drophead coupe, 1953. Dark green/grey leather. Many spares. Sound example of those rare dropheads. Requiring detail refurbishing. **£975**

MINI CLUBMAN 1275 GT, black with dark blue trim, sun-roof, radio, Stage 1 conversion, 1973. One owner. **£985**

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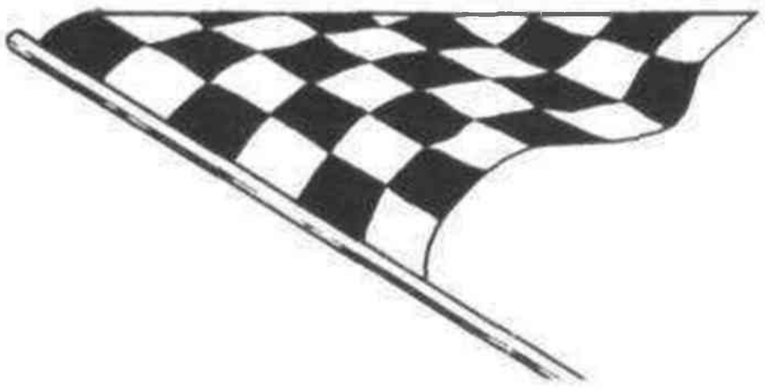


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LANCIA BETA ES. (Sun-roof, electric/tinted windows, alloy wheels). Choice of colours.		**£2,498**
LANCIA RALLYE 1300 coupe. Brown/gold, white/red, red/black.		**£2,159**
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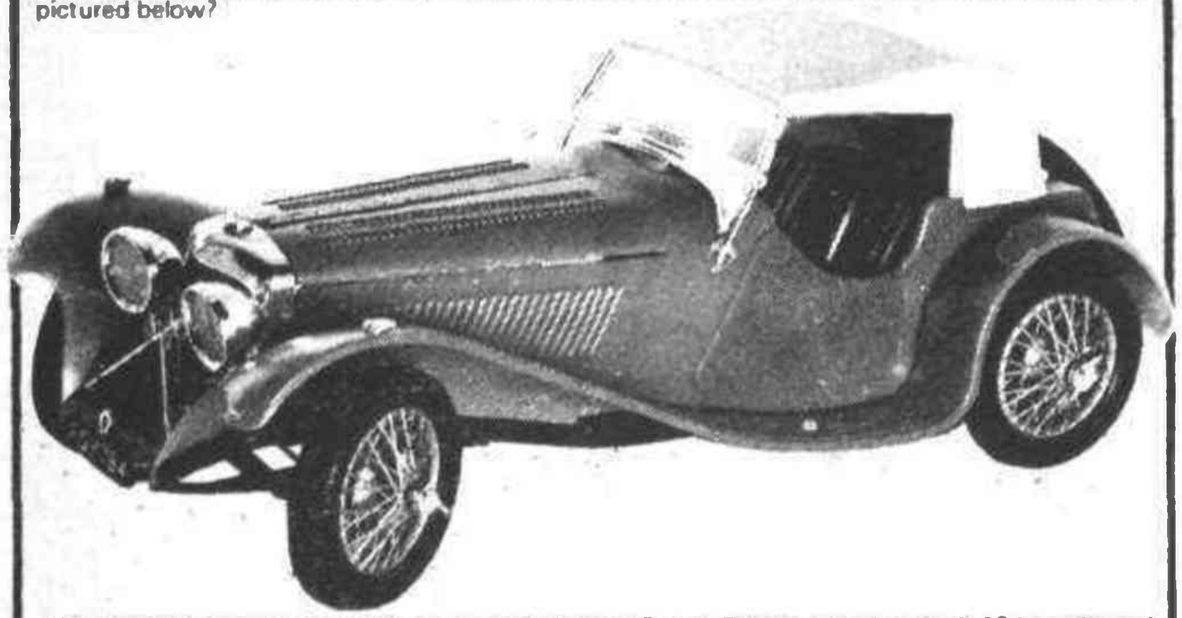
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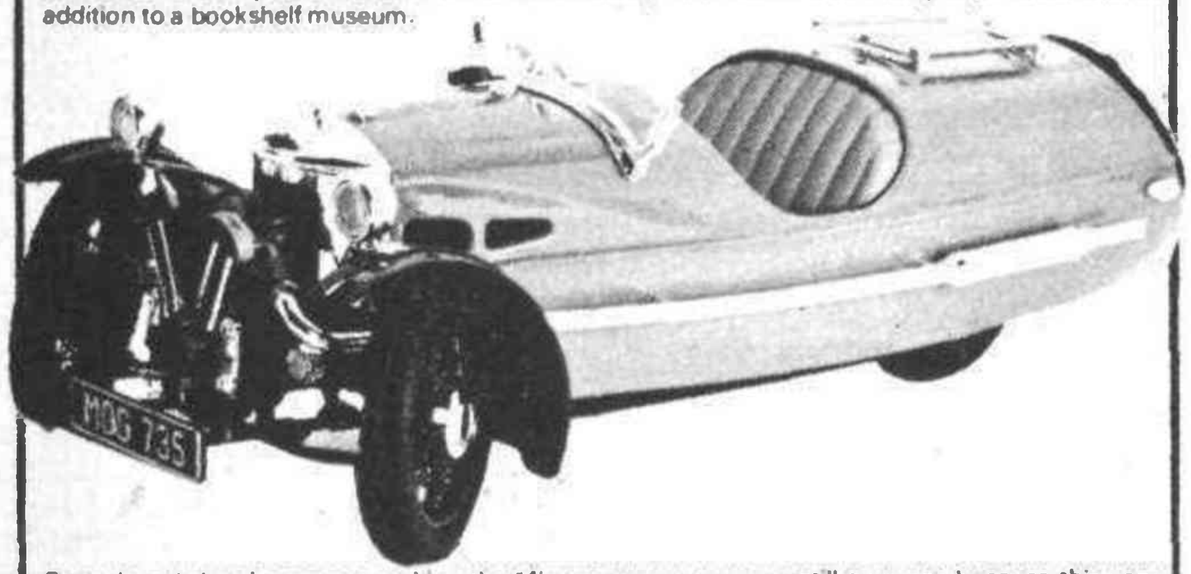
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This superb 1939 Jaguar SS100 is in 1/16th scale and over 9" long. Easy to build the model features a highly detailed engine, turning wheels, beautifully contoured accurate body, fully detailed interior, hinged bonnet, wire type wheels, correctly treaded tyres and many chrome parts. If you can't afford the £10,000 odd that a full size one would cost why not invest £4.80 in this fine replica which will fit nicely on your bookshelf? Or how about a three wheeled Moggie as pictured below?



It's a 1935 Matchless engined, air cooled Morgan Super Sports modelled in 1/16th scale and costing just £3.40 plus post. Not hard to build the kit features fully detailed engine and transmission, is 7" long, has fully detailed cockpit, chain drive, turning wheels, steerable fronts and self coloured parts so that it's not essential to paint it. It looks fine anyway, a worthwhile addition to a bookshelf museum.



Even though Lambo are not making the Miura anymore you can still own one because this very highly detailed 1/16th construction kit is still available and not at £10,000 but just £6.99 plus post. Details—fully detailed transverse DOHC V12, opening doors, bonnet and boot, very fine correctly moulded body shape, pop-up headlights, very detailed interior and chassis, motorised through miniature electric motor and working gearbox, many chrome parts. A classic kit of a classic car. Those are just three of the big scale construction kit models we have in stock—a further brief list is included below.



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Tyrrell Ford 002/3 F1 £5.99

Grand Prix Models, Europe's leading scale model car experts have gathered together under one roof and in one catalogue the World's largest collection of precision construction kits, many not available anywhere else. Each is so complete you can even read the instruments; suspensions and steering usually work and almost every detail from the original is faithfully duplicated in miniature. With every kit are detailed illustrated plans—none are hard to make. Order from the brief selection above (add 30p post and insurance per kit) or send 30p now for our 50 page illustrated catalogue which not only gives building hints but also full 'gen on our free spares service. Please note that we can take telephone and mail orders on credit cards including Barclaycard, Access, Chargex, Mastercharge, Eurocard, BankAmericard, Barklaykaart etc. Just give us the card number—we do the rest.

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VOL LI No. 3 MARCH 1975

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Publication date first of the month

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FRONT COVER PICTURE: THE NEW Shadow-Cosworth DN5 Formula One car started the 1975 season with pole positions in the Argentine and Brazilian Grand Prix races. Here we picture Jean-Pierre Jarier leading the Brazilian race before retiring eight laps from the finish with a seized metering unit control arm.

ANNUAL SUBSCRIPTION RATES

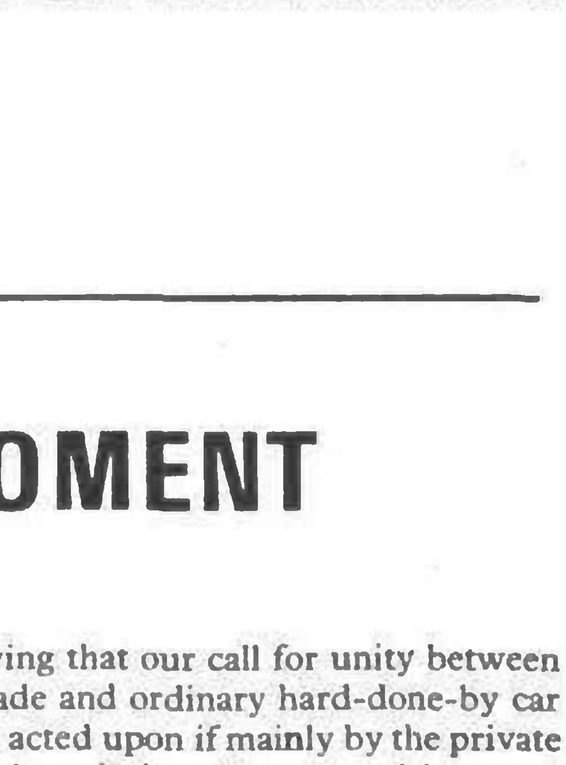
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MATTERS OF MOMENT

■ ACTION STATIONS?

There is evidence from the correspondence we are already receiving that our call for unity between the Motor Industry, the Motoring Organisations, the Motor Trade and ordinary hard-done-by car owners and driving licence holders is opportune and may even be acted upon if mainly by the private sector of car users and vehicle drivers. Suggestions range from the printing of protest stickers and the assessment of just how many laws govern our "freedom" of the road, that savagely-taxed "privilege", to more drastic measures. All such will need to be carefully sifted and considered.



Already in London a Motorists' Association has been formed, although more to contest restrictions on cars entering the Metropolis and fresh petrol taxation than the overall burdens and persecutions which are inflicted on us. That there is plenty to fight is borne out by the information vigilant readers continue to bombard us with. Like the driver who was fined and endorsed for speeding, in spite of the fact that he wasn't stopped at the time of passing through a Canford Cliffs radar-trap. He pleaded not guilty to an offence he knew nothing about but the remarkable excuse of the prosecuting Constable, that he was talking to another motorist while the driver in question had passed through the trap and that a refuse cart was obstructing his view, was accepted by the Court. The luckless driver claimed 44 years' driving experience with a clean licence. He said it was terribly difficult to plead guilty to something he was not aware of but the Court brushed that aside.

We all know of the lorry driver who would have been convicted of speeding on radar evidence had it not been that his vehicle was fitted with a speed-recording device which gave mute but positive evidence that his estimate of his speed was correct and that of the police quite wrong. This notwithstanding, we now have this case of a driver not being stopped and informed of the estimate of his speed at the time of the alleged offence. And the Post Office has successfully brought a case against the manufacturer of a bleep-device that warns of the presence of radar-traps, although we understand that an appeal is to be made. No doubt this apparatus is highly commended when used to increase safety in small boats; but it is disliked by Authority when used to help vehicle drivers to avoid pernicious persecutions. In the days of the 20 m.p.h. speed-limit the policeman who timed a car at least arrived on his bicycle to state his assumption of the pace attained, so that it was open to the driver to question the distance over which he had been timed, the type of stop-watch used, and the means of identification employed. Not any longer!

With rising fines merging with rising taxes and petrol prices, firm protest is clearly desirable and we shall be pleased to receive further comment and suggestions as to how this is to be achieved.

■ CONGRATULATIONS, ROLLS-ROYCE

At a time when the Motor Industry joins Britain in being in the doldrums, it is splendid news that the Motor Car Division of Rolls-Royce Limited of Crewe has had its best sales-year for a long time, having made a record 2,900 Silver Shadows in 1974, of which more than 54% were exported, bringing £14.8-million to this impoverished land. Whereas in America the sale of domestic cars dropped by 24% in this period and those of imported cars by 17%, Rolls-Royce sales to the USA last year were up by 18%, represented by 700 cars.

It is ironical that the automobile side of this famous British Company should be flourishing when its aero-engine side failed and had to seek Government financial aid, which is the short step to Nationalisation, as is now threatening British Leyland.

It is cheering that there is still a demand about the world for top-quality motor-cars and that Rolls-Royce are deriving benefit from having designed an entirely new, sophisticatedly-engined

Continued on next page

Motor Sport Fixture List For March

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Mar. 1st ..	Dunfermline CC	Forth Bridge Motel	Dunfermline	Valentine Rally (*N*)	—
Mar. 1st ..	**South African MRC ..**	**Kyalami**	**Johannesburg**	**South African Grand Prix World Championship Round 3 (INT)**	—
Mar. 8th ..	Midland AC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*) ..	13.00
Mar. 8th ..	Mid-Cheshire MRC	Oulton Park	Tarporley	Race Meeting (*R*)	14.00
Mar. 8/9th ..	Coventry & Warwickshire MC	Welshpool Municipal Car Park	Welshpool	Three Spires Rally (*R*)	22.30
Mar. 8/9th ..	Knowldale CC	Rochdale	Yorkshire	Mini Miglia Rally (*R*)	—
Mar. 8/9th ..	Tylers Green MC Ltd. ..	Appollo Service Station	Prestwood	Deerstalker Rally (*C*)	23.01
Mar. 14/16th	**BRSCC .. .. ..**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race of Champions (INT)**	**14.00**
Mar. 15/16th ..	Quinton MC Ltd.	Fairbourne	124/613129	Tarmac Trek Rally (*R*)	23.00
Mar. 16th ..	Exeter MC/Taunton MC ..	Taunton Technical College	Wellington Rd., Taunton	South West Stages Rally (*R*)	09.01
Mar. 16th ..	BRDC	Silverstone	Towcester, Northants	Race Meeting (*R*)	15.00
Mar. 21st/23rd	**RPMV .. .. ..**	**Bilbao**	**Spain**	**Firestone European Championship Rally (INT)**	—
Mar. 22nd ..	Jaguar DC	Silverstone	Towcester, Northants	Race Meeting (*R*)	14.15
Mar. 22nd/23rd	Bexley LCC Ltd.	Top Rank Motorport	Farthing Corner	Monte Minor Rally (*R*)	22.31
Mar. 23rd ..	**A. C. di Firenze .. ..**	**Mugello**	**Florence, Italy**	**1000 kms. Race Meeting (INT) (World Championship for Makes)**	—
Mar. 23rd ..	Hagley & DLCC	Loton Park	Alberbury, Nr. Shrewsbury	Hill-Climb Practice Day (*C*)	12.00
Mar. 27th ..	**AA of East Africa .. ..**	**Kenyatta Conference Centre**	**Nairobi**	**The Safari World Championship Rally (INT)**	**16.00**
Mar. 28th ..	**BRSCC (NW) .. ..**	**Oulton Park Circuit**	**Nr. Tarporley, Cheshire**	**Race Meeting (INT/Nat)**	**14.00**
Mar. 28/29th ..	MCC	Triple starting points	—	Land's End Trial (*C*)	—
Mar. 28th/ April 1st ..	**Ulster AC Ltd. .. ..**	**Ballymena**	**Co. Antrim**	**Circuit of Ireland Rally European Championship (INT)**	**14.00**
Mar. 29/30th ..	Stafford & DCC	Creamery Service Station Stafford Street	Market Drayton, Salop	All Fools Rally (*R*)	22.30
Mar. 29/30th ..	Ystrad Mynach MC	Gibbs Bros.	Tredegar	Ides of March Rally (*R*)	19.00
Mar. 29th ..	BRSCC	Rufforth Circuit	York	Race Meeting (*R*)	14.00
Mar. 30th ..	**BRSCC .. .. ..**	**Snetterton Circuit**	**Thetford**	**Race Meeting (INT/Nat)**	**14.00**
Mar. 31st ..	**BRSCC .. .. ..**	**Brands Hatch Circuit**	**Fawkham**	**Race Meeting (INT/Nat)**	**14.30**
Mar. 31st ..	BRSCC	Castle Combe Circuit	Chippenham	Race Meeting (*R*)	14.00
Mar. 31st ..	BRSCC	Mallory Park Circuit	Kirkby Mallory	Race Meeting (*R*)	14.30
Mar. 31st ..	BRSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Mar. 31st ..	Hagley & DLCC	Loton Park	Alberbury, Nr. Shrewsbury	Hill-Climb RAC C/ship Round 1 (*N*)	—
Mar. 31st ..	BRDC	Silverstone Circuit	Towcester	Race Meeting (*R*)	14.00

MATTERS OF MOMENT

Continued from previous page

model to replace the Silver Cloud. In much the same way, it looks as if Citroën, another company where engineering instincts are ahead of production and market-research considerations, is going to reap a similar benefit from the introduction of the new CX 2000.

Rolls-Royce at least are doing their bit for Britain and have sufficient confidence in the long-term future of top-price, top-quality, advanced motor-cars to have brought out a new model, under the code-name Delta, which will be described next month. They say that its first year's output has already been sold! With the new Ford Escort and Triumph TR7, the outlook on the new car front could be decidedly better than the pessimists would wish us to see it.

■ COMPULSORY BELT-UP

Speaking at a recent Road Safety Conference in London, Congressman Schuster said that while he was all in favour of seat harness he was not prepared to see legislation introduced to make it compulsory. That, he said, was "an unacceptable intrusion of personal freedom". He backed this view by remarking that he had yet to see evidence that *not* wearing a seat belt had ever injured anyone but the person taking the decision.

Miscellany

The RAC has published a new "Motorway Guide" consisting of a main motorway map and 19 additional maps. It costs 10p.

* * *

International Alvis Day is scheduled for May 18th, at Knebworth House, near Stevenage.

* * *

The MCC gave an incorrect date for its famous Land's End Trial, in the Exeter programme. This classic takes place as usual at Easter, on March 28/29th.

* * *

As we have said previously, it is nice that the *Meccano Magazine* is still published from Binns Road, Liverpool, as it was in 1916. The current issue contains a history of Meccano electric motors since 1914, which may be of interest to those who used such motors in the model cars of their youth, and a description of a 2-speed automatic gearbox as used in a Meccano model of an Austin 7, we hope of the modern variety.

* * *

Renault UK will again support the 16-round Elf Championship for standard R5 saloons. The opening event will be at Croft on March 2nd.

Persecution ?

ALTHOUGH there are those who say that Laws must be observed and if broken one should accept the consequences, there is no doubt that the majority of the driving community is against the three-year licence endorsement for non-criminal offences and the totting up system whereby licences, and jobs, are lost. There is strong feeling that this should be changed to *one-year* endorsements, and totting up confined to those endorsements inflicted for *serious*, not just speeding, offences. We commend the action of the Scottish Sheriff who did not endorse the licence of a driver convicted of breaking a "fuel-saver" speed-limit.

As to persecution, *Chemist & Druggist* has drawn attention to the case of a pharmacist who, driving to obtain a drug urgently required by a customer, inadvertently went up a one-way road, in an area strange to him. The police stopped him. He explained his urgent mission. But they took ten minutes, putting down the details. He obtained the drug and returned. *The patient died.* Later Magistrates fined this driver £3, with £2 costs, for committing a traffic offence.

H. W. Bland

THE many friends and business associates of Harry Windermere Bland will be sorry to hear of his death on the 3rd of February in his 82nd year.

He joined MOTOR SPORT as Advertisement Manager in 1953 and his quiet English-Gentlemanly style gave our clients confidence in the integrity and fair dealing of the department which his successors are endeavouring to maintain.

The mould in which these Gentlemen of the Press were cast has long since been broken—this is another reason why we all feel so sad at his passing.

We extend to his widow our deepest sympathy.

On A Lighter Note. . . .

ACCORDING to a New Zealand paper, a driver called Wilson was apprehended by a Serg. Wilson for being involved in an accident in Wilson Street with a car driven by a Miss Wilson. The case came before Mr. Wilson, SM. It was dismissed. For laughing ?

Motorail Veteran Car Rally

THERE is more excuse, these hard days, for conveying vintage and veteran cars on trailers, or in transporters. British Rail Scotland go one better, in offering Motorail transport from London to Turnbury, Scotland, for another of their veteran-car rallies run in conjunction with the RSAC. The dates are April 17th to 21st, entry fees range from £46 to £66 a head, and details are available from British Transport Hotels Ltd., St. Pancras Chambers, London, NW1 2QR (01-387 2878).

Around and About

Riding the Turbo

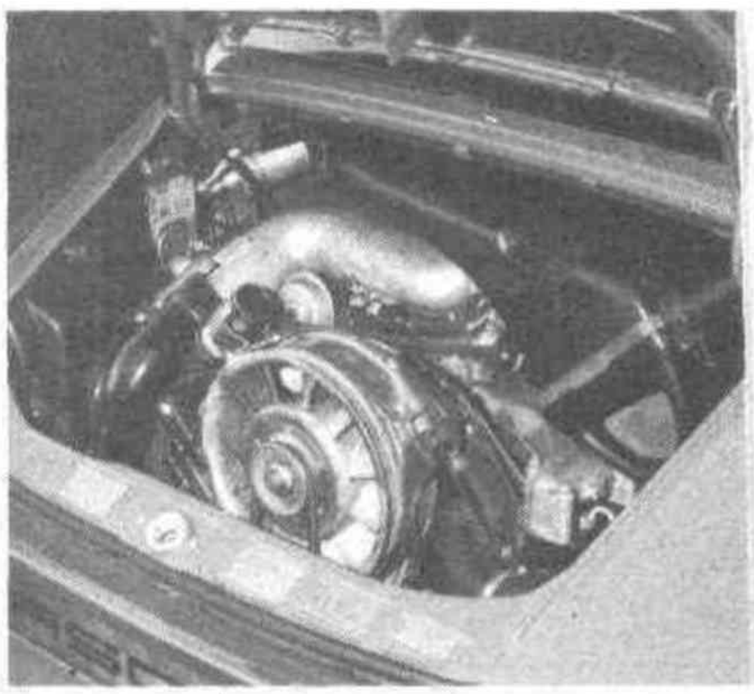
AS WE wafted along at a gentle 155 m.p.h., the writer and his chauffeur, one Nick Faure, racer of Porsches various, conversed in normal tones about this and that and in particular about the ex-Motor Show exhibit Porsche Turbo which was responsible for such uncannily quiet and stable progress at this gross speed. Usually we don't write impressions of production road cars from the passenger seat, but this was something else. Even though we knew the Turbo to be acclaimed "the world's fastest accelerating production car" (details were published in last November's MOTOR SPORT) the performance staggered us: the remarkable spread of torque ensured a consistent thrust in the back all the way up to maximum speed, with no tailing off and little effort required by the driver, who had only four gears to change instead of other Porsches' five. It would trickle along at tickover speed in fourth and accelerate cleanly up to its maximum. Faure has timed this example from 0-130 m.p.h. (reached in 3rd gear) on its electronic speedometer in 15 seconds; Porsche claim 0-60 m.p.h. in under 5 sec. and 0-100 m.p.h. in 11.2 sec. But it's not so much the figures as the way in which they are achieved; the turbocharger installation in the exhaust system strangles the exhaust note so that engine noise is much more subdued than that of "lesser" Porsches. There is excellent general sound deadening and low wind noise and the overall effect is one of sublime effortlessness—which is real enough.

Suspension improvements make this Porsche handle and hold the road vastly better than any other production Porsche. It corners flatter, rides better, is much more stable, is no longer prone to wander over bumpy surfaces and holds the road superbly.

Indeed, it may look like a Porsche, but its behaviour and performance is unique, which is why it will cost £14,750. Production starts this month and of the twenty to be imported to Britain in this model year, 17 have been sold in advance.



Wide arches shroud the 7 in front, 8 in rear wheels and the spoilers ensure faultless stability at speed. The more luxurious interior is leather trimmed. The 3-litre, flat-six sting in the tail delivers 260 b.h.p. and maximum torque of 253 lb. ft. at 4,000 to 5,000 r.p.m. with the aid of its turbocharger.





What's on in 1975

SHELLSPORT have taken over the Formula 5000 European Championship from Rothmans, who announced their withdrawal from motor racing at the end of last year. Twenty rounds in the UK and Europe (with non-Championship F1/F5000 races at the Race of Champions and the *Daily Express* International meetings) will have points awarded on the Can-Am scale. New-model Escort Sports will replace Mexicos in the ShellSPORT Celebrity races. Other ShellSPORT backing will go towards Ford and Chrysler racing and rallying programmes, Dave Brodie's 24-valve Superloon Capri, Tom Walkinshaw's F5000 Modus and 1974 Rally Champion Billy Coleman.

BP Motorsport is putting its share of oil revenue into the BARC's Formula Three Championship. This BP Super Visco British Formula Three Championship looks like being the only F3 Championship in the country and will have 14 rounds—three of them at Continental Grand Prix.

The British Touring Car Championship has found backing from S. W. J. Miller's Southern Organs International Ltd. Regulations for the competing Group 1 cars will be the same as in 1974 except for the banning of some optional equipment. British Leyland have announced that they intend to defend their manufacturer's title (there'll be a driver's title too) with a team of two Broadspeed Dolomite Sprints for Andy Rouse and Roger Bell and a Bill Shaw-prepared car for John Hine.

The two popular Group 1 production saloon-car championships continue. Britax will support one—for the fourth consecutive year—and the other will carry the Radio One banner. A *Penthouse* magazine-sponsored Ford Escort Sport Championship replaces the old Motorcraft Mexico Challenge, which has been killed by the arrival of the new Escort range.

JCB and Speed Merchants are again sponsoring a six-race Historic Sports and Racing Car Championship and for machinery from a similar era the Classic Saloon Car Championship has been created. This plans to re-enact the exciting (if slow) saloon-car racing of the fifties, allows only saloons built before March 1957, bans bodywork modifications, but allows restricted modifications to engines, transmissions and brakes. Six rounds are planned, the first at the JDC Silverstone meeting on March 22nd.

Prodsports

RACING virtually unmodified production sports cars has not, as yet, received the same support from drivers and spectators that has been enjoyed by Group 1 production saloon cars. However, there is a national series of 12 races in 1975, not sponsored at all at present, and organised via the BRSCC. At least one company is showing stout support for the series, the Burgess exhaust silencer outfit, who are to back a Jaguar V12 E-type and a Ford V6-powered TVR 3000M. Burgess have two local drivers from their base at Hinckley in Leicestershire, Rodney Gretton and Colin Blower. Both are 26 years of age and experienced production sports car racers, for they competed in the 1974 series with a pair of Lotus Europas.

Castrol's Plans

DESPITE the troubles that beset the Burmah associate, Castrol recently announced their firm motor sport plans for this season. The emphasis has switched away from last year's support of championships into backing individual teams. A major link is that with Dealer Team Vauxhall, both in racing and rallying. On the race tracks DTV will initially contest the Tricentrol Super Saloon Car Championship with the faithful 2.3-litre, 16-valve Firenza. Later in the season a second Firenza will appear utilising the Repco GM 5-litre V8 unit of the kind that appeared in last year's exciting and expensive Ventora project. Gerry Marshall will continue to lead the racing team while rallying pilots will be Will Sparrow (Group 2 Magnum 16-valve) and former private Escort exponent Paul Faulkner, who will appear in the team's Group 1 Magnum. Fast Finn Pentti Airikkala will also drive a Vauxhall on some major UK rallies.

Throughout the rest of the production

saloon car racing fields, Castrol will be well represented as well, their colours appearing on Chevrolet Camaros, Mazda RX3s, Triumph Dolomite Sprints and the Ford Capri II of BBC Radio One's Noel Edmonds, the latter contesting the series his employers are to sponsor in 1975.

Aside from the Vauxhall rally effort, Castrol will be linked with Leyland, who are running Brian Culcheth in a Group 2 Dolomite Sprint for major home events. Also of rally interest is Castrol's support of a national championship and further backing for Andrew Cowan (Vauxhall Magnum), 1974 Castrol-Autosport Rally Champion Tony Drummond (Ford Escort RS) and Jean Denton (Lancia Beta coupé).

Castrol are to pursue their support of drag racing and autocross, but the above notes should deceive none of our readers into thinking that Castrol could hope to carry on their thorough and efficient sport support programmes completely unruffled by the major crisis currently inflicted on Burmah.



The new five door Renault 30 TS will be publicly shown for the first time at the Geneva Show (March 13-23). Powered by the 2664 c.c. V6 engine jointly developed between Renault, Volvo and Peugeot, the 30TS has a comprehensive specification, including front wheel drive, four wheel disc braking (front by twin cylinder calipers acting on ventilated units) electric windows, four quartz iodine headlamps with hydraulic levelling devices, and power steering. The new Renault is said to be capable of 115 m.p.h. and will be introduced on the British Market at the Earls Court Motor Show. We will be driving the 30TS shortly, and will report more fully on this strong competitor for the forthcoming British ADO 71, when we have driven it.

Sporting Trials Championship

SEMPERIT tyres and motor sports may not be linked in your mind at all, unless you follow trialing. For the third year in succession Semperit will back the British Trial and Rally Drivers' Association Sporting Trials Championship, a series that makes extensive use of the tyre company's M401 steel braced radials.

RAC Technical Commission

SCRUTINEERING queries for British race meetings can be raised in advance, following the formation of the RAC's six-member Technical Commission. Each of the Formulae listed has a member of the Commission to act as a technical liaison link between competitors and the RAC Motor Sport Division at 31 Belgrave Sq., London SW1X 8QH. Queries are requested in writing only and addressed to the gentlemen listed for the Formula you are interested in. The formulae and individuals are as follows: Formulae 1, 2 and 3 for the attention of C.A.A.D. Mitchell; Group 1, P. F. Jowitt; Formulae Ford, Ford 2000 and Escort, H.P. Mason; Atlantic, B. L. Morris, Renault 5, A. D. Bewley; Vee, B. L. Goodge.

Fabergé Back Graham

FURTHER to C.R.'s recent article on former racing motorcyclist-turned-saloon-car racer Stuart Graham, we are pleased to note that Graham has Fabergé sponsorship for 1975. Coupled with the sale of his immaculate "old" Chevrolet the Fabergé backing (the car will race as the Brut 33 Camaro) will ensure that Graham contests this year's British Championship with a new Camaro. Graham is also expected to appear in Europe at the wheel of Adrian Chambers' Group 2 SCA Freight Camaro.

Return of the TVR 1600

THE COMBINATION of Ford 1600 GT (*née* Escort Mexico) engine and TVR's sleek two-seater sports coupé has proved popular in the past, and in these straightened times could prove equally successful in the future. The combination has been re-introduced as the TVR 1600M and it shares the same chassis as the big brother 3000M. A full list of options is promised, but standard specification includes electric screenwashers, alloy wheels, leather rim steering wheel, two-speed wipers and a cigar lighter (perhaps you can afford to keep it supplied with Havanas after avoiding the 3-litre's fuel bill?) but no retail price was quoted at press-time. Meanwhile the Blackpool factory is just about recovering from a disastrous fire in January.

Fiat Changes

PRICE increases and slight changes in the 127-range are announced by Fiat. Retail cost of purchasing a new Fiat has increased by up to 8 per cent, the 50 m.p.g. 126 now closing on the £1,000 barrier at £924. Most expensive Fiat, the 130 coupé, now sells for £7,455. Changes to the 1-litre 127 range comprise the addition of a Special model now available in three- as well as two-door form. The Fiat 1.3-litre engine is now offered as an option on the 128 models: performance should be brisk from the 60-b.h.p. power plant. The sad times in which the motor industry lives are emphasised by Fiat's admission that they lost 13 per cent in sales, but this is a fact that they can almost be pleased about as overall the UK car market declined some 24 per cent.



Were it not for the steel wheels it would take an expert eye to recognise this Jaguar D-type for what it is—a replica. This beautifully-constructed Lynx "D" type, as it is properly called, which made its debut *at the Racing Car Show, is the work of Guy Black and Roger Ludgate, who have established the Lynx Motor Company, at Northbridge Street, Robertsbridge, Sussex, to construct and market them. The aluminium body has a stressed central monocoque* à la *real D-type, but the fabricated subframes front and rear carry E-type suspension and a modified 4.2 or 3.8-litre E-type engine. These road going cars will be constructed by hand to individual customer's requirements at about £9,500 each.*

Prolific Awards

AWARDS of the Car of the Year genre have certainly proliferated in recent years. Winner of the Car of the Year trophy for 1974 was the Citroën CX while the previous year's victor (the Mercedes 450 saloons) showed how many of these awards there are today by picking up a further five magazine commendations during the year. Mercedes appeal is obviously at its strongest in the USA, where three of those titles were presented.

Steam Fair

STEAM power devotees might like to attend this year's Great Yorkshire Steam Fair at Castle Howard (on the A64 York to Scarborough road) to be held on August 9th and 10th.

ROAD IMPRESSIONS

The Triumph Spitfire 1500

Improving with age?



AFTER thirteen years of production it might be assumed that the Triumph Spitfire is growing considerably long in the tooth. Compared with the modern thinking which has evolved mid-engined small sports cars such as the Fiat X1/9 it is indeed. Yet after trying the latest version of the Spitfire, the new 1500, we were surprised how well Triumph engineers have managed to keep pace with the times in terms of driving pleasure and comfort while retaining that sadly rarer facility for fully open-air motoring. The attractive appearance of the European version has not had to suffer from the US-bumper disease afflicting its Abingdon brethren.

Except for the bold "Spitfire 1500" transfers on the bonnet and boot lids and for the front spoiler which sprouted initially on the 1974 Spitfire Mk. IVs, which it supersedes, the latest model is little changed externally or in the cockpit from the 1,296-c.c. Spitfire IV which MOTOR SPORT tested in January 1971. That in turn had replaced the shorter-tailed, shorter-nosed, 1,296-c.c. Spitfire Mk. III which owed far more than the latest one to the first 1,147-c.c. Spitfire 4 of 1962. The two-seater body continues to be mounted upon a separate steel chassis frame, like its late ancestor the Herald, the four-cylinder engine remains commendably accessible under the front-hinged, one-piece bonnet, and swing-axle rear suspension is retained, albeit very much improved.

The 1,493-c.c., four-in-line, pushrod-valve-operation, cast iron engine, still with recognisable Standard 8 ancestry, has been used in American market emission-controlled Spitfires for some time. Its antiquated long-stroke dimensions are identical to those of the Triumph 1500; the bore of 73.7 mm. remains the same as the 1,296-c.c. unit while the stroke is increased from 76 mm. to 87.5 mm. By this crude method and the fitting of bigger SUs the power output has been increased by 10 b.h.p. DIN to 71 b.h.p. DIN at the same figure of 5,500 r.p.m. Torque has improved from 68 lb. ft. at 2,900 r.p.m. to 82 lb. ft. at 3,000 r.p.m.

Never very quick on its feet previously, this small sports car is now satisfyingly nimble, as is shown by British Leyland's own fairly conservative figures for the Spitfire Mk. IV and 1500. The 1500 reaches 50 m.p.h. from rest in 8 sec. (10 sec. for the Spitfire IV), 60 m.p.h. in 11.3 sec. (14.5 sec.); 70 m.p.h. in 15.2 sec. (21 sec.). The more meaningful acceleration in direct top gear too is significantly improved by the increase in torque: 30 to 50 m.p.h. takes the 1500 9.7 sec. (12.0 sec.). The now very important 20 m.p.h. increment through that ridiculous 50 m.p.h. limit from 40 to 60 m.p.h. takes only 9.4 sec. (12.5 sec.) as the engine reaches the peak of its torque; and 50 to 70 m.p.h. takes 10.4 sec. (15.5 sec.). With the optional Laycock J-type overdrive engaged on top gear we were able to better Triumph's claimed 100 m.p.h. for the 1500 by 3 m.p.h., which is 8 m.p.h. better than the claimed top speed of the Spitfire IV. But improved acceleration and top speed aren't the only benefits, for a higher final drive ratio gives 22.6 m.p.h. per 1,000 r.p.m. in overdrive top compared with 20.8 m.p.h. in overdrive top for the Mk. IV. For a small car the Spitfire thus becomes very long-legged and at speeds in excess of 70 m.p.h. the engine is much less obtrusive than it was before. British Leyland tell us that the 1500 is much more economical, although we would need a back-to-back test to reassure us. Whatever, we would certainly not complain at our overall consumption of 34 m.p.g., inclusive of considerable London traffic driving and the 3-cylinder condition in which it was delivered (a plug lead was off).

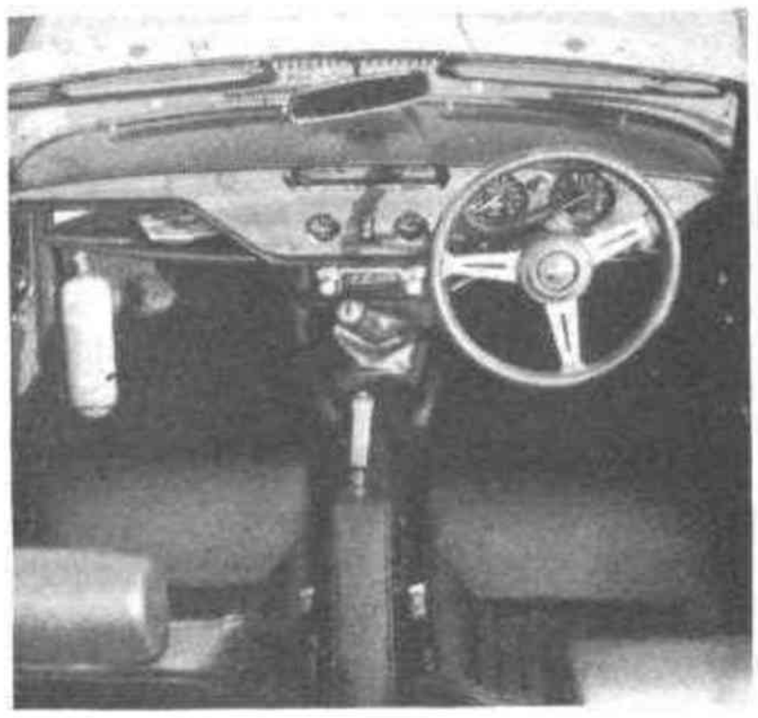
Although the ultra-long-stroke engine's 6,000 r.p.m. recommended maximum is achieved easily, it is rough and harsh at the top end. The cranked lever of the latest single-rail shift gearbox gives a slightly notchy, but pleasant enough change and the overdrive switch in its knob is a boon.

We were surprised how well this latest Spitfire handled; the revised rear suspension of our 1971 road test car performed considerably better than that of the early Marks. Now, since the rear transverse leaf spring and drive-shaft lengths were increased in 1973 to give a 2 in. wider rear track, handling and road-holding has been improved considerably yet again. This Spitfire is now very stable and predictable, that inclination for the rear wheels to touch their toes has disappeared completely; there seems to be less roll and the ride is better. The steering is delightful by any standards.

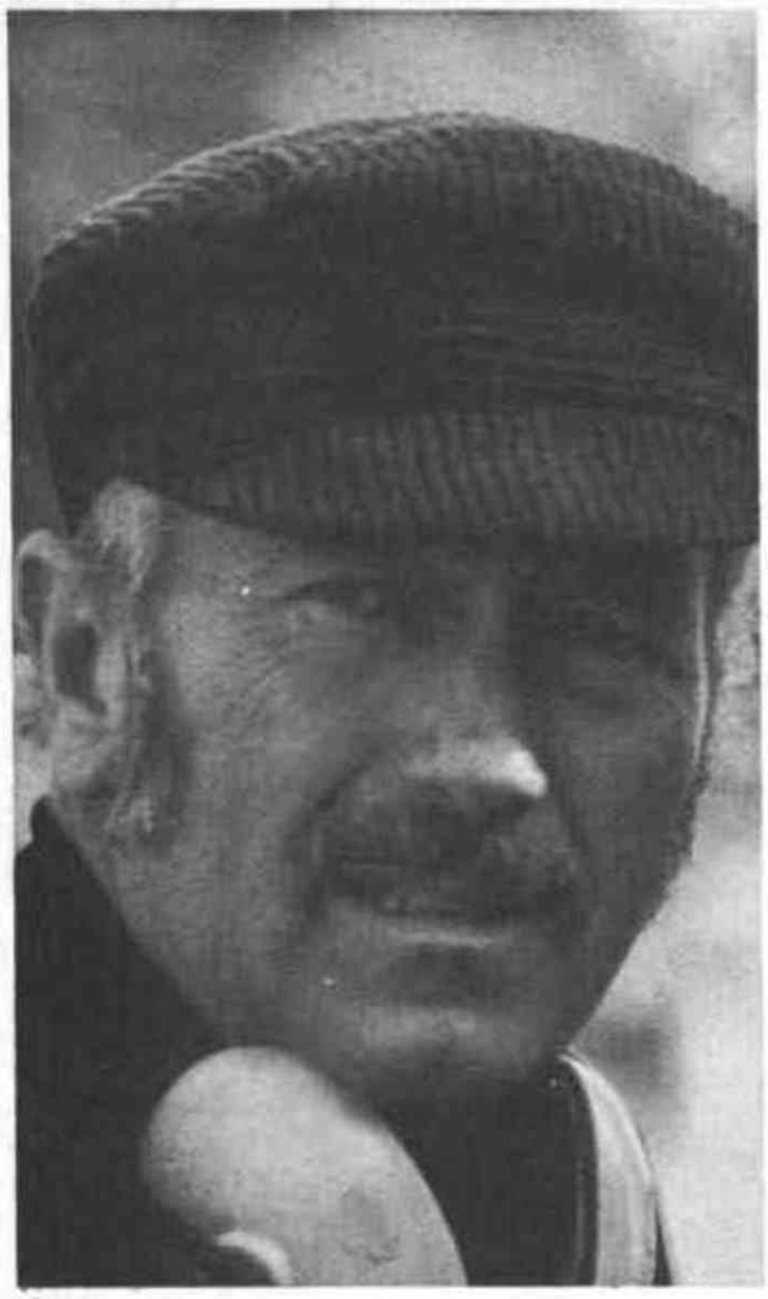
The reclining front seats are more comfortable than those in the staff TR6, as is the driving position over a long distance, but the hood, though easy enough to erect and pull down, didn't fit nearly so well as that of its big brother. The polished woodwork and tidy carpeting of the Spitfire IV are retained, as are the heater's stiff temperature control lever, too light throttle action, the lack of and need for a brake servo and the lack of an oil pressure gauge. The centre armrest, inertia reel belts, dipping mirror, driver's door mirror, head restraints and universally jointed map light of the £39 option pack were welcome extras.

Long in the tooth or not, the Spitfire 1500 remains a welcome alternative in a world of rather boring saloon cars, while its performance/economy ratio makes considerable sense. But the price of £1,681 including the overdrive (£113), option pack and laminated screen of the test car is a long way from the £654 quoted for the first Spitfire we tested in 1963!—C.R.



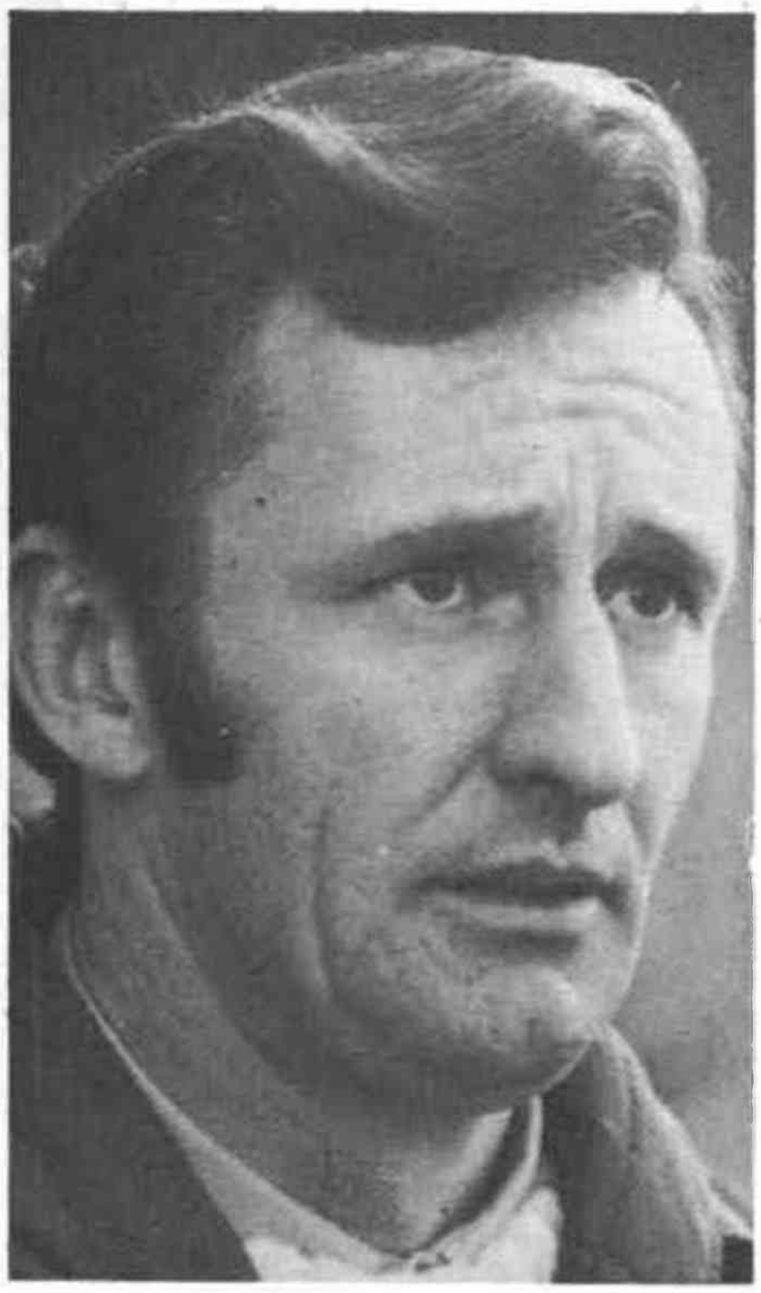


The Faces Behind the Names in Formula One Racing



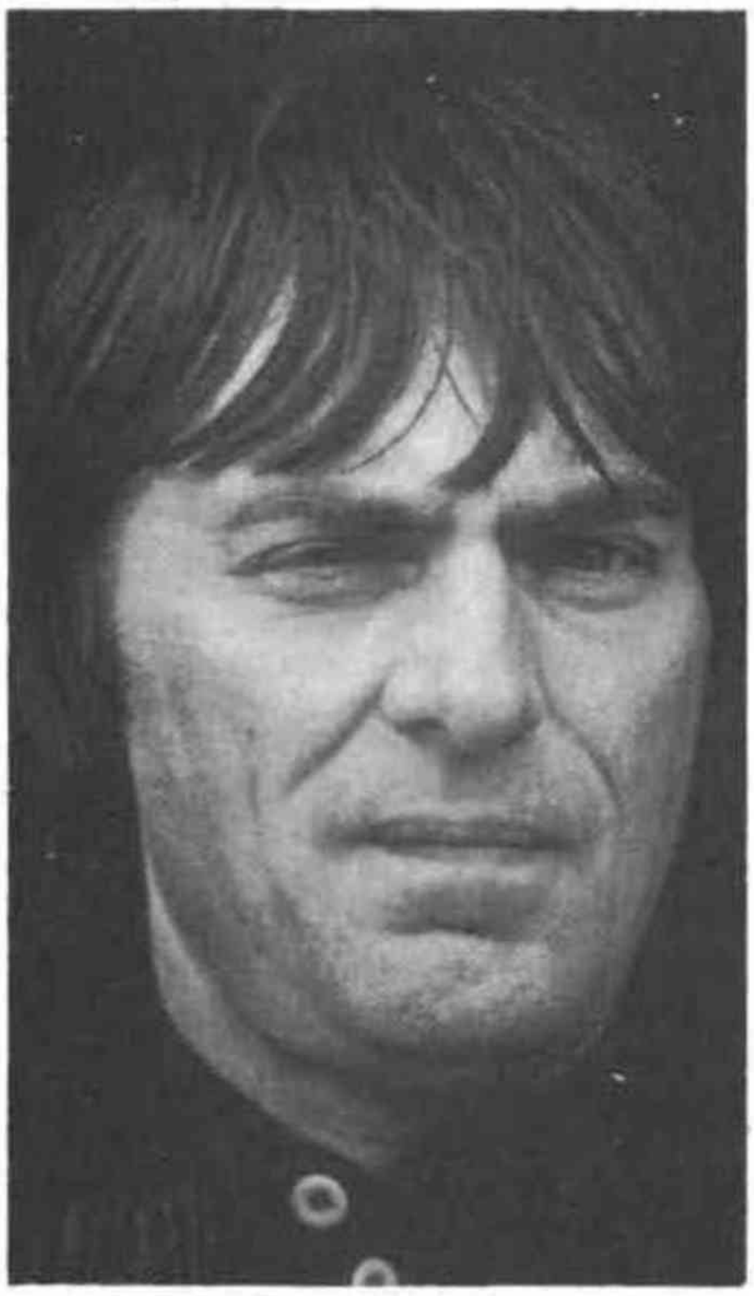
The power behind Team Lotus is **Colin Chapman** (*above*), who started building Lotus cars in a lock-up garage in North London.

The sad loss of Bruce McLaren left the McLaren Racing Team in the hands of **Phil Kerr** (*below*) and his co-directors.

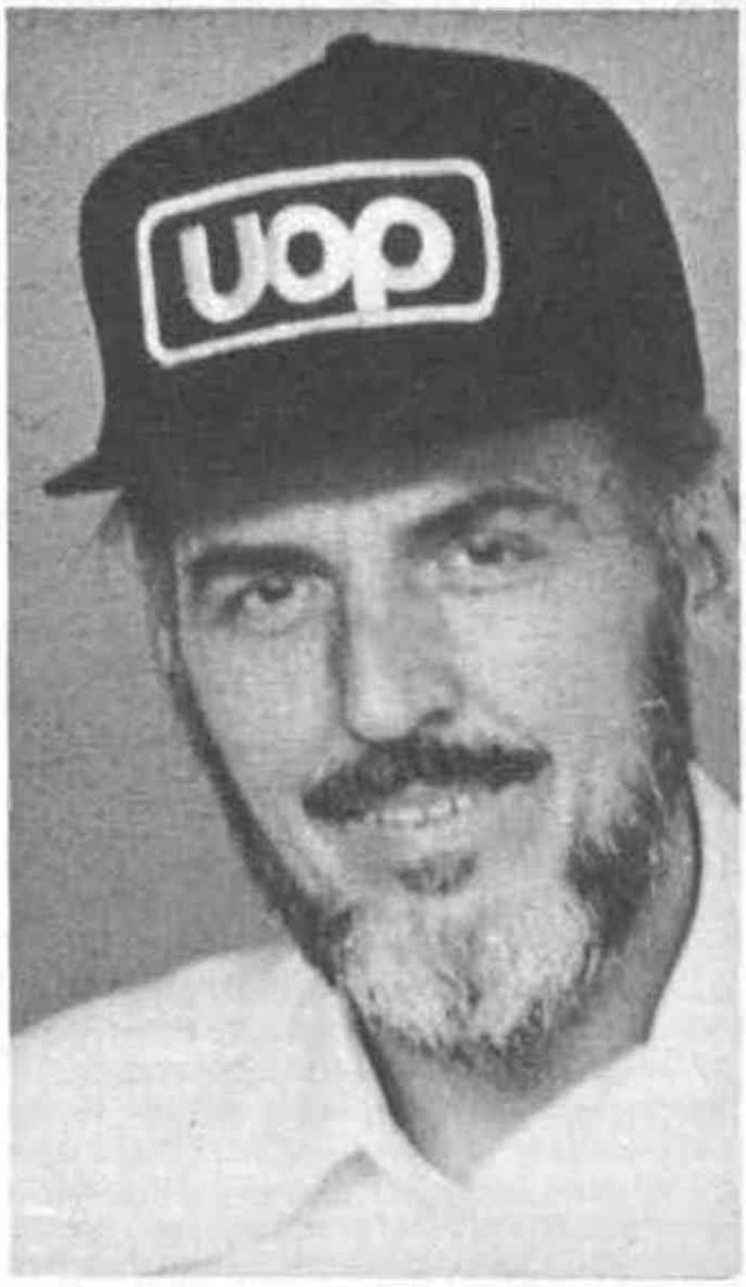


WE FREQUENTLY read about this team or that team in Grand Prix racing and the aces who drive the cars, but we seldom see the names behind the Formula One teams. There are various ways of forming a racing team, one is proudly under your own name, like Scuderia Ferrari, another is behind a trade name like March Engineering, while others take over names of people no longer with us or who are no longer in racing. Since the people behind these teams have persuaded "big business" to use their "little business" as an advertising medium, some of the names of the teams have been given another handle, combining with the parent team, such as ELF TEAM TYRRELL or JOHN PLAYER TEAM LOTUS.

Most of these teams have one moving spirit at their head, one person who causes the cars to be built and raced. These people are synonymous with the team, they *are* the team.



The team started by twice World Champion Jack Brabham was sold to **Bernard Ecclestone** (*above*) when the Australian retired. Ecclestone's cars still carry the name Brabham. The newly reconstituted organisation, with design work done by Gordon Murray, has proved highly effective. Although Brabham cars are no longer built as a commercial enterprise, Ecclestone is keeping the name of the Australian high in the field of Formula One and the white cars from Weybridge are frequent winners.



Don Nichols (*above*) is the owner of AVS, the firm who build the Shadow cars and race them for Universal Oil Products of Chicago, who back the team as a research project.

March Engineering was formed to build and sell racing cars and run a Formula One team. **Max Mosley** (*below*) is the businessman behind the team.



Of the teams who reflect the owner or originator's name and character, the Ferrari team must be the most famous. The red cars from Maranello are pure expressions of the passion that **Enzo Ferrari** (*below*) has always held for racing. The Scuderia Ferrari is probably the most revered name in all forms of motor racing. While the leading men behind all the other teams attend the races and can be seen in charge of their pit and team members, Enzo Ferrari no longer attends races, and, in fact, has not done so for many years. From 1920 to 1939 he was a prominent figure both as a driver and team-manager for Alfa Romeo and started his own firm in 1939, Ferrari cars having been in racing without a break since 1947. No matter what Formula is projected for Grand Prix racing, Ferrari engineers have come up with a competitive engine and today's flat-12-cylinder is a standard at which everyone aims. Ferrari sports cars are equally formidable in long-distance endurance racing and he has the unique distinction as a Formula One entrant of having his own name on production road cars.



Everyone takes Team Tyrrell seriously, and no-one more than **Ken Tyrrell** himself (*above*). While delegating work to people in his team, they have to be as competent as the owner, and a more closely-knit group centred around one man would be hard to find in any activity. His collaboration with the French Elf petrol company is a shining example of the mutual benefits to be gained from successful sponsorship. The team is based at Tyrrell's Ripley, Surrey, timber yard.



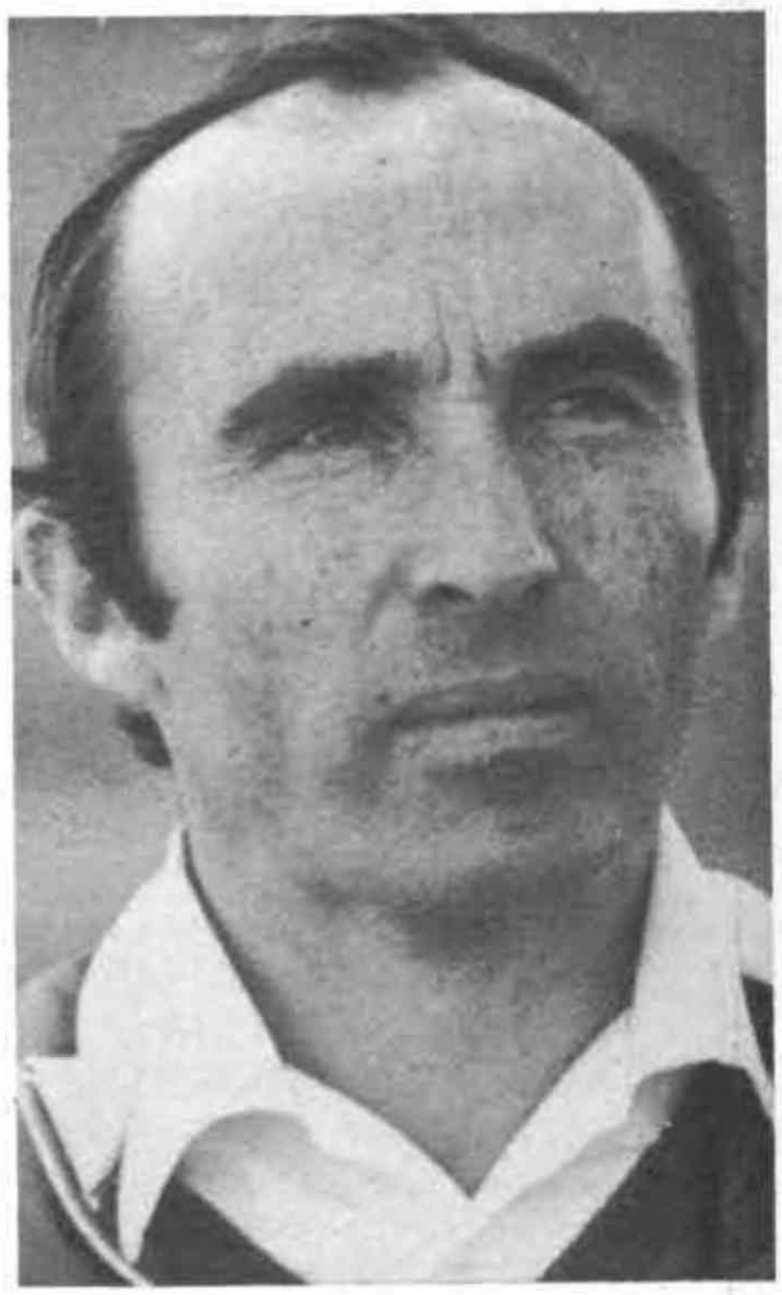
Dedicated to himself and his team is **John Surtees** (*above*), who master-minds everything that happens within Team Surtees. Success has yet to come his way, but it is not for want of trying.

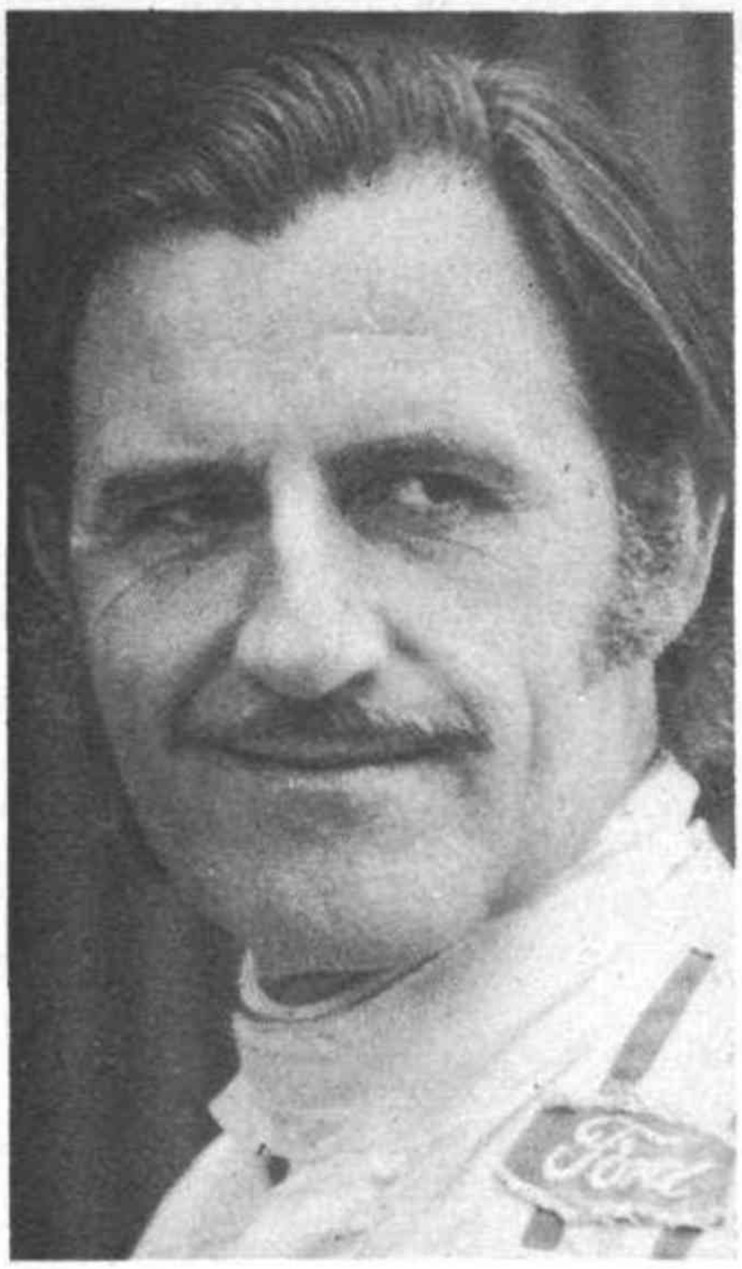
An enthusiastic worker at the game of Formula One racing is **Frank Williams** (*below*), head of the team bearing his name. He has given many aspiring drivers a start in Formula One.



A recent team to make themselves felt in Grand Prix racing is the outwardly light-hearted Hesketh Racing Team. Founder and "Patron" (all the members of the team have comic nick-names) is **Lord Alexander Hesketh** (*right*). The team's headquarters are in a converted stable block in the grounds of his Lordship's estate near Towcester, not far from the Silverstone circuit.



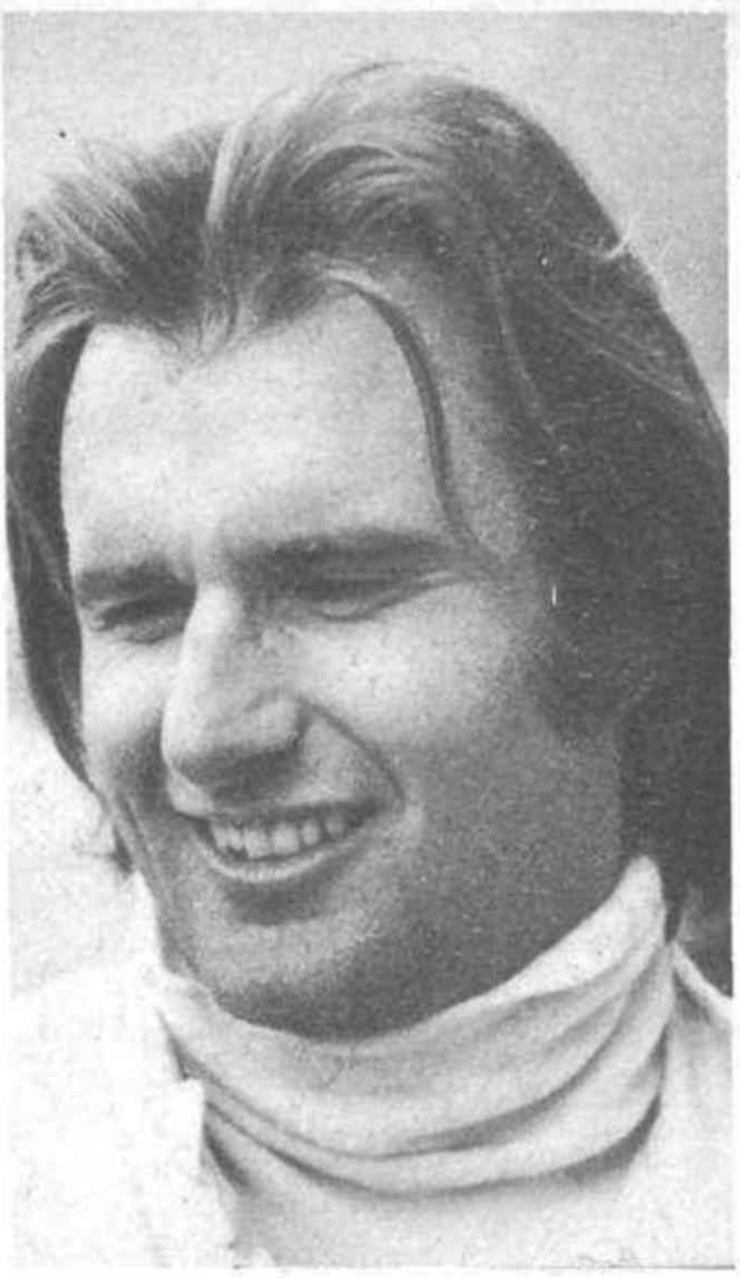




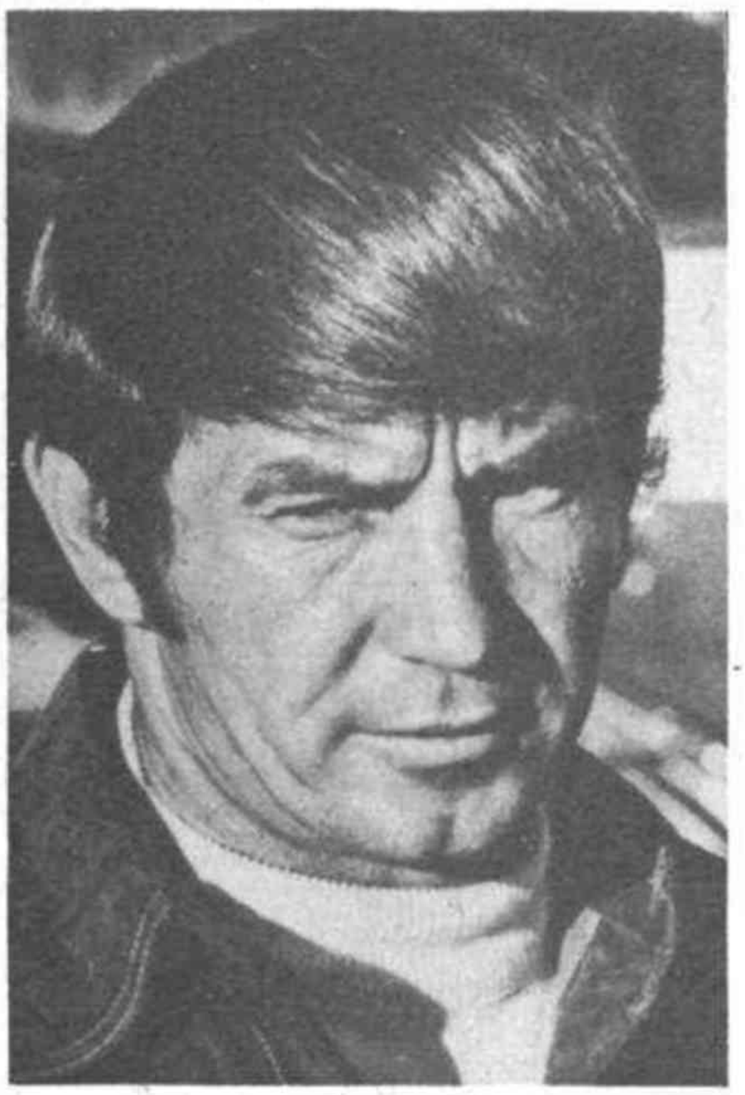
Running his own team of Lola cars, with sponsorship from Embassy cigarettes, is **Graham Hill** (*above*). As well as being team-owner, boss-man for the operation and business-man, he is also the number one driver. He has been driving in Formula One longer than anyone in the game today, with notable years of success with BRM and Lotus. He won the World Championship with BRM in 1962 in the 1½-litre days and with Lotus in 1968 in the present 3-litre era.

One of the oldest teams in Grand Prix racing is British Racing Motors, started in 1947 by Raymond Mays and Peter Berthon on a co-operative basis backed by the trade and industry. Later Sir Alfred Owen of the Rubery Owen industrial empire took over BRM in its entirety. Sir Alfred's sister, **Mrs. Jean Stanley** (*below*), was part-owner of the team until the end of 1974 when she took sole possession of BRM, which she is now responsible for assisted by her husband, who manages the business affairs of the team.



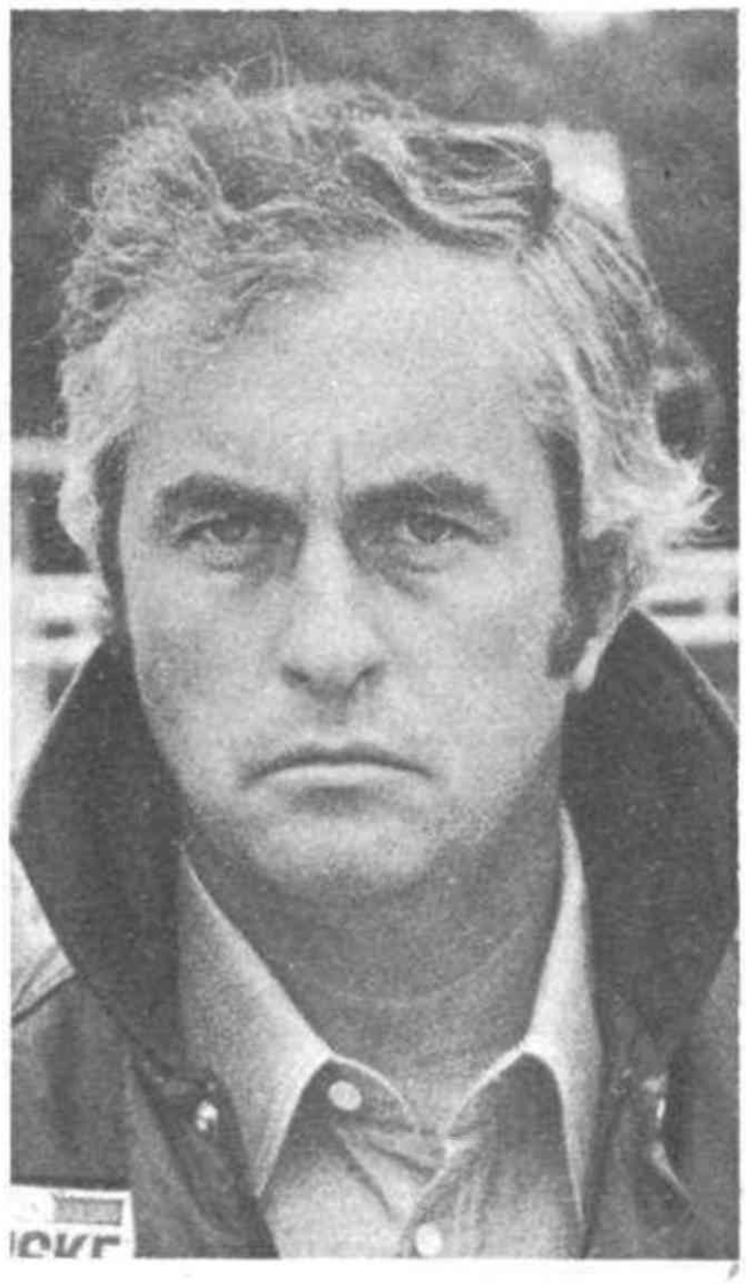


Elder brother of the reigning World Champion in Formula One is **Wilson Fittipaldi** (*above*), who has created a Brazilian Grand Prix team with designer Richard Divila and finance from Copersucar, their national sugar Corporation. Like Graham Hill, he instigated his team and is number one driver. If the Fittipaldi/Divila car proves successful, it will be interesting to see if "younger brother" decides to drive it.



A self-styled perfectionist, **Roger Penske** (*right*) is strong and forthright in his views about racing. After success in USAC, Can-Am and other forms of American racing, he has now launched a serious attack on Grand Prix racing, basing his team in England for the coming European season. With his business associate and driver Mark Donohue he has the World Championship as his aim; nothing less will satisfy him.

A new team to Formula One racing is the Vels Parnelli Team, run by **Rufus Parnelli Jones** (*left*) for his business partner Vels Miletich, both men hailing from the USA. With his driver Mario Andretti he hopes to bring his USAC race-winning ways into Formula One. For the next European season he has a racing headquarters at Griston in Norfolk, not far from Lotus territory, and has gathered together a team of English brains to help him in his operation.



Random Renault Recollections

The Editor talks with "Tug" Wilson, who has been with Renault in England for 55 years

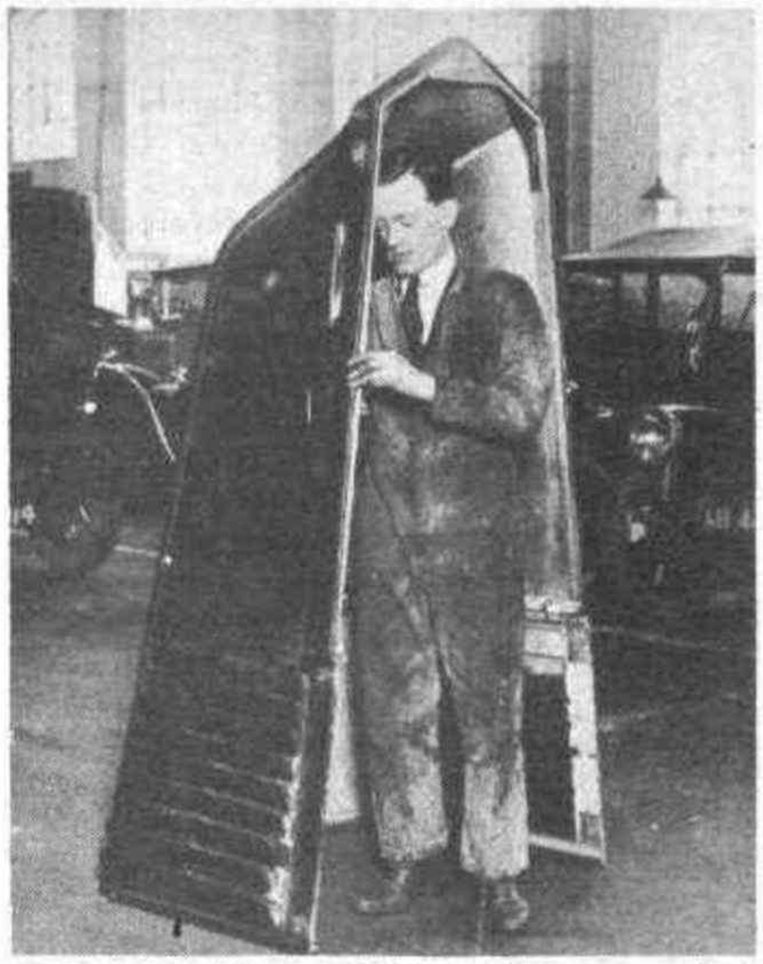
THOSE WHO HAVE had occasion to take their Renaults to the fine modern headquarters of Renault Limited, on London's Western Avenue, for servicing will very likely have encountered "Tug" Wilson. He knows a great deal about Renaults of all ages, having started with the British Company in 1920. That was at the Seagrave Road depot, where in those days Rolls-Royce and Rover also had premises. It seems likely that Renault constructed their own; they also had showrooms and offices in Pall Mall.

Tug remembers that just after the Armistice repairs to war-weary pre-1914 Renaults were in hand, and new cars still had the tube radiators protruding wider than the scuttle, as on these older models. One Renault from those days was the 1906 14/20 used as a West End shopping car by Queen Alexandra and later by King George V, before passing on to Major Sir Henry Stretfield. Its purchase had been recommended to the Royal Family by Major Stoner. Originally this Type X, Series B Renault had had artillery wheels beneath the patent leather mudvalences, but these were later changed, at the express wish of Queen Alexandra, to Michelin disc wheels. In recent times this historic car has been in the Henry Pilkington collection and may well be the only Edwardian car in the Royal colours. Tug learnt to drive on one of these Renaults in 1917. He recalls the tumbler gears of these early models, whereby the gears engaged sideways instead of sliding into mesh.

These and the bigger Edwardian Renaults were beautifully constructed and rivalled the Silver Ghost Rolls-Royce in quietness and quality. But the little two-cylinder Renaults were just as frequently encountered in the early 1920s. Many doctors used them and the works van was an ex-taxi chassis; it towed bigger cars with impunity. Famous users of the big Edwardian-type of Renaults included the Rothschilds, their car kept at their palatial London house in Park Lane. The Colmans Mustard family were also Renault owners.

Around 1926 the Hangar Lane factory was opened, close to the old war-time aeroplane works of Waring & Gillow, which is why you sometimes saw Press pictures of the latest Renault model with an Avro 504 in the background. Successive Managing Directors were Messrs. Forsythe, Ireland and de Wilde. The last-named's father held an important position with Renault in Paris but was killed in a 45.

It was now that these great Renault 45s began to arrive in this country. The radiator was now flush with the scuttle sides, which made it difficult to remove. Tug remembers the first one, a blue tourer, that came over for Mr. Ireland and how they went for a test run to Portsmouth and back. Segrave had one, a black Weymann fabric saloon with eggshell white waistlining, in which he once drove Tug and two other passengers at 104 m.p.h. on Brooklands Track. There is a story that he sold this car to a Guardsman, who was warned that it was dangerous and who was subsequently killed in it. Tug says this isn't true, as Segrave didn't sell his 45 to a Guardsman, nor does he think these cars had any suicidal tendencies, if they were properly serviced. He wonders whether the rumoured



NOSE-PIECE.—Tug Wilson on sentry-duty, inside the bonnet of a Renault 45.

accident has been confused with that in which the Hon. Edward Greenhall of the brewery family was killed while he was serving in the Guards. His 45 ran into a gate-post coming out of Windsor Great Park and he was thrown onto the control cluster in the centre of the steering wheel, which pierced his skull. That was in his open 45. But he also had a 45 saloon, in which two beds could be made up, in the spacious back compartment. He was a friend of the Prince of Wales when HRH was a brother Officer, and used his closed Renault for late-night parties. Tug recalls a very frightening ride with Greenhall. The young Officer had brought the car to the works, complaining that he couldn't get the speedometer to go above 90 m.p.h. Tug checked the car over and returned it to Windsor. Greenhall had to get to Olympia in a hurry, as his wife was riding in a horse-show there. He offered Tug a lift back and they made it in just under thirty minutes—Tug says his hands still tremble whenever he thinks of it!

At that time he was Chief Tester and Demonstration Driver and he saw a lot of Segrave, who had an 8.3 Renault coupé for his wife Doris, apart from the 45. The great racing driver once demonstrated a Renault charabanc to the Press, for a bit of fun; he had no business associations with Renault but was on the Cement Marketing Board at the time, so they may have provided the cars for him. Other famous owners of 45s included Betty Carstairs, the motor-boat racer, and Gwen Farrar, the actress, both of whom had the sporting skiff-bodied cars, and Comdr. Burney of airship fame. Dick Tubb, the comedian, had an open tourer, while Mr. de Wilde used a saloon. There was also a noble Duke who was obliged to sell his to his chauffeur! At one time the 9-litre 45 could be had with Skiff, Sports Torpedo, or English Torpedo open bodywork, with front and rear windscreens.

Tug spoke of the occasional tendency of these cars to catch fire if run-up too quickly with a cold engine. This happened to a chauffeur who had just taken delivery of his master's new 45—they had to "grease his palm" before he drove away! Oil and petrol



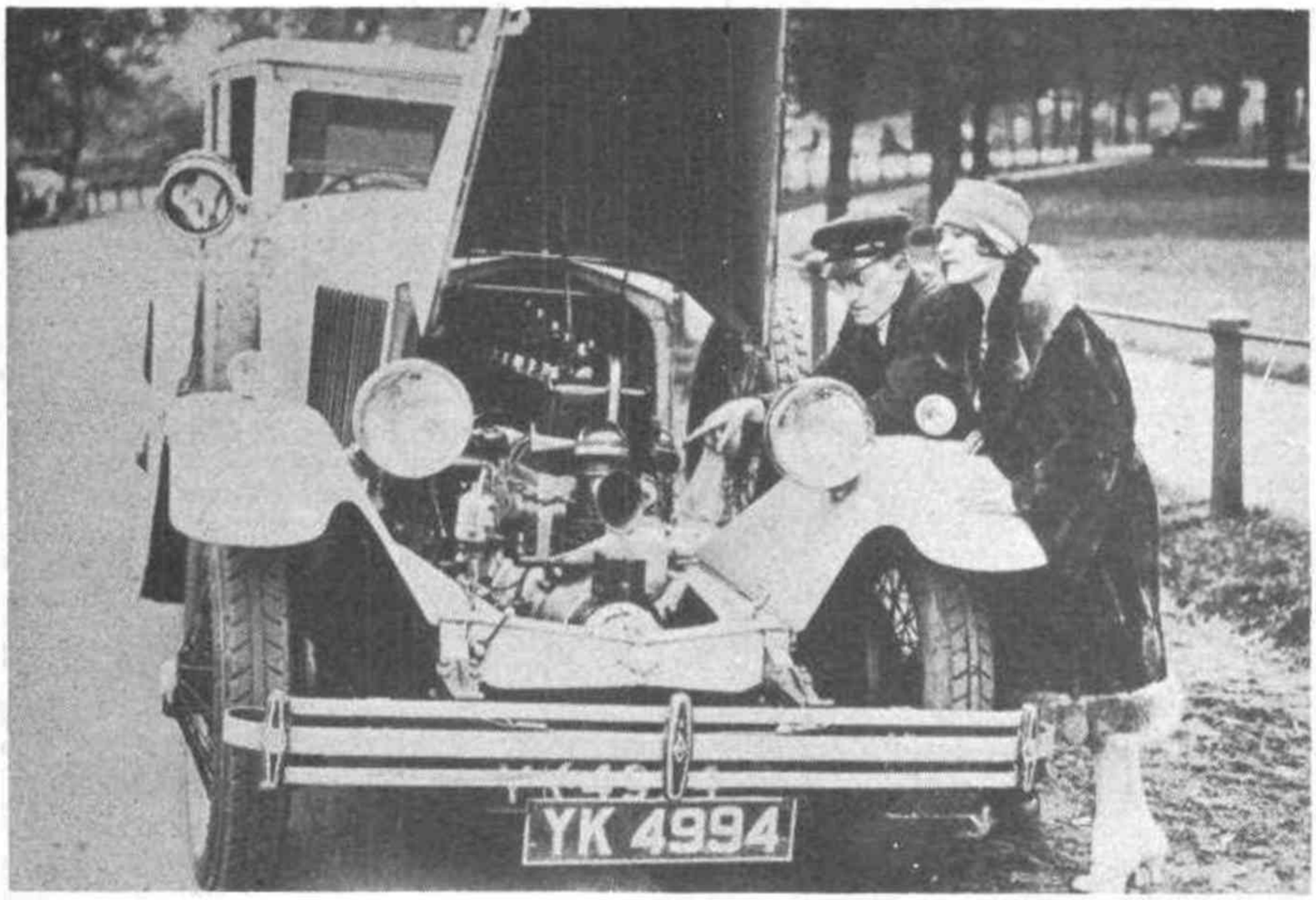
Days long ago—a youthful Tug Wilson in the passenger's seat of an 8.3 Renault.

collecting in the long undertrays increased the chance of a conflagration but these were necessary to assist the flow of cooling air induced by the fan-blades on the flywheel. More alarming, if the front-axle clips of a 45 were not kept tight the holding bolts would shear and then the axle could move back, with alarming results!

Tug Wilson says that when the entire Renault Demonstration Fleet was assembled in the hall at Seagrave Road it was a real picture, this line-up of red Renaults with chrome beading on their open bodywork. He used to be sent off round England and Wales on sales-tours, which lasted for some six months. If you were lucky you might get a train home for a week-end, but it was a strenuous job. They took seven Renaults, with an 11.9 van full of tools, etc. The fleet was in the charge of Mr. Doherty.

At this time new chassis, from 8.3 to 45 h.p. were driven from the docks to Acton and bodies were supplied for them by Vickers of Crayford, Shorts of Rochester and coupés by Loves of Walton-on-Thames. I asked Tug about these smaller Renaults. How slow was the little Renault 8.3? "It did 40", said Tug, laconically, remembering how the Company entered him for an MCC Trial in the later, but scarcely quicker, 9/15 model. Four of them crewed this tourer on a filthy Boxing night, but it crept up the hills all right. Sometimes there were Continental delivery trips. Tug once drove an 8.3 fabric saloon to Lugano, for the son of an English Judge who went there for his honeymoon and had preferred to travel out by train. Not surprisingly, because the journey by car occupied three days, including grinding over the St. Gotthard Pass in bottom gear. After which it was Tug's turn to go by train, home via Paris—he hastens to say he was accompanied by his wife. On another occasion he took a Monastella to Milan and Turin. He also remembers setting out to deliver a 13.9 Renault to a doctor in Torquay. At Hartley Wintney he collided with the projecting hub-cap of a Model-T Ford and went into the ditch. He had to return to Acton for some retouching and was sent to Cambridge on another delivery job in order that he could "regain his nerve". I asked about eccentric customers. Tug smiles to himself and nods. "Like the psychoanalyst from Oxshott who paid in *cash* for a red 45 and later 13.9 Renault". Garage hands were a bit eccentric, too, he says, sometimes putting water in the petrol tank, as the two scuttle fillers were close together.

Renault did no racing at this time. But I was interested that Tug took the KZ-type 13.9 h.p. cars to Brooklands for testing, where they had to do 60 m.p.h. and would sometimes be good for 75. He felt that the later 14/45 was "a horrid car" but described the big straight-eight Renaults as "nice, heavy old cars". Not many were sold here but a Naval Commander living in Weybridge and the Salmon family of Lyons catering were amongst those who had them. Tug drove his Managing Director at 80 m.p.h. in a Reinastella, confident of the servo brakes, but drawing forth the plaintive question "How are we going to *stop*?" Another time Mr. de Wilde was even more apprehensive. It was the occasion of the works' outing, with a fleet of Renaults from 8.3 to 45 in discreet line-astern, taking the staff to Folkestone—until



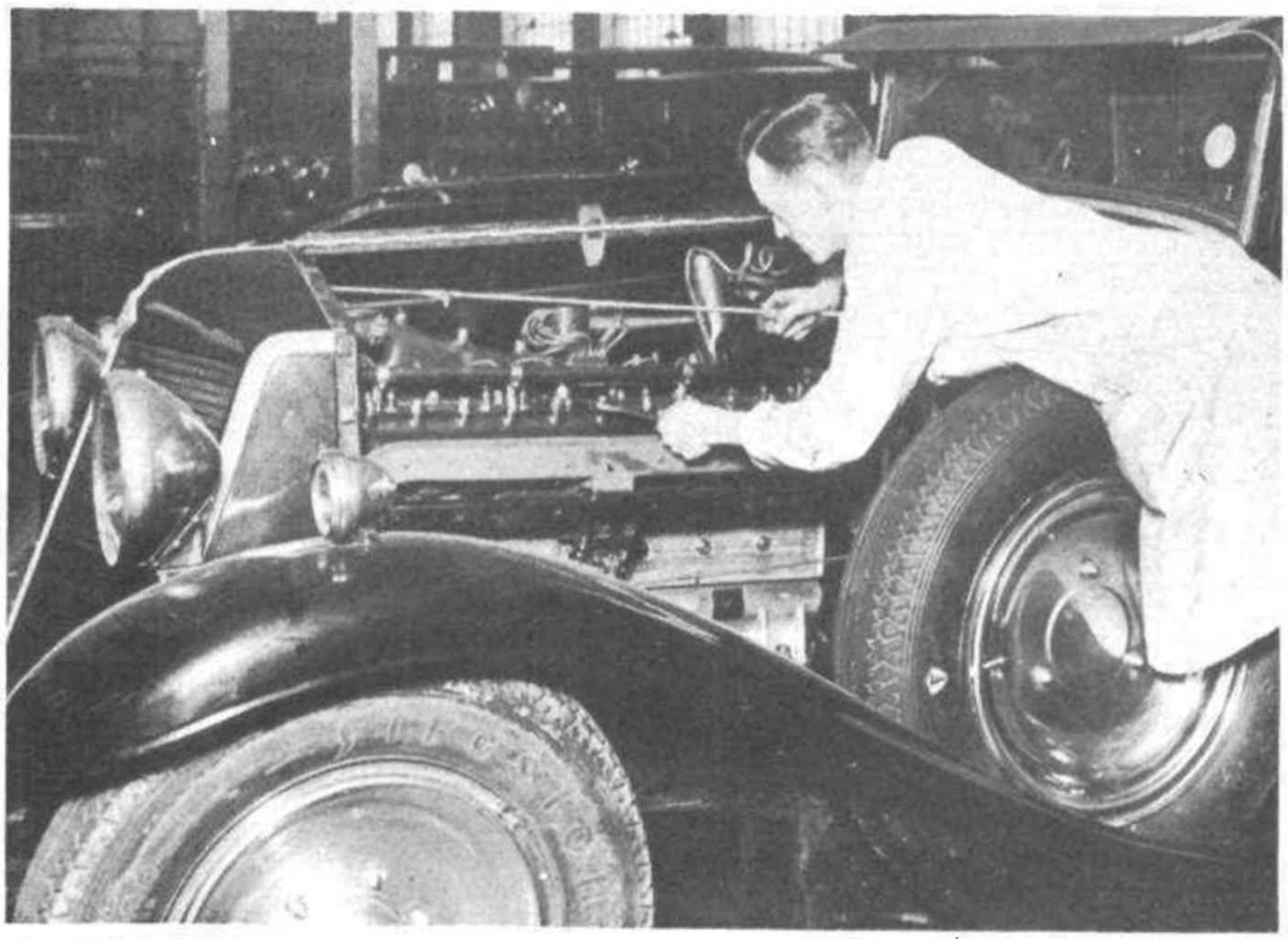
Tug Wilson in chauffeur's uniform, for a publicity picture of a Renault 45 saloon, taken in Hyde Park.

after the pubs had opened. "We never had another", concluded Tug, sadly.

Of all the Renaults Tug Wilson remembers, it is the big 45s that are the most vivid. "We used to test the chassis across Wimbledon Common", he says. "We sold them to Woolworth's for the use of their buyers", Tug continues, "these cars being in walnut-grained paintwork, even to the mudguards, with pink brocade upholstery. Very different from a dirty 45 saloon owned by a fish-and-chip merchant, who carried his ovens and cooking vats inside it". They then supplied a very special 45 to an Indian Maharajah who insisted that his Maharanee must have a 26.9 Renault, so that she shouldn't look as important as her husband.

Tug remembers the 8.3-engined railway platform trolleys and the Renault farm tractors, some of which were used here. Then there were the Renault commercial vehicles, ranging from 7-ton Renault tipper-trucks working in a sand and gravel quarry near Heathrow, to the little 8.3 vans of *Galeries La Fayette*. The latter had no roof over the driver's compartment, presumably because they looked more *chic* without them. This reminded Tug of a lady who had a similar Renault Coupé de Ville. He asked the chauffeur why he didn't persuade his mistress to

Continued on page 235



Mr. Wilson in Renault's old Service Department at Acton, administering to the engine of a straight-eight Renault. Its American styling fits in with the Firestone tyres!

RALLY REVIEW

Winter Classics

Monte Carlo Rally

WHAT WENT WRONG with the Monte Carlo Rally this year? Why was it that only 96 cars set out from the various starting points whereas two years ago, when the rally was last held, it attracted all of 270? The reasons are simple enough; the organisers increased the entry fee from 1,500 francs in 1973 to 3,000, piled on the useless kilometres of the concentration run to something like 4,000 and generally did nothing to ease the cost of the event for the competitors. There are other reasons which could be quoted, such as the very low percentage of competitive miles compared with that of many other events today, and the difficulty and expense of ensuring that one had the right tyres for the right conditions at the right place and at the right time. Even factory teams, with all their resources, slipped up occasionally with their tyre selection, and if they can't get it right what chance does a privateer have?

The concentration runs have for many years been no more than Grand European Tours to get cars from the various starting points to Monte Carlo. Unlike the time when getting there in the first place was the vital task, nowadays the competitive part of the rally does not begin until all the cars have converged. They used to meet at the Monte Carlo quayside, but a few years ago the organisers conceded that it would be better to introduce some sort of competitive element into the concentration run and brought all the itineraries together *before* the arrival at Monte Carlo and then running two special stages in the final trip into the Principality.

This year there were four special stages in that part of the event, two in France and two in Italy. They were run during the night immediately before the Sunday morning arrival at Monte Carlo, after a stop of eight to ten hours at the town of Gap, where all the itineraries converged. What a relief it was for the competitors to get to Gap. At last the boredom of a 4,000-kilometre drive around Europe was over. What rally can possibly be enjoyable if its competitors become bored? If tradition demands that the concentration runs be maintained, then they should be along routes which are as direct as possible, not in needlessly complicated meanders. What sense, for instance, was there in planning the route for the Aberdeen starters to go via Fishguard and Exeter? As it turned out there was no Aberdeen start, for there were only two, yes *only two*, British starters and that wasn't enough to justify running a start control at Aberdeen. In the end, the two British crews, Doug Harris and Mike Butler in a Gp. 1 Ford Mexico and Tony Maslen and John Jensen in a Gp. 1 Ford Escort RS2000, drove down to Monte Carlo and started from there, enduring a concentration run which went down even into southern Italy.

Many rally organisers go out of their way to ensure that their foreign contestants are not in any difficulties with hotels, garages, comprehension of the regulations and various other things. In Finland, for instance, organisers have an extremely friendly way of checking up on whether any visiting competitors need guidance about any point. And if a query is raised with the organisers, the answer is produced immediately. That isn't exactly the case with the Monte, where one gets the impression that the organisers are doing the competitors a favour by allowing them to compete. That may have been the case more than a decade ago, when there was a selection process to choose which of the applicants should be accepted as competitors and which should not, but that aloof attitude is completely out of place today, and the sooner the organisers realise that they should always make themselves known and available to competitors, the better.

The four special stages after the concentration runs were in a part of the rally which was called the *Parcours de Sélection*. That was a real piece of misguided optimism, for instead of having sufficient cars from which to choose the 180 leaders to continue in the rally, only half that number was running. After the first arrival in Monte Carlo on the Sunday there was a long loop through the Alps and even across the Rhône into the Ardèche. This contained nine special stages and ran from Monday evening to Wednesday morning. Included was a stage over that infamous



Sandro Munari, Monte winner.

mountain road at Burzet where the commotions and strife of the 1973 Monte had their origins. There was very nearly a repetition, for nails had been carefully placed on the road in order that competitors would be brought to a standstill. In the days before the event the people of the village of Burzet and the nearby town of Vals-les-Bains had been carrying out a poster and leaflet campaign to encourage people to disrupt the event by allowing their animals to stray, parking tractors on roads, setting down nails and piling up rocks. The people of that particular area have not been too enthusiastic about the rally for some time and we feel that it does the sport no good at all for organisers to run roughshod over these people by sending the rally past their homes when they would prefer otherwise. In Britain, no organiser would dream (or perhaps dream is all he would do!) of running a rally through a recognised "black spot".

As it turned out, the saboteurs reckoned without such people as ice-note crews making advance recce trips in order to make the right choice of tyre/stud combinations and, of course, the local gendarmerie. A whole string of cars and police vans collected punctures and the competitors waiting in the village below were simply delayed for an hour and a half whilst the stricken vehicles were recovered and the road cleared of the nails, some of which had been pushed through strips of canvas, laid as prickly carpets and camouflaged with snow.

Main competition in the rally came from the teams of Lancia, Fiat, Alpine-Renault and Opel, although there were some well-driven private cars and, of course, the Castrol-sponsored team from the Polski-Fiat factory.

Alpine had a very unhappy event, one A310 going out during the *Parcours de Sélection* when Warmbold nicked a jutting rock with a wheel, broke the steering and floated straight into a rock face, an A310 and an A110 (Thérier and Ragnotti respectively) sliding off the road on a suddenly icy corner of Monday evening's first stage and Nicolas, after challenging Munari's Lancia Stratos most determinedly for the lead, shot off the road when his A110, shod with racing tyres for the dry tarmac, hit some unexpected loose gravel left after a road repairing operation.

The four retirements left Alpine-Renault with just one car, the Gp. 2 Renault 17 Gordini of Piot and de Alexandris, which finished a most creditable fifth overall, one place ahead of the privately-entered A110 of French veterans Henry and Gélin.

For Lancia the rally began with disaster. First of all the Beta coupé of Ballestrieri ran its main bearings whilst being driven from the garage to the start ramp. It started, albeit noisily, made a cautious journey across the border to Italy, had its bearings changed with the loss of only one minute at the Cuneo time control, only to have the same failure within a very short distance.

In the second special stage of the *Parcours de Sélection*, two of the team's three Stratos (Andruet and Pinto) crashed on the same icy corner, leaving Munari quite alone to uphold the honours of Lancia-Alitalia. Uphold them he did, for although he was beaten on several tests he appeared to be playing cat and mouse with the opposition, sometimes slowing down and letting them catch up a little then setting a storming time to forge ahead again as if to demonstrate that he was in complete command.

In last month's MOTOR SPORT we wrote of the "market" which takes place unofficially at the end of each year as drivers and team managers renew old contracts and make new ones. We also spoke of the complicated arrangements which some drivers have to make in order to accept one-off contracts from different teams. That such agreements are never really final until papers are signed (or hands are shaken as often is the case) is illustrated by the fact that we said that Eklund, a regular driver for Sweden's Saab team, would be driving for Lancia in the Monte, as would Finn Simo Lampinen. As it turned out, neither driver appeared in the event at all, showing how loose some arrangements are, even until the last moment.

Andruet's partner was not his usual co-driver, the young girl Michèle Petit who uses the pseudonym "Biche" and with whom he won the previous Monte Carlo Rally in 1973, but

Yves Jouanny, the young and quite inexperienced son of a friend. It seems that "Biche" could not undertake the long practice sessions, so Andruet took a succession of different partners during practice before starting the rally with Jouanny whose inexperience was shown by the number of "wrong-slots" they took during the concentration run through Italy.

The Fiat team consisted of four 16-valve 124 Abarths for Alén, Mikkola, Darniche and Bacchelli, two Finns, a Frenchman and an Italian. They lost one car when Darniche's engine succumbed to oil pump failure, but the others finished a creditable second, third and fourth. Despite every endeavour to get ahead of the winning Stratos, the Fiat drivers found that their cars could not match the power/weight ratio of the wedge-shaped Lancia.

Three Opel Asconas were also among the leading group of cars, one entered by the Dutch dealers and two by the Euro-Dealer team based at the Russelsheim factory. The first was driven by Lars Carlsson from Sweden and Dutchman Bob de Jong, and the others by Swedes Anders Kulläng/Claes-Göran Andersson and Germans Walter Röhrl/Jochen Berger. Kulläng retired after a collision with a lorry, Röhrl, after some very good times indeed, when his engine broke and Carlsson after a most unusual incident on the first test of the last night. He collected four punctures on the same stage, believed to be caused by the tyres moving around the rims and snapping the valve stems. He was classed as one of the 43 finishers, of course, as he had completed the "long loop".

The most difficult task facing any team manager in the Monte is the efficient deployment of tyre supplies. Road surfaces can vary so much that it is necessary to have every available type of tyre on hand before every test in order that drivers, armed with recent surface information brought back by ice-note crews, can have the maximum choice. A team of three cars will only need to pick up 15 new tyres between them at any service point, but frequently something like 80 to 100 wheels and tyres are available. Most of them won't be needed and will be moved on to supplement stocks at other service points, but it's impossible to know in advance what conditions will be like so tyres for all road surface possibilities must be made available.

The British method of making ice-notes is to send out crews armed with photocopies of the pace notes of each of their team's competing cars. They then drive over the special stages ahead of the rally, not so early that conditions may change and not so late as to run the risk of failing to get back in time with the required information. One crew member reads out from one of the sets of notes as the other drives and every patch of ice or snow is marked accurately on the notes, usually by a system of red underlining. On dry roads, gravel, rock falls, pools of water etc. are marked instead. Care is taken to locate precisely whether the ice is on the braking distance for any bend, the apex or the acceleration. It's a complicated business but a vital one for any team with the resources to use such means to gain extra seconds.

Some continental teams don't use such precise methods, preferring to make a general survey of each stage and noting the distance dry, the distance of slush, the distance of snow etc. Trip readings are also taken so that



The tyres referred to in the Arctic Rally Report : Hakkapeliitta (left) *with twin centre flanges; Kumi-Helenius* (right) *with single flange.*

competitors will know roughly where during the ascent of a col the snow starts and where during the descent it ends. This may be fine for choosing tyres but it isn't anything like as good as the detailed notes which warn drivers of the most dangerous situation of all, an icy corner after a fast stretch of dry tarmac. This undoubtedly contributed to many of the retirements this year.

The year 1974 ended in a fierce duel between Lancia and Fiat for the title of World Champions. This year has started with the prelude to what could turn out to be a repeat, for Lancia scored 20 points and Fiat 15.

As for the event itself, we feel that it's high time the organisers got off their pedestal and started taking a more realistic view of their rally. The past doesn't always make a good prop for the future and if some of the Monte's

MONTE CARLO RALLY
GENERAL CLASSIFICATION

1st	S. Munari/M. Mannucci (Lancia Stratos)	6h. 25m. 59s.
2nd	H. Mikkola/J. Todt (Fiat 124 Abarth)	6h. 29m. 05s.
3rd	M. Alén/I. Kivimäki (Fiat 124 Abarth)	6h. 29m. 46s.
4th	F. Bacchelli/B. Scabini (Fiat 124 Abarth)	6h. 47m. 02s.
5th	J-F. Piot/J. de Alexandris (Renault 17 Gordini)	6h. 51m. 15s.
6th	J. Henry/M. Gélin (Alpine-Renault A110)	6h. 52m. 12s.
7th	J-P. Rouget/P. Chonez (Porsche Carrera)	7h. 25m. 00s.
8th	G. Frequelin/C. Delferrier (Alfa-Romeo 2000)	7h. 33m. 30s.
9th	N. Labaune/J. Maurin (Porsche Carrera)	7h. 46m. 25s.
10th	C. Dorche/P. Gertosio (BMW 2002 Tii)	7h. 49m. 25s.

96 starters — 43 finishers, only 28 of which completed the final "Mountain Circuit".

traditions are not eased they will die completely along with the event itself. The concentration runs need not be scrapped altogether, but they should be along direct routes. There need not be any start point at all at Monte Carlo. The competitive distance in the Common Run and the Complementary Run should be increased in relation to road distance, and road distance itself should be kept to a minimum and made more relaxed. Some such sections this year were only just possible in the set time, and that is totally hypocritical in an event which sets down a penalty for being caught exceeding the legal speed limit.

The character of the event would not be affected at all by these changes, but it could be made more concentrated (this year it spanned a ridiculous ten days) and less expensive. A way of forcibly cutting competitors' costs would be to rule that only one type of tyre may be used throughout the event on each car—no restriction on number, just on type. That way there would be no massive tyre service operations necessary and a compromise tyre would have to be used by every contestant.

It would be very, very sad if the Monte Carlo Rally were allowed to fade away and die, but unless the organisers themselves do something to give it a new lease of life, that is precisely what could happen.—G.P.

Arctic Rally

Hard on the heels of the Monte Carlo Rally came the second European Championship qualifier of the year, but the second at the highest co-efficient of 4. The Marlboro Arctic Rally is a snow rally to end all snow rallies, its location right on the Arctic Circle in Finnish Lapland guaranteeing sufficient snow to cover all the stages and sufficient thickness of ice to make possible stages on lakes and rivers.

In the marvellously relaxed atmosphere of the cold, bleak, dark but undeniably attractive Lapp countryside, the rally is based at the modern town of Rovaniemi where there is tremendous enthusiasm among the populace and a fine welcome for visitors arriving for the event. The organisers are keen and enthusiastic but not quite as slick as they might be in processing information about stage times and getting it back out in the form of interim positions as the rally progressed. However, this is something which can easily be put right (and steps are being taken in that direction) and we see no reason why the event should not in the future be considered seriously for the World Championship.

Having won Sweden's Bergslagrally just before the Monte and picked up 20 European Championship points (the event rated co-efficient 1), Stig Blomqvist was sent by the Saab factory to join the Finnish Saab people in a bi-national team for the Arctic Rally. His team-mate Per Eklund was kept at home for a Swedish Championship event called Värmland Runt which he won.

The joint Saab team then consisted of Blomqvist/Sylvan, Rainio/Nyman, Lampinen/Markkanen and Vilkas/Soini, Jari Vilkas being the son of that Finnish veteran Onni Vilkas who has so many Monte Carlo Rallies behind him that he could decorate his house with the plates. Fiat had two 124 Spiders for Mikkola and Alén but neither made any striking show. Alén left the road at very high speed and buried his car in deep snow whilst Mikkola, after doing his share of digging, eventually got up to seventh place. Mäkinen, in the only works Ford Escort, made a bad start when his tyre studs came out, due to a combination of excellent grip and ineffective adhesive, picked up to the top again only to go out when his engine caught fire.

Present Finnish tyre stud regulations prescribe that studs should be limited in length, number per unit surface area of tread, and position. The latter was laid down as the two outer thirds of the tread surface; the inner third was to be free of studs. Narrow tyres are better on snow and ice than wide ones since they provide greater ground pressure per surface contact area, but an unstudded portion of tread lessens the grip because it prevents the studded portion exerting its full penetration. This was recognised by that master of winter tyre development, Timo Mäkinen, who spent considerable time with engineers from Nokia, makers of the Finnish Hakkapeliitta tyre, to

Before We Lose Track

WHEN Jack Brabham retired from motor racing and returned home to Australia he sold his firm, Motor Racing Developments, to Bernard Ecclestone, an enthusiastic business-man from South East London, who had been involved in motor racing for many years. Brabham's designer and partner, Ron Tauranac, left the newly-owned MRD firm and the young South African Gordon Murray took over the design work. Ecclestone retained the name Brabham for the new cars from MRD and they have upheld the good name of the original owner in a very impressive manner. Gordon Murray's first design for the newly-owned firm was the BT42 series, continuing the designation and number sequence started by Brabham and Tauranac, the BT part of the model number. Murray is now in the third series of Formula One designs and the histories of the cars are as follows:

BT42/1: The first Gordon Murray-designed Brabham. Appeared at the Race of Champions in 1973 driven by John Watson. It crashed and was written-off.

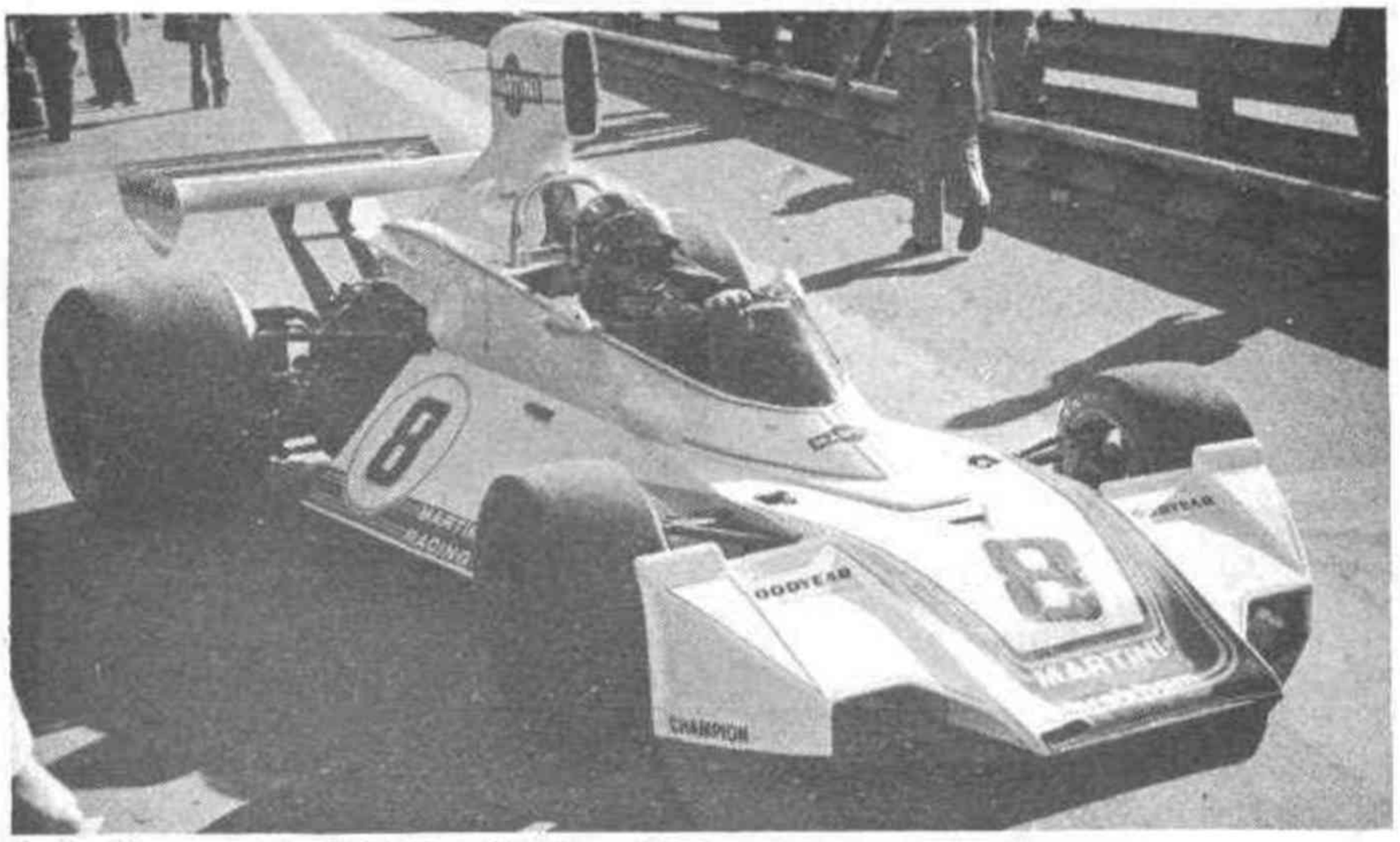
BT42/2: First appeared at Spanish GP 1973 for factory team. Retained as team car for rest of season. Used by John Watson driving for the Hexagon of Highgate team in 1974. Sold to Richard Oaten for Ian Ashley to drive.

BT42/3: First appeared at Spanish GP 1973 for factory team. Retained as team car for rest of season. Used by factory in 1974 on Rent-a-Car basis, driven by Pilettè, Lombardi and Pace. Retained by factory as a Show Car.

BT42/4: Factory-supported car for Ceramica Pagnossin team driven by Andrea de Adamich. Written-off in multi-car accident in British GP at Silverstone 1973.

BT42/5: First appeared British GP 1973 for factory team. Retained as team car for rest of season. Sold to Italo-Swiss Scuderia Finotto in 1974.

BT42/6: First appeared Austrian GP 1973 for factory team, completed with salvageable parts from BT42/4. Retained as team car for rest of season. Sold to Italo-Swiss Scuderia Finotto in 1974.



Carlos Pace won the 1975 Brazilian Grand Prix in the Martini-backed BT44B/2, actually the rebuilt BT44/3.

BT44/1: First appeared at Argentine GP 1974 for Carlos Reutemann. Retained as team car for rest of season. Rebuilt into BT44B/3 for 1975.

BT44/2: First appeared at Argentine GP 1974 for Richard Robarts. Retained as team car for rest of season. Still at factory.

BT44/3: First appeared at Race of Champions 1974 for factory team. Retained as team car for rest of season. Rebuilt into BT44B/2 for 1975.

BT44/4: First appeared at German GP 1974 for John Watson to drive for Hexagon of Highgate team. Rebuilt into BT44B/4 for works team.

BT44B/1: New car for Argentine GP 1975 for factory team backed by Martini.
BT44B/2: 1975 team car built from BT44/3.
BT44B/3: 1975 team car built from BT44/1.
BT44B/4: 1975 team car built from BT44/4.

RALLY REVIEW
Continued from previous page

develop a pattern which gave optimum grip within the provisions of the new regulations. To have no tread at all in the centre third of the tyre was not allowed (that would have been ideal) so a pattern was made with two simple, soft rubber flanges running around the centre of the tread. These flanges really did nothing except make the tyre legal. They exerted little or no ground pressure and allowed the studded portions of the tyre to exert their full grip. It was a simple but effective idea, and such tyres were used in the Arctic Rally by the Ford and Volvo teams, with very similar tyres made by Kumi-Helenius, a Finnish remould company, used by Saab and Fiat.

Stud regulations may vary from time to time and give rise to development in order to provide the best equipment which complies with those regulations, but one thing is quite certain: on ice and snow there is no substitute for metal-tipped tyre studs. They provide the safest and most effective means of winter travel and any government which bans them (as some do) on the pretext that they damage road surfaces is deliberately suppressing one of the finest aids to winter motoring ever invented.

Consistency brought success in the Arctic Rally to Simo Lampinen who drove a Finnish-made Saab, but others were quicker. For instance, Stig Blomqvist was fastest on the majority of special stages but the advantage was neutralised by the time he and his co-driver spent digging and coping with the effects of going off the road. Such is the nature of the Arctic Rally that it is not enough to be fastest most of the time; the slightest of mistakes is often enough to produce a wide margin of defeat. As we said before, it is one of the few adventure rallies of this world and as such should never be allowed to fade away.—G.P.

ARCTIC RALLY
GENERAL CLASSIFICATION

1st	S. Lampinen/J. Markkanen (Saab 96 V4 (2))	7h. 45m. 53s.
2nd	S. Blomqvist/H-E. Sylvan (Saab 96 V4 (2))	7h. 48m. 40s.
3rd	J. Vilkas/J. Soini (Saab 96 V4 (2))	8h. 12m. 36s.
4th	K. Hämäläinen/M. Alamaula (Chrysler Avenger (1)) ..(40s)	8h. 24m. 01s.
5th	P. Airikkala/H. Haaksiala (Vauxhall Magnum (1)) .....(10s)	8h. 36m. 13s.
6th	H. Vilkman/M. KaTaja (Saab 96 V4 (2))	8h. 37m. 50s.
7th	H. Mikkola/J. Todt (Fiat 124 Abarth (4))	8h. 43m. 54s.
8th	J. Haugland/A. Antonsen (Skoda 120S (2)).....(30s)	8h. 56m. 10s.
9th	E. Nuuttila/M. Olkku (Vauxhall Magnum (1)) .....(10s)	8h. 58m. 00s.
10th	K. Mäkelä/P. Kuukkala (Peugeot 304S (1))	8h. 59m. 27s.

68 *starters* — 32 *finishers*

Figures in brackets immediately before total penalties indicate road and other non-stage penalties.

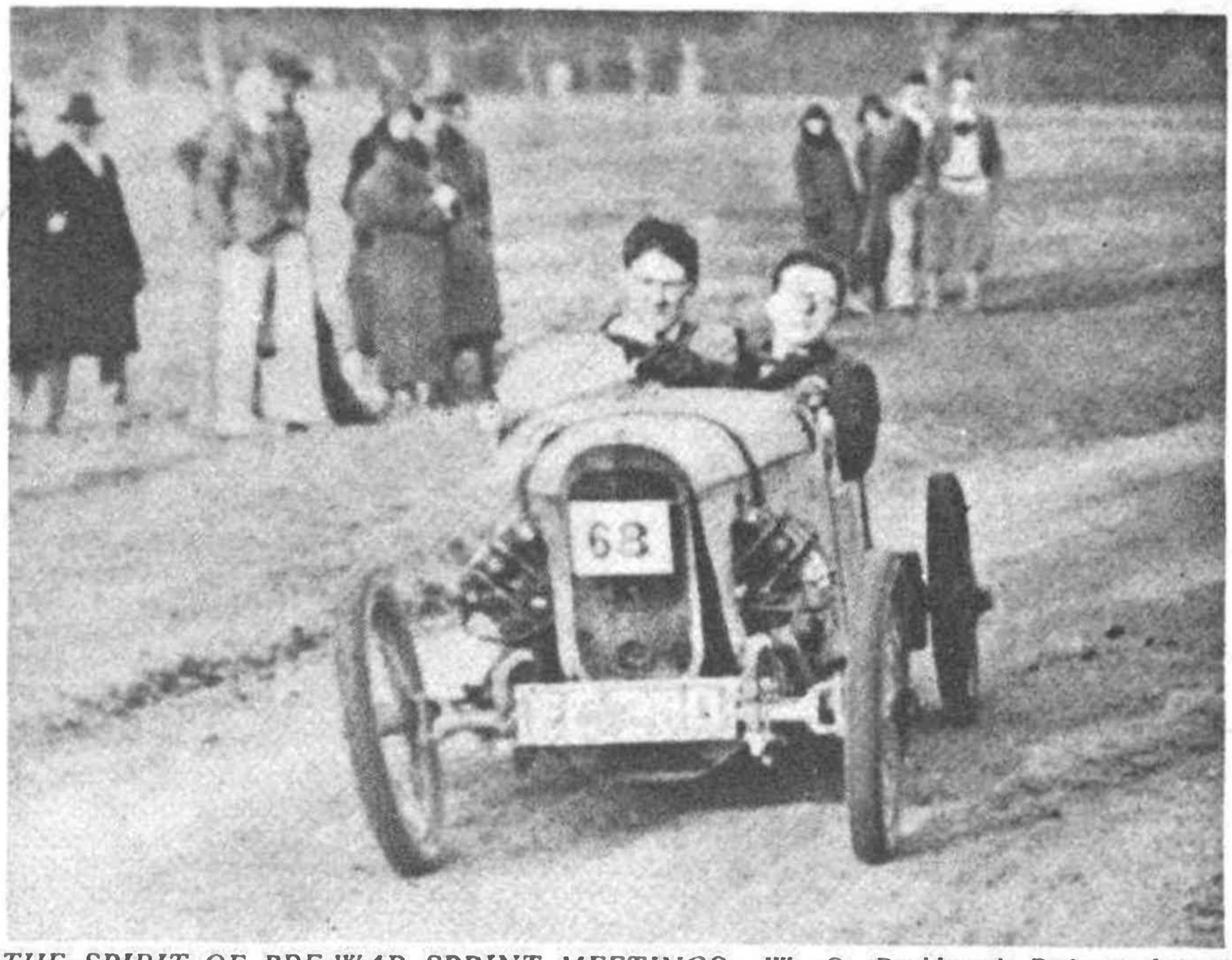
RENAULT RECOLLECTIONS
Continued from page 232

let them fit a hood to the driver's compartment. "It doesn't matter", was the reply, "you see my Lady never goes out in the rain". In later times, Tug remembers, a big film company here was using Nervastellas, and the Sports Editor of the *Daily Herald* having a p.v.t. six-cylinder Renault saloon, which was handed over to him by the head from the body-shop, who had been at great pains to eliminate any rattles.

This chat with the old Renault employee was arranged for me by Mr. A. R. Ronald, the PRO, whom Renault are so fortunate to have. He has a great interest in motoring history and has made himself responsible for saving many valuable Renault documents and photographs at Acton and painstakingly indexing them. Rather belatedly the parent Company at Billancourt began to form its own museum, which now occupies premises at 53, Avenue des Champs-Elysées in Paris. Here you can see Renaults ranging from 1898 and 1901 *voiturettes* to the 1956 Etoile Filante turbine-car and a 1966 Renault-Alpine Le Mans coupé, including most of the Renault models I have mentioned above. Mr. Ronald, moreover, is likely to organise another rally for vintage and veteran Renaults later this year.—W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



THE SPIRIT OF PRE-WAR SPRINT MEETINGS.—W. S. Braidwood, B.A.—a former Editor of MOTOR SPORT—driving a GN during speed-trials at Syston Park.

Hill-Climbs and Speed-Trials

TIMED SPEED-TRIALS AND HILL-CLIMBS were at one time an important part of British motoring sport. Indeed, until Brooklands was opened in 1907 they were the only speed fixtures on the Mainland. Public road courses were used freely, until a spectator's broken leg in the accident at Kop hill in 1924 resulted in the RAC ban early the following year.

MOTOR SPORT listed the more important of these events many years ago and a book has since been published about them. So there is no need to dwell on the pre-Ban sprints. It has, however, been interesting to visit as many of the old venues as possible, such as Kop, Spread Eagle, Aston Clinton, South Harting, Dean Hill and Caerphilly. Only recently, aided by an old photograph, I was able to discover the starting area of that ACU speed-trial which, together with another near Tavistock, had the distinction of being the last to be held after the Ban was enforced, apart from "pirate" happenings. A half-mile of road, tarmacadamed even in 1925, out of Hereford, was used, f.t.d. being made by F. B. Taylor's Brescia Bugatti. A bungalow beside this now busy main road was my clue to where competitors had been started; although some of its chimneys have since been removed, there was no mistaking it.

After the Ban, private courses had to be found. By all, that is, except Clubs that turned a blind eye. The Bugatti OC, for instance, timed cars up Middledown hill near Salisbury during one of its adventurous Night Trials and did so again in a daytime trial in 1934. It was disguised as an acceleration-cum-hill-climb test! (Driving-tests were rather different but it is amusing that the MCC got away with timed manoeuvres and a brake-test on a road in Llandudno that the public were using at the same time, also in 1934; there was even a policeman there to help!)

Mostly, however, the Clubs behaved like good boys and found private speed-venues. Many of these were notably picturesque, often consisting of the drive of a stately home, so that the Paddock would be in a suitable field and the cars would run in close proximity to railed-off pastureland and age-old trees, frequently over a narrow, gravel-surfaced road. I find myself wondering whether any of these 1925-39 courses still survive. Do they now sleep undisturbed by the sudden invasion of racing cars with open exhausts driven by wild young men intent on going as quickly as possible come what may? Or have they been ravished by the public buying teas in the great house? Or have the bulldozers and speculative builders swamped these old estates, converting them, maybe, into estates of quite another kind?

Whatever has befallen them, it is fun to recall them. There was Branches Park near Newmarket (by kind permission of Mrs. Tonge) where W. B. Scott made fastest time in the 1½-litre GP Delage, crossing the line at well over 100 m.p.h. Moreover, he had *driven* the car from his shed at Brooklands to London and to the venue the next day, with the Hon. Max Aitken in the passenger's seat! There was Hexton Hall, where the Conan Doyles got their Austro-Daimler across the course beyond the finish, causing Rothschild's 38/250 Mercedes-Benz to go off the road, alas to the detriment of Sir James Hill's box hedge of immemorial antiquity.

There were Syston Park, Ewelme Down (by permission of Mrs. Harwood-Murray), Gopsall Park, Isworth, Henley Park and Hatley Park. And there was Eynsham, as I am reminded whenever I drive to the office through Witney towards Oxford. It was here that a timed kilometre was available before the new by-pass was opened, a policeman holding up main road traffic as each competitor made his run. I wonder what the public, waiting in their staid saloons, thought, as they got a glimpse of a Bugatti or Frazer Nash in full cry?

I used to attend the Berkhamsted & DMC's hill-climbs at Dancer's End. The course was too loose and short to rank with the faster venues but it provided much fun, although not for Alan Hess when he inverted a borrowed Brescia Bugatti at the hairpin. The same Club held speed-trials at Howard Park nearby, at which touring ioe GNs were brutally made to perform as single-seaters. In later times there were speed-trials at Wetherby, just off the Great North Road, where the Vauxhall-Villiers stirred things up.

As the peaceful years ran out less pleasing courses were resorted to. The Bugatti OC made use of part of a building site at Chalfont St. Peter for a speed hill-climb, and had an even less alluring course at Joel Park. The VSCC once went to a windswept concrete road at Littlestone-on-Sea for speed-trials, before this venue became, I expect, a holiday camp. Later it was reduced to a maze of roads in Croydon that normally served as the Learners' course at a Driving School, and the roads round the AEC factory at Southall have been the scene of speed events. It is the more vintage-flavour courses that I prefer to remember.

Fortunately, we are still endowed with excellent sprint events, many of which have classes for pre-war cars. Shelsley Walsh, which as it commenced in 1905 is definitely pre-Ban, has seen very successful participation by the VSCC in recent years and the Bugatti OC's Prescott hill is even more frequently supported by vintage and thoroughbred cars. The seaside speed-trials at Brighton and Weston-super-Mare happily survive. Curiously, however, there is no speed-trial in the VSCC calendar—for Curborough is not quite what I have in mind. A hill-climb, in the very nature of things, usually incorporates bends and corners, which puts a premium on good brakes and road-holding and driver prowess. This is less true of a speed-trial, which should thus suit back-braked Specials and Edwardians, and enable interesting comparisons to be made between them.

I know the RAC now demands a hard-surfaced course. But surely it would not be impossible to find a suitable quarter or half-mile, preferably in a 1930s setting? Such a vintage speed-trial over a straight and level course might be dull to watch but photographers could be encouraged by restricting the car-parks adjacent to the start area to pre-war cars—to give a period atmosphere. I should be interested to have Peter Hull's reactions to this idea.

Meanwhile, can anyone tell me how some of those pre-war sprint venues are faring, in the chill wind of 1975?—W.B.

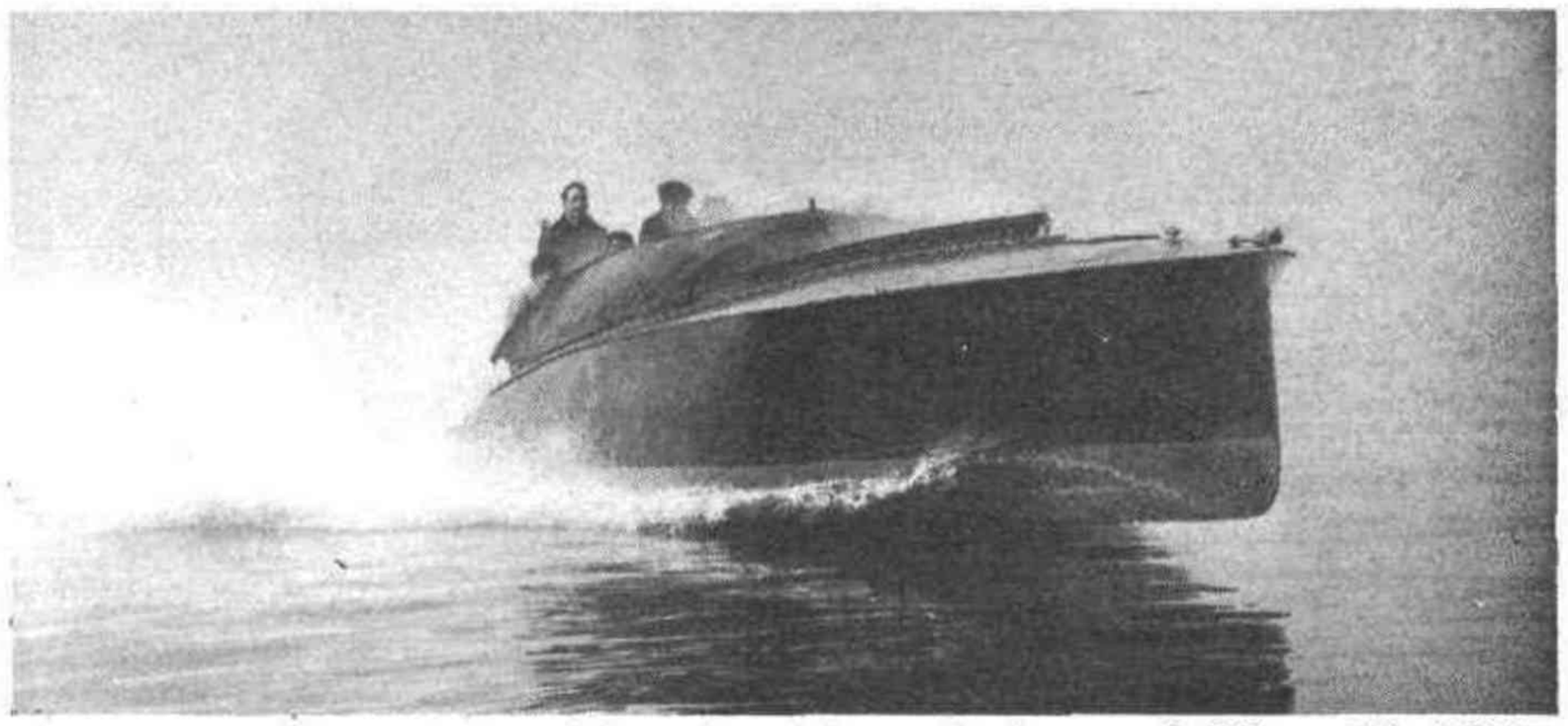
Austin's Proposed Land Speed Record Attack

[Mr. F. T. Henry, who joined The Austin Motor Co. Ltd. at Longbridge in 1926, has written some very interesting memoirs for the magazine of the Austin Apprentices' Association and otherwise dispensed Austin history. We asked him for something on these lines and he has kindly sent us the following article, which deals with the almost unknown attack Mr. (later Sir) Herbert Austin intended to make on the Land Speed Record. There have been many books about this most exciting of motoring endeavours, the absolute speed title, including my own, but none so comprehensive as that by my friend Cyril Posthumus (Osprey, 1971) which includes chapters on untried and paper projects. Even so, Posthumus says nothing about Austin's plans. It will be interesting to see if any more is recalled about them.—ED.]

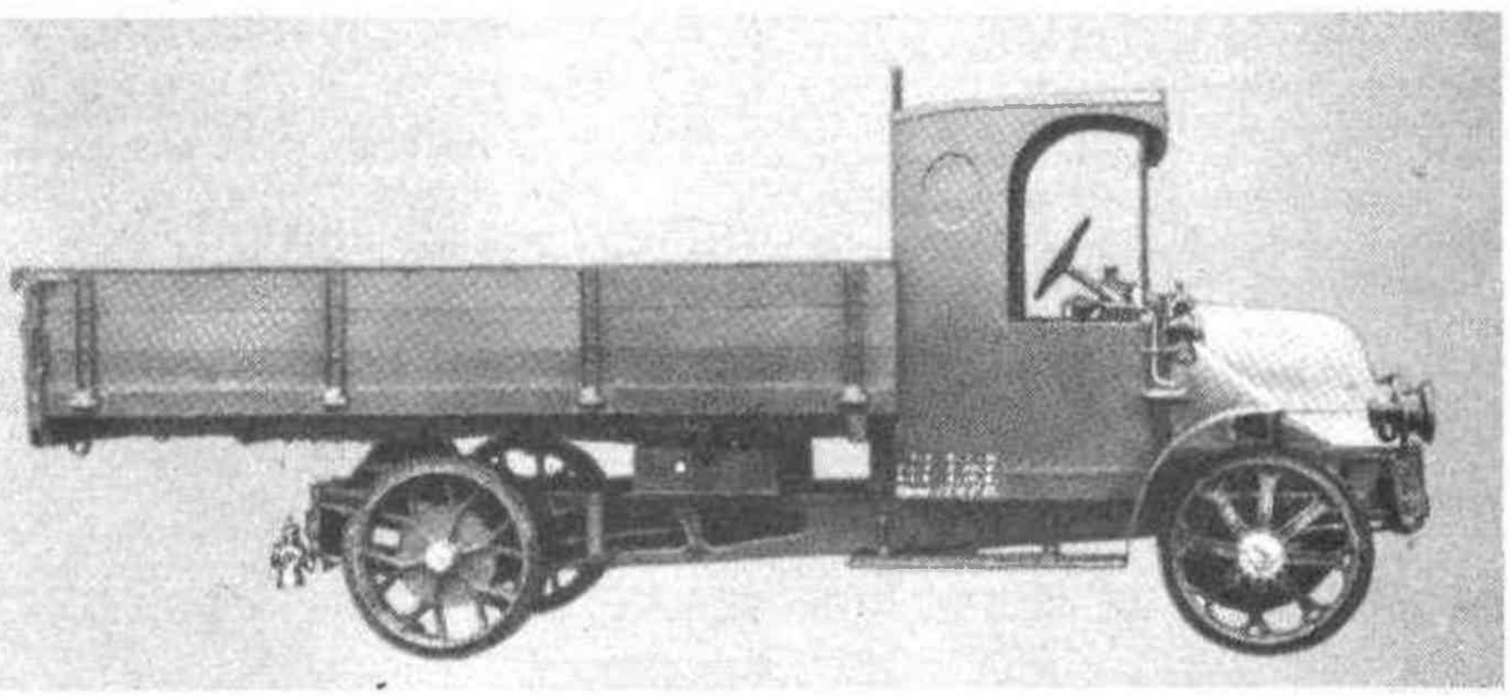
IN 1910 Herbert Austin built an incredibly advanced 300-b.h.p. engine which he installed in a speed-boat christened "Irene I" after his eldest daughter, now the Hon. Mrs. Arthur Waite, and with this boat he became the fastest man on water at Calshot. The following year the output was increased to 380 b.h.p. and the engine was installed in an improved boat "Irene II" with which he again bettered his record.

In 1912 a new boat was built by Saunders & Co. of Cowes, Isle of Wight, and was named "Maple Leaf IV". In this boat two of these engines were installed, giving a total output of 760 b.h.p. Piloted by Len Webster, whom I believe was a Canadian, it won, from America, the British International Trophy Contest, at 50.78 m.p.h. repeating this again the following year, at Calshot. It was the engine from "Irene II" which it was proposed would power a Land Speed Record car, which Col. Arthur Waite was to have driven for Austin after the war.

When I first joined The Austin Motor Company in 1926 this engine was stored in a basement under North Works machine shop, where it remained with a number of interesting Austin aero engines built between 1914 and 1920, including the three- and five-cylinder radial engines which powered the little Austin Whippet light aeroplane which sold for £275 just after the first World War.



Len Webster, Herbert Austin (in yachting cap), and three mechanics at speed off Cowes, Isle of Wight, in 1912 *with "Maple Leaf IV".*



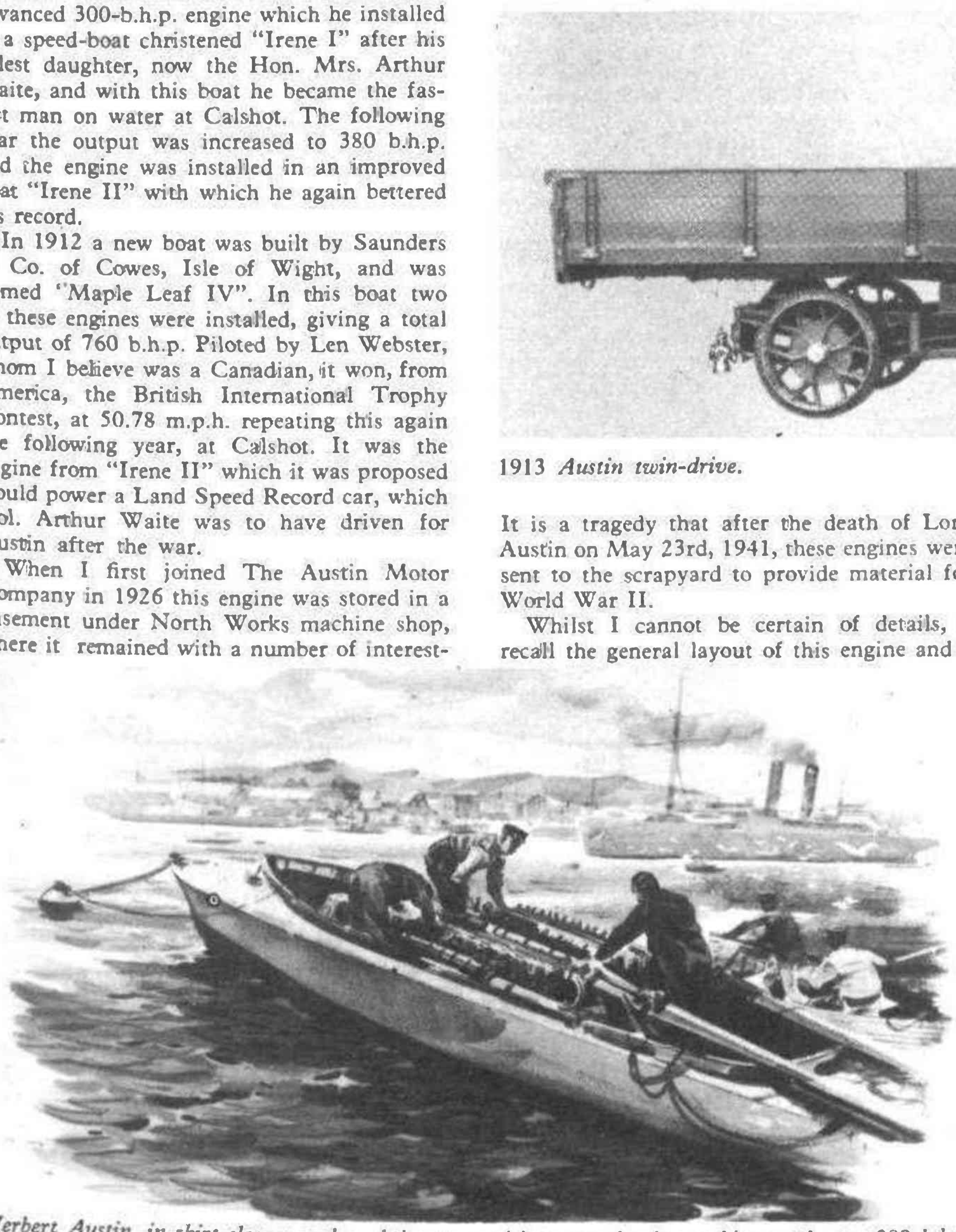
1913 *Austin twin-drive.*

It is a tragedy that after the death of Lord Austin on May 23rd, 1941, these engines were sent to the scrapyard to provide material for World War II.

Whilst I cannot be certain of details, I recall the general layout of this engine and I have endeavoured to convey this by means of the accompanying sketch. When one examines the rather crude engines of the 1910 era, one immediately appreciates just how advanced this creation of Herbert Austin was. It had twelve cylinders in vee formation, twin chain-driven overhead-camshafts and twin magnetos and carburetters. The cast-iron cylinders were mounted on an aluminium crankcase and the crankshaft ran on seven bearings, forming a very compact unit. For starting purposes a small ABC flat-twin engine was used.

Many readers will remember the fleet of Austin 3-ton trucks used among others by the Marylebone Council for refuse collection until the end of World War II. These vehicles, built in 1913, had a low-level space frame and a transmission system more appropriate for a racing car than a truck of that period. It is not surprising, therefore, that Herbert Austin and Arthur Waite, when planning their Land Speed Record car, should decide to base the chassis on this vehicle.

The 3-ton truck had a unique twin-drive transmission. The gearbox had the layshaft alongside the input and output shafts, providing a very flat four-speed gearbox. The differential gear was built into the gearbox, providing two output shafts and, coupled to each of these, a propeller shaft ran along the chassis side-members independently, to each rear wheel hub, which housed an enclosed bevel reduction-gear. The solid rear beam axle supporting the hub housings was mounted on four half-elliptic springs, two each side, one above



Herbert Austin, in shirt-sleeves and yachting cap, with two mechanics working on the two 380-*b.h.p. V*12 *o.h.c. engines, at Cowes, Isle of Wight, in* 1912.



Colonel and the Hon. Mrs. A. C. R. Waite (née Irene Austin, daughter of Lord and Lady Austin).

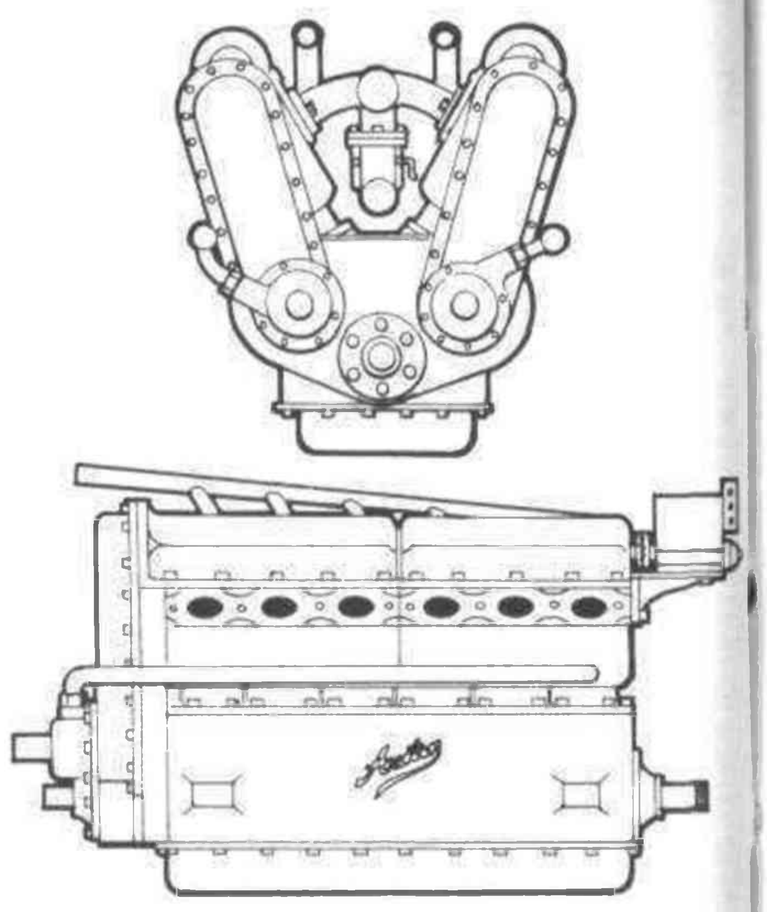
the other. This can be seen in the photograph, which also shows one of the two propeller shafts.

With suitable modifications, this transmission would have been ideal for the record car, as it would have permitted an extremely low driving position and overall height. The chassis frame was very low and, although light in weight, it was exceptionally robust. The steering-box was mounted inside the front end of the off-side frame member and could easily have been set at a suitable angle to provide a central driving position.

Whilst I have no details of the proposed body shape for the car, one can assume from Herbert Austin's advanced ideas of streamliming, demonstrated in 1911 on his exceptionally slim Austin racing car "Pearley III", with which Percy Lambert achieved many successes, that the body would have had a good aerodynamic form.

Unfortunately, the LSR project never got beyond the design stage, as the trade recession of that period and the financial problem that followed forced The Austin Motor Company to abandon it and concentrate on competition cars based on standard production models, as these gave the maximum value in publicity.

Had the project gone through, one wonders what speed might have been attained. Looking back at subsequent records one finds that it took 350 b.h.p. to achieve 151 m.p.h. and 500 b.h.p. for 174 m.p.h., and perhaps these cars were not as well streamlined as the Austin might have been. Tyres were a limiting factor but Harvey du Cros of the Dunlop Rubber Company was a very close friend of Herbert Austin and, no doubt, suitable tyres would have been made available. Therefore, one could reasonably expect the Record Car to have reached a speed approaching 160 m.p.h.



The 1910 Austin 380-b.h.p., V12-cylinder overhead camshaft engine.

V-E-V- Miscellany.—That supposed Lagonda derelict in South London turns out to be a Mk. VI Bentley, *sans* radiator so if anyone craves a cut-and-shut . . . *The Bean CC Magazine* for January had an interesting survey of what motoring prospects looked like in 1920, which revealed that the Government was about to tax cars more heavily, and that a suggested petrol tax might bring the cost per gallon to nearly £2 by '76, that the Channel Tunnel was about a year away from commencing construction(!), and the Commercial Motor Users' Association had published a booklet against Nationalisation. Strikes were rife in Britain, where a liaison between British and American interests had come about to build the Overland here, while in America the Rolls-Royce Silver Ghost was about to go into production. The magazine also continues its Arrol Johnston history and lists 15 known ABC cars out of a production-run of some 1,500 cars. The Club's Daffodil Run takes place on April 20th.

The Bulletin of the Morgan 3-Wheeler Club for January contained an article about the Morganing exploits of C. J. Turner, who also raced Bentleys.

A reader in South Africa is anxious to trace the rear-engined 1936/37 Mercedes-Benz cabriolet that he bought in Germany when he was a medical student, or discover a similar model for sale, and we wonder whether anyone can assist? One of the 1906 single-cylinder Rovers with a four-seater body was auctioned in the Midlands last year for £3,600. It was described as one of the rare 100-gns. models, possibly unique. The Light Car Section of the VSCC is running an event over part of the RAC Small Car Trial of 1924, in Wales on April 5th, followed by a normal trial on the following day.

V-E-V- Odds & Ends.—A 1921 Series-16500 Rocket-Schneider is about to be restored in Australia and the owner seeks the fullest possible information about this 95 × 140 mm. 22.4-h.p. 4-cylinder side-valve model, to help with the restoration. Letters can be forwarded. Another car, being restored in this country but so far never registered here, is a 1927 French-registered Type M Amilcar Weymann saloon. The owner of a 1936 20/25 Rolls-Royce was able to start the engine "on the switch", or rather with the ignition-timing lever, after it had been standing idle for a month; he asks, is this a record? Skoda have issued an illustrated booklet about their history from 1894 to 1974.

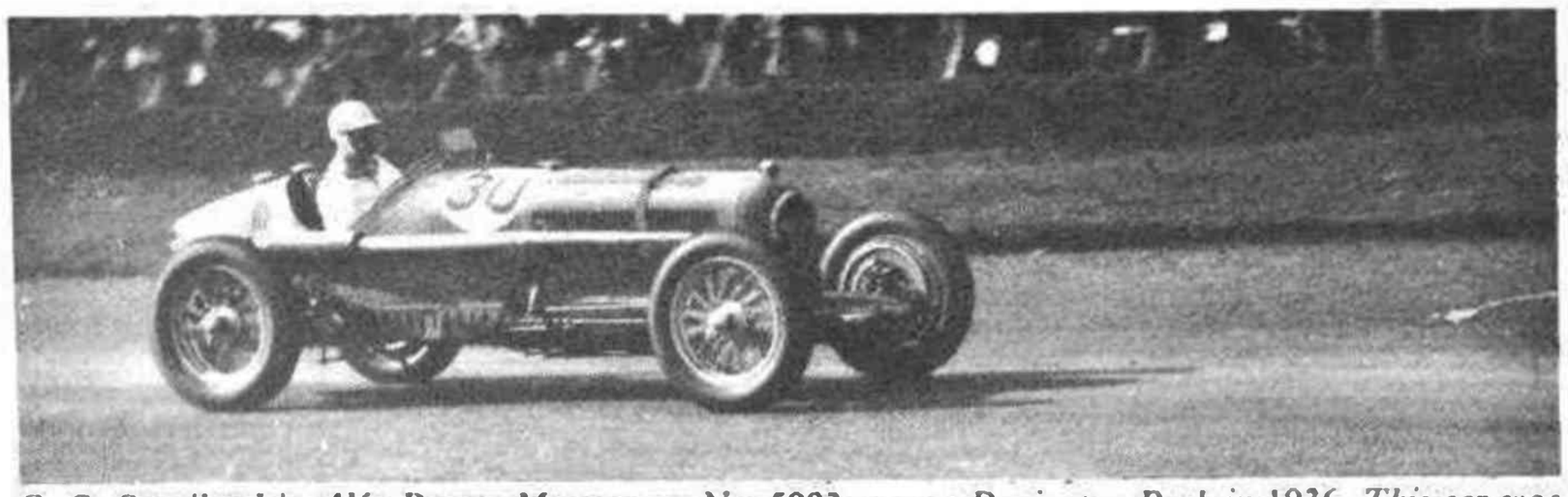
We deeply regret to have to report the death, in a road accident, of John Griffiths, the well-known vintage motorcycle enthusiast and President of the VMCC. Leo Goosen, designer of the Miller racing engines that evolved into the Offenhauser Indianapolis power units, which were the subject of a special article in MOTOR SPORT some time ago, has died in Los Angeles, aged 82. Old cars are seldom seen in Germany these days, at all events in winter, but when we were in Munich recently we noticed a BMW Isetta in use, and at Dover we were followed off the boat by a *Tracion Avant* Citroën saloon on Continental number plates, which was in a nice state of preservation and appeared to be filled with girls. The Isetta is admittedly a post-war car, and the Citroën appeared to be a late model of its breed. The Napier-Railton, holder of the Brooklands lap-record, is likely soon to be put into original trim by Bob Roberts, its present owner, and Nigel Arnold-Forster hopes to have his pre-1914 chain-drive 5-litre Bugatti, a sister car to "Black Bess" running this season. There seems a faint possibility that an Austin 7 may attack the International Class-H 10,000-mile record, using the Monza banked track—a record never established. An excellent adventure, outlined in the *Newsletter of the Pre-War Austin Seven Club* last January. A sponsor is needed, however, to set this in motion, the idea being to use a basically 1931 car with replica glass-fibre Ulster body and a Reliant crankshaft.

The engine from the Laystall Special that was raced at Brooklands has turned up in Bucks. The Yeovil CC Cavalcade of Motoring will take place this year on August 17th at Barwick Park, again with Mercedes-Benz sponsorship. The first annual stationary engine rally is to be held at the NMM at Beaulieu on August 3rd. After publication of very concentrated duplicated news letters, the HCVC is to supplement these with a printed quarterly magazine. Its Brighton Run is scheduled for May 4th, starting from Battersea Park. The Alvis Register is to hold driving tests at Donington Park on June 15th. The 8th Pageant of Motoring at Penshurst Place is due on May 11th. The Miller History is being compiled in California by Mark Dees. For the first time more than 200,000 people visited the Mercedes-Benz Museum at Stuttgart last year. Since 1951 2,351,300 people have passed the turnstiles. A reader in Berkshire wants help in restoring a 1934 Bedford 8-cwt. van. Letters can be forwarded. An Australian boat journal has described a pre-1900 launch driven on 300 r.p.m. by a Union gas engine.

News of New Books

We can expect in the future an Austin Seven pictorial history, a high-class work about the racing cars in the Donington Collection, and a book covering coachwork on pre-war Bugatti cars.

Vintage Postbag



C. S. Staniland in Alfa Romeo Monosposto No. 5003 seen at Donington Park in 1936. This car was later converted into the Multi-Union. This is a sister car of the one featured in our colour centre-spread section drawing.

Identification

Sir,

In Veteran Edwardian Vintage, January 1975, you ask for identification of two veteran cars. The one on page 29, carrying a large family party, is a Dennis of about 1902 and the 2-seater on page 30 is an International Charette of a year earlier.

Edenbridge JOHN V. BOLSTER

[Another reader, Sir Clive Edwards, Bt., thinks the car Mr. Bolster says is an International Charette is a 1901 Rex—which shows how difficult it is to identify veterans.—Ed.]

Sir,

The Motor Car in Montgomery in MOTOR SPORT for January, page 29, is a 1903 8-h.p. Darracq.

I have an identical model which is restored and normally running but at the moment I am having to repair the metal flitch plate which supports the wooden chassis. It has cracked both sides.

Rednall PHILIP SOUTHALL

[Another correspondent, Sir Clive Edwards, Bt., suggests it is a 1901 MMC.—Ed.]

Daimler Lubrication

Sir,

I was most interested to read your article about the Daimler 35/120 in the October issue of MOTOR SPORT and the subsequent correspondence in the December issue and perhaps I can shed a little light on the lubrication system used in the car.

The six lubrication troughs were hinged at the nearside, the other side was connected, between troughs four and five, to a series of rods which went up and out through the upper centre of the crankcase connecting to the carburetter throttle so that the amount to which the scoop on the connecting rod dipped into the trough increased as the throttle opened.

Oil was supplied via a multiple plunger pump and controlled by a mechanically-operated rocking valve. The oil was drawn from the sump through a strainer into two pipes the larger of which supplied the six troughs to overflowing. The smaller pipe pumped oil up through a fine gauze filter to the main bearings, spiral gears and the chain drive of the sleeve valves.

I have pictures and diagrams if any further information is required but in the meanwhile I hope that the above is of some help.

Uxbridge ROBERT I. WHYTE

[This correspondence is now closed.—Ed.]

RFC Crossleys

Sir,

Your correspondent E. Marshall, writing on the demerits of RFC X-ley Tenders, has a few facts wrong, *i.e.* the transmission brake was definitely intended to be used as a "service-brake" and providing it was used with discretion was a very good retarder for its day. It could and did much damage to the rear-axle, when used roughly. The hand-brake was used for "Parking" or "Emergency Only", because of the rapid wear, entailing frequent and delicate adjustment; whereas the wear was quickly taken-up with one screw, on the foot-brake.

As regards the clutch being "fierce", again it depended upon the driver. It had to be engaged gently, to take-up the play and wear of the rear wheel splines prior to turning on the power, otherwise there was an unearthly "clonk"; the axle did not withstand many such "clonks" before the weakest point gave up, which was usually the half-shaft.

I have counted eleven vehicles with broken axles all within the space of one mile, but that was under sub-normal conditions, when drivers forgot all the nice methods of driving in the 6-mile dash for home-garage from Baghdad to Hinaidi, when the rains came in February. The "Motor road" was closed at the first sign of rain, only the "camel-track" being left open, which in a very short time was feet deep in glutinous mud.

With a total of 60 years' driving experience (36 in RAF), and having driven these tenders hundreds of thousands of miles both over the deserts and in many countries since RFC days, I say it was a very good vehicle.

May I add that the RAF Leyland was also fitted with a footbrake behind the gearbox, which was used as a "service-brake". It also had a cone clutch and heavy solid-tyred rear wheels. I have never known one to break its rear-axle, under similar or worse conditions, because of the double-reduction in the axle, 2 to 1. The clutch functioned under water and mud using chains on the wheels.

Thanks for a marvellous magazine; I have read it since it was first introduced. [Congratulations; so have I.—E.D.]

Bridgewater W. E. PARSONS

Bugatti Flashback

Sir,

As a really old-timer and Bugatti enthusiast from early youth, your recent feature on the Type 35 rally at Lyon naturally filled me with nostalgia; somehow even more so than watching the full "parade" at Prescott.

I thought some readers might be interested in this somewhat faded picture taken in the paddock at Brooklands in 1926. This is in fact an ordinary standard Brescia chassis (*circa* 1922) under a Ballot body, the latter being acquired from Malcolm Campbell. Engine modifications included raised compression, double valve springs, and polished ports. When in the mood, it would lap Brooklands in practice at around 90 m.p.h. but, alas, was seldom in the mood on race day, and therefore not successful. It did, however, achieve the later (much later) distinction of being mentioned in your wonderful "History of Brooklands" Vol.2 . . . "Stone's Bugatti retired. . . ."

In retrospect, surely this is as good as a medal at Balaclava?

Malvern E. A. A. STONE



The Ballot-bodied Brescia Bugatti at Brooklands (see letter).

The marque of success - the men behind Dealer Team Vauxhall. Number one in a series.

'We're going all out to make this our best season ever'

Says Chris Coburn, the man behind the DTV rally team.



Hopes are high throughout DTV. And with good reason. Why? Well, you know the answer. Last year DTV had a fantastic season which culminated in Will Sparrow taking the '74 RAC Group One Rally Championship and Pentti Airikkala the Finnish Group One Championship both in DTV prepared Magnums. So DTV has come a long way in a few short seasons. And this is only the start!

If you went down to Chris's workshop—Coburn Improvements in Banbury—you'd see what we mean. And alongside all this they're developing and preparing the Vauxhall Rally Magnums for the 1975 season. And when you talk about those Magnums, Chris's eyes really light up—he says he's going all out to make this our best season ever, and when Chris Coburn says that, you know he means business. How's he going to do it? Well he'll tell you Will Sparrow is the finest rally driver in Britain and the latest news is that Pentti Airikkala will be the second Group Two driver on UK internationals so the team has got the drivers, the mechanics, the cars and the know-how, and better still, increased backing thanks to Castrol's new involvement for the '75 season.

But that's not all.

This season DTV welcomes Paul Faulkner and Monty Peters. They've been rallying together for eight seasons in, we have to admit it, Fords. But they've seen the light. They'll be driving a DTV Group 1 Vauxhall in all Group 1 Championship events. Meanwhile, Will Sparrow will be competing in the Group 2, 16-Valve Magnum in which Chris Coburn won the 1974 Tour of Mull, in all RAC National and International events. All the cars will be sporting the new DTV/Castrol colours. No wonder Chris is enthusiastic. And we're not just talking about his ambitions in the RAC Championship. He is also of course very much involved in the development of Dealer Team Vauxhall Sportparts.



Chris sees the increase in Vauxhall private entries as probably one of the most exciting and worthwhile reasons for the existence of DTV. In fact last season was one of the best ever for privately entered Vauxhalls. The Martin Group was especially successful and won the 1974 Motoring News Weber Rally Championship. This just goes to confirm Chris's belief that Vauxhalls are the ideal rally car thanks to their inherent strength, top performance and reliability.

He doesn't have to tell you that Vauxhalls need less preparation and cost less to prepare than just about any other mass produced car. But it's not just the cars. It's the ambition, the professionalism and the infectious enthusiasm that you find in the DTV team: Chris Coburn backed up by Roger King in developments; Paul Husband in the workshop; Brian Hayes in charge of the vans; and Rodney Spokes rallying and selling all the way.

That's just the rally side of DTV—later we'll be introducing you to the other men behind Dealer Team Vauxhall. Watch out for further news.

DTV Castrol

Dealer Team Vauxhall

The Brazilian Grand Prix

Pace scores from Fittipaldi at home

Sao Paulo, January 26th

WITH ONLY two weeks separating the Brazilian Grand Prix from the Argentine Grand Prix in January, most of the teams spent their time (depending on whether they were drivers or mechanics) either relaxing on beaches or sweating blood trying to ensure that their cars arrived at Sao Paulo's Interlagos circuit in time for the first practice session. After all the speculation surrounding Ronnie Peterson's proposed sale by Team Lotus to the Shadow organisation, this story erupted afresh in Brazil with endless conferences between the two teams, intense discussions in expensive hotel rooms and rumours abounding like never before. Peterson was duly fitted into a Shadow at the Interlagos circuit, admitted that he would be driving for the team in the Brazilian Grand Prix, and then drove a Lotus 72 after all. The decision as to whether he leaves the Lotus team or not certainly does not appear to remain in Peterson's hands any more, and the uncertain atmosphere which prevailed in the team over the Brazilian Grand Prix weekend can do nothing but harm to their chances in future races.

In an effort to bring the now-ageing Lotus 72 back into a state of competitiveness, Peter Warr rushed back to England immediately after the Argentine Grand Prix and returned to Sao Paulo with a pair of revised rear suspension units for the two cars. These incorporated modified uprights with different pick up points for the lower links to change the car's roll centre in an attempt to improve its handling. Peterson's car also sported the larger front brakes which Ickx had used at Buenos Aires, but as only four new discs were available and one of them was slightly out of true, the unlucky Peterson was the driver who was given the slightly distorted one. In addition, the only replacement engine available for the Swede's Lotus 72 was the one which Ickx had used during the Argentine Grand Prix, so one got the general impression that the second Lotus was being prepared for a number two driver. Perhaps they were anticipating Tom Pryce joining the team right up until the day before first practice?

But whilst Lotus and Shadow involved themselves in complicated financial jousting, there was plenty of work going on in other quarters. Having chosen to abandon their idea of relying on Firestone's existing range of racing tyres, the Vels Parnelli team quickly came into the Goodyear fold with Mario Andretti, all of them knowing full well that whilst Firestone's stocks might well be adequate there was no chance of being in on any development programme that Goodyear might have unless they joined in with everyone else. Ferrari built up their spare monocoque 312B3/012 into a running car for Lauda to use while the unhappy Copersucar Fittipaldi Formula 1 team loaded the burnt-out remains of Wilson Fittipaldi's Grand Prix challenger back into its vast transporter and rushed home to Sao Paulo where they built up a completely new car for his home Grand Prix. The second Copersucar Fittipaldi, chassis number FD/02, featured some major alterations including the positioning of its water radiators on the car's flanks at the rear of the monocoque and a cutaway engine cover to replace the fully enclosed bodywork seen at Buenos Aires. Stronger uprights were fitted to both front and rear suspension for the team suspects that the failure of one of these components was the cause of the Argentine accident.

Amongst the more familiar competitors, there was little to report in the way of change. The two red and white works McLarens for Emerson Fittipaldi and Mass, the two Martini Brabham BT44Bs for Reutemann and Pace, the two Shadows for Jarier and Pryce, the Lolas for Stommelen and Hill and the Williams cars for Merzario and Laffite remained in the same trim as they had raced two weeks earlier. One or two minor aerodynamic changes could be seen on John Watson's Surtees TS16 while Hunt's spare Hesketh 308/1 was fitted with a wider track front and rear as an experiment for the 4.9-mile Interlagos circuit.

Some modifications had been made to Sao Paulo's international circuit since 1974, although the much-awaited resurfacing turned out to be confined to the start/finish straight and only enabled the cars to have a slightly smoother ride without measurably improving lap times. Practice for the Brazilian Grand Prix took place on the Friday and Saturday morning, two and a half hours being allocated to the Grand Prix cars on each day. One has to go back to 1973 to find the Formula One record for Interlagos, Emerson Fittipaldi's Lotus 72 and Denny Hulme's McLaren M19C sharing 2 min. 35.0 sec. on the way to first and third places repectively in that year's Grand Prix. But Ronnie Peterson won pole position for that race with an incredible 2 min. 30.2 sec. at the wheel of a Lotus 72 and these times were not approached the following year. But this year, with pre-race testing revealing the two works Brabhams recording laps in the 2 min. 32 sec. bracket, it seemed as though Peterson's all-time best might be approached, or even beaten.

Although Emerson Fittipaldi and Carlos Pace are acknowledged experts round Interlagos, much of the interest and attention in the pits and paddock centred round Jarier's Shadow DN5. This new car from the Shadow stable had astounded most of its rivals by securing pole position at Buenos Aires, comfortably outpacing the opposition. Unfortunately the failure of the crownwheel and pinion, a failure caused by deficient material supplied to Hewland Engineering and not a manufacturing fault on the part of the gearbox builder, resulted in the Frenchman rolling to a halt on his warming-up lap and never getting the chance to prove his practice form. The question everyone was wanting to know amounted to "could he repeat this at Interlagos"?

Spurred on by the confidence he'd built up in Argentina, Jarier quickly threw the "cat amongst the pigeons" by starting off in exactly the same way as at Buenos Aires. Hardly had the circuit opened than the black Shadow streaked round to record an amazing 2 min. 31.52 sec., comfortably ahead of its nearest rival. Carlos Reutemann worked up a terrific amount of effort but couldn't improve on 2 min. 32.17 sec. and Emerson Fittipaldi was out of the hunt anyway with a cracked fuel pump on his McLaren M23.



On top form: Jean-Pierre Jarier's sleek black Shadow was the sensation of Interlagos.

Inevitably suspicious rivals began staring as the new inlet trumpets on the Shadow DN5's Cosworth motor as well as the revised exhaust system with its big megaphones right at the back. Clearly, suspected one or two individuals, the Shadow factory is next door to Cosworth at Northampton and they must have bought some special engines. But whilst the doubting opposition was wondering why and the more respectable teams were trying to do something about equalling the enthusiastic Frenchman's times, Jarier was preparing to out-run his rivals yet again.

After a half-hour interval, Jarier stormed back onto the circuit and further demoralised his opposition with an even quicker lap in 2 min. 30.4 sec. his confidence in the car being so great as to allow him to take the fast left hand swerve following the pits absolutely flat out in fifth without lifting his right foot. Fittipaldi almost caught up with Reutemann, both McLaren and Brabham hovering together on the 2 min. 31 sec. mark, but acute understeer seemed to be plaguing half the field and

their times varied accordingly. Neither Ferrari driver seemed very much at home over the bumps and ripples, although Lauda eventually worked his way down to 2 min. 31.2 sec. in the team's "muletta" during the second session after complaining that his new machine was suffering from acute oversteer which made it virtually undriveable. Regazzoni was well on the wrong side of 2 min. 32 sec. while Hunt's steady progress was marred by a spin in the spare Hesketh which knocked off the nose section. Neither Lotus managed to finish Friday with a lap beneath 2 min. 33 sec. for while both drivers agreed that the altered rear suspension proved a worthwhile improvement, this simply left them with acute understeer. Peterson's car was also suffering from mysterious braking problems and ended up refusing to run properly on all eight cylinders with the result that the Swede's fastest lap in the second session wasn't even below the three-minute mark. You could sense the tension, bred out of sheer frustration, building up in the Lotus pit, for this is a team which has become acclimatised to winning and not just scurfing round in the second half of the grid as a bunch of also rans.

Others in trouble included Mike Wilds, his BRM running out of steam rather heavily against a barrier which jarred his left wrist and bashed the front of the P201 about sufficiently badly to prevent it practising again on Friday. Neither the Penske nor the Parnelli were having much luck while both the Williams and the Lola team were not particularly quick while the Fittipaldi car was at least lapping steadily and smoothly with the minimum of drama as Wilson Fittipaldi got used to the new car on his local track.

Saturday morning turned out to be much the same as Friday. With a fresh engine installed in the DN5, Jarier broke the 2 min. 30 sec. barrier with an incredible 2 min. 29.98 sec.-lap to ensure that he started from pole position for the second successive Grand Prix. For the remainder of that session the contest was simply left to decide just who would join Jarier on the front row rather than who would eventually be on pole position. Both Ferrari drivers tried to come to grips with the situation, Regazzoni turning in a 2 min. 31.22 sec. and Lauda, now back in his newer car with all the settings and adjustments from the "muletta", managed a time just two-tenths slower. Reutemann and Pace ended up with 2 min. 31.00 sec. and 2 min. 31.22 sec. respectively while neither Tyrrell was really in the picture and Mass's McLaren was only fractionally slower than Depailler. Watson seems to be getting on with both John Surtees and the task of sorting out his TS16, ending up quicker than Pryce and the two American cars in addition to both Lotus entries who were having one of their darkest and most depressing weekends ever. Andretti's Parnelli had a troubled time, consuming two engines during practice, while a serious misfire in Stommelen's Lola meant that he was obliged to share Hill's car in the final session and was thus rewarded with his fastest lap of the weekend in 2 min. 38.05 sec. a time which ensured that he started the race as slowest qualifier behind Wild's BRM and the Copersucar.

In Saturday's second session, just as everyone was beginning to give up hope that anyone would challenge Jarier for his place at the head of the field, Emerson Fittipaldi hurled everything he could muster into one desperately quick lap in his McLaren M23. The result was the quickest time in the final session of 2 min. 30.68 sec., decisively faster than third man Reutemann but nowhere near quick enough to dispirit the elated Jarier whose Shadow blew up its engine during that last session.

Race day at Interlagos is more like a national festival with the fans showing the same patriotic exhuberance that characterises the Italians and French but which seems to be lost on the British. From an early hour the gigantic grandstand along the main straight was squashed full to capacity beneath a scorching sun and obliging water tankers played hoses of cool water on the chanting mob to keep them from roasting. Most of the drivers were anxious to keep out of the searing heat for as long as possible, knowing full well that they would be hot enough in their cockpits wearing their triple-layer overalls, so few emerged before the very last moment to climb into their cars.

The start was delayed for a short while to enable Lauda's mechanics to complete an engine change in his Ferrari, an ominous black pool beneath the Italian car bearing witness to a leaking oil pump during the unofficial session in the morning. As always in front of his home crowd, Emerson Fittipaldi drove out onto his warming up lap last of all to be greeted by huge chants of applause, but equally popular were Carlos Pace and the World Champion's elder brother whose Brazilian-built car attracted a great deal of support. As the cars lined up in their two by two formation, Peterson's car had a last minute front tyre change on the start line only to find that his Lotus 72 would not fire up on the dummy grid.

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	2. 32.40	2. 31.01	2. 32.28	**2. 30.68**
2	J. Mass	McLaren M23/8-Cosworth V8	2. 35.35	2. 34.09	2. 33.68	2. 33.06
3	J. Scheckter	Tyrrell 007/2-Cosworth V8	2. 34.81	2. 32.47	2. 33.49	2. 31.74
4	P. Depailler	Tyrrell 007/4-Cosworth V8	2. 36.69	2. 34.42	2. 32.94	2. 33.04
5	R. Peterson	Lotus 72/R8-Cosworth V8	2. 37.81	3. 09.93	2. 34.25	2. 33.90
6	J. Ickx	Lotus 72/R5-Cosworth V8	2. 35.50	2. 33.20	2. 35.58	2. 35.51
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	2. 32.17	2. 31.00	2. 31.81	2. 32.82
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	—	—	no time	—
8	C. Pace	Brabham BT44B/2-Cosworth V8	2. 32.25	2. 31.59	2. 31.58	2. 32.85
9	V. Brambilla	March 741/2-4-Cosworth V8	2. 39.75	2. 36.53	2. 36.53	2. 34.44
10	—	—	—	—	—	—
11	G. Regazzoni	Ferrari 312B3/014—flat-12	2. 33.98	2. 32.29	2. 31.22	2. 31.82
12	N. Lauda	Ferrari 312B3/020—flat-12	2. 32.97	—	2. 31.40	2. 32.34
12T	N. Lauda	Ferrari 312B3/012—flat-12	—	2. 31.12	—	—
14	M. Wilds	BRM P201/04—V12	2. 39.26	—	2. 37.15	2. 37.96
15	—	—	—	—	—	—
16	T. Pryce	Shadow DN3/3A-Cosworth V8	2. 33.24	2. 36.35	2. 34.27	2. 34.39
17	J-P. Jarier	Shadow DN5/1A-Cosworth V8	**2. 31.52**	**2. 30.34**	**2. 29.88**	2. 34.04
18	J. Watson	Surtees TS16/04-4-Cosworth V8	2. 36.08	2. 34.55	2. 34.70	2. 33.23
19	—	—	—	—	—	—
20	A. Merzario	Williams 1R/04-Cosworth V8	2. 35.94	2. 36.35	2. 33.16	2. 34.39
21	J. Laffite	Williams 1R/02-Cosworth V8	2. 38.75	2. 35.94	2. 34.76	2. 35.22
22	G. Hill	Lola T370/HU2-Cosworth V8	2. 38.45	2. 35.49	2. 36.80	2. 38.53
23T	R. Stommelen	Lola T370/HU2-Cosworth V8	—	—	—	2. 38.05
23	R. Stommelen	Lola T370/HU3-Cosworth V8	3. 04.67	2. 42.86	2. 51.85	—
24	J. Hunt	Hesketh 308/3-Cosworth V8	2. 31.70	2. 32.21	2. 32.60	2. 33.25
24T	J. Hunt	Hesketh 308/1-Cosworth V8	—	2. 32.59	no time	2. 33.51
25	—	—	—	—	—	—
26	—	—	—	—	—	—
27	M. Andretti	Parnelli VPJ4/002-Cosworth V8	2. 36.89	2. 34.56	2. 36.56	2. 35.76
28	M. Donohue	Penske PC1/02-Cosworth V8	2. 35.54	2. 33.33	2. 33.68	2. 34.01
29	—	—	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/02-Cosworth V8	2. 37.85	2. 36.64	2. 36.80	2. 36.47

STARTING GRID

↑

17 — J-P. Jarier (*Shadow-Cosworth V8*) DN5/1A — 2 min. 29.88 sec. (2 min. 34.16 sec.)

1 — E. Fittipaldi (*McLaren-Cosworth V8*) M23/9 — 2 min. 30.68 sec. (2 min. 35.73 sec.)

7 — C. Reutemann (*Brabham-Cosworth V8*) BT44B/1 — 2 min. 31.00 sec. (2 min. 36.30 sec.)

12 — * N. Lauda (*Ferrari flat-12*) 312B3/020 — 2 min. 31.12 sec. (2 min. 35.22 sec.)

11 — G. Regazzoni (*Ferrari flat-12*) 312B3/014 — 2 min. 31.22 sec. (2 min. 35.63 sec.)

8 — C. Pace (*Brabham-Cosworth V8*) BT44B/2 — 2 min. 31.58 sec. (2 min. 35.75 sec.)

24 — J. Hunt (*Hesketh-Cosworth V8*) 308/3 — 2 min. 31.70 sec. (2 min. 35.77 sec.)

3 — J. Scheckter (*Tyrrell-Cosworth V8*) 007/2 — 2 min. 31.74 sec. (2 min. 35.95 sec.)

4 — P. Depailler (*Tyrrell-Cosworth V8*) 007/4 — 2 min. 32.94 sec. (2 min. 35.59 sec.)

2 — J. Mass (*McLaren-Cosworth V8*) M23/8 — 2 min. 33.06 sec. (2 min. 36.32 sec.)

20 — A. Merzario (*Williams-Cosworth V8*) 1R/04 — 2 min. 33.16 sec. (2 min. 36.56 sec.)

6 — J. Ickx (*Lotus-Cosworth V8*) 72/R5 — 2 min. 33.20 sec. (2 min. 37.19 sec.)

18 — J. Watson (*Surtees-Cosworth V8*) TS16/04-4 — 2 min. 33.23 sec. (2 min. 37.02 sec.)

16 — T. Pryce (*Shadow-Cosworth V8*) DN3/3A — 2 min. 33.24 sec. (2 min. 37.87 sec.)

28 — M. Donohue (*Penske-Cosworth V8*) PC1/02 — 2 min. 33.33 sec. (2 min. 37.51 sec.)

5 — R. Peterson (*Lotus-Cosworth V8*) 72/R8 — 2 min. 33.90 sec. (2 min. 38.11 sec.)

9 — V. Brambilla (*March-Cosworth V8*) 741/2-4 — 2 min. 34.44 sec. (2 min. 59.49 sec.)

27 — M. Andretti (*Parnelli-Cosworth V8*) VPJ4/002 — 2 min. 34.56 sec. (2 min. 35.19 sec.)

21 — J. Laffite (*Williams-Cosworth V8*) 1R/02 — 2 min. 34.76 sec. (2 min. 39.75 sec.)

22 — G. Hill (*Lola-Cosworth V8*) T370/HU2 — 2 min. 35.49 sec. (2 min. 39.97 sec.)

30 — W. Fittipaldi (*Fittipaldi-Cosworth V8*) FD/02 — 2 min. 36.47 sec. (2 min. 40.33 sec.)

14 — M. Wilds (*BRM V12*) P201/04 — 2 min. 37.15 sec. (2 min. 41.84 sec.)

23 — ** R. Stommelen (*Lola-Cosworth V8*) T370/HU3 — 2 min. 38.05 sec. (2 min. 40.92 sec.)

* Time recorded with 312B3/012.
** Time recorded with T370/HU2.

NB.—Times in brackets are fastest laps in the race.

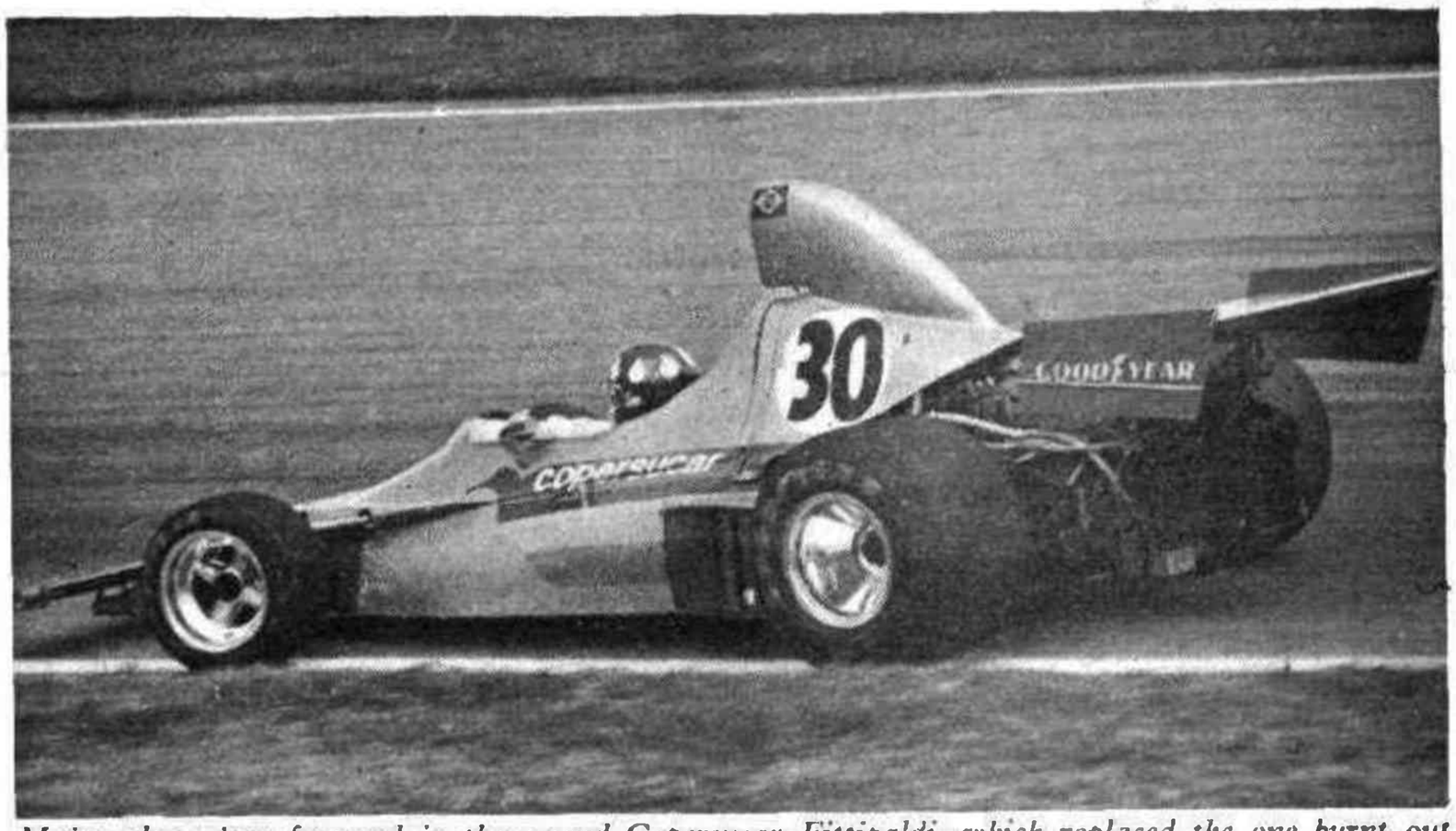
The field moved slowly forward to the starting line leaving the fuming Swede churning away on his starter button to no avail.

Down swept the Brazilian flag and Reutemann dived between Jarier and the tardy Fittipaldi, edging the Shadow out on the inside of the first corner and leading away down the straight in his elegantly striped Brabham. Pace made a splendid getaway from the third row to move into third place while both Ferraris were next ahead of Scheckter's Tyrrell and Fittipaldi's McLaren, the World Champion having made an absolutely appalling start. This was the order at the end of the opening 4.9-mile lap with Depailler, Ickx and Watson hanging on a few yards behind. Peterson's Lotus was last away after some frantic fiddling on the line, so he came through well after the rest of the field which included Merzario, Mass, Pryce, Donohue, Andretti, Hunt, Brambilla, Laffite, Wilds, Hill, Stommelen and Wilson Fittipaldi.

Jarier was clearly taking things very carefully, for Reutemann is not the easiest of drivers to find a way past and although the Shadow edged alongside on a couple of occasions, it was not until the start of the fifth lap that he drew alongside the Argentinian as they rushed down the long straight after the pits and he outbraked the Brabham into the bottom corner. From that point on the young Frenchman simply ran away from his opposition in such a fashion that he had accumulated a two-second lead over Reutemann by the end of lap five. Admittedly the Brabham team leader had quickly discovered that his choice of one hard compound tyre on the right front rim and three soft compound covers was completely unsuitable and it didn't take long for him to slacken his speed somewhat.

As a result, Pace, the two Ferraris, Scheckter and Fittipaldi were all boxed in behind him, Pace making tentative attempts at forcing a way past his team mate largely because he didn't like the look of Regazzoni's Ferrari looming ominously in his mirror and trying to slip inside him on the tight corners where Reutemann was really holding them all up. Depailler was lapping all on his own and Ickx must have been wondering just what he was doing with Watson's Surtees and Pryce's Shadow banked up behind his ageing Lotus. But for the crowd, the Brazilian Grand Prix provided terrific spectacle, that is if they managed to forget the fact that Jarier's sinister black Shadow was confidently pulling away from everyone else at over a second and a half on each lap!

On lap 12 Pace's tenacity paid off and he immediately started to pull away from his team mate in pursuit of the now-vanished Shadow while Fittipaldi's task was eased when Scheckter swung into the pit lane to change a blistered rear tyre. Unfortunately the Tyrrell driver had been conscious of a strong smell of oil from his car and was back for a good few laps later with a split oil tank. Stretching his lead all the time, Jarier was almost twenty seconds ahead of the determined Pace on lap 18 and Reutemann was dropping steadily away, first to be picked off by Regazzoni, then Fittipaldi and finally Niki Lauda's Ferrari. Donohue retired the Penske with a broken trailing edge to the car's rear aerofoil, Wilds, BRM rolled to a halt with a broken flywheel bolt and Watson's energetic pursuit was unfortunately delayed by a puncture which necessitated him stopping to change a wheel.



Major alterations featured in the second Copersucar Fittipaldi, which replaced the one burnt out in Argentina.

On lap 25 suddenly Jarier's advantage levelled off and Pace started to edge closer. The Shadow's fuel system was playing up, making the engine cut out intermittently on corners which meant he was unable to maintain his lap times. Eventually Pace could see his adversary on the track in front of him, but there still did not seem to be sufficient time for the Brazilian to whittle down his lead. Then, on lap 32, Jarier's epic drive came to a premature end when the fuel metering unit control arm seized and the Shadow glided to a standstill.

Jarier's retirement was just the cue the crowded grandstands required. As one man they erupted in delight, for not only was Pace leading his home Grand Prix but Fittipaldi had elbowed his way in front of Regazzoni on lap 29 and was now putting in one of his typical "late race spurts" in an effort to catch the Martini Brabham. As the commentators screamed hysterically, the progress of Mass's unobtrusively but quickly driven McLaren brought the German driver through the field into third place which he maintained to the chequered flag. Depailler rounded off a dismal weekend for Tyrrell by crashing heavily into some catch fences when a front wishbone broke on 007/4 and Pryce found himself caught out by his older Shadow's acute understeer and slid into similar fences on the uphill left hander leading onto the main straight.

Although Fittipaldi's McLaren was catching Pace by about half a second a lap, there was simply not enough time left and, anyway, to catch somebody is one thing but to pass them is another, particularly when that "somebody" is about to score his first Grand Prix victory. As it was, the World Champion never got close enough to his old friend and rival, Pace crossing the line a weary but delighted winner to the accompaniment of applause which must have been heard in Rio-de-Janeiro. Mass pounded across the line a steady and workmanlike third behind his team mate while the uninspiring Ferraris were next and Hunt's Hesketh just beat Andretti by a second and a bit for the final Championship point. Reutemann, having stopped to change his Brabham's front tyres finished eighth ahead of Ickx and the unlucky Watson, while the final, very deserved, round of applause went to Wilson Fittipaldi who brought the locally-built car home 13th despite broken exhaust pipes for much of the race. The Copersucar Fittipaldi didn't have a very auspicious Grand Prix debut, but in its second race it certainly made a marked improvement in the right direction, something which many more established teams who have been around for some time failed conspicuously to do. For Peterson, finishing the race in a disappointed 15th and last position, there must have been a painful lesson there somewhere.—A.H.

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

Results

1st :	C. Pace (Brabham BT44B/2)	1 hr. 44 min. 41.17 sec.—182.488 k.p.h.
2nd:	E. Fittipaldi (McLaren M23/9)	1 hr. 44 min. 46.96 sec.
3rd:	J. Mass (McLaren M23/8)	1 hr. 45 min. 07.83 sec.
4th:	G. Regazzoni (Ferrari 312B3/014)	1 hr. 45 min. 24.45 sec.
5th:	N. Lauda (Ferrari 312B3/020)	1 hr. 45 min. 43.05 sec.
6th:	J. Hunt (Hesketh 308/3)	1 hr. 45 min. 46.29 sec.
7th:	M. Andretti (Parnelli VPJ4/002)	1 hr. 45 min. 47.98 sec.
8th:	C. Reutemann (Brabham BT44B/1)	1 hr. 46 min. 20.79 sec.
9th:	J. Ickx (Lotus 72/R5)	1 hr. 46 min. 33.01 sec.
10th:	J. Watson (Surtees TS16/04-4)	1 hr. 47 min. 10.77 sec.
11th:	J. Laffite (Williams IR/02)	1 lap behind
12th:	G. Hill (Lola T370/HU2)	1 lap behind
13th:	W. Fittipaldi (Fittipaldi FD/02)	1 lap behind
14th:	R. Stommelen (Lola T370/HU3)	1 lap behind
15th:	R. Peterson (Lotus 72/R8)	2 laps behind

Fastest Lap : J-P. Jarier (Shadow DN5/1A) on lap 10 in 2 min. 34.16 sec.—185.894 k.p.h.

Retirements : V. Brambilla (March 741/2-4) on lap 2, broken engine; J. Scheckter (Tyrrell 007/2) on lap 19, split oil tank; M. Donohue (Penske PC1/02) on lap 23, handling problems; M. Wilds (BRM P201/04) on lap 23, broken flywheel; A. Merzario (Williams IR/04) on lap 25, loss of fuel pressure; T. Pryce (Shadow DN3/3A) on lap 32, accident; P. Depailler (Tyrell 007/4) on lap 32, suspension failure; J-P. Jarier (Shadow DN5/1A) on lap 33, fuel metering control arm seized.

23 *starters* — 15 *finishers.*

Reflections on the South American Scene

IN COMMON with the fact that most drivers have "stayed put" in the teams they were with in 1974, one might have been forgiven for thinking (with one or two notable exceptions) that the first two races belonged to last season, such was the style of their outcome. In Argentina Emerson Fittipaldi finished first after one of those steady races which characterised his second Championship season last year and the works Brabhams looked as competitive in both races as they'd been at the end of 1974, although it was Pace who took his turn to win in Brazil. But there has been a marked absence of any domination coming from any one of the established competitors; in fact the signs of domination have come from a totally unexpected source; from the UOP Shadow DN5 driven by Jean-Pierre Jarier.

On several occasions last season, the Tony Southgate-designed Shadow DN3 showed some flashes of promise, but the team's season proved to be unfortunately fragmented. What with poor Revson getting killed at Kyalami, Redman making the honest decision that he didn't like the "high pressure" of Grand Prix racing after just three events, Jarier spraining his wrist after a silly pit lane collision in a Matra at Le Mans, and Pryce trying to "learn the ropes" halfway through the year, there wasn't a great deal of time for forward progress. The team was working flat out in order to stand still, so to speak, to stop itself ending the year further back than it had been at the start. But with Southgate's latest car, they have been able to rely on continuity from the point of view of testing, practice and racing right from the start of the season. Jarier's confidence has progressed with his experience and one cannot help but think that the moves afoot behind the scenes to get Peterson into the Shadow team added a touch of "spice" to his performance at Buenos Aires. He was delighted and confident after some encouraging tests with the DN5 at Paul Ricard and the suggestion that his number one status in the team might be threatened may have spurred him on to greater things.

Quite naturally there was a great deal of "mutter, mutter, mutter, special engines . . . rhubarb, rhubarb under the weight limit . . ." type noises from some quarters in Buenos Aires, but after the car's failure on the warming-up lap everyone went away and said, "Well, that's all very well, but let's see what he does at Interlagos". Once they'd seen what he had done at Interlagos, people started wondering whether there was really any point in buying Peterson and Colin Chapman must have been wondering why he hadn't "sold" Shadow the Swede's contract before the DN5 ever took to the track in Argentina!

Of course, the truth of the matter is that we have only seen two of the 1975 Grand Prix races and there are another thirteen still to come, the remainder taking place on a wide variety of fast and slow circuits all over the World. Fortunes wax and wane so quickly in Formula One circles that it would be foolhardy to predict a dominance for the Shadow, particularly as it has failed to finish both races. But it has at least started the 1975 season on a very encouraging note and there must be several teams who have been around for many years longer than Shadow who would have been glad to have been even close enough to the front to watch Jarier disappearing in Brazil, let alone have a chance to keep up with him.

We are sometimes told, or at least led to believe, that the South Americans are a little on the inefficient side—that their traditional "manana" attitude prevails in just about everything they do, including, one presumes, the organisation of motor races. Well, the Buenos Aires organisers certainly managed to dispense their practice information in an extremely efficient fashion with the aid of an electronic computer, times being promptly delivered on a neatly typed sheet and including the number of laps a particular car had completed as well as the lap on which it recorded its best time. When I think of some of the European circuits which hand out tatty pieces of coarse paper, covering their practice sessions with inadequate and often inaccurate details, I'm not so sure that we couldn't learn something from the Argentine organisers. And remember, they only returned to the World Championship series in 1972 after an absence of well over ten years. Some of the European events have failed to improve their results service despite an unbroken record of events for the past quarter of a century.

There were other aspects of the Argentine organisation which made one glad to live in England. We don't realise in this country just how fortunate we are to have a moderate and unarmed police force, even if an increasing amount of their time seems to be wasted hounding the unfortunate motorist. In Buenos Aires, the armed police have a pretty summary method of dealing with any crowd that gets just a little bit out of hand. I was standing at the far end of the pits in Argentina when I became conscious that most of the spectators in the enclosure on the opposite side of the track were suddenly running for the exit gates. Hardly had I noticed that than I suddenly felt my nose irritating and my eyes watering. I pulled out a handkerchief to cover my face and immediately noticed all the McLaren and Tyrrell mechanics doing likewise. The police had simply fired off a couple of tear gas canisters in a (successful) effort to prevent the spectators from climbing over the track-side fences!

Moving on to Brazil, it always seems rather surprising just how many cars end up with handling problems on circuits which they have visited several times previously. At Interlagos there were an abundance of drivers complaining that their cars understeered in much the same way as they had done last year at Osterreichring. Sweeping downhill corners, of which there are several at Interlagos, aggravate the tendency of a car to understeer with the result that those drivers who like their cars set up to understeer slightly in the normal course of events will find the situation aggravated. Of course, with tyre technology advancing so quickly, the delicate balance of a Grand Prix car can quickly become adversely affected by excess wear on understeering front tyres. But I often wonder whether more versatility is really required from the drivers to adapt their style to suit their car's changed characteristics.

One driver to complain a great deal about his car's track behaviour, perhaps rather uncharacteristically, was Ronnie Peterson. This whole atmosphere of "market place bargaining" which seemed to surround the Lotus and Shadow team was not really satisfactory at all. It might be all right in a boardroom atmosphere, but it is certainly not the sort of thing to inflict on drivers who are just about to prepare for a Grand Prix motor race. While Peterson was quick to point out that he is contracted to Lotus until the end of 1976, and thus had to wait for his team's decision as to whether he should be released from his contract, it didn't take much guessing to see he was thoroughly fed up with the whole business. He has been a loyal driver for the team and rose to the occasion magnificently in the middle of last year when it came to extracting the team from the mire into which the ill-fated 76 model dropped them. So, whilst it is reasonable for Lotus to try and keep hold of Peterson, it is equally understandable if the Swede has had enough and wants to leave the team. An unhappy driver is an inefficient driver, and the fairest thing that Colin Chapman can do if Peterson *has* lost faith in the old Lotus 72 is to let him go from the team. Unfortunately it doesn't take too much insight into the situation to work out that "business interests" might be the motivating factor if Peterson does stay at Lotus; poor consolation for the fastest Grand Prix driver in the World, in his sixth season of Formula One and perhaps yet again out of the running for the World Championship.—A.H.



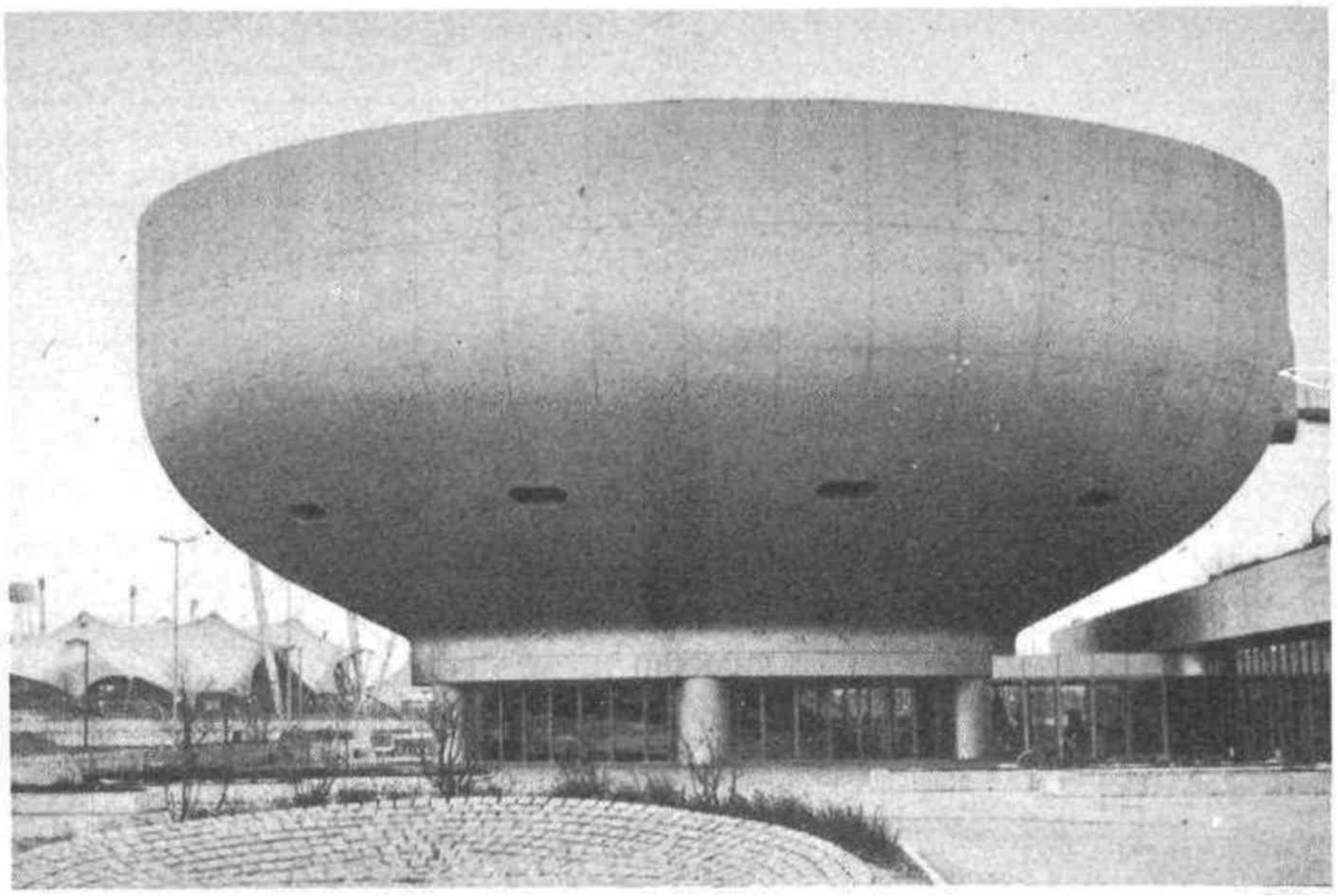
Peterson—pensive.



Pryce—waiting.

BMW OF MUNICH

MOTOR SPORT visits the Headquarters of this very successful high-quality German car manufacturer



IMPRESSIVE.—This is the Museum Building flanking the main 22-storey office building of BMW in Munich. The roof consists of a large facsimile of the BMW badge seen opposite.

THE SWIFT RISE to popularity of BMW in the sporting, high-quality car market has been a notable feature in the post-war motoring scene. Saved from extinction some years after the war by the sales-success of the little Isetta and BMW 700, this former aero-engine company, founded in 1916, was able to revert to the kind of motor-cars it had made prior to hostilities. The 501 and 502 saloons and the sports 507 were fast luxury models of much distinction. They were followed by the very refined single-o.h.c. 1500, which in turn fostered the present range of BMW cars.

Today the BMW headquarters in Munich constitute impressive evidence of the place this Company occupies in World affairs. The clover-leaf building rises to a top executive suite 22 storeys high, so that it, and the BMW badge symbolising an aeroplane propeller, that it carries, are seen from far away. This impressive office establishment is entered through a foyer of impressive spaciousness, and you soon become aware that throughout the BMW colour-scheme has been utilised to pleasing effect—blue carpeting, silver walls. The fourth floor consists of screened waiting rooms, the Press department occupies the 19th floor, and executive-lifts complete the journey to the top floor, each office lit by curved, blue-tinted windows.

THE BMW Museum

To the left of the aforesaid entrance foyer there is a long art-gallery, where exhibitions having no connection with motoring are staged. The public is admitted to this at specified times and it is not by accident that it leads to the compact but very comprehensive BMW Museum—while the menfolk enjoy the motoring exhibits their women companions can linger among the paintings and sculpture . . . .

In recent times many manufacturers have followed the lead of Mercedes-Benz and formed their own museums. While that of BMW is less extensive than some, it is consequently less over-whelming, and it adequately portrays the development of BMW machinery from about 1919 onwards.

The exhibits are displayed in tiers, the top floor being reached by a self-starting escalator, after which visitors can walk down gentle blue-carpeted slopes to the ground floor. The exhibits are unprotected by rails or fencing, so each can be intimately examined. All, that is, except the competition heirlooms, which occupy an area against the wall, viewed over a cavity. The aero-engines are there, from 1919 six-cylinder 320-h.p. single-o.h.c. and a similar V12, with exposed valve gear, through the well-known BMW radial engines such as the 27.7-litre 9-cylinder *flugmotor* of 1933, and the 41.8-litre 801 of 1943, to the 1962 6012A *Strachlturbine* and Hovercraft units, etc. The car exhibits range through every remembered BMW model and several rarities, commencing with a 1929 Dixie (Austin 7) two-seater and chassis, the engine size of which is quoted at 743 c.c. History extends through a 1956 Isetta and the four-wheeler, four-seater 700 saloon, to the larger cars. There is a 1932 795-c.c. AM4 "limousine", a yellow-and-black 303 saloon with six-cylinder 1,175-c.c. engine, a 1937 327/28 coupé of revered memory, one of those fine 335 convertibles, hood folded, with 90-b.h.p. 3,485-c.c. engine, and a 1955 502 chassis showing to advantage the stout tubular frame and steering-column gear lever.

Space does not permit me to name all the BMWs on show, but the 502 chassis is backed by a 502 cabriolet and a 503 of the same body-style, and then one comes to that 1963 1500, a car which impressed me so favourably when we were allowed to thrash one round the Nurburgring when it was a new model. A 1966 2000CS giving 120 b.h.p. at 5,500 r.p.m. from its 1,990-c.c. engine reminds one of how development proceeded and the pre-war sports BMWs are there in force. For example, a 1935 Type 55, and a 1938 328 of course. Many of the exhibits have suitable photographic backgrounds and component parts in perspex cases line the sidewalks. The competition section is immensely interesting. There you find an open 1939 328 *rennsport*, a 1973 3.0 CSL with rear spoiler, labelled "Amon/Stuck", the turbo saloon racer, a 700 RS, and a BMW rally saloon. A picture depicts no fewer than ten 328s leaving the line together at the Nurburgring and later sports models include that big, very handsome V8 507 and a 1960 700 Sport.

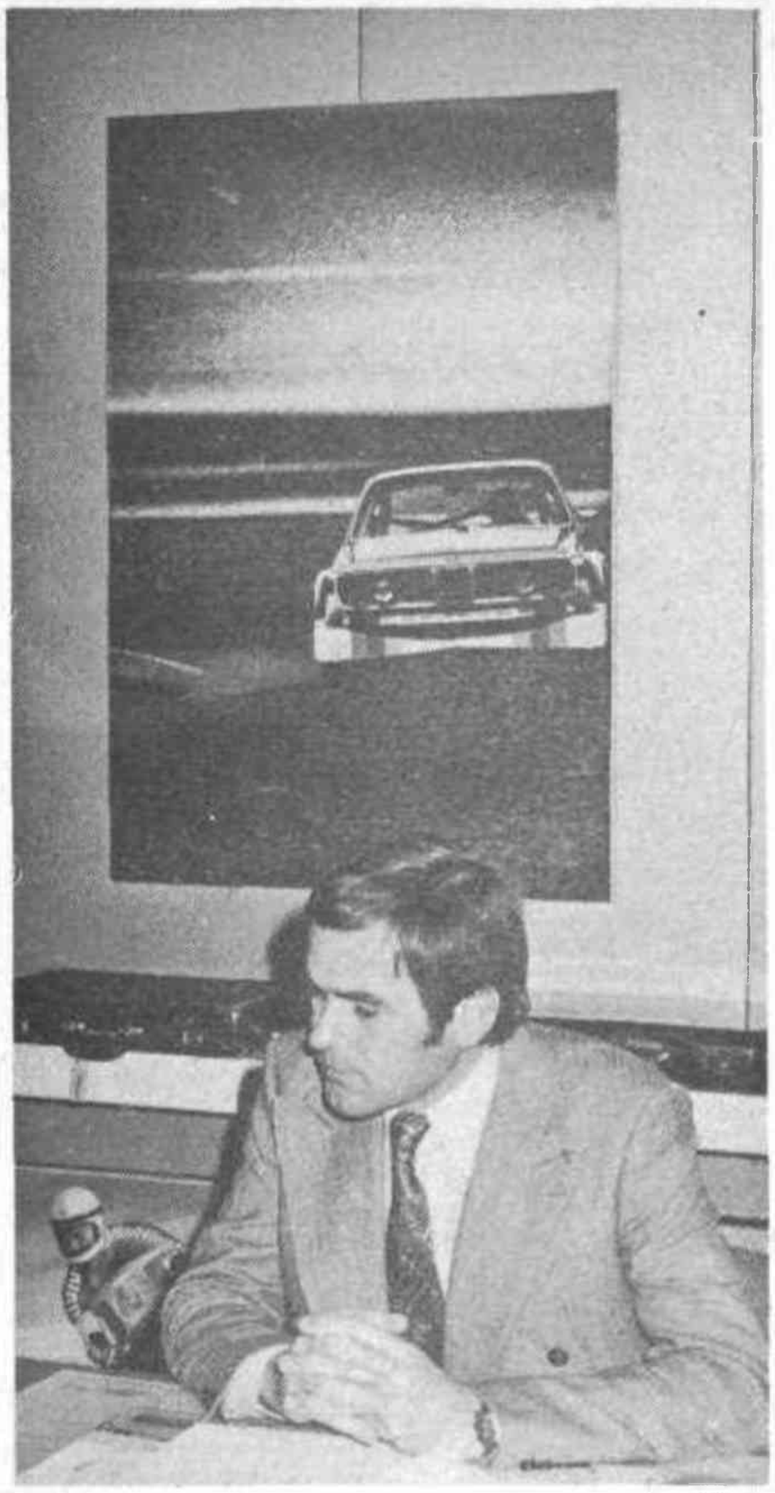
The motorcycles have a section to themselves, with all the flat-twin, shaft-drive models from 1923 to 1973 on show, not forgetting the single-cylinder BMW, and a massive 1935 sidecar outfit. The racing BMW motorcycles are perhaps the most fascinating inhabitants of this one-make museum. They embrace the solo *mit* compressor, the Henne sidecar-outfit, and the last word in fully-faired enclosed record-breaking BMWs, etc. Finally, there are two BMW-powered F2 cars, Questee's, and a March 732. The Museum area of the main BMW building is on the site of the pre-war aero-engine factory.

The BMW Competition Department

One of the more recent legends in motor racing is how Jochen Neerpasch left Ford to become Racing Manager of the BMW Motorsport GmbH, and of how the BMW saloons, although heavier than the 3-litre Ford Capris, defeated them by better adhesion, achieved by the use of aerofoils. Having won the 1973 European Touring Car Championship, BMW backed off last year until it was too late to secure sufficient points to repeat this success and Ford were again in the ascendent. Now they are again taking a very big interest in racing and during our visit were hopeful of doing well at Daytona.

It is always a salutary experience to visit a factory racing department and that at BMWs was especially intriguing. Although there is a separate racing section, it is significant that the competition engines are built in the main factory, so that there is a much closer liaison between racing and production-line than is often the case.

After we had chatted about divers racing topics in his office with Jochen Neerpasch he took us round the racing shops. The stores containing the special equipment that is available to those building their own competition



Jochen Neerpasch, BMW Racing Manager, whom we interviewed in his office.

BMWs would do justice to a small motor-manufacturer, and the racing department courtyard round which the racing shops with their blue doors are clustered, emphasises the calm atmosphere in which Neerpasch's staff do their work. There are three engine test-bays, one for four-cylinder, two for six-cylinder power units, carefully sound-proofed, because this racing department is in the centre of Munich. Here sixteen-valve twin-cam F2 engines and 430-b.h.p. saloon-car power units are tested. Maximum power is naturally sought from the F2 engines but I was told that all these power units are required to be within five b.h.p. of one another. There is an inspection bay for the checking out of racing components. It is a compliment to Peugeot, incidentally, that this make of estate car is used for rally support work by BMW.

BMW private owners are encouraged to compete for the annual BMW Sports Trophy on a points basis and successful participation carries many advantages, such as rebates on the purchase of new cars and special parts for competition purposes, etc. The person to whom to apply is Herbert Staudenmaier. Martin Braungart is responsible for competition department engineering and development of the four-valve-per cylinder BMW power units, etc., but they are, as I have said, made in the main factory. Rainer Bratensteun looks after BMW rally participation and Neerpasch's department is administered to by Helmut Ritzerfield.

Neerpasch has had practical experience not only of racing organisation but of driving racing cars. He firmly believes that racing and rallying are beneficial to the BMW image and that valuable technical lessons result from such competition work. He has under him some 60 people, who carry out their exacting duties with unflurried efficiency, to which the isolation of the racing shops obviously contributes. It should also be remembered that BMW are still very much involved with motorcycles and that they take a close interest in those who take part in motorcycle sport with their machines.

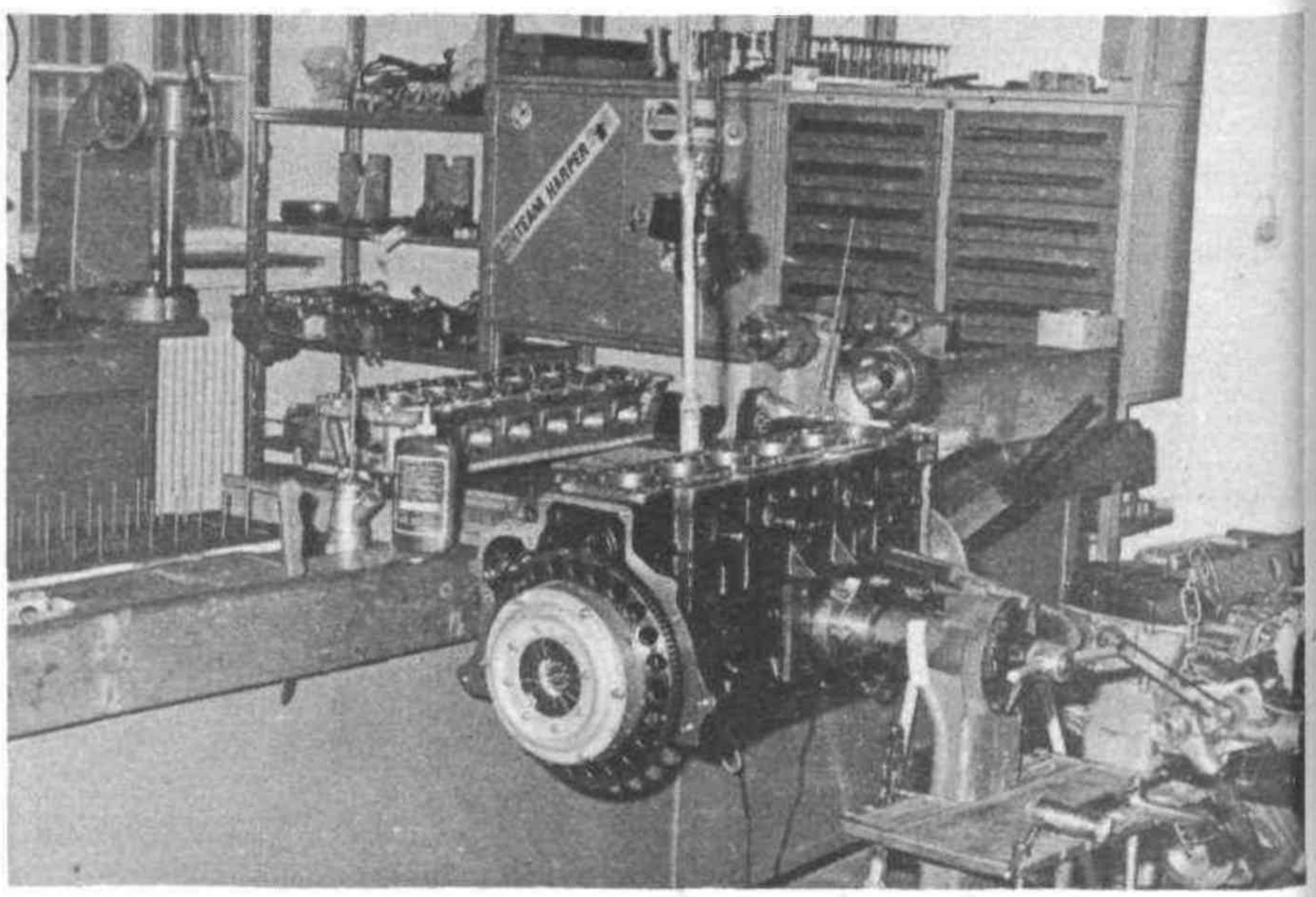
The Sales Aspect

It is the practice in Germany for offices to open early and for executives and staff to occupy them long after most British workers are on their way home. Having talked with Jochen Neerpasch we were granted an evening interview with Hans-Erdmann Schonbeck, Sales Director of BMW and a member of the Board. He had laid on a magnificent sunset for us to admire from the window of his top-floor office, from which one can see distant mountains, the adjacent Olympic Games stadium, a television tower and, looking down, the jewel-patterns made by the lamps of cars traversing the wide roads below, and observe the huge BMW badge that constitutes the roof of the 4th floor of the Museum. Herr Schonbech, who came to BMW from VW-Audi, did not mince matters concerning the present state of the economy in Germany. BMW had been working three-day shifts but by scheduling these as an extension of the Christmas break, they had softened the blow to some extent. He hoped that matters would soon improve, as the older cars became due for replacement, and is confident of the American market, where a new BMW sales organisation to import assembled cars is to be set up. Only in S. Africa and Portugal are BMWs sent out for assembly locally.

The Sales Director is happy that BMW, with their wide range of models, has most of the quality-car market covered. Their production capacity precludes a return to the Isetta-type of economy-car, nor do they contemplate going bigger than the recently-introduced 3.3L. The 2002 Touring was dropped because it did not offer sufficient carrying capacity for its price. Otherwise, the range, complex as it appears, is effectively closing most of the gaps which competitors might wish to occupy. BMW export 50% of their output of cars and expect that home sales will increase by about 8% this year, in spite of the unhappy financial climate. Germany, of course, does not have the hampering speed limits that Britain has to contend with.

Neerpasch might have been somewhat biased when he said he regarded competition activity as beneficial to BMW in more ways than one. So it was gratifying to learn that the Sales-Director holds the same view. He was excited about the Daytona participation a week hence at the time of my interview, expecting that BMWs appearance in American racing, even if not victorious, would further uplift the make's prestige in the USA. But, like Neerpasch, Schonbeck does not forsee BMW getting into F1, particularly as the Formula might change just as suitable 3-litre engines had been developed. He was also not optimistic about the adoption of the anti-lock brakes BMW have used effectively on one of their racing saloons, although this engineering exercise has been useful, because if forced to do so by a rival company, BMW would have ready the means whereby this braking system could be applied to catalogue cars. Nor would he be drawn on the subject of smaller coupé models from BMW. We have a hunch that a more likely new model would be a 3.0 estate-car.

Incidentally, the BMW range may seem somewhat complicated, but it is really very logical, as the accompanying table shows.



A corner of the BMW Competition Department in Munich, with a 24-valve twin-cam engine in process of assembly.

THE BMW RANGE

(1) 1502 — 1602 — 1602 L — 1802 — — 2002 tii — 2002 turbo — 2002 L (Luxus).

(2) 518 — 520 — 520 i — 525 — 528 — (530 i — USA).

(3) 2500 — 2.8 L — 3.0 S — 3.0 Si — 3.0 L — 3.3 L.

(4) 2.5 CS — 3.0 CS — 3.0 CSi — 3.0 CSL.

Key to designations (further data in text):

tii	= touring international injection
i	= injection
L	= Long
S	= Saloon
Si	= Saloon injection
CS	= Coupé Sport
CSi	= Coupé Sport injection
CSL	= Coupé Sport Leichtmetall

BMW model designations indicate the approximate engine capacity from the first two figures. Thus the 2002 is a 2-litre, the 2.8 is a 2.8-litre, and the 3.0 a 3-litre, etc. In the case of the newer types, the figure "5" denotes the body mode and the last two figures the engine size. Thus the 520 is a later-model 2-litre. The "2" at the end of the type numbering implies a two-door body, as on the 1502 to 2002 range. The table explains other symbols. The coupé bodies are made by Karmann, the CSL being the lightweight version of the CS, with aluminium bonnet panel, boot-lid and doors, and thin-gauge steel roof, etc. The Turbo BMWs are only available in left-hand-drive form.

BMW Engine Development

The foregoing interview concluded our first day in Munich, where we had been escorted efficiently and pleasantly informally by Michael Schimpke, who looks after the comfort and requirements of the Overseas Press. Michael spent some time in England, where he owned such cars as a Morgan 4/4 and a TR Triumph. He had met us at the Airport in a BMW 520 and was justifiably excited when we encountered just such a Morgan as he had been telling us about, in the centre of Munich. Later, an Isetta was encountered going well.

The next morning this industrious PRO had arranged an appointment for me with Alex von Falkenhausen, head of BMW Engine Development, who is responsible for both car and motorcycle engines. We found the silver-haired engineer in his office, approached as usual via a personable and protective private-secretary. This was in an older building (no lifts) but, traditionally, von Falkenhausen occupied a big office, sitting at a tidy desk as if he had nothing in his morning's programme but to give time to foreign journalists! He has had long experience of high-output engines, having joined BMW many years ago, with a brief departure to work on his own Veritas racing project, as he says, on a shoestring. I remarked that the 328 BMW engine was a very fine piece of pre-war design, which Bristol used after the war but that in Munich it had been dropped. Von Falkenhausen agreed that in its day the 328 had been a fine thing. But after the war, he explained, BMW regarded it as not good enough and their new single-overhead-camshaft engine was easier to produce. They use chain drive for the o.h.-camshaft, he said, because a chain will last the life of the engine. He was pleased when we spoke of BMW's turbocharging as a considerable technical breakthrough. But he emphasised that only a small number of such units had been contemplated, and that after making some 1,500 the project might be phased out. There had been very little difficulty with the turbocharger, the biggest problem being to ensure that materials were used that would stand up to the heat-bands involved. Fuel-injection engines seemed best suited to this layout.

BMW set much store by the special combustion chamber they call their "triple hemispherical head" but it is not ideal when American emission requirements have to be met. It was first developed for the six-cylinder engines and then adopted for the smaller ones. We commiserated about the way in which politics are affecting engineering progress and von Falkenhausen said that he foresees less-complicated engines in the future, giving greater fuel economy. BMW are unlikely to abandon the single-o.h.c. power unit or go to twin-o.h.c. engines and he felt that the piston engine is unlikely to be overshadowed in the foreseeable future. He remarked that while lubricants have improved, the most impressive advances, in his opinion, have been in tyre design and construction.

He emphasised again that motor racing is of considerable value to BMW, especially as the racing engines are a product of the parent factory. He would naturally be pleased if it were possible for BMW to develop their 3-litre engine into a power unit for F1 racing. But he said this would entail a three-year programme, which is out of the question. By that time over 500 b.h.p. would undoubtedly be required and, anyway, a change of Formula might wreck such a project. But he looked to more activity in America, under the IMSA rules, with a view to maintaining BMW's reputation. He saw the increasing use of fuel injection to combat exhaust emission laws and said that soon all BMW engines would be using Bosch equipment for easier servicing. At present the 520i uses Kugelfischer inlet manifold fuel injection, the 3.0CSi has Bosch direct electronic fuel injection, while the 2002 turbo used Schafer mechanical fuel injection, and a KKK/8LO turbocharger. They had founded their new range of engines many years ago with the single-o.h.c. 1½-litre but he had regarded this as too small and had provided for its enlargement to 1,600 c.c. and upwards—originally the Directors had wanted this to be a 1,300 c.c. engine. BMW had used a V8 engine in the 502 and 507 models but it was too costly to make and these push-rod power units were "a little old-fashioned". There isn't likely to be a V8 in the future BMW programme, although a very interesting experimental fuel-injection engine of this kind stands in the passage outside the von Falkenhausen office, keeping company with a current six-cylinder engine and the forerunner of the first of the present four-cylinder range.

Von Falkenhausen said the modern BMW sixes give excellent torque, so that an eight-cylinder isn't viable, nor does he see the engine capacity going beyond the present 3.3-litres. He does not think a five-speed gearbox necessary either, and personally he is not in favour of automatic transmission, although this is available on several BMW models. Overdrive would be acceptable but cannot be bought-out in Germany. (BMW assemble their manual boxes but do not make their own gearbox internals.) He would like to see a BMW sports car but development costs would not be in line with the sales potential.

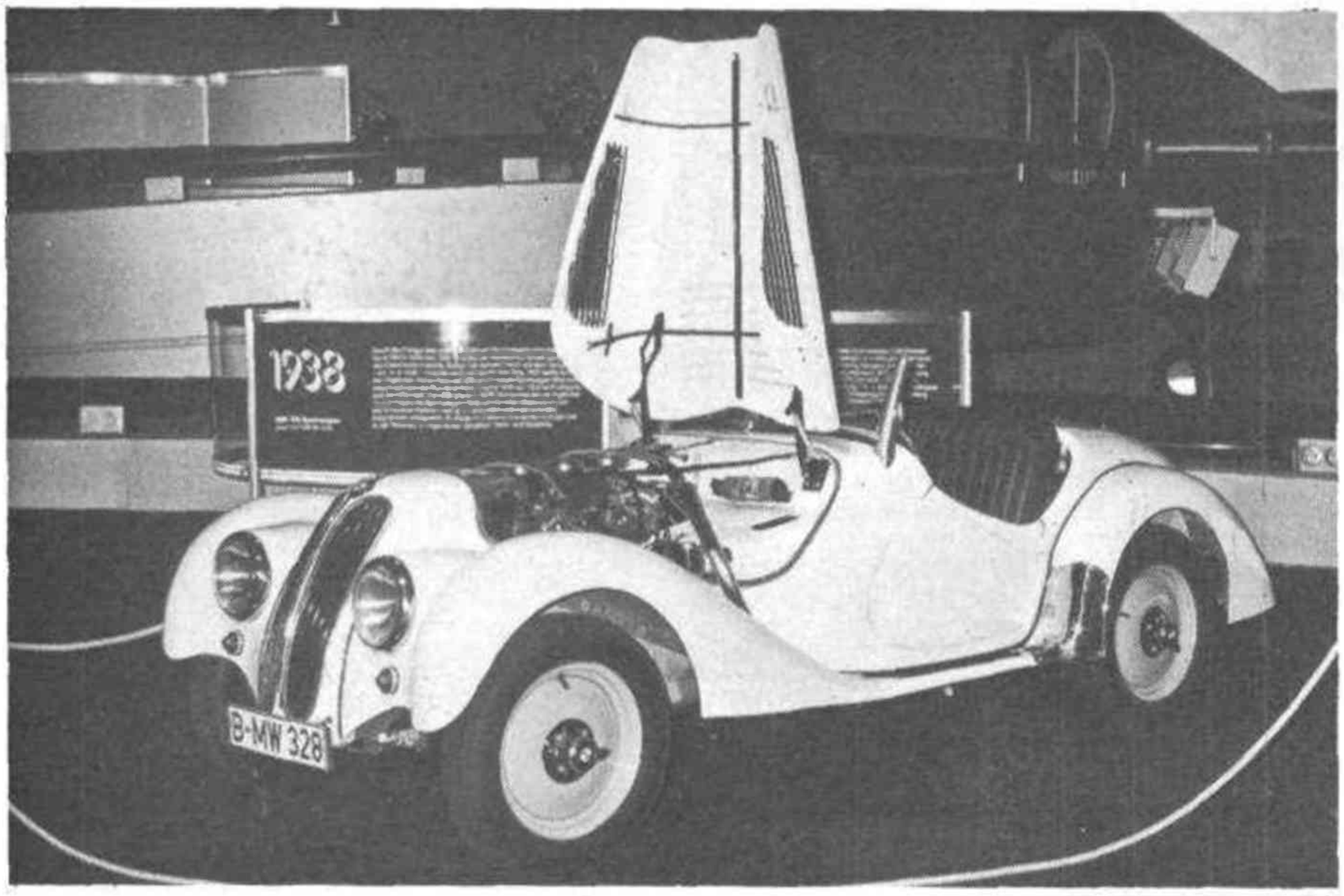


Alex von Falkenhausen, who is responsible for car and motorcycle engine development at BMW, Munich. He once ran his own motor racing interests and still enjoys watching motor races, especially when BMW-powered F2 cars are competing.

He refused to be drawn on the subject of smaller BMW coupés but said that turbocharging presented no servicing problems and that existing engines were strong enough to cope with the extra power. Indeed, stated this experienced engineer, there were no mechanical problems and no heat problems in the engine with turbocharging; in fact, this had been a comparatively uneventful development. It gave an easy source of extra power providing the materials with which the turbo was made would withstand the high temperatures involved, which was the only expensive aspect. Bearing loads were lower with this form of power increase, too. They started with it in 1969, obtaining 280 b.h.p., which was decreased to 170 b.h.p. for production 2-litre turbo-BMWs. By using fuel-injection engines it was easier to control the temperature, as the heat was in the air-flow rather than the fuel.

Whereas racing developed and publicised engine efficiency, von Falkenhausen thought rallying was especially useful from the chassis angle. A future requirement with ordinary cars will be engines that will burn low-octane petrols, to prepare for the reduction in the lead content of fuels in America. BMW expect that by next year their engines will mostly accept two-star petrol.

After which we returned to history, von Falkenhausen saying Bristol put better materials into the 328-type engine than BMW had



BMW's own 328, one of the exhibits in their comprehensive Museum. They also have an all-enveloping competition version of this famous model.

done before the war, which made it very expensive. But he recalled having raced a BMW 328-powered F2 car after the war.

On the motorcycle side BMW had experienced scarcely any drop in sales and their big 900-c.c. machine remained the best seller, whereas in the car world it was the 2002 and 500/525 models that best held their sales. Von Falkenhausen remarked that an in-line 4-cylinder motorcycle presented difficulties to BMW if they were to retain shaft-drive, due to overall length, while water-cooling might then be necessary, which would increase expense, which could also apply to a flat-four. Chain drive just wasn't acceptable to them, nor had BMW any intention of making small motorcycles when they were working to full capacity as it was.

We left feeling that the Bayerische Motoren Werke AG, under Von Kuenheim, its President, is in a strong and confident position, unless the prevailing world economic recession worsens and engulfs everyone. It employs about 27,500 persons and some of its key personnel have come from other important factories, the Sales Director from VW, the Publicity-boss from Mercedes-Benz, the Head of the Racing Department's test-shop from Porsche, for instance.

The New Factory at Dingolfing

Time did not permit of looking over the Munich factory, which we have visited before. Here every engine is run on the bench, in the test-department on the second floor. Instead, we were driven by Michael's capable Secretary, Yvonne, in a new BMW 518 (medium-size body shell, 1.8-litre engine) to the new factory at Dingolfing, about 1½-hours' drive away. This was opened for production about two years ago. Situated in the delightful Bavarian countryside, it is clearly not yet functioning at anything like its full, future potential. It consists of three works, one making transmissions and axles, another spare parts for export, while in a third factory building 518 and 520 BMWs are assembled, engines having been brought for the purpose from Munich in Mercedes-Benz trucks. Parts of some other models are manufactured, also, for dispatch to the Munich plant.

We were shown over the Dingolfing factory by Herr Koemmel, who was formerly Managing Director of the Glas Motor Company at this site, until BMW over-ran it. He is now attached to BMW's Public Relations Department. This fine new establishment covers 250,000 sq. metres, and employs 6,700 personnel, of whom 2,400 are engaged in making the 518 and 520-series cars. A former tractor factory has been converted into blocks of flats to accommodate workers, two per flatlet. The hope was to attract foreign labour but only 450 such workers are there at present, although covering 12 Nationalities, and some Stateless persons. Married workers are taken home at week-ends and 120 'buses cover a total of 72,000 km. a day fetching and carrying factory operatives. They are mostly (and here there is a twinkle in the eyes of Yvonne who was translating for us) Mercedes-Benz coaches. At present some 200 cars emerge every day from the production lines in the 190,000 sq. metre assembly halls and are sent by rail and road to Munich. That is with single-shift working. The full present capacity is, however, 300 to 350 cars per day.

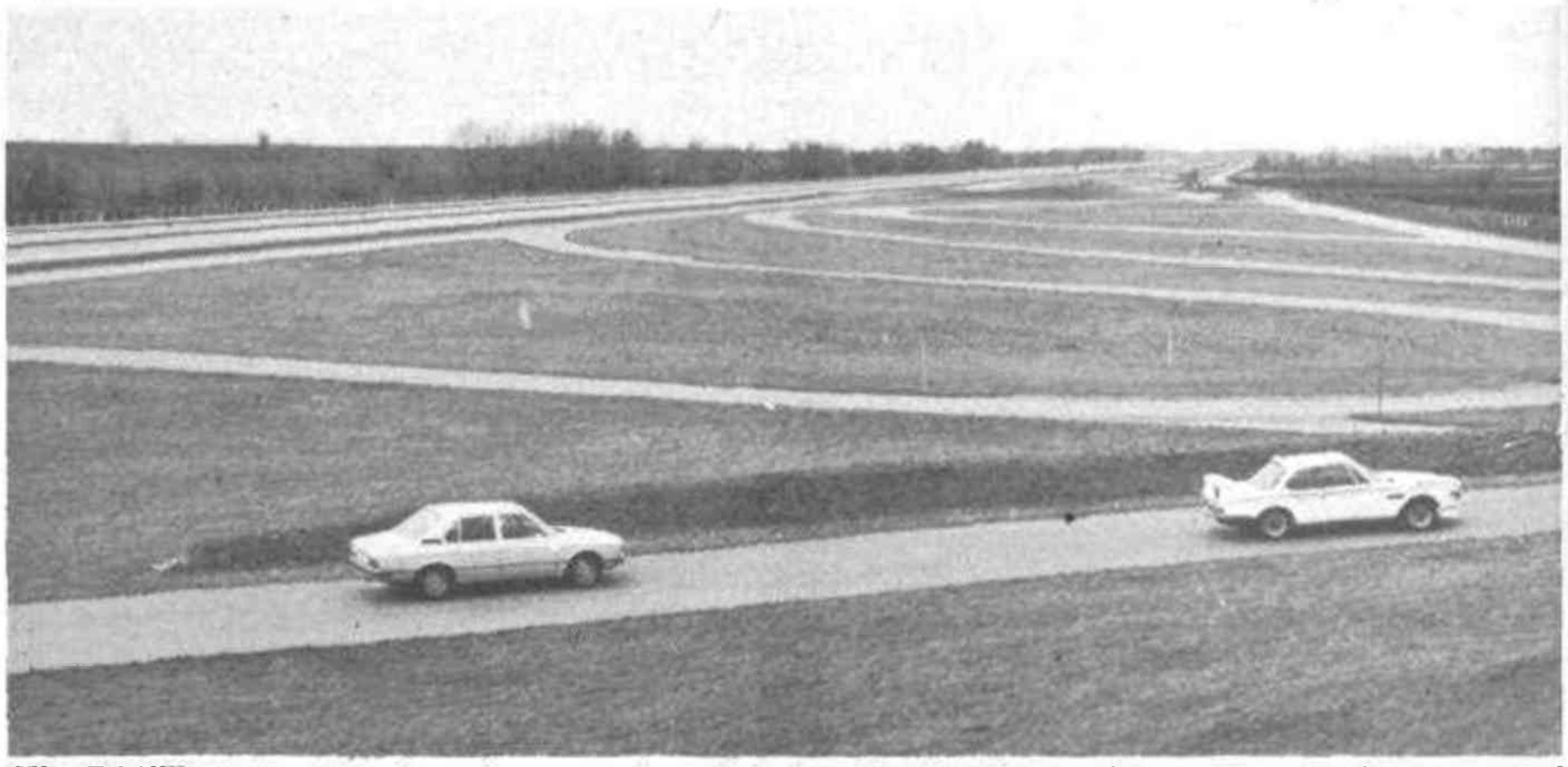
First we saw how the sheet metal is sent on devious journeys from rail-head to the towering storage racks entirely by computer. Scrap metal from the press-shops is similarly returned, compacted, for dispatch to the sheet-metal mills. Tools for the press-shop are made in a separate hall, and the body pressings are formed in a spacious press-shop containing a dozen Muller presses and almost as many smaller IWK, Schuler and Muller presses. These are backed up by a couple of Lasco machines.

The shells are electrically spot-welded by SMG, Muller and other torches as they pass along an overhead gantry. The progression is fully automated, so that the body pan, for instance, is turned over and upright again, for further welding, and the wheel arches are fed into place for yet more welding, on a Kaka automatic handler.

Three conveyor lines at floor level take the completed body shells to the finishing bays, where they are hung vertically and lifted by Devil-biss hoists for dipping into the various paint and cleaning vats. The action is fully automatic, except that operatives on platforms beside the hoists remove paper blanking and where necessary touch up odd spots with spray guns.

We were impressed by the attention devoted to body preparation, rust-proofing, and painting. It includes the usual washing, electrolytic paint depositing, and very thorough rubberised undersealing, but in addition the welds are filled in at a Vertak dipping vat and much rubbing down is done at various stages. Finally, the paint is dried in Dürr ovens.

The body shells then proceed in a single line on a head-level conveyor for the assembly, by jacking up, of power units complete with front suspension struts and propshafts, and later, after making a U-turn, for the back axle to be fitted. The rear suspension and shock-absorber struts have already been attached to the bodies. Finally, on two-floor



The BMW test track and proving ground at Ascheim, showing the steering-course. In the foreground are the 3.0 CSL in which MOTOR SPORT *drove back from here to Calais in 8½ hours, followed by the new 530 BMW.*

assembly lines, the cars are fitted with the smaller parts and are washed in a Thermak bath. They are then driven onto roller dynamometers, of which there are three in a row, for the usual running-up tests and checks, done by two operatives per car. During this inspection, braking from 120 k.p.h. is simulated. Our look at the highlights of Dingolfing ended with a run in a Hanomag-Henschel works 'bus, back to the parked 518.

The 518 and 528 are new models, using the 520 bodyshell and following the specification of that model, except for the larger and smaller engines. The bigger car has a tachometer. Obviously a 2.8-litre six-cylinder engine in the medium-size, good-handling BMW spells exciting performance and later we timed a 528 to cover a f.s. kilo. in 18.2 sec., when it was doing an indicated 201 to 202 k.p.h. at 6,100 to 6,200 r.p.m.; it had strong understeer but was almost impossible to turn into an over-steerer, on its Continental TS 772 tyres. For the American market only, this new car is available with 3.0i engine.

The BMW Test Track

On the morning of our return to England we drove out to Ascheim to look at the impressive BMW test track. It flanks a dammed-up lake on one side and is conserving of ground, because instead of being circular, it has two long straights each of 7 km., joined by very slightly-banked turns. All the expected facilities are available, such as electronic recording apparatus, a handling course with well diversified and sensible bends, rough rides that include lengths of tramline, a water bath, a skid-pan, jump-humps, hills of differing gradient, and a side-wind deflection run. Such a test track and proving ground must be very beneficial to BMW, in conjunction with their racing and rallying undertakings. They have there full crash-observation rigs and it was rather pathetic to see a car-park filled with the remains of such crunches.

All that remained was to return home and write one's impressions of BMW growth and efficiency. We had arrived in a 600 m.p.h. BA Trident. Now it was a case of cruising at about a sixth of this speed along the *autobahns*, in a Michelin XWX-shod lightweight BMW 3.0CSL coupé with front spoiler and tail aerofoil. It proved an excellent road-express, a land-aeroplane, enabling us to leave at 13.35 and arrive at Calais, 528 miles away, by 21.00 hours, with much traffic and three stops *en route* to take on Deltin, Chevron and Fina fuel, which this fast BMW consumed at 18.8 m.p.g. It was annoying to find, after a closed level crossing at the docks had delayed us, that British Rail now shut their gates on the Sea Link customers somewhat before the published time, and moreover, no longer permit foot passengers to embark just before the boat sails. In other words we, and many other travellers, would have been stranded all night, had not Townsend Thoresen put on an unscheduled service with *Enterprise III* about a couple of hours later. And that was unable to berth for an hour when it approached Dover, which lost us about as much time as it took the BMW to make the Metropolis. After which I had to drive home through what remained of the night, in another BMW of course.—W.B.

MOTOR SPORT's opinion of some BMWs

Type 55 Frazer-Nash BMW
". . . one can truthfully say that here is a light car which for performance and comfort can hold its own with any large car on the market. . . ." (*November*, 1935)

Type 45 Frazer-Nash BMW
"We have tried to show that here is a car which offers extreme refinement, sports-car performance at low engine speeds and which possesses the finest steering we have ever handled, the best road-holding of any modern touring car we know, and which is beautifully finished and extremely comfortable." (*February*, 1937)

BMW 501
"Where this V8 BMW really came into its own was on the German autobahns, for it would go up to maximum speed with no sound from the engine to give any indication of the power being developed." (*November*, 1955)

BMW Isetta
"Economical and lively, as well as being enormous fun to drive." (*April*, 1956)

BMW 507
"Although BMW appreciate that the 507 is not sufficiently fast for sports-car racing, with its very good performance, excellent gear-change, and outstandingly safe road-holding, it constitutes a very handsome sports-tourer. Von Falkhausen hopes to drive one in the 1957 Alpine Rally." (*November*, 1956)

BMW 1500
". . . here is a small car with extremely good performance and plenty of life. It also imparts a sense of quality and well-being in a typically modern manner." (*January*, 1962)

BMW 700 (two-carburetter coupe)
"I found this little BMW cyclecar good fun. Over 80 m.p.h. from 697 c.c. is not to be sneezed at, especially with excellent acceleration to 70 m.p.h. which makes passing slower vehicles a safe accomplishment." (*May*, 1962)

BMW 1800Ti
"This BMW impressed me . . . as a very pleasant but not quite an exceptionally outstanding car—a vehicle of definite 'Jekyll-and-Hyde' character." (*February*, 1966)

Frazer-Nash BMW 2000Ti
". . . a quite outstanding car, combining the comfort and convenience of a medium-size family saloon with the qualities of a sports car and having particularly commendable handling, steering, gearbox and performance." (*September*, 1967)

BMW 1600
". . . a well-equipped car, extremely well built and finished." (*August*, 1967)

BMW 2002
". . . once driven, never forgotten, the BMW 2002 is about the finest family car available. . . ." (*September*, 1968)

BMW 2800
"The 2800 has the refinement of the 1500, more 'character' than the four-cylinder models, and must be regarded as one of the World's great cars." (*October*, 1969)

BMW 3.0CS
"It is difficult to find a car to compare with the 3.0CS unless one counts other BMWs, including the much less expensive 2800. . . ." (*October*, 1971)

BMW 2000 Touring
". . . we would thoroughly recommend this sporting saloon to the discerning motorist." (*January*, 1972)

BMW 2500
"Extended enjoyment of this reliable BMW 2500 has increased my admiration for the cars from Munich. . . ." (*December*, 1972)

BMW 3.0CSL
"This CSL made no bones about running close to its top speed (146 m.p.h.) for hours on end. . . . The best hour was 124.7 miles, on the wet Autoroute south of Paris. . . . It gave 15.13 m.p.g. and an oil consumption of 950 m.p.p." (When covering 3,789 miles in Europe in four days.) (*January*, 1973)

BMW 520i
"I was pleased to find the same excellent layout of minor controls, instruments, and stowages as on the bigger six-cylinder BMW. . . . Although the coil-spring all-independent suspension of the latest race-developed type is on the hard side, the occasional lurches induced as the wheels follow road undulations do not deflect the BMW from its course and the ride is as good as that from much more loudly-publicised and sophisticated systems." (*August*, 1973)

BMW 3.0Si
"By the time we were back in London the BMW had covered 1,830 miles (in France), requiring no oil, or water, and being 100% trouble-free. When we topped up with Esso it showed the overall consumption to have been 15.1 m.p.g." (averaging 88.6 m.p.h.). (*November*, 1974)

BMW 3.3L
"Altogether this biggest of the BMWs is a splendid car for long-distance travel in maximum comfort." (*December*, 1974)

Photostat copies of the full road-test reports are available on application to the MOTOR SPORT back-issues department. Please quote the date of the test report required, which appears within brackets after each quote.

Book Reviews

"Motor Racing Mavericks" by Doug Nye. 199 pp. 9¾ in. × 5½ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH.* £3.50).

This is a difficult book to review. Knowledgeable students of motor racing history will question the need for it, because what Nye has done is to describe oddballs of machinery that have appeared in racing and record-breaking down the years. Inevitably, therefore, he has repeated much material already well known, or available, to historians. On the other hand, he is a reliable and knowledgeable writer, so that fascinating fresh facets of information are to be gleaned from a book which will no doubt be fascinating in its entirety to the younger generation who follow motoring sport.

As I have said, some of the material has been filched from recent sources, such as that about the exploits of the Baker Electric and Stanley steam-cars, in pursuit of the LSR. But otherwise the text is new and it is certainly comprehensive, covering as it does early American and European record cars, rear-engined and twin-engined projects, front-wheel-drive competition cars (with much restated Alvis history), some of the later European record cars, and the many remarkable endeavours to make the two-stroke win races, from 1926 to 1939, etc.

The later Indianapolis cars built during the 1930s depression get a chapter to themselves and the National racing cars of France form an absorbing study—including, of course, the SEFAC, about which a patriotic but disgruntled spectator is said to have observed "I went to see the SEFAC, but I sefacall". The less-conventional Alfa Romeos fill another chapter, as do the post-war Cisitalias, Indy cars, Italian GP oddballs and unsuccessful British equivalents. The last of the Harry Miller racers, air-cooled competition cars, and the more recent Indianapolis entries, are also covered.

It will be seen that the book is a decided hotpotch, saved by the knowledgeable status of the author and the allure of unusual approaches to common problems and endeavours. If criticism is justified, it is that Nye puts in some cars which I would call interesting but not unconventional—to which I have no doubt he will retort that it all depends on what is meant by "maverick"—while omitting others that should be there, like, for instance, Taruffi's double-nacelle record-breaker and the Myles-Rothwell racer with prone driving-position. Some of the descriptions are superficial but I enjoyed those about the Butterworth AJB, Ridley Special, the Violets, the SEFAC, the Bugatti 251s, Honda's air-cooled GP car, the Sacha-Gordine and others. But much of the rest is mostly old-hat, well-documented elsewhere, apart from a few worthwhile Nye-asides.

In places the language drifts into the "with-it modern" but on the whole I liked this book, which is well indexed and which is full of especially good pictures. It is decently up to date, too, concluding as it does with Colin Chapman's disgust for the Lotus 64s.

Incidentally, as a Brooklands author, I cannot resist asking how the Talbots "powered away from him (Harvey in a FWD Alvis) round the long Brooklands bankings" during the 1926 British GP, when *the Members banking wasn't included in the course for that race?* Otherwise, a well-researched, readable book which may not contain all that much which is new to the older students but which is very worthwhile nevertheless.—W.B.

"A History of Motors and Motoring—Volume One, 1895-1900" by Michael Frostick. 230 pp. 11 in. × 9¼ in. (*G. T. Foulis & Co., Sparkford, Yeovil, Somerset.* £1.95).

Here is an interesting volume by the great scissors-and-paste author. I never cease to wonder at the generosity of publishers who permit what is now highly valuable historic material to be reproduced from their back numbers by other publishing houses. But they do and here is another one snipped from ancient editions of *The Autocar*, providing for all, at a low price, what was formerly the preserve of exclusive and costly-to-fill libraries. There is the Editorial from Vol. 1, No. 1 of *The Autocar*, that pioneer journal's report of the Emancipation Day Run of 1895, even to the first pages in red ink to emphasise the end of the red-flag days, followed by descriptions of "autocars" of the period, the Exhibition at the Agricultural Hall, competitions of that era, letters to the journal which Frostick has hacked out, and so on.

It is all immensely fascinating and apparently there is more to come. At the price the rather faint photolitho printing can be excused and I assume that VCC members will be queueing up for copies. But it could well make first-edition collectors, in their fine libraries, vomit.—W.B.

Now that there are so many chances of drivers finding themselves in possession of unwanted (and frequently unwarranted) convictions they would be well advised to arm themselves with a knowledge of how the Law, as it applies to motor vehicles and their drivers, is applied. This can be done inexpensively by buying John Wickerson's "The Motorist and the Law", a paperback published by Oyez Publishing Limited, Oyez House, PO Box 55, 237, Long Lane, London, SE1 4PU at £1.00. The author is a Solicitor and the book has been published in conjunction with the Law Society. We hope it assists you towards Justice!

* * *

"Austin Seven Specials" by L. M. (Bill) Williams, which covers the building, overhauling and tuning of these cars, has been republished by Foulis (address above), at £1.95. Originally published by P. J. Stephens in 1958, it has been reprinted thrice since. It is now somewhat out of date but the overhaul chapters should still be valid.

Cars In Books

MY ATTENTION was drawn, by a lady who has no interest in motoring, to the following very interesting extract from "Another Part of the Wood" by Kenneth Clark, the celebrated painter (John Murray, 1974), in the chapter entitled "An Edwardian Childhood."

". . . Early in the morning I was glad to leave the house and make my way to the stables. As so often in the early nineteenth century, they were better designed and constructed than the house, and their walls were covered by the biggest magnolias I have ever seen. Half of the large courtyard was occupied by motor cars, half was reserved for practically non-existent horses. In my childhood the cars consisted of a Rolls-Royce, two Delaunay-Bellevilles, a Panhard and a quiet, insinuating electric car which had been intended for use in London, but had so small a range that it could not make the journey from Sudbourne (Suffolk). How it ever got down there is a mystery. Although not mechanically minded, I loved the sight of these shining contraptions and visited them every day. On my fifth birthday (1908) my father organised a motor race in the park, and I used to think that this was my earliest memory. But what is a memory? I remember remembering this episode, but it has become static in my mind, like an old photograph; in this book I use the words 'I remember' only about episodes which I can still recall in movement, or which seem to cause a slight vibration in my mind. In this sense, all I can remember about the motor race is my disappointment that the cars did not all set off together, but were timed over a measured two miles (the length of two drives) and that it was won by a neighbour's Mercedes . . . ."

This is very interesting and perhaps someone will know whether the speed trial referred to was a properly-organised affair or just a private contest to entertain the house-party? It sounds rather as if it were the latter and, if so, the course was considerably longer, at two miles, than any used for a full-scale meeting.

From "The Gambler" by Stuart Cloete (Collins, 1973) we learn that Col. Karri Davies who was with Jameson in the Transvaal raid of 1896 was using a big Pierce-Arrow in Africa in the 1920s. It is described as having a pump that automatically maintained the tyre pressures but it is more likely that it had an auxiliary mechanical tyre pump that could be used to inflate the tyres when required. The author's mother gave him a Model-T Ford and a Buick was also used in the Witwatersrand out-backs. Returning to England, a big hired Daimler was employed to take the author and friends to the Derby and when he returned to Africa Cloete bought a big, secondhand Nash. Nothing much here but someone may wish to enlarge on Pierce-Arrow tyre pumps. In that exposure of big business "Down the Programmed Rabbit-Hole" by Anthony Haden-Guest (Hart-Davis, 1972), cars are, surprisingly, scarcely mentioned. But I was amused to read that in 1954, when the Hilton came to Castellana Avenue (Spain), all you could see from the windows were 1928 taxis and donkey-carts.

W.B.

Per-Inge Walfridsson — Volvo's Super Swede

IN THESE DAYS of racing-car specification rally cars a regular anomaly on the leader boards has been the sight of a big, heavy, unwieldy Volvo 142, thanks to the incredible skills of the elfin, blonde-headed Swede, Per-Inge Walfridsson. Almost inevitably sideways through the forests, undeterred by snow, ice or loose stones, Walfridsson swings the big Volvos around from seat and pedals elevated to suit his 5 ft. frame. His ability is such that in the last RAC Rally he put the works-prepared Volvo into sixth place overall behind such illustrious drivers as Mäkinen, Blomqvist, Munari, Waldegård and Röhrl mounted in some of the cream of suitable rally cars.

Though this "little man in a big car" has become almost a legend among the British rallying fraternity, little seems to be known about him, largely because little has been written about him!

We managed to corner him for a half-hour chat during a joint Volvo/DAF winter testing session for journalists in Finland. Now that Volvo have acquired control of the Dutch manufacturer, this Volvo-contracted driver will be competing in Dafs as well as Volvos, no doubt with the same exhuberance and success with what at face value appears unsuitable machinery. To demonstrate his new double allegiance, Walfridsson showed his skills to a few of us through the snowy forests with a Daf Marathon 1300 estate, but more of that elsewhere.

Walfridsson first took the British international rallying scene by the ears in the 1972 Scottish Rally, when he had slid his way up to seventh position in his own Volvo 142 after twenty-four hours when the Volvo's sump came off worst in an altercation with a bridge. Unbelievably to many he had finished amongst the fastest five on most of the quick, dry, stony Scottish stages, before retiring. To prove that this was no flash in the pan he re-appeared in a works-backed Group 2 Volvo 142 for the 1973 International Welsh Rally and finished second overall behind the maestro of the British forests, Roger Clark, in a works Group 5 Escort. There were many who said that only the delays caused by a spasm of six punctures prevented the cumbersome Volvo leading the Escort home on its home ground. A broken axle ended his run in the 1973 Scottish, but he returned with a vengeance for the 1973 RAC Rally to finish fourth overall despite gearbox trouble. A seized engine put him out of the 1974 Welsh, but his luck was better on the last RAC Rally.

Walfridsson admits that Scandinavian rally drivers have a distinct advantage over their opponents because of the opportunities to practise on the prevalent rough forest roads in summer and on the snow and ice in winter. His own career follows classic Scandinavian lines in which practice from an early age has led to perfection.

The area around his home at Torsby, in Vårmland, 300 km. north of Gothenberg, is a rally driver's paradise and at the age of 12, and in subsequent winters, young Walfridsson started his development by borrowing a tractor from his father, a haulage and plant hire contractor who, more significantly, is also the local Volvo dealer, clearing a circuit on a nearby frozen lake and practising to his heart's content with his parents' Volvo. When he wasn't sliding four wheels around the ice, he was learning the rudiments of mechanical skill and the secrets of different types of slippery surfaces on a series of motorcycles (he had his first when he was 10) including OES, Harley-Davidson, Munaric, Husqvarna and Royal Enfield. The local motor club was the womb for this embryo rally driver; as soon as he was allowed to, at the age of fifteen, he marshalled and timed on rally special stages.

Patiently he waited for his eighteenth birthday, the legal driving age in Sweden, and soon afterwards, in January 1969, he competed in his first local rally with his mother's shopping (and absolutely standard) Volvo 142. The continuation of the elf's fairy tale would have been a win in this first event: he didn't win, as it happens, but he didn't disgrace himself either and immediately prepared the car properly for rallying.

Mother must have had a very generous nature, at least until the inevitable happened and the 142 landed on its roof—a complete write-off. She had to buy a new car, without the help of insurance because the accident had happened on a rally, and so too did Per, a 122S.

When he wasn't driving or preparing cars Per was studying civil engineering at college.



"I have to drive it more or less flat out on the steering and the brakes and keep the throttle right down." Walfridsson on the 1973 RAC Rally.



But the call of rallying was stronger than the art of roadbuilding, so once his final exams were behind him he became a semi-professional rally driver with his own 122—"semi" because he spent the time between rallies driving huge trucks for father. We wonder if the Scanias spent as much time sideways as the Volvos!

His early forays in Swedish Championship events included one seventh place overall, but finishing rallies was not one of Per's stronger points at this time. He recalls his first notable success as third overall in a Southern Norway rally in 1971 behind Stig Blomqvist ("The best rally driver in the World on snow and ice," says Per) and Per Eklund. At the end of that year, the young Walfridsson turned the tables, winning the East Rally in Norway *ahead* of Per Eklund, a result he repeated in the 1972 Autumn Rally in Norway.

In 1971 too he had one of his few non-Volvo drives, winning a local rally in mid-Sweden with a Swedish Dealer Team Opel Ascona. Another foray with a "foreign" car was less successful: his Toyota broke before the first special stage in the 1973 Total Rally in South Africa. Volvo-mounted in last year's Total, he was challenging for the lead on the last leg when the engine overheated.

But results do not reflect the true ability of Per-Inge Walfridsson: his achievements in putting an outclassed, under-powered, overweight rally car into the top placings are at least the equal of driving a competitive car into first place. Experts often wonder how quick this twenty-four-year-old would be in a competitive Escort, Alpine or Stratos. Our own GP described something of the problems facing Walfridsson in his RAC Rally report in our January issue: "In lighter, more powerful cars it is possible to keep just a little distance from the ragged edge, but in such a car as a Volvo it is vital to maintain as much momentum as possible all the time, using the brakes as little as possible. Walfridsson has become a master of anticipation in this respect and has thus earned a reputation as a spectacular and exciting driver to watch as well as a skilful one." Elsewhere he succinctly summed up Walfridsson's mastery: "This little chap makes the big, unwieldy, Volvo 142 handle like a Dinky toy!"

Walfridsson himself shrugs it all off:

"Driving the car I do not realise its disadvantages. I have to drive it more or less flat out on the steering and the brakes and keep the throttle right down."

But surely the size of the Volvo must be a problem on narrow forest stages? In his lilting, almost fluent English, learnt practically from scratch during six-months working for Volvo GB in 1973, he replies: "It is no problem at all, but the DAF is easier. When I am driving a DAF all the roads is like a motorway!"

Obviously the size of the DAF is more appropriate to him and the forests than the Volvo and also, "The DAF is a very easy car to drive because of the gearbox—you always have the right gear out of a bend." Like all the Scandinavian rally drivers and now, following their example, many rally drivers from elsewhere in the world, Walfridsson practises the art of left foot braking, setting up the car on the brakes with the throttle still applied. With the two-pedal automatic DAF he finds that left-foot braking is even easier and more natural. "Maybe because of the transmission there should be more power in the DAF; on snow and ice it is enough but there is too little power for the summer roads. For that reason I shall continue to drive a Volvo in summer, but the DAF is wonderful on ice and snow, so that will be my winter car."

His 110-115 b.h.p. DAF 1300 Marathon is being prepared alongside his Volvo 142 in the Volvo competitions department, run by Gunnar Andersson. "They just had some people from Holland in the beginning to teach them about the DAF." Why not the new two-door Volvo 242 (not available in England) instead of the 142? "We have not yet developed it for rallying," he says, but we suspect that the weight penalty of the safety-body may be too much even for Walfridsson to overcome.

Walfridsson's Volvo/DAF contract binds him solely for Swedish Championship events,



"When I am driving a DAF all the roads is like a Motorway!" Walfridsson demonstrates such to a journalist in Finland.

all the 1975 rounds of which he will be doing in either make (he finished second overall in 1973 and third last year, though he contested only three of the six 1974 qualifying rounds, finishing second in them all), along with the Swedish Rally, a World Championship qualifier. Additionally he will compete in local Swedish events. But, contract or not, his Volvo/DAF allegiance will remain for British events, amongst which he will definitely contest the RAC Rally, probably in a Volvo, and maybe the Welsh. Interestingly, a deal is currently being discussed for a possible Renault Alpine or R17 drive in the Safari Rally, a rally in which he has long had an ambition to compete. The Monte Carlo Rally too remains an ambition even in its present watered-down status, "But the 4000 km. run-in section is a waste of time—you have to cover the distance of the entire RAC Rally before you start rallying properly!"

His favourite rally? Undoubtedly Britain's RAC Rally, "Because it is a rally which has a long distance and is very tiring and because I get most success in this rally. The ratio of the roads to forests is just right—a good balance—the English forests are very similar to those in Sweden and the organisation is very good."

Walfridsson believes in choosing local co-drivers who are used to particular terrains and events. So in England he has an excellent liaison with John Jensen from Kent, while in Scandinavia he continues to use his first co-driver and neighbour from Torsby, Kjell Nilsson. In Africa a local Safari specialist will be co-opted into the hot seat.

He feels that the tyre situation in rallying is becoming as ridiculous as it had become in Formula 1: "The best thing would be if the regulations stipulated just one type of tyre—a different type for each type of conditions—so that we didn't have to spend lots of money just trying tyres to see which is the best. If the tyres are restricted, success would be down to the ability of the driver instead of to the right availability and choice of tyre.

This quick little Swede has one other ambition: to compete in a fast tarmac rally like the Circuit of Ireland, for which the Volvo is too heavy and underpowered. Has anybody got an entry plus Stratos, Carrera or Alpine spare for the end of this month?—C.R.

ROAD IMPRESSIONS

The Austin Allegro HL

IT IS highly desirable that British cars should measure up to those of the rest of the world. The Rolls-Royce has proved that it still does. British Leyland promise fine new models but meanwhile, what of their existing ones? The Austin Allegro is a car of advanced technical specification and in a popular sales category. When I tried the original one I was as scathing as most critics about the quartic steering wheel but found merit in other aspects of the Allegro.

The curiously dubbed Highline or HL model with twin-carburetter 1,750-c.c. engine has a normal shape steering wheel, which is a decided improvement, for a start. Ninety (DIN) b.h.p. means a top speed of a genuine 100 m.p.h. and a thought more under good conditions in fifth gear. The car gets from rest to 60 m.p.h. in a very useful 11 seconds. The hydrogas interconnected all-independent suspension effectively irons out travel over abnormally bad roads without offering much else in its favour, unless it be less transference of noise into the body structure. There is bump-thump over cat's-eyes and similar obstacles and throw-up under certain road conditions, as with other suspension systems, and a somewhat "woolly" feel to the road-holding, despite which the Allegro is a very sure car round fast bends. There is understeer, which changes when power is cut, but with no sharp nose-in, tail-out effect. The steering, by rack-and-pinion, is not outstanding yet is far from unpleasant.

BL engines are dated and new power units are said to be due. That in the HL has a bore and stroke of 76.2 x 93.7 mm. (1,748-c.c.) and this comes into the old-fashioned, long-stroke category. Yet there are few disadvantages, except for rough idling. Indeed, this is otherwise a notably smooth and flexible power unit which, on the quite high 9.5 to 1 c.r., pulls easily from only 1,500 r.p.m. in fifth gear. As I have observed before, even higher gearing would seem acceptable; at present 70 m.p.h. in the highest cog equals 3,600 r.p.m. This is excellent on a small car, however, and reduces engine noise to quite tolerable levels. The gears still live in the sump, which may contribute to an oil thirst of only 580 m.p.p.

The clutch isn't fierce, yet the task of engaging it isn't pleasant, perhaps due to pedal angling and length of travel. It is still difficult to make the car run smoothly at low speeds, because of violent snatch when the throttle is opened, due to engine torque rocking the power unit on its mountings—a shortcoming with BL f.w.d. models. The 5-speed gearbox is about average, but 1st gear baulks badly when wanted from a standstill and the entire action of selecting the gears is too stiff. The Girling servo disc/drum brakes work adequately. The theory that a square steering wheel was necessary if the instruments were to readable seems to have been nonsense, because I had no difficulty in seeing all the readings I needed with the circular rim. The HL has a tachometer, which shows the engine to be safe to 6,000 r.p.m., good going with a long-stroke, although it gives peak power at 500 r.p.m. less. The fuel gauge was more steady-reading than on the previous Allegro I tried. I got an overall consumption of 33.4 m.p.g. of 4-star petrol, economy being better on long steady runs, when 34 m.p.g. was obtained, making full use of 5th gear. The test car wore Dunlop tyres.

There is no need to say more, as we covered the Allegro fully when it was a new model. I feel that it stands up well against comparisons with Continental and Japanese products and that those wanting a quietly-appointed, very accelerative four-door package might well invest in this Allegro HL, which will cost you a matter of £1,881. But, St. Christopher, how prices have risen!—W.B.



Road Test

The Lotus Elite 503

Superb handling, comfort and refinement, but needs more power to suit the price.

WHEN Lotus introduced their new Elite to the Press at Hethel early last summer, some of my initial impressions of the car were not very favourable. I felt its general concept to be right, but at the price, which was then £5,857 for the then most expensive option pack, the 502, the choice of Lotus's 1,973 c.c., four-cylinder, 16-valve engine seemed completely misplaced. A couple of laps of the Hethel circuit confirmed this theory: in the gears this car wouldn't have pulled the skin off a rice pudding. In view of the fact that this particular car was still very much a pre-production example, I made my introduction of the Elite in last June's issue of MOTOR SPORT into a descriptive rather than a critical article, preferring to wait for full road test opportunities before drawing definite conclusions.

It is very pleasing to report that to my surprise the road test Elite, the 503 option pack, which includes air-conditioning, power steering, heated rear screen and Philips stereo cassette/radio/player/recorder, refused to live down to the expectations I had of it. This up-market, four-seater Lotus proved not only pleasant to drive and to be driven in, but quite unexpectedly endearing, for it has such combined qualities of comfort, relative quietness, tractability, restfulness and, above all, quite exceptional standards of handling and roadholding that it has created a new class of practical and easy to drive exotic motor car.

Most responsible for this improvement was the optional, for an extra £46, 4.1:1 final drive ratio which was fitted to the test car in place of the standard 3.7:1 ratio. The optional ratio gives 20.8 m.p.h. per 1,000 r.p.m. in fifth gear as against 22.9 m.p.h. per 1,000 for the standard ratio. High-speed cruising with the lower ratio remains quiet and restful, while acceleration through and in the gears is much improved, for the torque of the 2-litre engine simply cannot cope with the higher ratio. It is difficult to understand why the 4.1:1 ratio has not been standardised, except that we hear that Lotus engineers are working on the extraction of more low-down torque from the engine so that the higher, and more economical ratio can be utilised efficiently.

This latest Lotus is undoubtedly eyecatching and provoked a tremendous amount of attention during our test, for many extrovert people a prerequisite for a car in this price bracket. The test car's glass-reinforced plastic body had a magnificent finish, as good as any we have seen on a GRP car. An injection moulding process was evolved for the production of the body, which is made in top and bottom halves, the two being joined along the waist-line masked by protective rubbing strips. The wedge-shaped looks represent more than sleek, modern styling, for the Elite has one of the lowest drag coefficients (0.3) of any production car. Yet it is almost 4 ft. high and only half an inch short of 6 ft. wide. The secret is in the tiny frontal area: the nose is as low as legally permitted and includes retractable headlamps which operate much more efficiently than Lotus headlamps of old, being raised by springs and lowered by vacuum instead of the other way round. Flashing of them is relatively practical, raising them taking just one second.

Beneath the bumper is a deep spoiler designed for anti-lift and to channel cool air over the front suspension and brakes. Air from the AE-Covrad adhesively bonded aluminium radiator is ducted away through slots in the bonnet top.

The vast tinted windscreen is of Glaverbel Very High Resistance laminated glass, stronger than conventional laminate and, like the new TR7 windscreen, bonded into place by the Solbit hot wire system to make the screen an integral part of the body structure. The fixed side windows are similarly treated – not the door windows, of course, which are operated reasonably speedily by electric motors. Gradually growing shallower from the front, the side-window line swoops up into a ridge at the rear extending over the roof to aid aerodynamics. The side centre pillars hide air extraction vents and Lotus's "Ring of Steel", a complete roll-over hoop which, along with the impact-resistant GRP bodywork and strong, steel side intrusion members in the doors, helps Lotus's claim that this is an exceptionally safe car in the event of an accident.

The thick end of the wedge incorporates an opening tailgate of glass in an aluminium surround, hinged at the top and supported by pneumatic struts which should self-raise the gate when the knob is pulled within the offside rear passenger's armrest area, though possibly because the struts were affected by the cold temperature, that of the test car did not always raise itself. When the gate is opened it reveals a peculiar boot arrangement, for another rear window and bulkhead cut off the fully-carpeted boot from the cockpit. The boot is long from side to side but narrow, the sloping rear window, its delicate heating elements and the threat to mirror vision discourage the piling up of luggage and for a long holiday trip special care would have to be taken to select the right shape of luggage – a problem which Lotus can eradicate by offering a fitted set of five suitcases for £71. The Lucas battery lives beneath the offside of the boot and the wheelbrace doubles up to wind down the under-slung spare-wheel cradle.

The Elite follows previous Lotus practice of having its body mounted upon a steel backbone chassis which carries the entire powertrain and all-independent suspension. The rear suspension has tubular lower links and diagonal radius arms, the upper links are formed by the Hooke-




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jointed driveshafts, while there are coil spring/damper units and aluminium hub carriers. Inboard rear drum brakes are of 9 in. x 2¼ size. The front suspension is the usual Lotus design, utilising upper wishbones with single lower links, an anti-roll bar and coil spring/damper units. Outboard front disc brakes are of 10.4 in. diameter and rack and pinion steering is fitted.

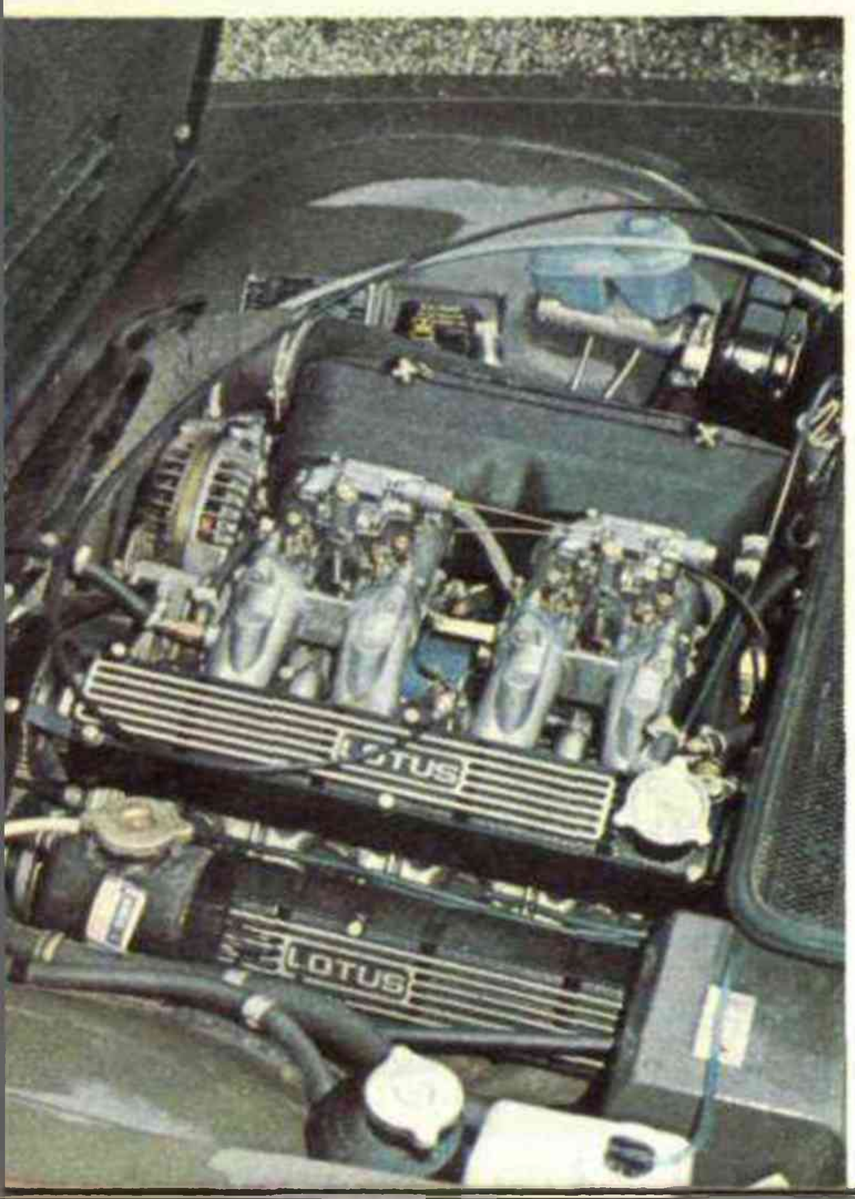
Lotus were fortunate (or very clever) in having Jensen to sort out the early teething problems in the Lotus 907 engine. Bigger Dellorto carburetters (38 mm. chokes) give the Elite's version of the 907 engine an 11 b.h.p. advantage over that in the Jensen-Healey, Lotus now claiming 155 b.h.p. for their Elite's 95.28 mm. bore x 69.24 mm. stroke, 16-valve, belt-driven twin-overhead camshaft, 45-degree inclined, all-alloy engine. A cable-operated, 8½ in. diameter diaphragm clutch takes the drive from this Hethel-made engine to Lotus's own five-speed gearbox, which has a direct fourth gear and an overdrive fifth ratio.

Access to the front seats is quite easy, though the wide doors, which close with a very satisfactory heavy clonk and are operated by flush-fitting, Marina-type handles, could benefit from opening further. Rather more agility is required to climb into the rear seats and care must be taken not to bang one's head on the fortunately well-padded roll-over bar. Once ensconced in them the rear seats are extremely cosy, being very deeply bucket shaped, with thick armrests and open glove lockers at each side and the comfortably upholstered backbone chassis, incorporating a fixed picnic table and ash-tray, in the centre. There are built-in headrests too, though to the driver these are more a hindrance than a means of comfort, for they seriously obstruct mirror vision to each rear quarter, a situation partly rectified by the paired door mirrors. As passengers are likely to occupy the rear seats for only a small part of the car's life, it would be an idea to make the headrests detachable. Headroom in the rear is adequate for anybody up to about 5 ft. 8 in., but taller people need to stoop slightly. There is more leg room than appears, because the sitting angle keeps the lower limbs upright. Certainly Lotus are justified in calling the Elite a true four-seater – those who complain of insufficient room should buy themselves a nice second-hand Rolls-Royce for the price.

Exotic styling almost always has pitfalls, to which the Elite is no exception: the nose falls away so sharply that a driver of moderate height sees nothing of the front of the car beyond the top of the too high scuttle. There is nothing to help him judge the width or length, nearside kerbs are hidden by the scuttle, fascia mounted dipping mirror and thick screen pillar and experience and good judgement are required initially to place the Elite in a bend without clipping the kerb or to slot it through narrow gaps without defacing the sides, which bulge out well beyond the misleading gauge made by the width of the screen base. This first impression physical driving problem is bound to lose the Elite many customers, which is a pity, because within a couple of hundred miles I found that this Elite, like all Lotuses, practically becomes an extension of the driver, who by then thinks no more of slotting the car through traffic than walking through a doorway.

I found the front seats, soft, well-padded and upholstered in brushed nylon, like the rear seats, to be extremely comfortable, but taller drivers found that the fixed-height headrests, just at the right level for me, cut across the bases of their necks. Fast cornering in the Elite creates some pretty incredible "g" forces, which overcome the efforts of the front seats to stop driver and passenger rolling about and sliding down into the footwells. The central backbone chassis prevents occupants rolling too far and acts as an arm rest. On this is mounted the handbrake, too far back so that one's wrist has to work at a peculiar angle.

The speedometer, tachometer, oil pressure gauge, voltmeter, fuel gauge, temperature gauge and two vertical rows of warning lights (including a seat belt warning, invisible from the passenger seat) are deeply recessed in a black plastic panel, where they don't reflect into the screen at night, but during bright daylight can be used as mirrors by vain drivers. Triumph-type steering column stalks control the single arm wiper (which clears a huge arc of screen very effectively and, since a new rack has been employed, no longer obscures the driver's vision when it is parked), the two, twin jet screen washers, headlamp dipping and flashing, horn and direction indicators. Other switches and the clock are grouped in the recessed walnut central fascia console, which is illuminated by a single tiny spotlamp in the roll-bar, aircraft style: rocker switches for electric windows, heated rear screen, rear screen washer-wiper, hazard warning and knobs for the lights (pulling out this switch lifts the headlights, overridden by the headlamp flasher), panel light, cigar lighter and three-speed heater fan. The air conditioning/heater are both controlled by the same two quadrant levers and there are two air vents in this console and one at each end of the fascia. The splendid Philips combined radio/cassette stereo player/mono recorder, standard equipment in the 502 and 503, also shares the centre console, while its microphone hangs to the left of the real leather-rimmed steering wheel. There is a roomy walnut-faced, lockable cubby hole to the left of the fascia, arm-rests are built into the deeply padded doors and on the whole the Elite's





interior, designed by Giugiario of Ital Design, is beautifully executed.

There is no doubt that this new Elite, just like the previous bearer of the model name in its day, is one of the finest handling production cars in the world, better than a Porsche and almost on a par with the Dino. What a tragedy that Lotus did not give it more power to exploit those magnificent virtues. Screamed up through the beautifully spaced five gears, this 22-cwt. Grand Tourer will accelerate to 60 m.p.h. in under 8 sec (just reached in second gear) and to 100 m.p.h. in less than 25 sec. Commendable acceleration indeed, but misrepresenting the Elite's characteristics *in* the gears, for this 2-litre engine simply does not have sufficient torque to give the effortless performance one expects from a £6-7000 motor car. Even with the test car's lower final drive, fifth-gear acceleration was poor until 80 m.p.h. was reached; as the most used motorway overtaking band is probably 60 to 80 m.p.h., a change down to fourth is usually required. A Cortina 2-litre was able to pull away from the Elite up a motorway gradient when we both accelerated from 65 m.p.h., even though I changed down to fourth. The air-conditioning pump absorbs a most noticeable amount of power when switched on.

Ironically, this 16-valve engine shows tremendous tractability in built-up areas, when, so long as there is no hill-climbing to be done, it will trickle along quite happily at 25 to 30 mp.h. in fifth gear. The test car's engine started more easily from cold if the choke was left alone and the Dellortos primed with four or five pumps of the throttle. Once started it ran cleanly immediately. A particularly smooth and quiet engine compared with the earlier ones I have driven behind the test engine became slightly harsh near to the 7,000 r.p.m. red line, at which speed a rev-limiter should have, but didn't, come into operation.

At least Lotus have made the need for frequent gear-changing into a pleasure rather than a punishment. Apart from a rubbery reverse gear engagement I can say categorically that the test car had the best five-speed gearchange I have ever used, to Escort 4-speed standard: this Lotus box has no real spring bias, though the leather-knobbed lever is self-centering in the 3rd-4th plane and needed just a gentle hand to send it skittling through the 1st to 4th H-pattern,





with a little more conscious effort to push it into, and pull it out of, the 5th gear dog's leg to the right.

Except when maximum revs are being used, the four-cylinder engine remains extraordinarily unobtrusive, even approaching its 125 m.p.h. maximum speed and the whole car has a most unexpected air of refinement engendered by its comfort and surroundings and a general low noise level – considerably quieter than the early cars off the line. There is minimum tyre and suspension noise and what little wind noise there is seems to be caused by the necessary door mirrors. In spite of the performance criticism, motorway travel particularly is most relaxing, aided by impeccable stability.

But the real virtue of this expensive Lotus is its handling and road-holding. First of all the steering, however, power-assisted on the test car. Only when a great deal of lock is applied at low speeds does the assistance make itself obvious; within about a turn of the straight ahead position the steering feels almost like an Elan. Feel is excellent, therefore, but one drawback is the minimal amount of castor return – the wheel has to be straightened consciously. At 3.5 turns lock to lock it is too low geared: the manual steering is geared to 3.1 turns.

Weight distribution must be excellent, for the car is balanced beautifully. Under conditions of docile driving it is almost neutral, but at speed in fast corners there is marked understeer – but not of the type that is likely to put you through the hedge, for the fat 205/60 VR 14 in. radial Dunlop Super Sport tyres, specially designed for this car and mounted on the 7 in. rims of the very attractive GKN alloy wheels, cling on interminably and full control remains. If there is a danger of running out of road, lifting the throttle momentarily eases round the tail. In spite of its size, the Elite can be thrown around with the verve of a Europa, even through country lanes: if an unexpected sharp bend appears it can be thrown into it in an oversteer condition and controlled with opposite lock and throttle, though the return to the straight ahead can be ragged, largely because of the steering's poor self-centring. There is comparatively little roll though the false horizon of the scuttle top moves up to obstruct vision on left-hand bends.

For a truly sporting car the ride is excellent, following Chapman's practice of soft springing allied to well-controlled damping. Stopping power of the brakes is tremendous, though the pedal on the test car was spongey. There is no fade, but hard driving is rewarded with some roughness from the front discs.

Lotus sold the car originally on the premise of exceptional economy. Even with the 4.1 differential fitted, legal limit motorway cruising should be good for a consumption in the upper 20s, but much town work reduced the test car's consumption to 23 m.p.g., while one tankful, which included some fast driving on our test track, recorded only 20 m.p.g.

Even that is sheer frugality compared with other Grand Tourers. The almost-15-gallon tank can be filled either side from a filler in each rear quarter panel and unless both fillers are open, fast filling can result in blow-back.

Once you've got the hang of it, the Elite is tremendous fun – and very easy – to drive. These virtues along with the comfort and refinement overcame my disappointment with the lack of power in the gears and I would love to have an Elite in my garage. But not if I was paying for it myself, for there is simply insufficient machinery in the package to justify its price, which is at least £1,500 more than it ought to be. Improvements over the months have made the Elite into an exceptionally good car, but a 2½- to 3-litre V8 engine would be more in keeping with the price of £6,674 for the 503. The 502, a 503 without power steering, is £6,496, while the basic 501, without air-conditioning and so on, is £5,749. Alternatively, why not use the ubiquitous and torquey Ford V6 3-litre and reduce the price considerably? It would have helped the dealers immensely, for sales are extremely slow, which is hardly surprising when this 2-litre 503 costs £2,000 more than an XJ6 and less than £100 less than a Porsche 911. At a price commensurate with its capacity, Lotus could have had a winner. – C.R.



BRAZILIAN GRAND PRIX

CARLOS REUTEMANN took an immediate lead at the start of the Brazilian Grand Prix, his Martini Brabham BT44B (No. 7) bursting through between Jean-Pierre Jarier's pole position UOP Shadow and World Champion Emerson Fittipaldi (No. 1). Niki Lauda's Ferrari can be seen coming up the outside of Fittipaldi from its place on the second row. The race provided an excellent victory for Brazil's Carlos Pace, whose Martini Brabham (*below*) assumed the lead after Jarier retired. On the right, Pace celebrates his five-second victory over the reigning World Champion together with the vanquished Fittipaldi and third place man Jochen Mass (*right of picture*).







JOCHEN MASS more than made up for his mistake in Argentina by cutting through the field to finish third in his Texaco Marlboro McLaren M23 (*top*). On the right Reutemann leads Pace, Regazzoni, Lauda, Scheckter and Emerson Fittipaldi during the early stages of the race. One by one Reutemann's pursuers worked their way past him, Fittipaldi later chasing past Regazzoni's Ferrari, which he is seen harrying below, to take second place. Immediately below can be seen the organisers' methods of cooling the crowd on race day during which temperatures scored dramatically in the Brazilian sunshine.



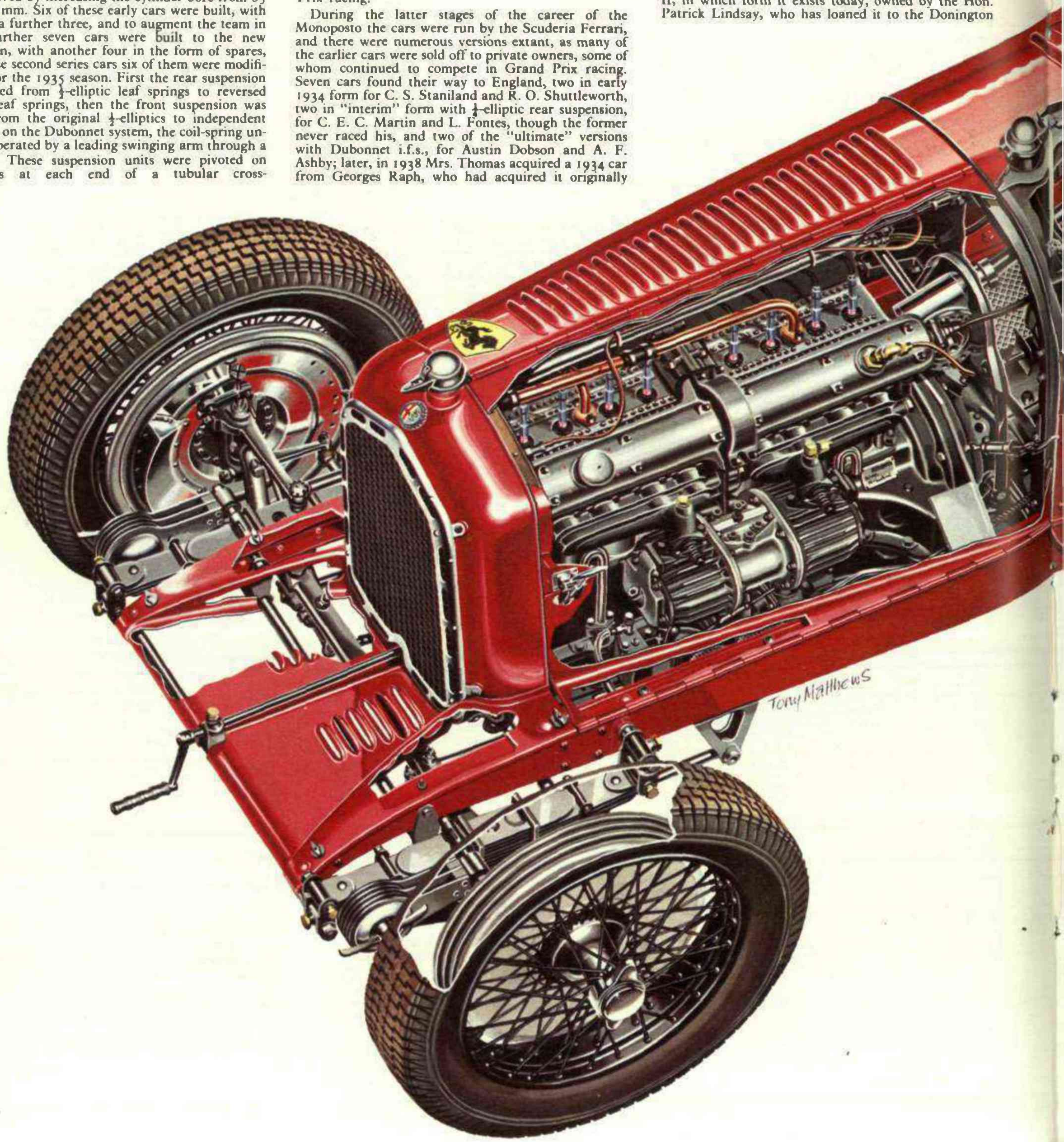


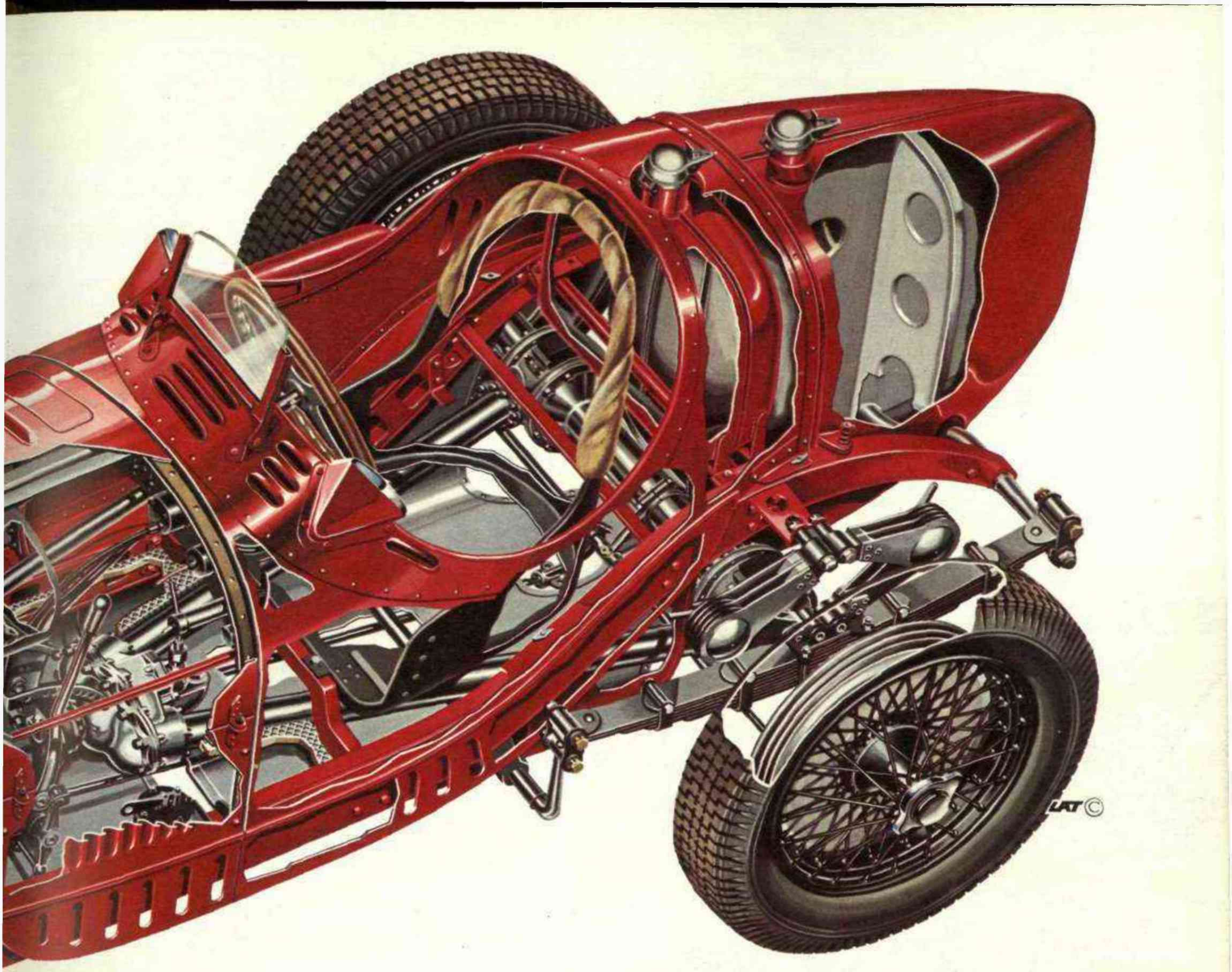


Alfa Romeo Monoposto Tipo B

WHEN THE Monoposto Alfa Romeo made its first appearance, at Monza in 1932, it not only set new standards of aesthetics in racing car design, it also created something of a legend in Grand Prix history. The factory team virtually swept the board that year, and though they did not reappear until late in the 1933 season, they continued their sweeping successes. Those first cars, from the drawing board of Vittorio Jano, were the narrow-bodied 2.6-litre cars and they were rebuilt with wider cockpits to conform to new rules for 1934 and were fitted with 2.9-litre versions of the classic straight-eight engine, the increase in capacity being achieved by increasing the cylinder bore from 65 mm. to 68 mm. Six of these early cars were built, with spares for a further three, and to augment the team in 1934 a further seven cars were built to the new specification, with another four in the form of spares, and of these second series cars six of them were modified again for the 1935 season. First the rear suspension was changed from ½-elliptic leaf springs to reversed ¼-elliptic leaf springs, then the front suspension was changed from the original ½-elliptics to independent suspension on the Dubonnet system, the coil-spring units being operated by a leading swinging arm through a bell-crank. These suspension units were pivoted on stub axles at each end of a tubular cross-member attached to the chassis frame. At the same time hydraulic brakes were adopted and later in the 1935 season a bore increase to 71 mm. took the capacity up to 3.2 litres. While the original cars had had a 4-speed gearbox, the increase in power necessitated strengthening the gears and the number was reduced to three to avoid changing the gearbox casting. The enlarged engines were so good on torque that three speeds were adequate. There is a school of thought that suggests that 3.8-litre versions of the straight-eight engine were used during 1935, before the Monoposto came to the end of its useful life as a factory team car for Grand Prix racing.

During the latter stages of the career of the Monoposto the cars were run by the Scuderia Ferrari, and there were numerous versions extant, as many of the earlier cars were sold off to private owners, some of whom continued to compete in Grand Prix racing. Seven cars found their way to England, two in early 1934 form for C. S. Staniland and R. O. Shuttleworth, two in "interim" form with ¼-elliptic rear suspension, for C. E. C. Martin and L. Fontes, though the former never raced his, and two of the "ultimate" versions with Dubonnet i.f.s., for Austin Dobson and A. F. Ashby; later, in 1938 Mrs. Thomas acquired a 1934 car from Georges Raph, who had acquired it originally from the Scuderia Ferrari. Of these seven, only two remained in the country by the 1950's, when they were no longer any use, even for Club racing. These were No 5003 which Staniland had bought off Raymond Sommer after the Frenchman had driven it in the 1935 Donington Grand Prix and 5006 which Anthony Powys-Lybbe acquired from Mrs. Thomas. In 1938 No 5003 was extensively modified into the Multi-Union, the engine being improved with stronger pistons and connecting rods to permit 6500 r.p.m., instead of the standard 5500 r.p.m. In 1939 the car was further modified with Tecnauto i.f.s. and became Multi-Union II, in which form it exists today, owned by the Hon. Patrick Lindsay, who has loaned it to the Donington





Park racing car museum. In contrast, 5006 remained completely original to 1934 specification.

Shuttleworth's car was up-dated with ½-elliptic rear suspension and subsequently was converted to a 2-seater road-going sports car, complete with starter and was sold to the U.S.A. where it still resides. Martin's car went to Australia, and the two Dubonnet-sprung cars found their way to New Zealand, while the Fontes car went to the U.S.A.

Around 1950 Powys-Lybbe was racing 5006 in Irish road-racing. As late as 1953 this car was winning races in Ireland, driven by Powys-Lybbe, and after that it joined the ranks of historic racing cars taking part in VSCC events, owned by Vessey, Crowther, Thackray, Corner, Summers and again by Corner, who owns it today. It is the only 1934 car remaining complete and in running order, with the widened cockpit from 1932/3, and the louvred skirting under the cockpit sides. In 1966, when Bill Summers was racing it at Oulton Park in a VSCC meeting, it broke a connecting rod which damaged the crank-case severely. This has now been repaired and will be re-fitted to the car. Fortunately there were some spares with the car and among them a crank-case complete with brand new crank-shaft and a set of Multi-Union strengthened connecting rods. This crank-case was from the *Bi-motore* Alfa Romeo, a fearsome device built by Ferrari in 1935 using a lengthened Monoposto chassis frame with a straight-eight engine in the rear as well as the front. The rear engine had the driving flange on the front of the crank-shaft for transmitting the power forward to the central gearbox and the crank-case bearer arms of the Monoposto engine were machined away to fit this engine in the rear. It was one of these crank-cases that Summers had so he was forced to fabricate a sheet-steel engine mounting to use it in No 5006, and this mounting is shown in the accompanying drawing of this car. The fine section-drawing of No 5006 was made with the co-operation of the present owner, Neil Corner, and the Donington Collection, where the car is on view. Further help on details was given by Alain de Cadenet, who recently acquired No 5001 from Argentina and this car, in 1935 form, is being extensively rebuilt at the moment.

There are two further Monopostos in England, these being No 5002, the third Dubonnet i.f.s. car, which went to Australia around 1937 and is now owned by the Hon. Patrick Lindsay, and No 50003, the Charlie Martin car, which has returned from Australia and is now owned by Robert Cooper.

Over the years journalists have dubbed the Monoposto Tipo B the P3 Alfa Romeo, it being the next successful Grand Prix car from the Italian factory after the immortal P2 of the vintage years. It is often forgotten that Vittorio Jano designed the Tipo A for the Alfa Romeo factory in 1931, which had two 1750 c.c. engines side by side. It was not very successful, but was the forerunner of the Tipo B, which appeared in 1932 and became known as the Monoposto, even though the Tipo was a single-seater. It was the slim lines of the original 2.6 litre cars in 1932 that emphasised the central driving position and the single-seater, or Monoposto, aspect of the car at a time when 2-seater Grand Prix cars were beginning to disappear.

The Alfa Romeo factory still retains a working example of the original 1932 Monoposto, while there are two further examples of later cars in America and another in Argentina.

Specification of the car illustrated

Eight cylinders in-line, 68 x 100 mm. – 2905 c.c. Two overhead camshafts driven from the centre of the crank-shaft by a train of gears in a housing between the cylinder blocks. Twin super-chargers on the left of the engine, with eight-branch exhaust on the right. Three-speed gearbox attached to the rear of the engine, driving to a differential mounted at the head of a V transmission layout with a prop-shaft running diagonally to a crown-wheel-and-pinion assembly for each rear wheel, with short half-shafts to the hubs. 255 b.h.p. at 5400 r.p.m. Maximum speed approximately 160 m.p.h. Wheelbase: 8′ 8″. Track: front 4′ 7″, rear 4′ 5″. Tyres: 6.00 x 19″. Rod operated brakes, ½-elliptic leaf springs all round, rear ones mounted on out-riggers from the 5″ deep channel-section chassis frame. – D.S.J.





MONTE CARLO RALLY

THE LANCIA STRATOS of Sandro Munari and Mario Mannucci led the Monte Carlo Rally from start to finish, the Italian crew always having the upper hand on the opposition. The other Italian team, Fiat, couldn't match their pace but brought its cars home second, third and fourth. Hannu Mikkola's Abarth 124 (*below*) was placed second. Alpine Renault had a disastrous rally and it was left to privateer Jacques Henry to uphold the honour with a sixth place behind the works entered Renault R17 of Francois Piot. This year's event was poorly supported, a reflection of changing times, which fact the Monaco organisers do not seem to be able to appreciate.



1934 Type B Alfa Romeo P3



LEYLAND ST

a major manufacturer's commitment to economic performance

SMARTLY presented rally Dolomite at work (left) and posing with our photographer's Sprint (opposite). Bottom row of pictures on facing page show part of the workshops, busy with the customer Mini, a pair of Allegros, the original development Sprint, an overseas order for a duplicate of Culcheth's Triumph and the revised rally Marina 1.3. The display boards are loaded with some of Leyland ST's wares, a range now augmented by parts for the Dolomite Sprint.

AT A TIME when performance-conscious manufacturers such as Ford and BMW have to make considerable sacrifices in their competitions and performance activities, Leyland are firmly pursuing the nauseatingly named "youth market" with the totally revamped Special Tuning Department.

Since our last article on the old Special Tuning section there have been tremendous changes, including a new building and a fresh manager, plus some worthy new products to occupy their attention. Aside from inspecting the latest facilities we were also allowed to drive the 200 b.h.p. Dolomite Sprint that is normally driven by Brian Culcheth in British events.

The old Special Tuning was initiated alongside the Abingdon Competitions Department in 1965. The brainchild of Stuart Turner, Special Tuning was planned to profitably exploit the tremendous successes then enjoyed by the Minis, MGs, and Austin Healeys of that era. In theory Special Tuning would make enough money to support the Competitions Department, but it seems that objective was never achieved. When Competitions was closed in 1970 Special Tuning received new emphasis under the management of Basil Wales. Meanwhile the hard-core of competitions supporters inside the Leyland corporation ensured that the company's products still appeared in rallycrosses and rallies (Culcheth finished 10th in the 1972 East African Safari Rally with a Triumph 2.5 PI that didn't officially exist), either under a British Leyland International banner or one of the keener national Leyland companies, such as those of Belgium and Holland.

On November 1, 1974, Leyland were proudly able to announce the present Leyland ST. Housed in part-renovated and part-new office, workshop and warehouse, the purpose-built new home offered 20,000 sq. ft. of clean and efficient accommodation for the present 36 staff, eight of whom are retained purely on the workshop strength to serve the customers and develop new products. Within the re-housed department competition cars are prepared alongside customer and development vehicles, which inevitably allows a great cross-feed of information between those often-separated tasks.

When we called, the Leyland ST shop was undergoing substantial changes to ensure that customers (who are welcome to call via Gate 5 at the MG site in Abingdon) could see a representative display of the goods. There are 42 Leyland ST Stockists built into existing Leyland franchises at present, so most readers should be able to find a source of what are now referred to as Plusparts and Pluspacs (yes, that is how they spell it) close to home. Incidentally the Pluspacs comprise complete kits that are said to lack absolutely nothing that the home installer could need, aside from a properly stocked toolkit. The packs are offered in A, B, and S designations, corresponding roughly to the old stages 1, 2, 3.

Plusparts cover all non-kit items and a large number of bits not intended for normal road use. In our experience many of these Leyland parts have been well-proved over the years – especially the A and B series engine-tuning components – and we would expect that most sensible people would encounter few problems in their use.

Few of the items require factory installation (certainly none of the Pluspacs do) until you get to the level of installing a modification such as the recently developed Panhard Rod and parallel four link rear axle for a Group 2 Dolomite Sprint. Because of the current extortionate price of fuel Leyland ST have to ensure that kits intended for normal road use – and 80 per cent of the Leyland ST parts go to non-competing customers – are designed for increased economy as well as performance. This obviously is not an easy task. Brisk, or even startling, acceleration for the crowded roads of Britain can be provided (in part) by a higher numerical axle ratio, but that is in immediate conflict with the lower axle ratio that can save so much precious fuel in Motorway use. The 'magic' method favoured by many performance-conscious manufacturers is to pin faith in the effectiveness of aerodynamic spoilers. Even mundane production models like the new Escorts include a small bib spoiler. Leyland ST have a demonstration Marina that is kitted out with front and rear air spoilers, but the results on the road do not always agree with painstaking artificial research conducted at M.I.R.A.'s wind tunnel.

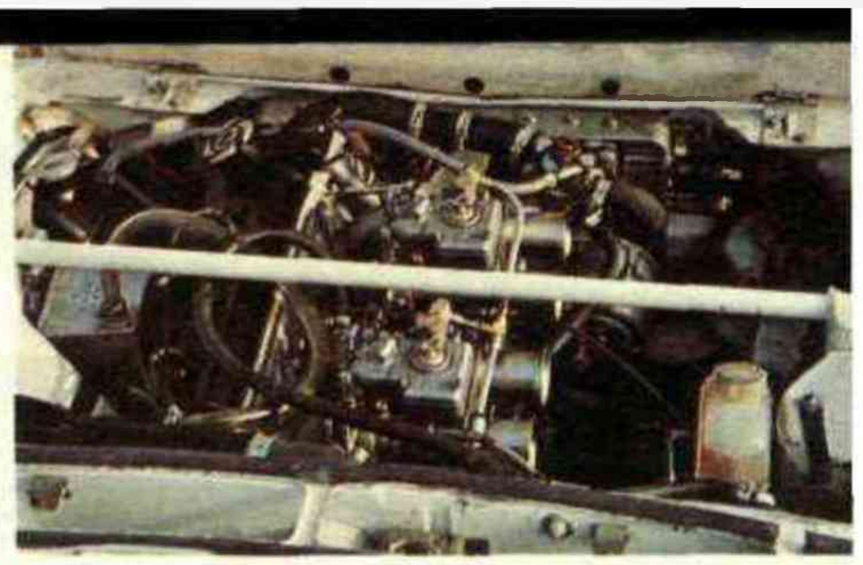
Initial results with the aerodynamically aided Marina have been encouraging, and it is hoped that Leyland's department will be encouraged in the development of reasonably cheap aids which could be incorporated on the production line at a later date. I can almost hear some of our more eminent motoring journalists thinking that Citroen needs none of this body shape fiddling for the shape is right in the first place . . . unfortunately the purchasing public do not show enough of a preference for the Citroen concept of total engineering, as that company's chequered history of mergers helps to illustrate. Perhaps we can all look forward to the day when research like Leyland's is rewarded by a general production improvement in body profiles without detriment to load-carrying abilities.

Heading the revitalised department is former Public Relations exponent Richard Seth-Smith. Unsurprisingly he is a protege of that other PR man turned manager, Keith Hopkins of Austin-Morris: in fact Leyland ST is part of the Austin-Morris Division. Other key personnel include workshop manager Bill Price (formerly a personal assistant to the previous competition managers until the closure) and John Kerswill, who is in charge of Leyland ST's parts marketing in the UK and Europe. Liaising with all the details that accompany the company's competition programme (which has been spearheaded by the Group 1 Dolomite racing Sprints, initiated 18 months ago) is another PR man, Simon Pearson. The capacious stores are under the care of George Hubbard, and Richard Seth-Smith has particular cause to be pleased that much of the inherited backlog of customers' orders is now being vigorously tackled.

That Leyland and Ford thinking is currently opposed is further reflected by Richard Seth-Smith's opinions of what is relevant in motor sport today. Seth-Smith regards his company's business as strictly to do with the further development of production sports and saloon cars, preferably in the Group 1 and 3 stages of preparation, which equate to comparatively unmodified machinery because, Seth-Smith says: "No way can we afford development and homologation of highly modified Group 2 and 4 cars: eventually even British Group 1 racing will have to alter to make the cars as close to manufacturers' specifications as is safely possible." Seth-Smith concludes: "I fail to see the practical benefits of programmes such as the rally Lancia Stratos and Formula 1 in the current financial climate. I would dearly love to see us homologate special rally versions of the new TR7, but if it doesn't look like the car we are selling, then how does it help Leyland improve its image and sell more cars? Those two points are what we have to be interested in today."

In 1975 Leyland will race Dolomite Sprints in the British Saloon Car Championship through

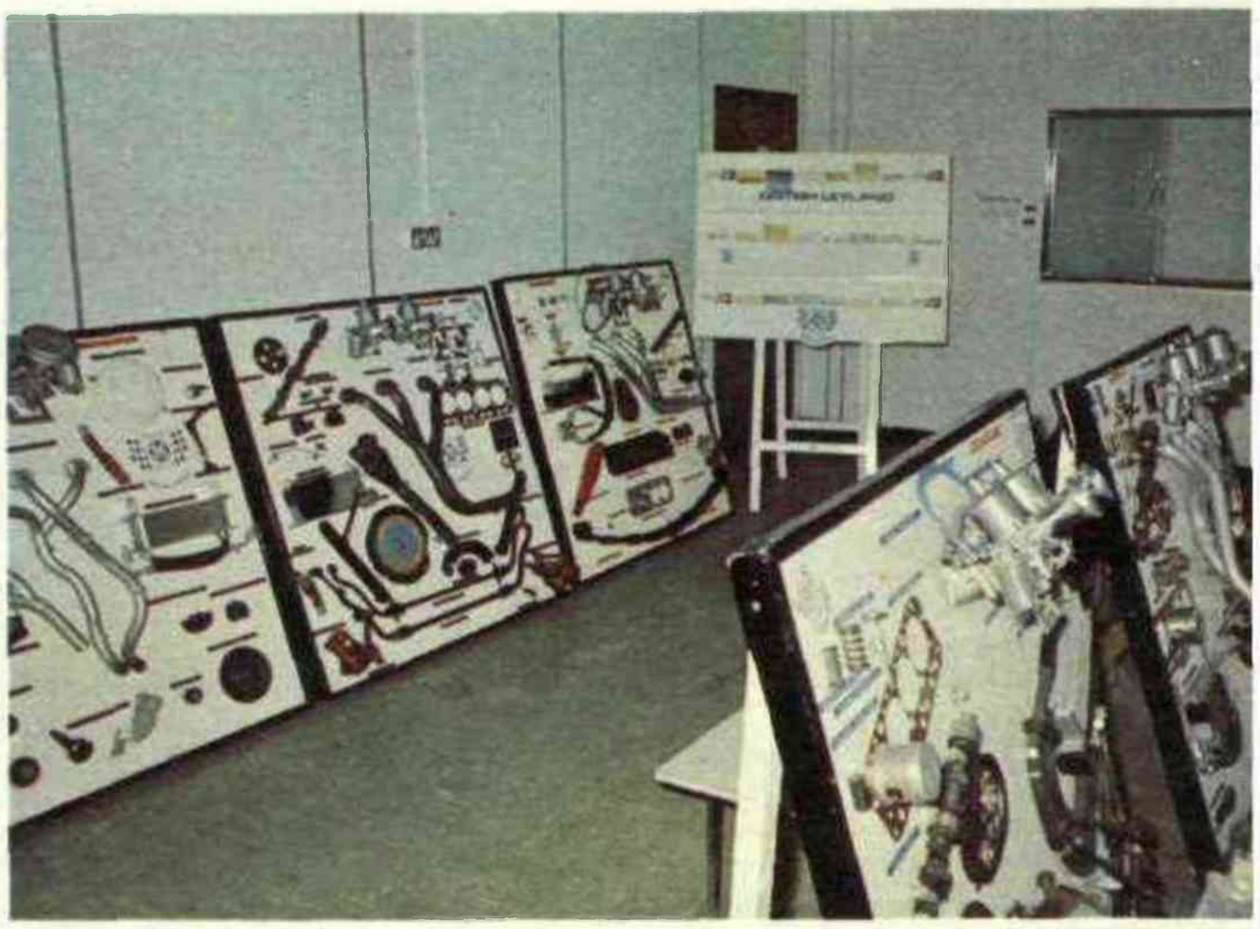




ABOVE: Leyland's rally Sprint has considerably improved induction system, though exhaust manifolding and valves are standard. Below: interior was functional and comfortable.







Bill Shaw Racing (driven by John Hine with an engine by the meticulous Don Moore of Cambridge) and Broadspeed, the latter entering two cars for Andrew Rouse and Roger Bell. Rallying is dealt with at the department. Leading driver is Brian Culcheth, partnered by Johnstone Syer, in the Dolomite we have driven. They are to be backed up on some events by Pat Ryan/John Gittens in a 115 b.h.p. Marina 1.3: both cars are entered by Team Unipart/Castrol. In America there is a spectacle many Britons would pay happily to see, a pair of Jaguar V12 E-types showing that the Coventry marque is still one to respect on the track.

Our outing in the works rally car demonstrated that the Abingdon equipe are practising what they are preaching. The Group 2 Dolomite Sprint has a large proportion of standard parts operating reliably at stresses far beyond those normally encountered: in short, the Sprint feels very much as though it is a careful improvement over the standard car, instead of the purpose-built racers used by many of the opposition. Items such as the brakes are uprated only in detail (pad and lining hardness, for example), whereas a factory Escort sprouts ventilated front disc brakes and solid rear discs to replace the drums. The production-based theme extends to the engine and gearbox too. Basically the bottom half of the engine is to Group 1 regulations, while the breathing is considerably improved via twin 45 DCOE Weber carburettors, 11:1 c.r., a reprofiled camshaft (drawn from standard blank) and opened-out 16-valve cylinder head porting: the valves are left at production sizes. The gearbox is from the Sprint with new gears inside the casing: overdrive is retained on the widely spaced third and fourth. The standard axle is augmented by a Salisbury limited slip differential and has a 4.5:1 final drive.

The car is beautifully presented, despite a long and unlucky rally history. It drives as though new, a comfortable Billover bucket seat, full Willans safety harness and 12 in. steering wheel contributing to the driver's command of the agile Triumph. The limit of 7,500 r.p.m. in the gears stops all conversation within, but the Dolomite is otherwise surprisingly quiet. The large Webers gargle noisily, but the engine will bumble along happily at 3,000 r.p.m. (nearly 60 m.p.h.) in overdrive top and pick up with hearty swiftness. The gearchange, complete with reverse blank-off plate, is a bit notchy and stiff, but efficient. Underneath those glass-fibre wheel extensions the suspension's comprehensive modifications (Bilstein dampers, export springs, the revised rear axle location) blend well with the quicker action rack-and-pinion steering. On the slippery grass and mud that we tried the car over the Triumph handled so easily that it could be slid into a corner with a vast surplus of power and exit safely with just the return action of the steering. Acceleration to 100 m.p.h. is excellent and this factor, combined with the superb handling, should be enough to guarantee rally results when fortune does shine on the team.

Certainly Leyland deserve some luck after all the recent troubles, and it's nice to say "Welcome back to the competition club." – J. W.

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So effective is the 'muscle molecule' ingredient in Shell Super Multigrade, that if you do nothing more than top up with a pint or quart, *all* the oil in your sump will be improved.
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ARCTIC RALLY

A CONSISTENT performance gave outright victory in the 1975 Marlboro Arctic Rally to Finns Simo Lampinen and Juhani Markkanen (*right*) in their Finnish-built Saab 96 V4, even though Swedes Stig Blomqvist and Hans-Erik Sylvan were generally faster in their Swedish-built car (*below right*). An outstanding performance on the ice and snow of Lapland's forest tracks was put up by Kyösti Hämäläinen and Matti Alamaula (*below left*), who made fourth place in their Group 1 Avenger. Britain's *Dealer Team Vauxhall* supplied a Group 1 Magnum to Pentti Airikkala and Heikki Haaksiala (*bottom*) who rewarded the Banbury team by taking fifth place.









Letters from Readers

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

Vehicle Testing Niceties

Sir,

I read sympathetically of your problems with our roadworthiness regulations, and perhaps my experiences with a J2 MG a few years ago will be of interest.

Taking the car for test purposes we tried the footbrake and pronounced it "ok", while the handbrake (which is very long on this car) had amazing powers. Our tester possessed large boots (specially for stopping Austin Sevens) and with superhuman effort achieved 50% on the Ferodo brake meter. The handbrake gave an easy 70% and so the car passed.

However, the testers' manual describes only primary and secondary braking systems. Either of these may be hand/footbrake, so in this case the handbrake should have been classed as the "primary".

Most of those who MoT cars don't ever think of that interpretation of the rules, so this is a sort of "let-out" for Morgan 3-Wheelers with hand-operated front brakes and for earlier Austin Sevens with hand-operated front brakes. The basic requirement is for the primary brake to achieve 50% and the secondary 25% efficiency, whichever they may be and one to act as a parking brake.

[Name and address supplied.—Ed.]

Short Memories

Sir,

I would like to pick out a remark made by D.S.J. in his article "The Formula One Scene" about Firestone tyres. If people cannot remember when the last time Firestone tyres won a major Grand Prix then they must have very short memories. Emerson Fittipaldi won his first championship driving a Lotus which was shod on Firestone tyres and that was only three seasons ago. Ferrari sports cars also had a great deal of success that season with Firestone tyres.

Thank you for a good all-round magazine.

Shotteswell ALASDAIR PICKERING

Speed with Real Economy

Sir,

I have read with interest the readers' letters published in MOTOR SPORT recently regarding the economy and performance of various MG-As and small Fiats and would like to put forward for consideration on these two points my Ginetta G15. It is a practical two-seater closed coupe powered by a Sunbeam Imp Sport 875 c.c. engine and has given me reliable and enjoyable service since its purchase in May, 1974. This is the second such car I have owned, having bought and quickly sold both a Morgan and an MG Midget between owning the Ginettas.

The outstanding features of the G.15 are that it can out-perform an MG-A in both acceleration and top speed (road test figures show this) and exceed the economy of the small Fiats as quoted in the correspondence. In the course of my employment, I have recently had cause to travel a number of times from my home near Rickmansworth to Weston-Super-Mare, a journey prodominately made up of motorways. By cruising at between 60 and 65 m.p.h. my G.15 does over 60 m.p.g., when cruising between 70 and 75 m.p.h. this drops to 50 m.p.g. Daily commuting to London, with a passenger, reduces this to 45 to 50 m.p.g., while a fortnight's holiday with the car loaded with camping equipment and a passenger, during which the car covered a very hurried 2,944 miles, the fuel consumption averaged 46 m.p.g.

The new Triumph Spitfire 1500 would appear to be the Ginetta's nearest rival but until a lot of weight is trimmed from it, its frontal area reduced and suspension sorted out I cannot give it serious consideration as an alternative to my G.15.

Croxley Green M. STEERE

Maxi v GS

Sir,

I feel I must put in a word for the Citroen GS which has received a fair caning from some of your readers in recent issues. I find it difficult to believe that a discerning motorist, such as I assume Mr. Jenkins (Jan. issue) to be, could only detect a marginal superiority of the Citroen's ride over that of his Maxi. While the Maxi's ride is quite acceptable over most surfaces, on low frequency bumps the ride of the Maxi can deteriorate considerably causing an unpleasant vertical bounce which as well as upsetting passengers can throw the car off line if one is cornering hard at the time. Perhaps what may have caused Mr. Jenkins to take this opinion is the high level of road noise which causes every sharp bump to be heard inside the car which gives a false impression of the standard of ride comfort. More sound deadening is needed.

On the subject of carburation, I have no complaints. The car, a 1973 1220 club estate, starter if the choke is pulled out fully the moment the engine catches. After fifteen seconds, the choke should be pushed fully in and, as long as the engine revs. are held above 2,000, it will pull cleanly.

The sooty exhaust and poor m.p.g. problems are linked. For a start most owners use too little revs. and too much choke with a cold engine leading to poor m.p.g., stalling and black exhaust. Secondly, due to the accelerator pump, there is an enormous fuel wastage if the throttle is treated jerkily and snap throttle openings used when pressing on. With smooth but brisk motoring it will achieve well over 30 m.p.g. and driven gently on a long run it is capable of over 35 m.p.g.

As to the gearchange, as delivered it was appalling and yet typical of others tried. When taken apart, it was found that the rod linkage has two elbow joints in it using plastic bushes which allowed considerable movement. The modification (DIY, I'm afraid) is relatively simple and involves making a metal sleeve, drilling out the centre of the bush a little to accept this and then bolting the assembly up tight. The results are astonishing for the lever movements were cut by half and the change is now quick and accurate.

In 10,000 miles the car has been totally reliable and the only grumble I have is that when parked the car is very prone to scratches and dents as the panelwork is unstressed and rather flimsy. I would recommend enthusiastic drivers to try reversing the front/rear tyre differential as this makes the car more neutral in behaviour and greatly reduces wear on the front tyres. While on the subject of handling I do not understand how Mr. Turner compares his Escort 1300 with a GS because surely the most predictable thing about "proper" live axle suspension is that he will undoubtedly cause GS owners much amusement as they observe his Escort heading for the undergrowth on bumpy bends.

Finally, I would like to say how much pleasure the car gives due to its eager free-revving engine, exceptional roadholding (though I suspect it would be even better with wider tyres) and fuss-free cruising. As far as the enthusiast is concerned the GS can only be considered a bargain at the price.

Ascot T. N. SILVESTON

Good Old Auntie Rover

Sir,

I was more than a little taken aback (almost affronted in fact) by Mr. Powrie's disturbing revelation concerning Auntie Rover's dangerous habit of imbibing her own brake fluid by way of her servo. Not one of my eight P4 Aunties has displayed this strange addiction though I shall watch the brake warning light rather more carefully from now on. Nevertheless I, like Mr. Powrie, have nothing but the highest regard for these quiet and superbly comfortable cars. Mine have all been more than seven years old when bought and none cost more than £300, most considerably less. I read W.B.'s report on the "100" in 1961 (I think) and was very favourably impressed. Since then my motoring has been mostly by P4 and my costs have been limited to the replacement of the usual wearing bits such as brake linings, exhausts and tyres. To begin with I accepted heavy oil consumption as one of the beast's natural weaknesses but I have since found that taking the head off and replacing those tiny rubber oil seals that live half way down the inlet valve guides invariably improves the situation from less than 100 m.p.p. to the point where no oil is needed between changes. It's now more than 10 years since my present "110" left the works, and it was one of the last, yet the roads still seem to be well populated by "Aunties"—there really ought to be a "P4" Club.

Finally, may I thank the staff of MOTOR SPORT for what is undoubtedly the finest motoring periodical on the market.

Huddersfield REG SYKES

A Matter of Nomenclature

Sir,

I noticed with interest the question of the definition of a limousine, in December issue's

account of the BMW carrying that title.

Whilst your own observations are quite acceptable to me, I would like to draw your attention to the shades of difference in meaning acquired by the same word when it is adopted by different languages.

As BMW officially describe the car as a limousine, then perhaps the tag should assume the German definition of the word, which, according to "der Spiach Brockhaus", is a passenger car enclosed on all sides, with a fixed/hard top. Admittedly, this publication is a general dictionary, but some real effort has been made to define words accurately as accompanying illustrations show different types of vehicle, with an unmistakeable drawing of a VW Beetle (!) depicting "die limousine".

Hence, a German buyer could well be getting what he expected with this BMW.

As a matter of interest, people often believe that German is very much like English, but I have found differences in other similar sounding words, which then require care in use, *e.g.* Schellfisch means haddock, Gymnasium means high school.

However, I also subscribe to your comments in earlier articles regarding the misuse of other descriptions, like GT, within our own language, but believe that the constant use of any word in a context for which it was not originally intended does in fact result with the definition being re-written to suit the generally accepted meaning.

Halifax R. DOBSON

One View of the Racing Car Show

Sir,

The International Racing Car Show used to be an event to look forward to—alas, no more! Everything D.S.J. said in "The Formula One Scene" (MOTOR SPORT, January) was confirmed at "Speedshow '75" which has been turned into a sort of giant Discotheque with Radio Luxembourg occupying the space where the Castrol cinema used to be and many stands being taken by concerns with precious little to do with motor racing, *i.e.* The Astor Club, Penthouse Go-Gear and the Pub Information Centre.

Formula One racing cars were in very short supply as were historic and vintage machines. Smaller Formulae addicts and kit car fanatics had nothing to complain about, but this was a show for teenagers rather than the serious enthusiast, and by that I mean someone who can remember racing cars without stickers, slicks and wings!

How long before Castrol organise another "Extravaganza"?

Sunninghill PAUL FINN

Ugh!—MG-B

Sir,

I was aghast when I picked up the October MOTOR SPORT (which arrived Jan. 7th) and saw the 1975 MG-B. The American romance with the MG has gone on for over twenty-five years. We Americans learned what a sports car was from the MG TCs that came to our shores in 1948. We have waited patiently (with many Englishmen) for thirteen years for a new model. It's really hard to think that that mis-shapen monster that you have photographed is our reward.

With the American Auto industry in a deep depression it's impossible to think of anyone here parting with almost $5,000 for that monstrosity. It would be a kindness to all who have loved the MG to just quietly close the plant. It is one thing to have external factors bring an end to a fine automobile; it's quite another to have it die of embarrassment. Please don't ship that thing over here—we'd rather remember MG the way it was.

Carmel-By-The-Sea, Calif. 93921. USA. FRED NOLAN

New Restrictions

Sir,

I feel I must take issue with some of the letters published in the February issue of your excellent, if at times controversial, magazine. It would appear that for some of your readers, like many of our politicians, the mouth is in gear before the brain is engaged.

The recently imposed speed restrictions may seem, to some of us, stupid, irrational or unnecessarily prohibitive, but before dismissing them as such, should we not look at one or two figures. Let us assume that the average annual mileage per car registered is 10,000 and that the average consumption is 30 m.p.g., then the quoted saving of, at best, 2% results in a saving of 6.66 gallons per car or a total of 90,835,740 gallons per annum, if one assumes there to be 13,600,000 cars registered. This may be a drop in the ocean, but together with other savings of all forms at which we should all be aiming, our balance of payments deficit can be helped considerably. Whether we like it or not, this country is in a far from happy state, economically, politically, or any other way one cares to look at it, and only by all pulling together in the same direction can any improvement be made. To this end the media have a moral responsibility to encourage us to abide by the law of the land, not to break it.

As for Mr. Bos, whose two out of three cars won't run properly in top gear, then I can only assume that the power or the gear ratios must be wrong. I think it will be accepted that 25 m.p.h. per 1,000 r.p.m. in top or overdrive top is a reasonably high gearing—does Mr. Bos expect us to believe that neither of his two cars will pull 2,000 r.p.m. in overdrive top—really? My Rover 3500 S will pull 1000 r.p.m. in top quite easily with its gearing of 23.5 m.p.h. per 1000 r.p.m., as will my Sunbeam Alpine in overdrive top at 20 m.p.h. per 1000. As for his modification to his third car, can he blame any Government for that?

Come on Mr. Boddy, how about a "back Britain" campaign for a change—you've knocked it long enough!

Salisbury P. G. TILSLEY

Critical of Criticism

Sir,

Having read your magazine now for approximately ten years, I regret to say that the quality of letters published has decreased alarmingly over the past year. Do you now only receive letters extolling or decrying the standard of various cars, both British and foreign, owned by the writers?

We have been subjected to pages of script praising or denigrating various cars, the latest examples of which are no doubt only too fresh in many readers' memories. My comments on a small selection of them are as follows :

To the owner of the perfect TR6: Pray to your god that your good fortune holds; you are one of the few.

To the owner of the 50-m.p.g. Citroën: If you're happy with your blancmange on castors, good luck to you, but I wouldn't attempt to drive it at 70 m.p.h. in any wind unless the road was clear and a hundred yards wide.

To the owner of the 50,000-mile etc. 1972 Escort: While I appreciate Ford power units, it would be nice if they could achieve better results when building the bodies which at times have the most strange contours, that are never shown in their publicity pictures.

To the owner of the GLS Hunter: To get from 0 to 60 m.p.h. in less than 10 seconds is to be expected from this type of engine, but if you honestly believe the rest you have written then you really should not be driving because something is sadly wrong with your eyesight.

To the MG-C eulogist: If you fear that most of these cars might disappear within the ten years Mr. Willmer thinks should elapse before a register is formed, then I think you rather tend to prove the point that there is little to commend this vehicle.

Turning to other more interesting parts of your magazine, namely the article on fast cornering, I was reminded of an excellent book written in the late 1950s by Piero Taruffi called *The Technique of Motor Racing*, which despite its title devotes most of its pages to the art of cornering, going into great detail with many graphs and diagrams. It is well written, extremely interesting and also contains many excellent comparative race pictures demonstrating points which he makes in the text. I commend it to you and to anybody interested in motor-racing techniques. Also there is a lot for the ordinary motorist to learn about driving, because whether driving a racing car or a family saloon there is a right and wrong way to drive round corners and bends.

Hatfield Peverel, Essex G. K. TIBBENHAM

Rock the D.o.E.

Sir,

I agree with every word you say in the February Editorial regarding the government's continued "we hate the motorist" campaign but I would suggest that rather than organise another petition, which will be automatically rejected on the grounds that it was organised by a very naughty magazine which promotes motor racing, we could really rock the foundations of the D.o.E. by attacking them in reverse.

If every motorist was encouraged to *drive within the law at all times* then the lack of motoring offenders in the courts and the resultant loss of revenue would hit the government where it hurts most—in the pocket. But then I suppose they would introduce legislation to fine the ones who drive *under* the limit.

This year my wife will probably drive approx. 5,000 miles in a Sunbeam Alpine and I will no doubt notch up another 40,000 miles in a Cortina 2000. We both enjoy our driving and neither of us have any endorsements so perhaps the government is fighting a losing battle after all.

Mansfield M. L. WHITTLE

Formative Years

Sir,

After reading the interesting article on page 149, I began thinking of my "Formative years" which were during the early 1950s.

The first racing car to make a really big impression on me was the V16 BRM. I had been a staunch BRM supporter from the outset, but it wasn't until the 1952 British Grand Prix meeting at Silverstone that I actually saw and heard (!) the car. The Grand Prix had been a fairly sedate affair for Formula 2 cars, dominated by Ascari's Ferrari, but the supporting race for Formula Libre cars made up for that. Froilan Gonzalez and Ken Wharton drove V16s, and the sight of Gonzalez hurling that screaming BRM round Copse corner, with only a few straw bales and a length of rope between us and him, was almost too much for this schoolboy! The pursuit of the leaders by Gonzalez after he had crashed his own car and taken over Ken Wharton's was almost unbearable, and I have seen nothing to equal it since. That was real motor racing!

Four years later Silverstone was to provide me with another of my greatest memories, and once again it was BRMs! This time it was the British Grand Prix itself, and the complete domination in the early laps by Mike Hawthorn and Tony Brooks, works Maseratis and Ferraris (and Vanwalls) trailing behind them, and the great Fangio himself, chasing so hard that he spun off at Becketts before our very eyes, ripping through the gears as he rejoined the race in clouds of earth and grass, memories to savour.

There are many memories of those great years; the Assistant Ed. should have seen Mike Hawthorn hurling his D type round Waterways corner at Aintree in 1955!

I suppose today's youngsters are forming their own memories for the future, but I rarely see much worth remembering these days; let's see, maybe if Mike Will's BRM leads this year's British Grand Prix from start to finish. How about it lads?

Dunstable ERIC DUNSDON

Sir,

I was very interested to read the article in February MOTOR SPORT on page 149. You and your staff members named one road-car and one racing car which had sparked off a deep interest in motoring, and as one of your younger readers (20 years old), I thought you might be interested in my two cars.

The first was in 1970 when a friend took me for a drive in his BMW 507 which was a revelation. I had been used to Minis, 1100s etc. and then this evil-looking shark-faced monster! We did 120 m.p.h. on the Kingston bypass and I was hooked.

The racing car was a Type 35B Bugatti. I was at school in Worcester and a few of my friends decided to go to Prescott. I tagged along and saw my first Bugatti and never looked back, since then (1972) I must have been to 50 hill-climbs, but there is nothing to rival that particular sight, sound and smell of Castrol R.

So there you are, perhaps odd that one vintage car and one post-vintage thoroughbred should be the two cars that influenced me most, but in my opinion, compared to a good climb, Formula I is boring. I like to see the driver in action, one of my ambitions being to have a ride in a Type 35B with someone of Ian Preston's calibre driving!

I hope this has been of some interest to you and long may your excellent magazine continue.

Surbiton ANDREW FORDYCE

Sir,

I was fascinated by the article in the February issue of MOTOR SPORT entitled "Formative Years". As a mere youth of seventeen, I have long had a fanatical interest in motor racing, first becoming seriously interested in 1969 and buying my first issue of MOTOR SPORT in August 1970. Readers may recall the magnificent cover photograph of Jochen Rindt in the Lotus 72. Since that date I have never missed an issue and the Lotus 72 is still with us, admittedly though now a different colour, but, with all due respect, can D.S.J. honestly imagine a 72 painted green and yellow! The Lotus 72 above all other cars, or, for that matter, drivers, has been the greatest influence on my formative years, and, indeed, it is a car with which I shall always have a distant love affair.

A. H. wrote of the Jim Clark—Lotus 25 combination as a unique situation never since repeated, but what of Ronnie Peterson and the JPS Lotus 72? One has only to examine the articles "Before We Lose Track" in the same issue, and "The Subtle Art of Fast Cornering" the month before to see the harmony between car and driver, a combination which has surely been the most exciting on the circuits over the past two seasons. The sight of Peterson sliding round Woodcote in practice for the '73 Grand Prix at Silverstone certainly made my heart beat a little faster, and I am looking forward to seeing him do it again this year.

Keep up the good work, and when the 72s finally go into retirement how about a colour centre-spread in tribute to what is surely the greatest racing car of modern times with 20 Grand Prix wins, two drivers' championships and three constructors titles?

Lincoln MICHAEL R. MARSHALL

Sir,

I was very interested in the article "Formative Years". That started me thinking (yes, that's right, thinking) about what made me become interested in cars. It is most likely because I have been brought up with cars, and fast competition cars. These were all MGs. My father owned a garage and coachbuilders which had the titled position of being MG distributors for Edinburgh. I frequently visited there, and my first desire to drive started there. At the age of nine I sat in an MG-B, all alone, contemplating whether to turn the ignition key. I did, a lovely deep growl leaped from the engine, and I fought with the gears and edged the car out into daylight, put my foot further down, and shot around the factory. Out storms Dad, end of my early driving career.

Another big factor was that my father competed in events, and I was taken along, this was the early sixties. He had been competing since he left school in 1950, and was more prominent in the late fifties. He rallied MG TCs, TDs, Magnettes ZA, ZB, MG-As, and he also did driving tests. He swept the boards in MGCC competitions and teamed up with the late Jim Clark rallying TCs and TDs, and they were both in the same team also. He won the Northern and other rallies and his bookcase is strewn with silver, not to mention ashtrays. So, as you can see, he has been a great influence. The other influential person was Jim Clark, who, when I met him for the first time was the World Champion. Think of a young boy of seven being face-to-waist with the World Champion.

Although I don't claim to have been as fast as the Production Manager's son, I have been at 120 m.p.h. in a wound-up MG-C.

The cars which have influenced me have been the MG-A/B, the Triumph Dolomite Sprint which is so clear and crisp to be in, Bill Dryden's SMT Firenza which he handles so well around Ingliston and Croft.

The most striking and immovable car from my mind is the Lancia Stratos, which I got up at 4.30 a.m. to see in the RAC Rally.

Another factor was that we owned eight veteran cars, a brace of 1903 Humberettes, a 1903 Peugeot specially made for this country, a 1903 Sunbeam two-seater tourer (our most successful RSAC Veteran Rally competitor), a 1906 Swift two-seater, and an 1897 Daimler six-seater wagonette (did regular run between Falkirk and Canonsloe, in public service), and a 1906 Albion Fire Engine. These carried registration numbers in order, SC 4367 + 531 (now on mother's car), SA 72, AA 360, G 5118.

So, as you see, cars are in my family blood, and three generations of Gibsons have been in the MGCC (Scottish Centre): George Gibson (grandfather), George T. Gibson and myself Alisdair Gibson.

The best article is Rally Review, but I have only one complaint, there aren't enough rally pictures. I am a keen photographer and enjoy seeing photographs of such a high standard.

Carry on with the good work.

Edinburgh ALISDAIR GIBSON (age 15)

P.S.: My father says he tested MG-A prototypes and competed in Alpine and other Continental rallies, and enjoyed the article by Ian Appleyard whom he remembers competing against.

Tailpiece



This sign was photographed in the BMW factory at Dingolfin but shouldn't be taken too literally!

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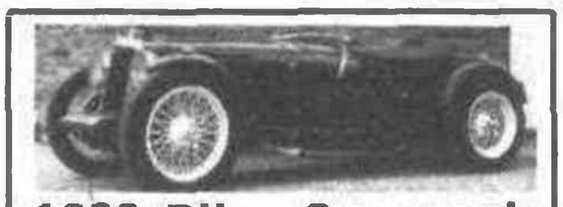
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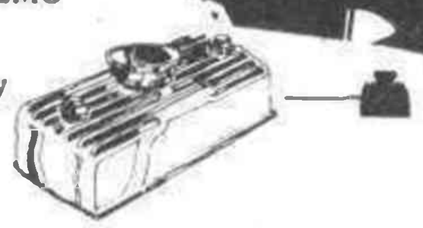
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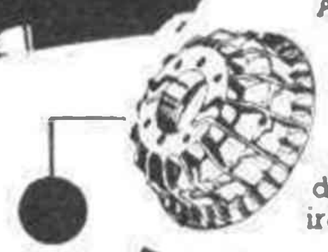
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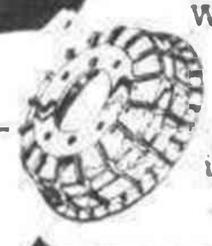
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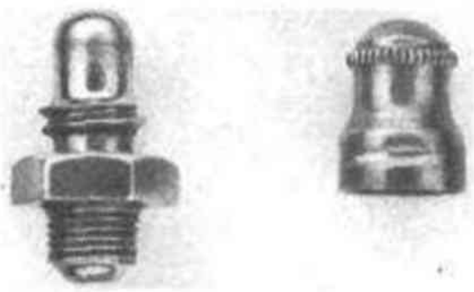
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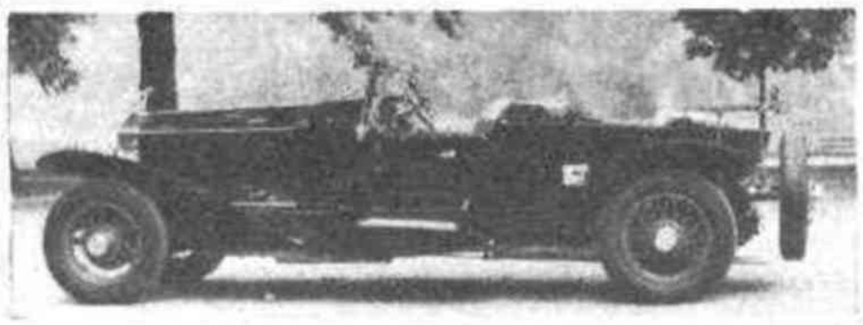
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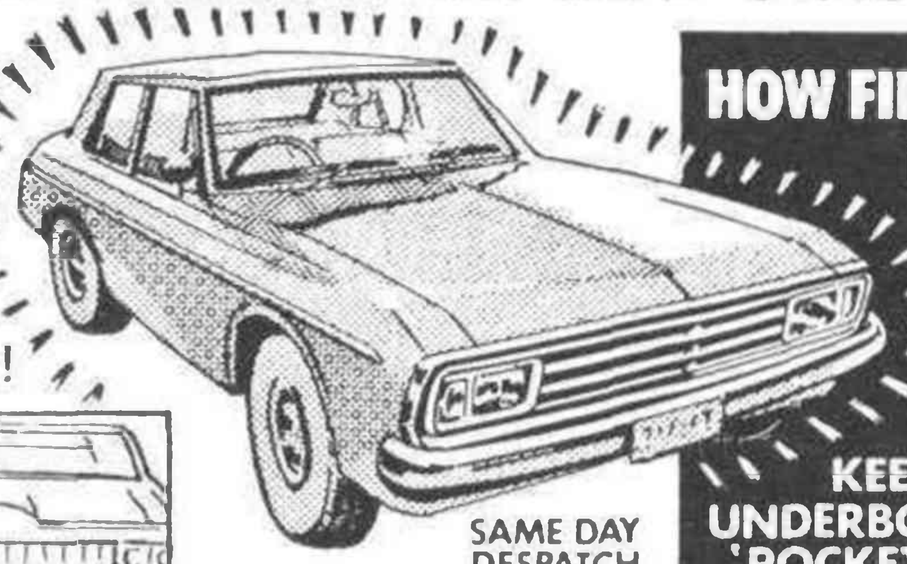
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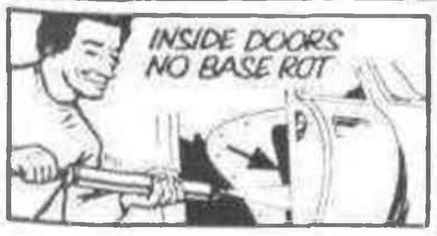


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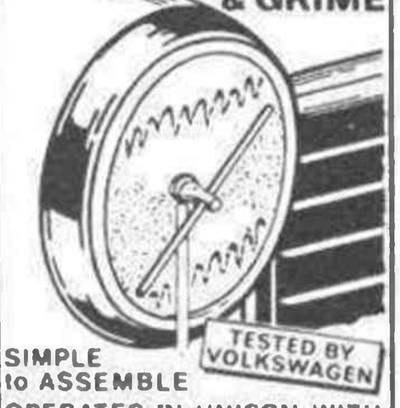
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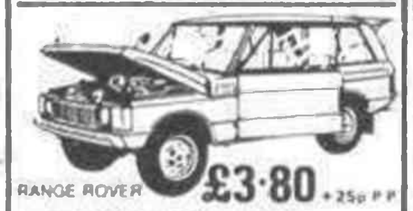
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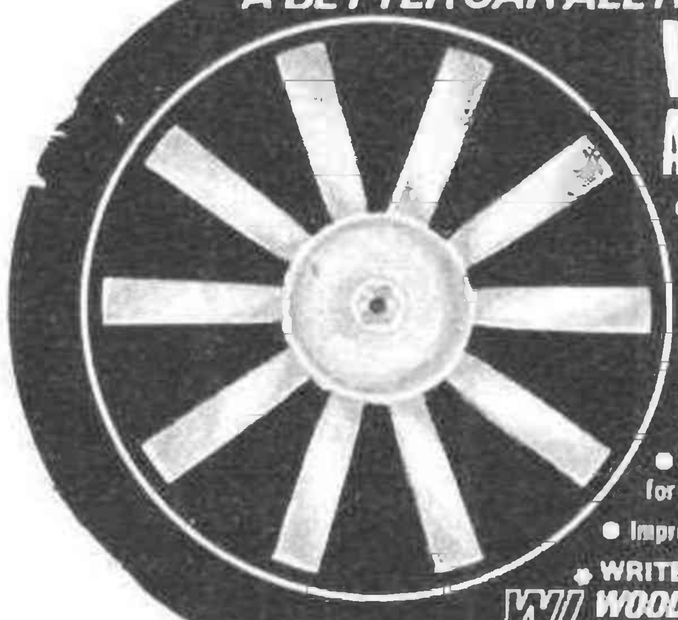
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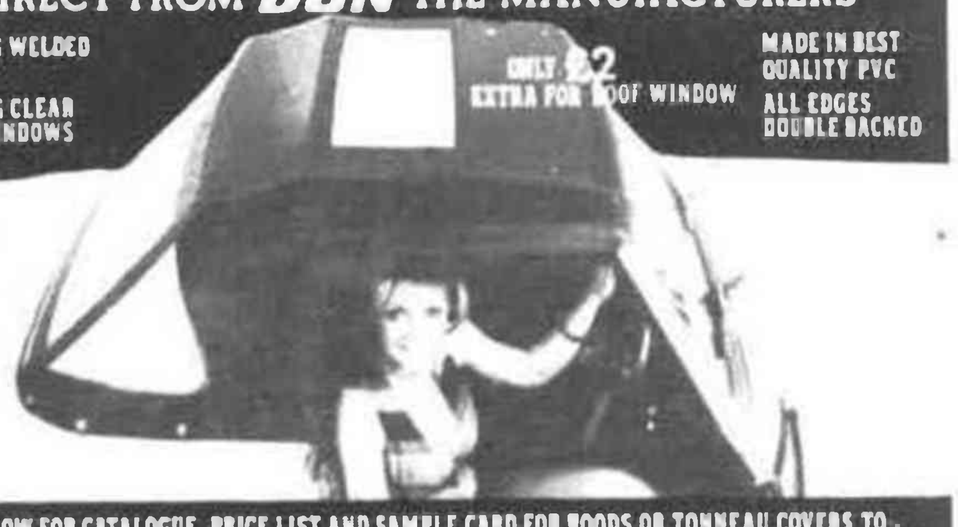
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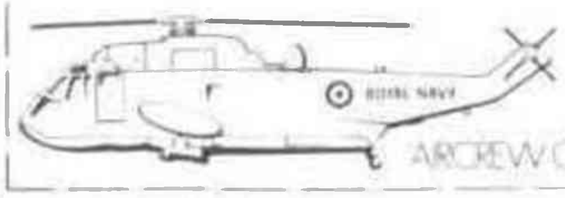
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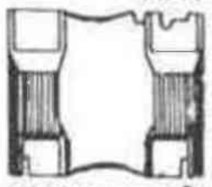
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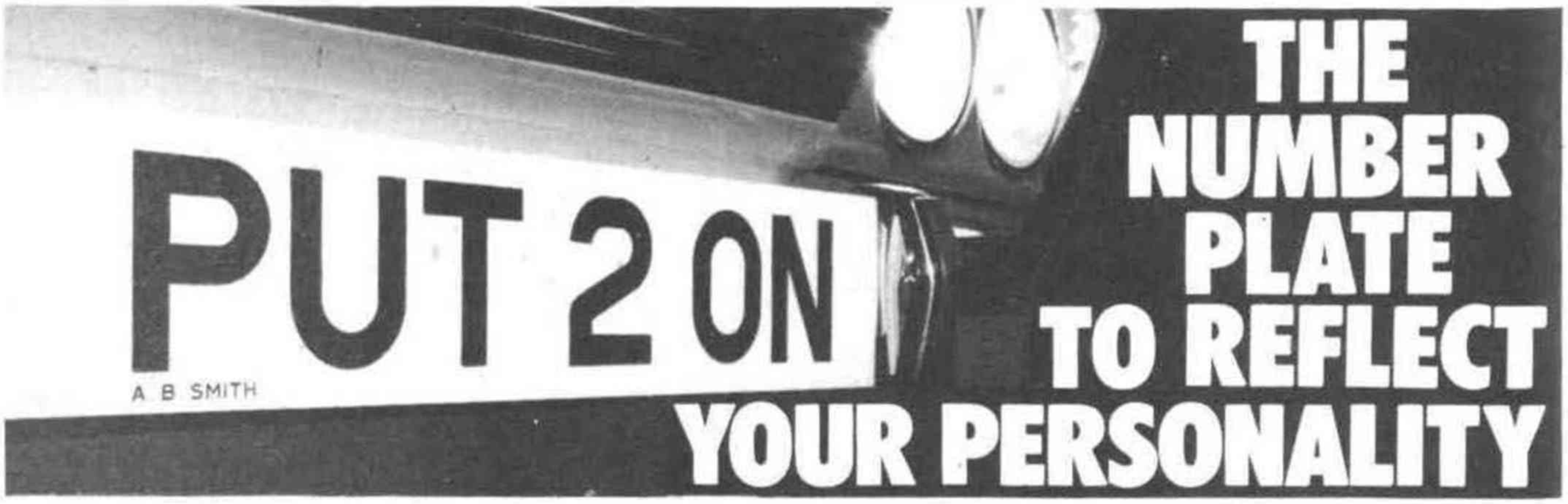
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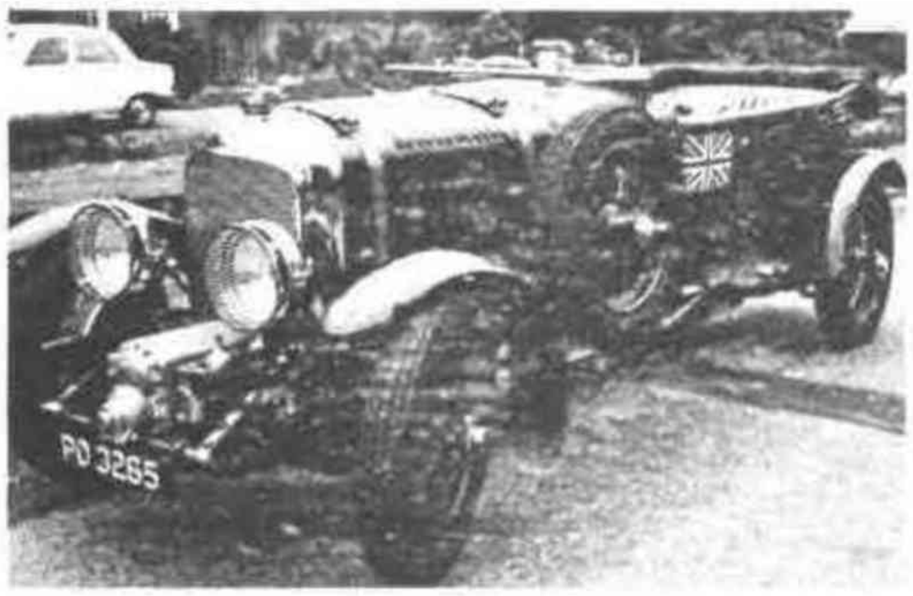
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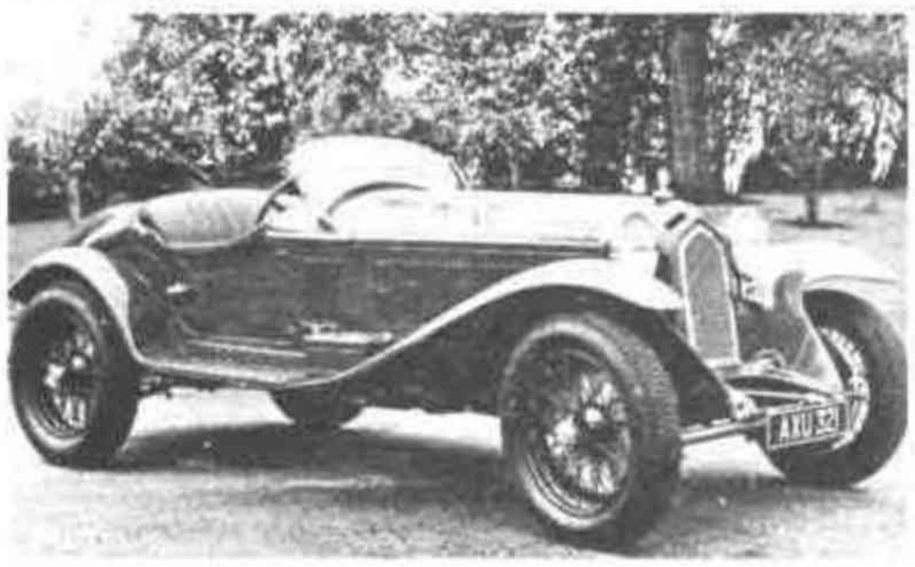
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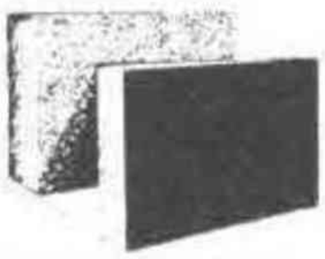


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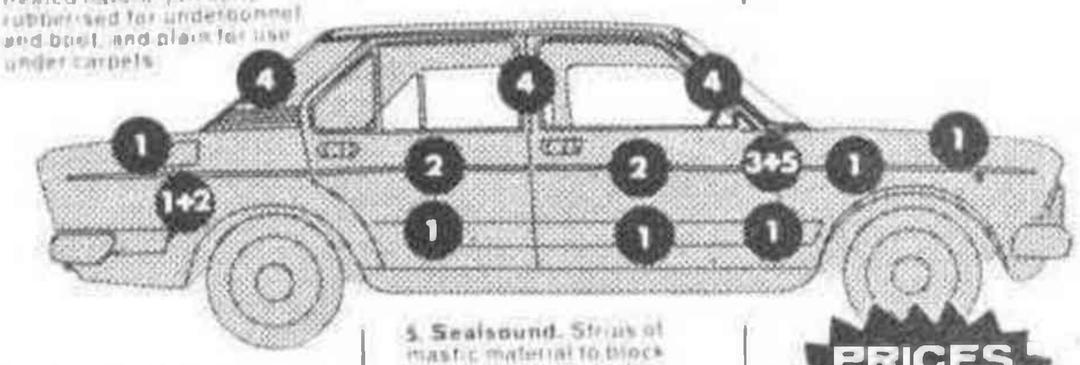
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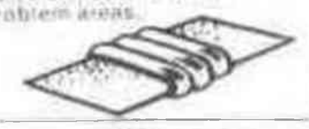


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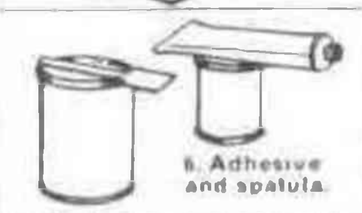




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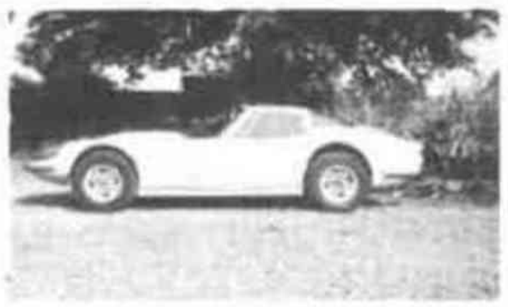




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HISTORIC RACING E-TYPE 1961 chassis number 4. Raced by E. R. (Dick) Protheroe 1962-63. Highly original racing trim, D-type head, cams, Webers, Mk. 9 brakes, etc. for sale with new body panels, wheels, and racing history. £1,500. Tel: Dursley 3243 (Glos.). (57311

RILEY SPARES: 1½/2½ engines/g/boxes, Adelphie/Falcon instruments, Sprite 8.1 piston/liners, new Daimler 4½-litre V8 engine. Ramsey, 2 Easter Cornton Road, Causeway Head, Stirling. (57348

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DINO LATE 1970 FIAT Dino Coupe. Seats 4 in comfort, LHD, 160 b.h.p. Ferrari engine, speed with economy. Offers around £1,900. Phone: Godalming 6905. (57332

ALVIS TD 21, 1960 Saloon Auto. Mechanically excellent, new exhaust, tyres, MoT to Nov. £300 o.n.o. Great Eccleston 70606 (Lancs.). (57331

1966 AUSTIN HEALEY 3000 Mk. III. Silver blue, navy upholstery, o/drive, w/wheels, boot rack. Extensive engine overhaul, new clutch, carburettors and exhaust system. Beautiful condition. Offers around £1,000. Tel: Caine 812483 evenings. (57676

1936 HILLMAN MINX. Owned by one family from new. Unused rebored engine. Requires some work. £120 o.n.o. 94, Archers Road, Eastleigh, Hants. (57327

RELIANT GTE 1971. Automatic, just resprayed, well maintained. £1,200. Phone: 02516 6107. (57404

BUGATTI—1927 TYPE 44—Chassis No. 44721. Original 4 seat touring body by Harrington's of Brighton. Immaculate condition. Sensible offers for this car in excess of £10,000. Also have 1949 Triumph Roadster fitted with Alvis 3-litre engine—believe have right engine for the car. £225. Davis, Burgess Hill 2038. (22485



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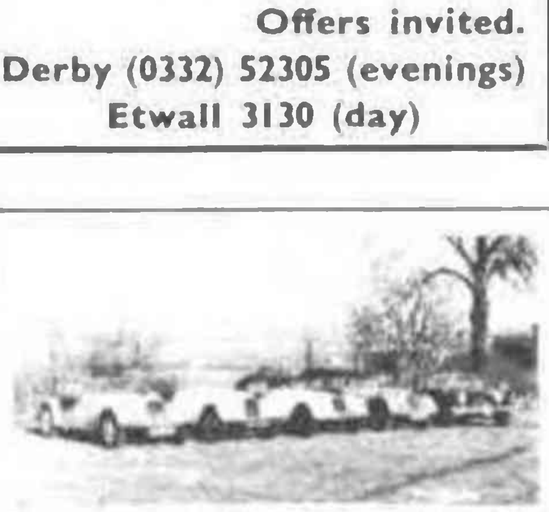
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1969 Mini Cooper, being held on a deposit. Don't forget I am the official Morgan Midlands agent so if you want a new Maggie and live in the Midlands (this is north of Watford, south of Liverpool) or not! I'm the man to see. **MIKE**



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FOR SALE—continued

1973 JEFFREY JS-5. Collector's item, since fewer than 30 made. 1600 Cortina GT engine, fibreglass body, 5,000 miles only. Owner emigrating, £800 o.n.o. Lincoln 790466. (57322

JAGUAR XK140 1954 DHC overdrive. Very nice car, completely practical and not a candidate for rebuild, £1,200. 23a High Street, Robertsbridge, Sussex. Tel: R/Bridge 880790. (57321

1938 HUMBER SNIPE. Sound, complete. Needs complete respray and new head lining. Tel: Woodbury, Exeter 32715. (57320

1949 BENTLEY 2-door saloon, body by James Young and service history. Sensible offers only: Modbury S. Devon after 6 p.m. Tel: 351. (57318

NASH METROPOLITAN Coupe. Reg. Dec. 1958. Yellow/white, 40,000 miles only from new. Lady owner for fifteen years. Very rare model, £295. Newmilton 613848. (57319

MERCEDES 230SL 1964. Off white/black interior. Genuine 57,000 miles from new, with service sheets. Hard top, soft top and radio. £1,290. Exchange possible. HP arranged. Newmilton 613848. (57319

ALFA ROMEO 1750GT—Company directors wife's car. Red with black upholstery. Genuine 39,000 mileage. Complete service and maintenance history. £650 Liphook 722056. (22542

FOR SALE—continued

RILEY KESTREL 1936. Excellent body (aluminium) and good leather interior. All mechanics perfect and original throughout. Engine reconditioned, crank ground, new mains and ends and new pistons. Engine just received back from works and not yet fitted, but guaranteed complete. Must sell by 30th March. Best offer over £200. Phone evenings Hurst Green (Sussex) 415. (57317

CIRCA 1897 RAMBLER BUGGY 4 h.p. 2-seater. This is the original prototype of the 1902 Rambler. Absolutely complete and original, but requires restoration. Sensible offers or exchanges. For further details phone evenings Hurst Green (Sussex) 415. (57317

LOTUS +25 130. October 1971 (K). Red with black trim, HRW, 8-track stereo, radio, etc. Maintained by Lotus specialists. Life will not be the same with my new company car. Bargain around £1,350. Phone (evenings) 051-342 2825. (57316

TR6 DROPHEAD. Saffron yellow. Sept. 1971 (K). Overdrive, radio, 28,000 miles, one fastidious lady owner for the last two years. £900 for quick sale. Telephone: Inge Smith, Woburn Sands (0908) 582911. (57314

1949 TRIUMPH ROADSTER 2000. Very good condition, taxed, MoT 1976. £800 o.n.o. Phone evenings 0642 85160/593024. (57545

FOR SALE—continued

BREAKING 3.8 MK. 2 Jaguar. W/wheels, also 4-16 in. w/wheels, suit AC Ace. 350 Manx Norton cyl. head. Orme, 224 Lockoford Lane, Chesterfield Tel: 74979. (57411

CONVERTIBLE ASTON Martin DB4 1963. Drive away in this superb metallic light blue, chrome wire-wheeled car for £1,200. Find out further mouth-watering details of the car from me on 01-730 4653. PS: 22 m.p.g. in glass slippers. (57408

1960 FROG-EYE SPRITE. New sub-frame, floor, detachable hard top. Owner needs larger car. £210 o.n.o. Shorter, Lymington Yacht Haven, Hants, evenings. (57407

JENSEN INTERCEPTOR FF 1970 Series II. Silver grey, fitted with stereo, Sundym glass, air conditioning and sunshine roof. Four wheel drive, anti skid brakes, moderate mileage. Bargain at £1,995. Possible exchange, credit arranged. Highcliffe (Dorset) 5051 evenings. (57406

1934 6/80 LAGONDA. Very original car in excellent condition. One owner for 39 years. Engine o/hauled. Taxed, etc. Phone Bideford 5248 evenings. (57405

MG-C 1968 with hard top, hood and tonneau. Carefully maintained for 68,000 miles, so is still mechanically sound. Body good, not perfect. Require £470 o.n.o. to spend on my vintage Derby. Sykes, 23 Wessex Court, Putney Hill, London SW15. 01-789 3251 evenings. (57418

FOR SALE—continued

BENTLEY CONTINENTAL Flying Spur by H. J. Mulliner. Finished in black pearl over shell grey. 46,000 miles recorded. £3,700 spent in last eighteen months, all receipts available. New engine from Rolls-Royce done 10,000 miles. Immaculate condition throughout. £3,500. Phone: Preston 0772 717625. (57421

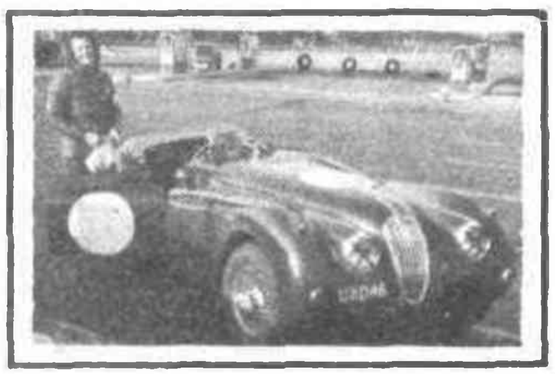
1955 ALVIS GREY LADY DHC. 481 BYH as original. Complete body overhaul and repaint, no fibreglass. New carpets, recent hood tonneau. Mechanically excellent, 12 months MoT. Many spares. £1,000 o.n.o. Full details from Westmacott, 01-989 1670. (57419

FORD MEXICO. White, black interior May 1974. Stereo cassette/radio. £1,400 o.n.o. Telephone: Coventry 58089 (office), Nuneaton 323154. (57517

ROVER 3-LITRE 1966. Power steering, HRW, taxed May, MoT September. Excellent example, £250. Abingdon 49. (57544

AUSTIN 7, 1938 RUBY fully reconditioned. Girling brakes, new crankshaft, bearings, clutch, etc., resprayed original Maroon and black. MoT. Superb runner. What offers please: Reading 471687. (57315

1935 SINGER Le Mans 4-seater. Stripped down to chassis—chassis, steering, brakes, all restored. Everything there to make a nice sports car. Reasonable offers please. 41 Queens Crescent, Bawtry, Doncaster. Doncaster 710025. (57447



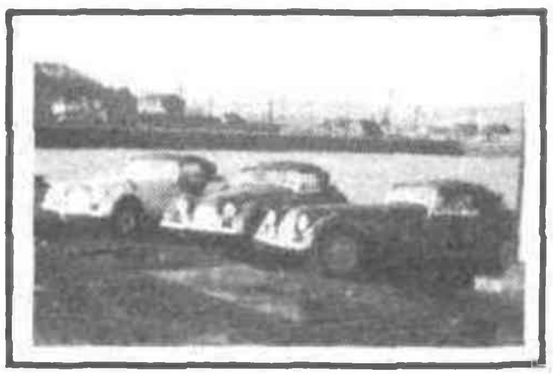
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MEMO

Must remember to visit St. Tropez, Cannes, Port Grimaud, Antibes. **Morgan** hired from Locasport, when visiting sun-soaked South of France this year. Must also remember to enquire about **Morgans** for sale, namely 1973 **Morgan** 4/4 two seats, green, bucket seats, luggage rack, louvred bonnet. 1973 **Morgan** 4/4 two seats, orange, bucket seats, door handles, luggage racks, easy-clean wheels. 1974 **Morgan** 4/4 two seats, red, bucket seats, louvred bonnet. 1973 **Morgan** 4/4 four seater, white, tonneau, rear bumper. Must remember to write for brochure or phone especially as office will not now be closed during March. Must remember to find out what's 'in' in beachwear – bikinis for men? Must also remember to book air ticket, as can be met by **Morgan** at airport. Must remember.

LOCASPORT SARL

39, Promenade des Anglais, Nice, France. Tel.: (93) 87/90/65



FOR SALE—continued

AUSTIN 3-LITRE De-Luxe 1969. Manual, overdrive, p.a.s. Exceptional condition. £295. 01-450 5567. (57541

BENTLEY S1 Cloud I appearance, improved stainless steel conversion, grille fitted. Power steering, £1,550. 01-450 5567. N. London. (57541

1970 JAGUAR E-TYPE, 4.2, 2+2. Fine condition. Dark blue. Manual, chrome wheels, Sundym, sunroof. Long MoT. £1,400 o.n.o. Wendling (Norfolk) 204. (57542

AUSTIN 7 1935. Good original condition. £175 o.n.o. Austin 7 1937, 4-door model. Original condition. £150 o.n.o. Kilgannon, Glynne Cottage, Bretton, Chester. Tel: Kinnerton 412. (57543

TRIUMPH GT6 May 1973. 18,000 miles. Sapphire blue, tinted windows, overdrive, stereo tape deck, head restraints, heated rear windscreen, etc. First-class performance with economy. £1,275 o.n.o. Telephone Oxford 67462. (57535

ROLLS-ROYCE 20/25 1930 limousine by Park Ward, 100% original, in excellent mechanical and good bodily condition, five new tyres, MoT, taxed. One previous owner. £3,250. Runfold (Sunrey) 2676 after 6.30 p.m. (57531

FOR SALE—continued

CONTINENTAL CONVERTIBLE 1960 Bentley S11. Superb condition throughout. Power hood, steering and brakes. Recent overhaul. Almost new tyres. Radio/8-track stereo. AA inspection invited. Will sell to best offer over £4,400 or exchange cheaper car and adjustment. Telephone London 01-876 5717 or Norwich 898 492. (57534

LOTUS ELAN SPRINT, DHC, 1973, L registration. Blue/white, 1,600 miles only, tonneau cover, excellent throughout, £1,675 o.n.o. Phone 051-929 2553 evenings and weekends. (57426

MG-C 1968, BRG. Bermuda hard top, soft top and tonneau. Overdrive, wire wheels. Licensed end of April. MoT. Growing family forces sale, £485. Phone: Bridgwater 55651 or evenings Langport 250084. (57427

MG J2 1932. Beautiful condition. Completely renovated. Reconditioned, BMC mechanicals. Worth £750, but offers considered. West Coker 2774 (Somerset). (57428

BENTLEY "R"-TYPE 1953. Manual. Bodywork immaculate following professional respray in black. Chromework perfect and mechanically first-class (bills available). Price £1,950. Serious enquiries only. Telephone Dolgellau (0341) 422640 (57422

FOR SALE—continued

BUGATTI TYPE 35 REPLICA in truly concours condition, built in 1970/71. 5,000 mls. only. For further details contact: Bradshaw Webb & Co., 01-493 7705/9. (57539

A VERY RARE opportunity to purchase a 2.2-litre MG Sports Saloon 1936 model. The engine has been rebuilt, new radiator and chrome work, original wire knock-on wheels, many spares available. This superb vintage sports car has been partly restored, but lack of funds forces sale. A sure investment for the future! Offers to Fleet (Hants.) 21216 eves. (57537

APPRECIATE A TR5—in future value and present looks. Immaculate condition due to low mileage and garaging. Only £575 o.n.o. For further details please phone David Hazlewood at office Hitchin (0462) 50382 or evenings/weekends on 0767 50176. (57540

JAGUAR E-TYPE 2+2. Many extras. Rebuilt by Phoenix Engineering in last six months. Must be one of the best "E"s for sale today. £1,300 o.n.o. Car in part payment. Tel. Garforth 6822. (57529

1966 2+2 E-TYPE. Indigo blue immaculate condition throughout. Taxed. Long MoT. £475. Portsmouth 26841. (57532

FOR SALE—continued

MG TC 1949. Complete and original engine. Running order with some mechanical restoration done. Requires attention to body, trim and rewiring. £600. 0432 72 370 (Herefordshire). (57530

£550. 1965 R1134 Gordini Renault 100 m.p.h. saloon. Mechanically rebuilt and maintained over past two years. Invoices for £500 available. Slight imperfections to racing blue body. 01-435 6566. (57536

MORGAN 1969 four-seater. Wires, most extras. Recent clutch, king pins, manifold, exhaust. 39,000. Offers over £1,200 reluctantly considered. Hope you don't want it. I realy want to keep it. Day 051-229 4149; evening 051-639 8805 (57524

LARGE GARAGE W/SHOP (420 sq. ft.) in small Bucks. village. Attached to 16th century semi-detached cottage, 2 beds, lounge with exposed beams, study; bathroom, kitchen. Aylesbury 4 miles, London 1 hour, Silverstone 20 miles. Property ideal for rebuild or racing enthusiast. Price £18,500 neg. Tel: Whitchuch (Bucks) 607. (57525

MG-A FHC 1959. White. 1500. Griffiths head. One owner. £350 o.n.o. Lee-on-Solent 551248. (57420

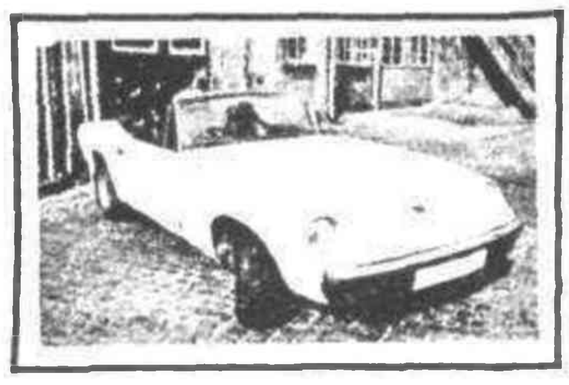


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Here on Arkley's grassy slopes; we'll satisfy your wildest hopes. **Morgan Plus 8** flame red, 1969H, Klaxon, "flic" switches, West Country car. **Morgan 4/4 2-seater,** 1967, KF blue, wire wheels, 1600 crossflow power unit, plenty extras. **Morgan Plus 4,** KF blue, 1968G, chrome luggage rack, Kenlowe, zippable rear window. **Morgan 4/4,** 1968G, orange, wire wheels, 2 owners. **Morgan 4/4,** 1970, yellow, further details unknown by present writer. **Morgan 4/4 4-seater,** 1969, black, red leather, wire wheels, roll-over bar. **Morgan Plus 4,** 1955, been to Greece last year, indigo blue, believed to have been a coupe once but now a slope-tailed 2-str. **Morgan Plus 8,** 1972L, golden yellow. Rvr. bx. of crse., grid, radio cum stereo, reversing lights, orange, wire wheels, bucket seats, tonneau, louvr'd bonnet. **Morgan 4/4,** 1971 louvres. **Morgan Plus 8,** 1972, red, one owner, Rover box. **Morgan 4/4,** 1972, yellow, bucket seats, tonneau, one owner. **Morgan 4/4,** 1973, orange, wire wheels etc., etc., etc., etc. **Morgan 4/4,** 1973, indigo blue, brown leather trim, rear bumper, air strainer, Plus 8 spotlamps, tonneau, one owner. **Morgan 4/4, 4-seater,** 1973, white, radio etc. **Morgan 4/4 4-seater,** 1973, white, radio etc. **Morgan 4/4 4-seater,** 1973M, yellow, wire wheels, grid, sole owner. **Jensen Healey,** 1973M, blanket blue, radio/cassette player. **Lotus Seven,** 1961, seems to have been extensively updated, yellow/silver, 1500GT engine, something Fishy about the carburettor, disc brakes, complete weather equipment, leather rim, rollover bar, Avon radials, Kenlowe fan, front bumper. . . . Various odds and ends including an Instant Rep's Cortina 2000GT, 1973, blue. Old vans, tow away, contain a selection of sports car spares, £15 each. Second hand exterior door handles, bumper, strap etc. **Morgan Plus 4,** 1954, green, dual spares. **Morgan 4/4 4-seater,** 1969, yellow, wires, grid. **Morgan 4/4 4-seater,** 1972L, yellow, grid, spots, strap. **Morgan 4/4,** 1970, unusual shade of red, wire wheels, rear bumper, air horns. **Morgan 4/4,** 1970J, ex-Morgan Triumph TR engine and Moss gearbox. Some F and R bumpers for Mk. IV Sprite etc., last of the chrome ones. Towing brackets £9 each for VW van/pickup, Jensen Healey and Morgan. New MGB downpipes 50p each. The **Morgan** book, £4.50 post free. MGB inside and outside door handles, an open-and-shut case of low prices. Various other bargains and surprises. Your motoring education incomplete without a visit to Arkley. **ARKLEY SS** kits still £140 + tax to convert your Midget/Sprite into a real sports car, our brochures are running short and printers seem to have gone into limbo complete with litho plates etc. so must regretfully charge 25p refundable on purchase of kit. **NEW MORGANS** are filtering through but as ever demand exceeds supply, we are careful to maintain a fair allocation system, no one steps out of line, please telephone Chris Alford/Roger Davies to discuss delivery situation. **NEW JENSEN HEALEY:** For the month of March only we offer a discount of $700.00 off this American-financed automobile, and this applies to very latest factory-fresh 5-speeded Getrag-gearboxed dodgem-bumpered 140-'orsepowered versions. All our second-hand cars receive (except for older models and saloon cars) a thorough service, fresh oil 'n' filter, defective components to dustbin, triple roadtest check-out, please ask to see our job card on any car. Can accept a limited amount of servicing, special discount on labour to Morgan owners. Look out for our 2-car Morgan Racing Team competing in production sports events this season, can be seen at Croft/Rufforth over Easter weekend if ice has thawed. Our garage lies one mile East of the A1 in the direction of Barnet, on the A411, is open to 7pm weekdays, 6pm Saturdays, closed Sundays, we will be waiting.





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

FOR SALE—continued

BRISTOL 406 1961. Recent complete mechanical overhaul, body good but requires respray. MoT. Change of employment forces sale. Offers 0228 72 431. (57527

CITROEN B2 CHASSIS Circa 1922. Mainly restored. £400. Rayleigh (Essex) 71520. (57528

LATE 1972 Mk. 1 Avenger Tiger. Low mileage and in immaculate condition. Owner just emigrated, so quick sale required. Therefore only £800 o.n.o. Tel: Neyland 408. (57516

AC ACECA 1961, Bristol 100D2. Sound body and original. £975. Phone: Pembury (Kent) 2659. (57519

MG YB 1953. Sound, original, complete and running. Needs tidying £175. Also TR3A spares. Northop 232. (57521

AUSTIN SEVEN Saloon Early 1928. Rare magneto engine model, with short radiator. Original condition, in running order, but some work needed, hence price £575. Stourbridge 73174. (57522

BENTLEY MK. VIs, 1949. Excellent throughout. £875. 1952, good but not immaculate £625. Saffron Walden 22330. (57523

TR4A, IRS. Soft top. Valencia blue, year's MoT. Many extras including roll-over bar, Cibies, alternator, oil cooler, competition suspension, laminated screen. £350. Phone: Swavesey (Nr Cambridge) (0954) 30586. (57512

1955 TR2 ROADSTER, suspension and brakes overhauled, G800s, taxed May, MoT December, good condition in orange. Bargain £155. 061-485 7667. (57511

RANGER CONVERTIBLE 1974. Blue—white hood. Built regardless of cost to exacting demands of lady customer—MG 1100 components. (Like larger Mini Moke). £795. HP, p/ex. Congleton (Cheshire) 4987. (57513

JAGUAR E-TYPE 4.2 FH Coupe. F reg. Good condition throughout. Chrome wire wheels, HRW, new clutch. £800. Ring 01-874 6807 office hours (57514

GILBERN 1800GT, 1965. White, radio, Kenlowe, £460. Tel: Lydbrook (Glos.) 474 after 6.00 or weekends. (57515

1966 ALVIS TF21 Saloon. Auto, p.s. Owner emigrated, so quick sale required—therefore only £850 o.n.o. Tel: Neyland 408. (57516

RELIANT SCIMITAR Coupe 2.5 V6. Ex-show car, third built, Wolfrace wheels, overdrive, sunroof, MoT, tax. Bills 4 years. £640. Derek Medway (Kent) 43625 work. (57441

HEALEY 3000 1962. Detailed specification, rebuilt all through '73-'74. The real motoring with appreciation. Fitted overdrive, tinted windscreen, finished in silver blue with matching interior. Would like £750, but every offer welcome. Stone (Staffs.) 3307. (57442

MORRIS 8E, 1946. Original condition. Bills since 1956. Used daily Colchester area. Taxed, MoT Jan. '76. £349 o.n.o. Details: Caston (Norfolk) 318. (57445

SUNBEAM TALBOT Mk. III 1955. Island mist. Fitted overdrive and rev.-counter. Acclaimed excellent condition throughout. MoT until mid August '75. All tools as per included handbook. Offers in region of £1,000. Box No. 4653. (57446

ROLLS P11 CHASSIS 1930. Complete with all instruments, lamps and clock. £1,950. Box No. 4654. (57448

MASERATI 3500GT Superleggera. LHD. H regd. 1959. Classic motor car. Borranis. D/blue, cream interior. Very good condition. £1,000 o.n.o. Tel: Collins, Andover 61962 (57436

CITROEN TRACTION 11B. 55,000 kilometres, excellent condition. At present in Sete, France. Box No. 4652. (57437

JAGUAR LIGHTWEIGHT GT Special. Triple carbs. All disc brakes, superb body design. Ideal for drag racing and general competition. £500 o.n.o. Bryant, Torquay 28105. (57439

BENTLEY S1 1957. Power steering. Sand over black glass, red leather. Excellent history, maintained by leading Rolls agent. New MoT. Genuine example in beautiful condition. £1,850. Southampton 69582. (57440

RILEY 2.6 1959. Duo grey. Good condition. Full MoT. £200 o.n.o. Phone: Blean 388 (Canterbury). (57429

MG TF 1500 c.c. Excellent condition. 52,000 miles from new, complete history available. First-class investment £2,000. o.n.o. Phone Chandlers Ford (04215) 5210. (57431

ASTON MARTIN DB6 Automatic. Dubonnet Rossa. Registered June 1967. Many extras. £1,400 o.n.o Telephone: daytime Nottingham 46538. (57432

SEPT. 1970 MG MIDGET Mk. III. Bronze. Soft top, good condition. 42,000. New clutch, shock absorbers, etc. £460. Tel: Bath 61225. (57433

ROVER 100. Two-tone white/green. One owner, 87,000 miles, carefully maintained. Complete history, MoT November. £250 o.n.o. Tiverton 3286. (57434

1964 JAGUAR E-TYPE FHC. 3.8. One owner until this year. Confirmed mileage under 31,000. Excellent condition for year. Taxed. MoTd till 1976. Private. Best offer. Tenterden 3630. (57435

RILEY MERLIN 1936. Concours winning car, over £1,000 spent on long, fanatical restoration. What a beauty! Offers invited. 051-924 6220. (57424

LOTUS EUROPA SPECIAL JPS colours, 1973, 5-speed, 11,000 miles, radio, alloy wheels, tinted glass, electric windows. A fast, economical car. £1,895 o.n.o. Phone: Sutton-Courtenay (Oxon) 584. (57425

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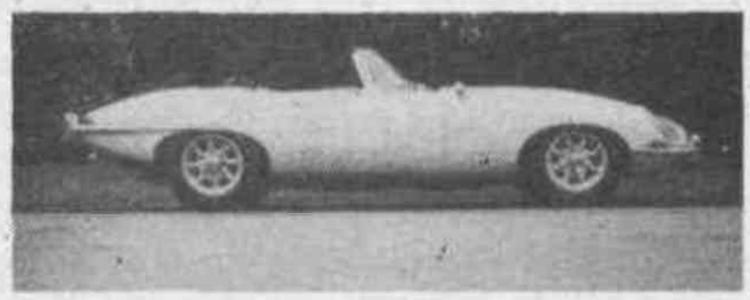
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£1,945. RELIANT GTE automatic, 1972. Extras include sun-roof, alloy wheels, radio, 8 track stereo etc. 18,000 miles recorded. Finished in Highland purple with tan trim.



£1,645. MG-B roadster, 1974. 'N' reg., white with tan trim, overdrive, Targa hard-top and soft top, push-button radio, 6,500 miles.



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£695. MINI 1000, 1971. 'K' reg. Teal blue with limeflower trim.

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AUSTIN HEALEY 3000, 1966. A superb car fitted wire wheels, radio, underseal, etc.

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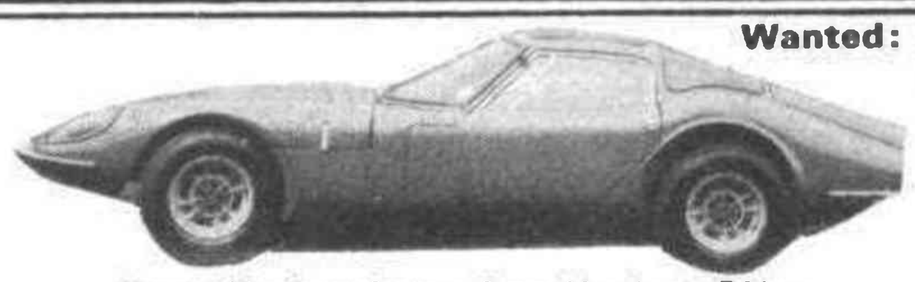
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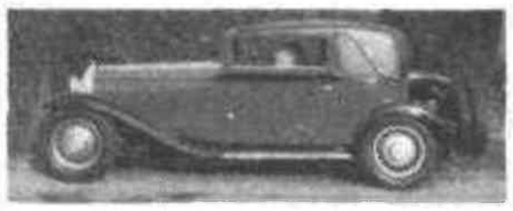


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FOR SALE—continued

JAGUAR XK150 1961 3.8 Drophead. Mechanically sound. 2 owners, low mileage. Phone 031-332 7551. 5/651

CITROEN SM, 37,000 miles, 2 owners. Registered September 1971. Air-conditioning, radio, stereo cassette player. Price £3,500. Phone 031-332 7551. (57651

THE GRAND MERCEDES 600 limousine. This exclusive and luxurious model is an immaculate example, with only 46,500 genuine miles on the clock. Viewing and demonstration by appointment only. Contact: Mr. Featherstone Telephone Lincoln 60291. (57672

LOTUS MK. VI, Reg. 1966. 100E aquaplaned engine. Spares including engine and box. MoT. £600. Tel: 07B137/3764 (Staffs). (57674

JOWETT 7/17 Long Chassis Saloon, 1929. Fastidiously restored throughout. Concours winner, a certain appreciating asset. Jager, Kendal 22961, daytime; Staveley 493 evenings (57673

XK140 '56 PROFESSIONAL rebuilt engine, gearbox, steering. MoT. No body rust. £200 o.n.o. Aldershot 850286. (57671

CORTINA 1600E, 3-litre Savage. 1969 H. 38,000 miles only. New engine fitted 10,000 miles ago by Ian Walker. Light metallic orchid body unmarked. Interior spotless. Mechanically faultless. Current tax and MoT £775. Would part exchange for E-Type Roadster. See wanted columns. Tel: Morris, Hertford 54369. (57720

TRIUMPH TR6 1973. White, black trim. Overdrive and radio. Electronic ignition, 17,500 miles. Excellent condition. Possible part exchange with 1967 TR4A. Phil Holdsworth, 73 High St., Ramsbury, Marlborough, Wiltshire. (57718

MA7C AUTOJUMBLE, Longbridge, Birmingham. May 25th. 150 stalls available. SAE for details: A. Wheeler, 106 Stuarts Road, Stechford, Birmingham 33. (57715

LOTUS EUROPA 1971 S2. Federal model. White. Else conversion. Cosmic alloy wheels, many other extras. Genuine 19,000 miles, one owner. Immaculate. 2nd car use only. £1,250 o.n.o. Phone: Barrow-in-Furness 22753. (57712

DAIMLER SP250 1960. In excellent condition. Ivory with tan interior. Price £450. 021-744 7013. (57756

ALVIS 1959 TD21 Automatic Saloon. Good mechanics, new exhaust, radio, MoT Jan. '76. £175. Bristol 676028. (57754

BENTLEY VINTAGE STYLE coachbuilt aluminium open 4-seater on Mk. 6 chassis. P100s cycle wings, in regular use. £1,250. Photo, details: Stonecrop, Kingswood, Sutton Valence, Kent. SV2186. (57753

TR6 1972 ROADSTER. Pimento, overdrive, Ziebart, good tyres, electronic ignition, tonneau, 8-track stereo, radio. £1,150. Tel: Stubbington 4056 evenings/weekends (57751

SCIMITAR GTE. Fast, economical, practical, 1971/72. Red. 40,000 miles, overdrive, Radiomobile, HRW. £1,400 o.n.o 061-439 8102. (57745

XK150 1960. Nice drophead body. Super quiet motor. New MoT. About £1,850. Pleshey 378 (Essex). (57744

SPRITE MARK 1, May 1960. Fitted very pretty Ashley hard top in black, and Ashley bonnet in white. Bodywork white. Motokita wheel. Mechanics, bodywork, tyres, excellent. Chartered accountant's certificate of mileage given at present 53,250. Original handbook and tools. This car has been very gently driven by one careful lady owner for all its life, mainly for shopping. £250. Marsh, 100 Whitehill, Kinver, Stourbridge, Worcs. Kinver 2672. (57743

MERCEDES 190SL LHD, 1961 reg. 1965 MoT. AH extras. Much work done in last two years. £695 o.n.o. Didcot 4922 (57742

1950 BENTLEY Mark VI Saloon. Very good original interior, sound all steel body, original log book, tools, and handbook. Mechanically excellent and motors beautifully. Long tax and test. £750. Tel: Sheffield 665625. (57741

1932 MG "PB". Recon. eng. needs time spent on it. Offers to G. Dines 01-907 2728 (evenings). (57739

ROVER 80 1961. Excellent condition, known local history. Registration number UPM 58. Regretful sale due to supply of company car. £250. Phone: Battle (Sussex) 2002. (57738

LANCIA FLAMINIA COUPE 3B engine 1965. RHD. Leather upholstery. £380 o.n.o. Telephone: Wigan 45941 (57737

JENSEN CV8 MK. III, 1966. Sunroof, stereo, towbar, stainless steel exhaust. Metallic grey. Excellent condition. £895. 01-658 6632. (57849

1933 AUSTIN 12 Light 4. Black, very good condition, could deliver. £495. 01-237 4858. (57847

AGED SCHOOLMASTER'S reflexes no longer up to RS1600, red. 1972. 26,000 miles. Engine recently rebuilt. Balanced crankshaft. Absolutely 100%. Custom Pack. Radio. £1,500. Hungerford 2420. (57844

1973 MG MIDGET. 17,000 miles, oil cooler, anti-sway bar, Radiomobile, Cinturatos, tonneau, regularly serviced and excellent condition throughout. £785. Telephone work, Colchester 70271; or write: Ian Vance, 43 West Stockwell Street, Colchester, Essex. (57735

GILBERN 1600 1961. Red with black interior, wire wheels with new tyres, disc brakes; reconditioned MG-A engine being run-in; interesting history. £295. Tel: Uxbridge 34692 (Middx.). (57722

FERRARI TESTA ROSSA 1958. Pontoon wings with disc brakes, full TR engine. Shute, Bradford-on-Tone 204. (57750

JAGUAR 420 1967. Silver. Superb CWW, p.a.s. Automatic. Motorola, only 56,000. Recently decarbonised. E-type S/wheel. Outstanding consider. p/ex. 024369 2684. (57749

1966 SUNBEAM TIGER 4.2. Black. Immaculate condition, new clutch. £545 o.n.o. For details telephone Borough Green 883000. (57747

MG MIDGET "M" Reg. 1973/74. B/Yellow, headrest, oil cooler, many extras. One owner, low mileage. £925. Hemel Hempstead 63428. (57746

MORGAN 4/4 4-seater 1972. All possible extras; engine just rebuilt with Shorrock supercharger by Morgan agent to give 50% power improvement; remains tractable, reliable and economical; V8 imminent so sale at £2,300. Palmer, Sunderland 70465 (office). (57711

ALVIS TD21 1961 for sale by enthusiast. Dark blue with beige upholstery, wire wheels, overdrive, power brakes, Radiomobile with electric aerial, Taxed and tested July '75. Immaculate. Any inspection. With complete car already dismantled for spares. Price £775. Phone 051-228 2870 (Liverpool). (57710

BRM 1 registration number on Rover 100. Very substantial offers please. Box No. 4659. (57709

1932 AUSTIN 16/6. Very original, current MoT. £385, or exchange PVT Tourer, cash adjustment. Doncaster 743636 evenings. (57708

BENTLEY 6½-LITRE. Completely dismantled, no body. 11 ft. wheelbase. "C" box. 3.1 axle. Consider exchange 3/4½ or 30/98. Box No. 4660. (57707

NAPIER LION ENGINE £1,500. Bentley 6½ block £700. Loads more Bentley spares. 021-353 3705. (57707

1928 AUSTIN TWELVE "Burnham" Saloon, requiring restoration. Price £550 (includes £100 set of new mudguards). Tel: Cardiff 64760. (57706

ROLLS-ROYCE P11 1929 rolling chassis. Good for restoration. Offers. Rolls-Royce P11 1929 rolling chassis, fully restored and in perfect working order. Ready for a body. £2,750. Please telephone Wells 73144. (57705

PIPER GTT 1970, 33,000 miles only, 1600 crossflow twin Webers, radio, Kenlowe and glass roof. Immaculate. Lamborghini green bodywork and in fantastic order all round. T&T. £1,250 o.n.o. Tel: Leeds 458333, 9 a.m. to 5 p.m. (57704

BUCKLER DD2, 1959 MG-A. Fibreglass body, tubular space frame, 4 disc brakes, hard top, requires slight attention. £140 o.n.o. Tel: Bath 88040. (57703

GILBERN INVADER Estate 1972 (June). Silver fibreglass (resprayed Dec.). 24,000 miles, o/drive, 28+ m.p.g. Only 68 made, mine was last of them, with factory-supplied upgraded Mk III V6 3-litre Ford engine. All-black interior, incl. "Genie" padded dash and control console; sunroof, electric windows, HRW, rear wiper and washer, spot and fog, stainless steel exhausts. Bluespot stereo radio and quad Hi-Fi speakers; wired for stereo tapedeck. Carefully built, lovingly cared for, unique car, perfect condition, one owner, 3 kids necessitate sale. £1,850 o.n.o. 01-267 3124. (57721

JAGUAR XK150 FHC 3.8. Maroon. Overdrive, w/wheels, engine overhauled, new brakes/steering box, nice condition. Part exchange considered. £955 (Reading) 0734 29945 (57695

TR6 FOR SALE by sole owner. Registered June 1973. Latest specification including overdrive, spoiler, etc. Emerald green with black interior. Fitted Watchdog alarm, Radiomobile, electric aerial, headrests. 18,500 miles only. Garaged since new, never damaged, spare wheel unused. £1,450, an above average price for an exceptionally fine vehicle. Phone: 624 9967 E/W. (London NW6). (57694

MG MAGNETTE ZB, 50,000 miles on new Gold Seal engine, sound example worth restoring, needs one tyre and battery. £120. Tennant 01-699 9025 (SE23) evenings. (57693

1932 HILLMAN MINX. Excellent bodywork, five good tyres, trim required to sunroof and interior. Sale due to purchase of vintage car and space needed £400. Chapman, 27 Redwing Lane, Norton, Stockton 554341. (57690

1952 ROLLS-ROYCE Silver Wraith short chassis, Hooper limousine, P100, Black, blue interior. 59,000 miles, superb condition. Offers invited. E. F. Peacock, Sandpit Farm, Bruisyard, Saxmundham, Suffolk, IP17 2EB. Tel: Rendham 445. (57689

TR6 MAY 1972, Saffron, Overdrive, factory fitted hardtop plus hood. 1 previous owner, 41,000. Enthusiast maintained from new. Absolutely immaculate throughout. Mortgage necessitates sale, £995. Fleet 3245 office; Turgis Green 478 home. (57688

ALVIS 1960. Five speed drophead. Quiet, not rusty. New MoT. About £950. Pleshey 378 (Essex). (57687

DAIMLER CONQUEST 1956. Black, excellent condition. MoT Feb. 1976. £150. Harlow 25338 (57686

HISTORIC 500 Formula Three single seater. Believed to by 1948 JP or JBS. Car in immaculate condition and fitted with Triumph twin engine. Complete with trailer. £675. Birmingham 021-743 5672. (57683

FOR SALE—continued

TRIUMPH RENOWN 1954. Good home wanted for fine example of this rare car. Mechanically excellent, used regularly. Offers over £250: Cleckheaton 3889 (57719

TRIDENT VENTURER. Red. Dec. 1971. 29,000 miles, excellent condition, overdrive, HRS, etc. £1,500. 061-928 3251 (57678

TRIUMPH TR4A 1967. One of the best in the North. New engine, radiator, exhaust, etc. Overdrive, radio, extras. MoT. £550 o.n.o. Farnworth 77362 or 78937 (Lancs.) (57681

SUNBEAM 20HP. 4-door DHC (1933). Beautiful car in excellent order throughout. Used daily. £1,400 o.n.o. Webber, Devizes 4234 (57680

BMW 2002 Mk. II 1971. Green/black trim, HRW, Halogens, tape player, etc. Superb condition, £1,100 Baltonsborough (Somerset) 727. (57675

DAIMLER BARKER Special D/H coupe, 1951. Showroom condition, two-tone green, nearly new green hood (lined), new chrome. Engine fully reconditioned, needs running-in. Woodwork and leather very good, new carpets. Tyres as new. MoT. £1,150. Bentley R-type, 1953, manual. New shell, grey paintwork. New carpets, leather and woodwork very good. Drives very well. Mechanics all good. £1,300. Tel: Mamhead 253. (57697

1960 JAGUAR 340. Completely rebuilt. New panels, etc., new engine, gearbox, diff., w/w. Collector's item. Offers around £800. Telephone: Knowle 056-45 3078. (57701

AC ACECA-BRISTOL 100B2. Dark green, radio, overdrive, recent £200 engine overhaul and new exhaust. £995. Ely 2159 day/ Orpington 26972 evenings. (57699

ALVIS SPEED 25 Charlesworth Saloon as original and in regular use, £1,000. Heatlie, 85 High Street, Pewsey, Wilts (57329

ASTON MARTIN DB4. Bodily and mechanically excellent. Very fast. 1961. BRG. Radio, £1,100. Ring: Liphook 722481. (57869

MG-A 1600 MK. II Roadster. Fitted four steel wings. Finished Old English white. Taxed. MoT. £395. Stafford 54597. (57870

SUPERB HEALEY 3000 Mk. III, 1966. BJ8. Hard/soft top, o/drive, wires, radials, recent exhaust, new chrome. Healey accessories, no rust/accidents. T&T. Any inspection, no expense spared to maintain as new. pos. h/purchase. Excellent value/ investment. £1,075. Urgently require £700 deposit—balance later or part ex. "100 M" complete/spares, comp. boat, sporting + any quality equipment, etc. Demonstrate anywhere, anytime. Mrs. Bradley, Blackpool 29154. 25, Blackpool Road, Ansdell, St. Annes. (57939

PORSCHE 911T 2.2-litre 1970. "J" reg. Immaculate condition. Recent new exhaust system, and tyres. S wheels. £1,795. (01-300 1412.) (57866

RILEY 1½ KESTREL 1938, in very fine condition. Offers around £900. Tomalin, 37 Watford Road, Crick, Northants. (57868

1934 HUMBER 17 Half restored, poor front wings, etc. Quick sale—offers over £250 to Mr. Taylor, Winsford 53852. (57932

BENTLEY MK. 6 1949. Complete less body. Ideal for basis of open tourer special. £250. St. Albans 50775. (57934

HEALEY 3000 BJ7 1963. MoT and tax June. Overdrive, much work done, good sound condition. £490. Eastergate (024368) 3009. (57936

JAGUAR XK150 FHC 1958. Superb original condition, less than 40,000 miles from new. This is not a restored car, but in original condition. A better XK to drive would be hard to find. Around £1,400. Stourbridge 73174. (57937

JAGUAR E-TYPE 2+2 V12, 1973. Blue/ blue interior, low mileage and accident free. Extras include: Radiomobile stereo 8, and HRW. This car is in absolutely immaculate condition throughout and still looks and drives like new. £2,395. Interesting part exchange considered. Ring 021-373 3246 evenings. (57938

RS1600. Immaculate car, 25,000, forged pistons, no extras, but probably nicest/fastest available. £965. P/exchange possible. Wheathampstead 2695 (Hatfield). (57940

JAGUAR 3.8 Mk. II, LHD. Almost totally rebuilt for famous personality at cost of over £1,500. Finished in black with gold coachlines, chromo wires and many extras. Reluctantly offered for sale at £795 o.n.o. East Peckham 871589 (Kent). (57867

JAGUAR XK120 Roadster, 1952. Excellent condition. Rebuilt brakes and steering. MoT. Lovely body. £1,300. Tel: Guildford 68784. Mr. T. Walder, 73 Waltham Avenue, Guildford, Surrey. (57933

TR6. LATE '71. Carmine, black trim. Overdrive, wire wheels, tonneau cover. 29,500 miles. Growing family forces sale. Must be a bargain at £850. Ring Mansfield 20942. Taxed and tested until August. (57919

TILLINGHAM STREET GARAGE
SPECIALISTS IN CLASSIC CARS OFFER
ALVIS Speed 25, 1939, rolling chassis, restoration to *concours* standards in progress. Complete with bonnet, headlights, etc., **£750. ALVIS Crested Eagle saloon, 1936,** Sp.25 engine, servo brake; very sound and presentable throughout. **£750.**
WANTED: Pre-War Alvis.
35, Tillingham Street,
Sparkbrook, Birmingham 12.
021-772 2655 Evenings 021-444 2100

FOR SALE—continued

ALVIS SPEED TWENTY. 1933. VDP Tourer. Mechanically very good. Current MoT. Body just restored and original. New chrome. Sensible offer required. Mamhead 253. (57928

TALBOT LONDON 1934 75 Saloon. MoT, road taxed. Just been coach painted but fabric roof needs attention. Offers. Phone: Cleland 860322 Lanarkshire. (57931

1947 ROVER 16. Sports Saloon. Black. Two owners. MoT, not taxed. Good order mechanically. Owner maintained. Coachwork smart but not perfect. £250. Curtis, 13 Thweng Way, Guisborough, Cleveland. (57926

MORGAN 4/4 four seater, 1971. Deep red. Carefully kept. Full records available. £1,550, available immediately. Tel: Southend-on-Sea 544676. (57920

TRIUMPH 2.5 PI. Estate, 1972. One owner, power steering, radio, heated rear window, tow bar, taxed and MoT tested until November. Dark blue, high mileage, hence low price, £1,195. Tel: 01-693 7379. (57917

MINI LEFT HAND DRIVE. Automatic, "M" registration. 35,000 miles, built in 1969. MoT to December. Taxed, spot lamps £425. Tel: 01-693 7379. (57917

JENSEN CV8 Mk. III 1965. Excellent condition, low mileage. Regency red with grey interior. £1,000 o.n.o. Phone: Norwich 54575. (57921

MEXICO AUGUST 1973. 14,500 miles. White/ red flash. Inertia reel SB, HRW, Kenlowe fan. Superb condition. Social use only. £1,075. Phone: Biggleswade 40537 evenings. (57923

PEERLESS. RIPE for renovation to potent, economical, classic car. First reasonable offer secures. Phone: Bacton 436. (57915

LAGONDA 1929 2-litre low chassis tourer. Immaculate, new trim and tyres. MoT. Offers. 01-677 8730. (57916

1973 HUNTER GLS. Stereo cassette. First-class condition, one owner. £1,195. No dealers. 01-300 8517 after 5 p.m. (57918

1961 ROVER 100. Two owners, full MoT. Drives very well. Needs good respray to make this car very attractive, otherwise perfect. £80. Hastings 421376. (57922

1954 AUSTIN HEALEY 100/4. Full MoT. Runs well, body good, but needs finishing to bring up to this car's true value. £260 o.n.o. Part ex. considered. Hastings 421376. (57922

ALVIS 1939 12/70 Saloon. Excellent vintage events until last autumn. £1,000. Glengormley 2150 (N. Ireland). (57927

ALVIS 3-LITRE DCH Red Automatic. 1960. In good running order and condition for year. Offers. Packard Super 8 limousine 1937. This car is in fine original condition in every way. For comfort unbeatable, handling perfect, performance excellent. Offers for. Telephone Wells 73144. (57877

COOPER 'S' Mk. II 1970. One owner, 1275 engine, balanced, tuned and till recently maintained by Downton Engineering, never raced or rallied, sunroof, several practical extras, full service history. £750. 57 Linden Way, Ponteland (23788), Newcastle-upon-Tyne. (57874

1938 ALVIS SPEED 25. Charlesworth saloon. Concours condition throughout. Finished in silver blue, grey interior. A fine example of this sporting PVT. Tel: North Shields 76247. (57873

CONCOURS MG-B 1964. 29,000 miles from new, one owner. Black with red trim. W/w, o/d, Radiomobile. Full history/ details. Telephone: Derby 810990. (57876

ALVIS 1960 TD21 COUPE. MoT, licensed, new front springs, discs, pads, clutch. Sound car. Good tyres. Hood/body rough. Ideal investment. £200. Nixon, Stanthwaite, Highhill, Keswick. Tel: 72178 (days) 72571 (nights). (57872

280SL MERCEDES 2 plus 2 1971. "N" registered. Gold, power steering, brakes, automatic, LHD. 17,000 miles. Becker self-seek radio, electric aerial, tow-bar. One previous owner. Unwanted swap, hence £3,200 o.n.o. for quick sale. Staines 54084. (57871

MG-C GT. First regd. Feb. 1971. Mineral blue. Wire wheels, radio, one year's MoT, taxed May. Garaged and regularly serviced. In excellent condition throughout. £835 o.n.o. Tel: 01-994 3455 eves. and weekends. (57881

JAGUAR XK150 "S". wire wheels, o/d, unmarked white paintwork. Extensively restored, new tyres. £1,395. 01-937 8724. (57882

ARMSTRONG SIDDELEY Sapphire 346. Green over stone, 21 years old, 3 owners. Rare attractive car. Taxed. MoT. Original radio, tow-bar. Reluctant, necessary sale £225. Great Longstone 470 (Derbyshire). (57880

'67 PORSCHE 912. Excellent condition. Fast, economical. Genuine 28 m.p.g. One year MoT. Many extras including 5½J wheels, Konis, radio, electronic ignition, spot lamps, etc. Second Porsche forces sale—only £1,050! 01-935 2281 work; 01-894 3924 evenings. (57883

UNIQUE ALFA ENGINED Gilbern GT. 5-speed g/box. Many other modifications. MoT, but needs work. Offers. Mogador 2521 (Surrey) evenings. (57878

JOWETT BRADFORD 1950 (CC model). For restoration. Spare engine, gearbox and misc. £40 o.n.o. Narborough (Leic.) 4395. (57017

TR5, 1969 (G). Overdrive, s/top, w/wheels, Signal Red. MoT. Ill-health forces sale of this rare model. Lavishly maintained (service records available). £595. Consider P/ex. of automatic Mini. Phone Norwich 610798 after 6 p.m. or w/ends. (57843

David Mulvaney Ltd.



JAGUAR E-TYPE

We are pleased to offer the famous ex-Sir Hugh Ropner 3.8 E-Type. The car was specially built with triple Weber carburettors, ZF 5 speed gearbox, Dunlop racing wheels and many other lightweight parts. During the last year the engine has been overhauled and now produces 300 bhp. Following the rebuild (which cost £1,100) the car was raced once at Oulton Park where it collected a class win. Eminently suitable as a racer but docile enough to make a sophisticated road car. **£3,650**



1961 LOTUS ELITE

Undoubtedly Colin Chapman's masterpiece, this particular example has been repainted and retrimmed and is now as nice an Elite as you will find. Substantially reduced at **£1,095**

We are also pleased to offer:-

MERCEDES 300 SL Gullwing, a rare opportunity to acquire one of the most sought after collectors' pieces of the post-war series. Recently repainted in metallic silver, now requires detail and cosmetic finishing to make perfect, we're offering this car on behalf of a client who is keen to sell and would therefore consider every sensible offer.

FERRARI 275 GTS convertible, finished in traditional Ferrari red with black interior, fitted with wire wheels, radio etc. Very few imported with right-hand drive and consequently quite rare today. **£3,950**

FERRARI 330 GT MK2 First registered in 1966, and fitted with single headlamp, and a five speed gearbox, finished in metallic blue with matching interior, right-hand drive, excellent throughout. **£1,395**

1969 AC 428 Frua convertible, pale metallic blue with contrasting dark blue interior, specification includes all usual goodies (i.e. chrome wire wheels, radio, automatic transmission etc.). New hood recently fitted. **£2,750**

DAIMLER SP250 We have one of the best examples around of these desira ble sports cars. Finished in Carmen red and fitted with rebuilt engine with competition cams, new gearbox, new chrome wire wheels and new whitewall radial tyres. Many engine parts chromed or polished. A fantastic eye catcher with bills for £700. **Offered at £1,495**

HEALEY SILVERSTONE Repainted in Roman purple with interior retrimmed to match. An excellent investment at **£2,350**

1964 AC COBRA with a good racing history. Fully sorted out in respect of brakes, suspension etc., heavy duty gearbox, tuned engine with Webers and normal manifolds. Lost of wheels and tyres. Hard and soft tops, fully trimmed interior and properly painted and finished. Eligible for and a potential winner of the Classic Car Championship. At **£5,950** including a spare racing engine, it's cheaper and better than most of the Cobras around.

SUNBEAM ALPINE Mk1 Nice, clean little car which is fast appreciating. First registered in 1954. Finished in red with black interior. **£695**

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ORMSKIRK, LANCASHIRE
TELEPHONE: ORMSKIRK (0695) 74963
Part exchanges, financing and all offers considered.

FOR SALE—continued

MG TDII RED. Mechanically and bodily overhauled, resprayed, rewired, rechromed, new tyres, battery, MoT Nov. '75. £1,050. Melksham 708389. (57954

BMW 2000 CS in Pacific blue. Similar in appearance to 3.0 CS, registered 1968. 60,000 miles and in first-class condition. £850 or exchange Mercedes 250/280 S or SE.—Bax, St. Juliot, Boscastle 225. (57953

DERBY BENTLEY 1934, 3½-litre sports saloon with all aluminium coachwork. Concours condition. Harkness, Drumdoch House, Stranraer, Wigtownshire, Scotland. (57951

SUNBEAM ALPINE V GT, 1968, hardtop, overdrive, radio, low mileage, taxed August £475. Long Sutton (Basingstoke) 247 evenings. (57955

TRIUMPH TR2 1955. Economical, good condition, brakes need attention. Must sell, £300 o.n.o. Dr. Hyde, Northampton 34700. (57956

LOTUS ELAN +2S 1969, "H", 35 m.p.g. 39,000 miles. Thoroughly serviced with new exhaust valves. An immaculate and standard car inside and out. £1,100 or very near offer. Telephone: Grateley 319. (57958

1959 LOTUS ELITE, MoT, new tyres, exhaust, resprayed, fantastic condition. Forced sale, £750 o.n.o. 01-398 3631. (57959

TVR VIXEN 1600 S3 1971. Silver Fox. Sunroof, alloys, 40,000 miles. Excellent condition. Trouble-free motoring. Baby has stopped ours! £995. Forth, Dronfield (0246) 417468. (57960

SP250 C SERIES. Hard top, soft top, tonneau. Many extras, full history, MoT July. Tel: Coalville 34665 (Leicester). (57970

1953 RILEY 1½ RME. Handsome and in very good order. Engine, clutch, gearbox overhauled. New roof, tyres, battery, etc. Best offer over £250. Write: Stone, 66 Southend, Bassingbourn, Cambs. (57971

TR6, 1972, L Reg. Overdrive, Damson. Cassette, radio, £1,150. Phone: Geoff, Exeter 70606 (office hours). (57973

MG-A ROADSTER 1958. One owner. Under 50,000 miles, MoT February 1976, new hood, side screens, £595. Ring: 01-402 5632. (57972

LANCIA FLAVIA 2000 Coupe, 1971. 39,000 miles, p.a.s., Webasto sunroof. White with black vinyl roof, red interior, XAS spare unused, Konis, stereo/cassette/radio. Excellent condition throughout. £1,250 o.n.o. Tel: Roger Holmes, Walton 28971 (day); Byfleet 45132 (evenings). (57974

BENTLEY 1924 3-litre Red Label. In bits in Surrey. Stripped but complete. All individual units (engine, g/box, axles, etc.) overhauled and themselves reassembled. Chassis, axles, wheels, etc. shotblasted and repainted. Individual units and body (open metal VDP type) ready for mating to chassis. (Axles/crankcase already fitted). New tyres, brake linings, battery. Screen replated. Upholstery renewed. Probably the find of the decade. Offers around £8,000 to Parker, Knowles House, Kentisbeare, Cullompton, acting for widowed owner. (57975

SILVER WRAITH for sale. Rare post vintage 1954 Rolls-Royce Automatic James Young touring limousine with electric division. Mint condition and usable. Phone: Cardiff 753661. (57050

SUNBEAM ALPINE Automatic 1965 Sports Convertible. Good mechanical condition. MoT £120 o.n.o. Hastings, Macclesfield 29167. (57952

COLLECTOR'S CAR: 1955 Daimler 104. Very fine condition. Taxed, etc. Offers around £700. Ring: Southend 43780 or 64016 (58032

1934 FORD Y8 Fordor. Original cloth upholstery. 45,000 miles from new, immaculate. £475. Horne Bay 61231. (58033

AUSTIN HEALEY 3000 Mk. III. July 1967. Meadow green with black trim. Only 32,700 miles from new. Magnificent example. Superb in every respect. £1,395. 01- (London) 452 0757. (58034

TRIUMPH GT 6 Mk. III. June 1972. Mileage under 8,000. White with black interior, overdrive, servo, perfect condition, Cadulac treated, undersealed. Many extras, taxed June. £1,075 o.n.o. Phone: 01-650 1063 after 6 p.m. (58031

1933 STANDARD 12 HP v.g.c. Original, spares, recon. mechanics, MoT. £300 o.n.o. Tel: Chelmsford (0245) 67074. (58018

BENTLEY MARK VI 1949 Saloon. Black and biscuit. Fairly good condition. MoT Sept. 1975. Offers. 01-946 2495 evenings. (58019

FROG-EYED SPRITE. Very good condition, enthusiast maintained, full MoT. £250 o.n.o. Tel: Stoke-on-Trent 88142. (58020

MG MIDGET 1972. Only 22,000 miles. Bronze and yellow, undersealed, 40 m.p.g. Fabulous car. £735. Welwyn 6746. (58022

LOTUS ELAN +2S 130 1971. 35,000 miles, recent tyres, outstanding condition. £1,395. Might p/ex. Welwyn 4113. (58023

ATTENTION E-TYPE FHC. late 1965 super example, black coachwork, sparkling CWW, radio, HRW, taxed, tested. Economical—26 m.p.g. £450. Part exchange possible. Sedlescombe 247 (Sussex). (58027

TVR 1600 M. 1973. Burgundy. Sunroof, heated rear window, 16,000 miles. Totally unmarked. Economical. Reluctant sale, £1,500. Phone: 021-704 1046. (58028

1937 2½ SS JAGUAR. 1936 Morris 8. 1947 Riley 1½. 1948 Riley 2½. Full details Tel: Perranporth 2508. (58029

MAGNIFICENT 1973 (June) Lancia Flavia Farina 2000 Coupe. 5-speed gearbox. 9,000 miles, one careful owner, radio. £1,595. Tel: 01-205 7898. (58030

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Largest selection in the Midlands.
Landrovers wanted, diesel preferred.
Finch Motors, Chesterfield 71612-4

FOR SALE—continued

WOLSELEY 4/44 1955. Black. Long MoT/tax. 2,000 miles since complete overhaul. Smart appearance. £175 o.n.o. Hatfield 69048. (57852

DAIMLER SP250, 1964., C spec. Superb. Metallic blue body with cream hard top, biscuit interior, soft top. New clutch, 5 new SP Sports. Beautiful example with proven economy. £825. Brighton 736059 (day) (57841

FOR SALE due to sudden death, a dismantled V8 Pilot (1949). Plus a spare engine and instruction book. Highest offer. Otford (Kent) 2329 (37839

LAMBORGHINI ESPADA, November 1973. RHD. One owner, 13,000 miles, M reg. Radio/cassette. Immaculate. Might p/ex. Cash price £6,950. East Horsley 4710 (57840

AUSTIN 12/4 ASCOT Saloon 1937. Fully restored and in excellent condition, together with extensive range of spare parts. £550. Ilford, Essex. 01-550 4139. (57850

BENTLEY MK VI 1950. Black/sand. Excellent restored condition. Mechanically, bodily superb, MoT, £1,250, Bournemouth 760800 (57842

1936 WOLSELEY 12/48 with rare coupe body. In running order and with full MoT. Needs little tidying to restore to mint condition. Previous purchaser's default therefore £200 o.n.o. Tel: Clandon (Surrey) 341. (57978

TRIUMPH SPITFIRE Mark IV. 1973. Emerald green. 20,000 miles. Radio, one owner. £925. Hempnall 550 (Norwich). (57977

1969 LOTUS CORTINA engine completely rebuilt, four new radial tyres. MoT. This immaculate road car can be purchased for £520 o.n.o. Phone: Brynmeurig 434 (Glamorgan) (57957

1930 TALBOT 90 as advertised last month is now ready for viewing. Unique offer. DHC. Genuine 41,000 miles. Completely restored. Many spares. Blyth (Northumberland) 5053. (57979

ROLLS-ROYCE Open Tourer 1923, 20 h.p. Barker replica, needs painting and finishing. Offers: Halifax 31475. (57981

AUSTIN 7 RACER 1934 approx. cigar-shaped body, extensively overhauled, but needs painting and finishing. Offers: Halifax 31475 (57981

UNIQUE OPPORTUNITY: 1969 Fiat 124 Sports Spyder. Damaged front end. 16,000 genuine miles. £350. N. Wales Deganwy 81192. (57982

1951 ARMSTRONG SIDDELEY Whiteley Saloon. Very good mechanics and interior. Body very sound but needs paint. Used daily, long test. £150. Tel: Sheffield 665625. (57943

1934 RAILTON DHC. Sound, but needs renovation, spare rolling chassis. £400. Phone: Colwall 241 for details. (57945

1949 DAIMLER four-seater drophead by Barker. Excellent bodywork and chrome, good original interior and sound mechanics. Only minor jobs left to make a beautiful example but must sell and so will accept the nearest offer to £400. Tel: Sheffield 665625. (57943

VGN 1. MERCEDES 300 petrol injection, Nov. 1958. Automatic. MoT January 1976. Ex-embassy car. £1,000 o.n.o. Phone: Littlehampton 5454 by day or night. Rustington 3726. (57946

ALVIS TA14 DHC 1949. Taxed. MoT. New hood, spares included. £500 o.n.o. Maidenhead 21767. (57949

FOR SALE—continued

ALLARD P SERIES Saloon 1951. Exceptional condition, original flat head. Mo'd Oct. '75. £1,100. Finance possible. 061-224 5878. (57892

ROVER P3. Rare coachbuilt DHC (circa 1949) importer 1963. Bought for restoration. Stored 3 years. Offers: Northwood (Middlesex) 22880. (57895

RG5 ATALANTA 1954. Sports racing 2-seater. Full enveloping bodywork similar C-type Jag, Hwm-Jag. In really excellent unsprint original condition. 2.6 twin-cam Aston engine, plus spare blockhead. Reoffered due to rubber cheque. £1,650 o.n.o. Birmingham 021-745 3576. (57896

1902 (DATED) 5 HP Oldsmobile curved dash veteran car. Completely restored and ready for the road. Reasonable offers to A. C. Simons, 78A London Rd., Chippenham, Wilts. Phone: Chippenham 2109. (57899

FORD-A TUDOR SEDAN 1928. Totally restored to concours condition £2,200. Chevrolet, 2 doors, 1928. Good condition, in daily use. £800. Both sold or exchange for distinguished vintage cars. Delivery in GB. Aggerbeck, Holstebrogade 2,2100 Copenhagen. (57925

ASTON MARTIN DB6 Vantage, 3 twin choke Webers, five-speed manual, electric tinted windows, sunshine roof, chrome wires, unmarked bodywork, dark red with black interior. £1,800. Hoddesdon 68465 evenings. (If Mr. Ashton the Australian who left £50 deposit on this car on January 5th still wants it contact me immediately. I cannot turn away buyers any longer.) (57900

FIAT SAMANTHA 1255 coupe 1970. J. Alloy wheels, radio, HRW, sunroof, five-speed. Excellent £700. Littlewick Green 3372. (57903

ALFA ROMEO ALFETTA late 1973. Dutch blue. Only 14,000 miles, fitted Blaupunkt radio, splendid condition, one driver. £1,850 o.n.o. Telephone Mildenhall 712098 business or Bury St. Edmunds 5050 home. (57904

MG-A 1600 MK. 2. DHC. Rebuilt last two years. MoT Dec. £350. Upwey (Dorset) 2656 (57914

MG YA SALOON. Good mechanics. Unused since £140 coachwork job. Requires interior renovation to complete restoration. Truly immaculate. Best offer over £200. Leysdown 468 (Kent) (57912

RILEY PATHFINDER 1956. One owner, 47,000 miles. Needs very little work for perfection. Interior as new. Original radio, £200. Horwich (Lancs) 692880. (57913

XK150 DROPHEAD. White with blue interior, wires, radio, new lined hood, long MoT, taxed, drive away for £850. An interesting sports/classic car possibly taken in part exchange. Skelmanthorpe 3971 (10 minutes M1 Junction 38). (57911

ROVER 80, 1959. Overdrive, very good condition, taxed and MoT. £130. Chester 311769 or 43059. (57901

DAIMLER SP 250B 1961. Dark blue, grey hood, many extras. Taxed, tested. £550. Brentwod (0277) 223566. (57899

1953 DAIMLER two-door Empress, all-aluminium Razor Edge body, 3-litre chassis very rare, only two made, electric windows, cocktail cabinets, exceptional condition. Recently re-cellulosed brown and beige, re-upholstered in beige hide. New headlining and carpets, extensive mechanical overhaul, stainless steel exhaust, taxed, MoT. £2,500 o.n.o. Tel: 01-373 7331 (57898

SIMCA 1204 SPECIAL K Reg. Taxed till Aug. One owner. £625 o.n.o. Tel: (Huntingdon) 0480 88424 evenings. (57906

MG-B 1970 (late). Bronze yellow. One private owner, low mileage. About £200 worth of extras including overdrive and wire wheels. Regularly serviced—receipts to prove it. Don't risk buying a "B" without seeing this one. £740. Pardoe, 4 Chelford Close, Penkridge, Stafford. Penkridge 2970. (57909

MG ZA MAGNETTE 1956. Recent brakes, clutch, QI lights, etc. Factory recon. MG-A engine. Body good, replacement sills, no dents but hand painted. Tax/MoT. 01-568 0416 (57888

TVR GOING CHEAP—marriage forces sale of the car photographed for TVR Brochure. "L" regd, one owner, metallic spice, HRW, Wolfrace wheels, sun roof. Must sell as new car being purchased which wife can drive. Save over £1,700 on new. Bargain at £1,450 including 12 months road tax. Phone: Bradford 29742 or Bingley 2320 after 8.00 p.m. (57889

JAGUAR XK150 3.4 FHC 1959. Recently extensively restored for famous sports personality. Blue, new natural hide interior and carpets, excellent chrome. Many extras with chrome wire wheels. £1,975. Lymington 5739 (Hants). (57891

TRIUMPH GLORIA, suitable spares or restoration. Riley 2½-litre RMF, sound but in need of repair. All offers considered. Telephone Powerstock (Dorset) 340 (57897

JENSEN HEALEY "L" registered. Radio, tonneau. This car is superb undoubtedly the best you will see for the price of £1,195 o.n.o. Low mileage. Private sale—but exchange will be considered. Phone: Stevenage 724504 (57884

SUNBEAM TALBOT 90 Mk. II-A Drophead Coupe. 1953. Mechanically and bodily restored, some interior work required to bring to concours. New MoT. Workshop manual included. Offers around £600 phone Lavington (038-081) 2388 evenings (57885

1922 HUMBER 7.9 Chummy 2-door open coachbuilt body, original owner guarantees 28,110 miles, mechanicaly sound, engine free, untaxed since 1934. Paint/interior need restoration. Best offer telephone (office hours) Adwick-le-Street 2509. (57886

FOR SALE—continued

1950 RILEY 2½-litre Roadster. Fold flat screen, centre change, reasonable order bodily. Goes well, much cheaper than last one advertised, £850 or possible p/ex. Culcheth (092 576) 2859 evenings. (57890

HEALEY SILVERSTONE. Very good order throughout, re-trimmed, re-painted. Must be one of the best. I think it's worth over £2,000, but will listen to any polite offers or suggestions of p/ex. Culcheth (092576) 2859 evenings. (57890

MG-A 1962. First offer over £300 secures my slightly used red coupe. Full MoT. Over £150 spent on comprehensive re-spray. Tel: South Benfleet 2544. (57887

TVR 3000M 1974. 12,00 miles. Yellow. Excellent condition, all extras. Phone Henry Horrocks, 051-236 9881 Ext. 25 weekdays/daytime; Clitheroe 22056 weekends. £1,950. (57910

TRIUMPH TR6. Red 1969 Roadster. Overdrive. Beautiful car in good condition. £600. Tel: Newcastle-on-Tyne 869250. (57846

NSU Ro80. June 1972. New engine, sunroof, aluminium wheels, tinted glass, 25,000 miles, £995 o.n.o. Bastow, Chapmanslade, BA13 4AS. Tel: Chapmanslade (037388) 462 (57848

DB5 CONVERTIBLE Superleggera 1964. One of only 125 made. 5-speed gearbox, Sundym, radio, electric windows, twin spots. £700 spent recent engine o/haul Astons. Bill available. Taxed end April. Connoisseur's snip £1,075. 01-387 2466 day, 01--485 1032 evenings (London). (57851

ROVER 10 (1928 model) Weyman fabric body, with fully opening swing back roof. Perfect condition, and almost 95 per cent original. £1,000. Farrell, Whitmore 680591 North Staffs. (57854

1936 ALVIS FIREBIRD DHC. Original and sound. Current MoT. £900. Taylor, 92, Bargates, Leominster. Tel: 2575 (evenings). (57856

TRIUMPH RENOWN 2-litre 1950. Elegant vehicle regularly maintained during 17 years with present owner. Bills for over £400 (including re-conditioned engine). Many excellent features, particularly the mechanics of this above average example of an appreciating marque. Make it an investment at £575 o.v.n.o. Telephone: 021-706 3043. (57859

1972 TR6 SPORTS soft top Saffron, 23,000 miles, radio, taxed, etc. New car expected. Must sell. Offers around £980. Tel: 061-434 1531 evenings or Poynton 6671 daytime. (57861

3.8 E-TYPE ROADSTER 1963. Red, white hood, chrome wire wheels. £300. Leeds (0532) 504870. (57863

BMW 2002 TII, "N" regd. 1973 model. US specification LHD, Polaris silver with black cloth. Sunroof, tinted glass, and (4) inertia belts, HRW. All UK taxes paid, genuine 19,000 miles. No rallies, races or prangs. Always BMW serviced. £1,950 for quick sale. Owner abroad. Harpenden 62101 (office) Offley 295. (57865

LOTUS EUROPA Twin cam 1972 John Player special finish. 18,000 miles, mint condition, stereo and radio. Marriage forces sale. £1,650 o.n.o. Sheffield 388446. (57864

DAIMLER 1955. All aluminium body. Razor Edge by Hooper, on 2½-litre chassis. Present owner 6 years. Taxed, MoT. Accept reasonable offer. Upminster 25157. (57862

XK150S, 1959. DHC. Dark blue, recent complete engine restoration, etc. Original tool kit, in beautiful original condition. £1,250. Dr. Scott, 14 Bowers Croft, Cambridge. Tel: 46968. (57860

MG-B GT. Mineral blue. 1967. Wires, overdrive, radio, radials, beautiful condition. £450 o.n.o. Telephone: Preston, Lancashire 725775 evenings (57858

1934 LANCIA AUGUSTA de luxe saloon, with sunshine roof, superb condition after expensive restoration. Livery economic performance for comfortable family PVT motoring. Spares no problem. £1,500 o.v.n.o. Ring 049 13 2237 (Oxon) evenings. (57857

GINETTA G15 April 1971. MoT. Spots. 2-speed wipers, electric washers. HRW. 45+ m.p.g., 33,000 miles. £650 o.n.o. Martin. Tel: 021-235 2747 (office hours). (57855

1929 Ford Model A Pick-up Truck
Left-hand drive. Whole vehicle in superb condition having been completely repainted, with varnished beech hand-made truck body. Runs perfectly.
£700, no offers.

Morris Cowley 1929 Saloon
Engine overhauled. Mechanics in good condition. Needs repainting and upholstery to put in *concours* condition.
£500, no offers.

SEDLESCOMBE SERVICE STATION
Tel.: SEDLESCOMBE 351
(Sussex)

FOR SALE—continued

1275 c.c. **SPRITE** "F" Regd. £285., Excellent throughout. Glacier white/black interior. Redditch 68516. (58014

TVR GRANTURA, MG-A engine, Weber carb. Kenlowe, wires, Cints, new headlining, carpets. Fast, economical, v.g.c. MoT. £250 o.v.n.o. Dover 204975 evenings. (58009

JAGUAR E-TYPE 4.2 FHC, May '67. 2 owners, 54,000 miles believed genuine. Gun metal grey/blue interior. Chrome wires, SP Sports, Konis, sunshine roof, HRW, MoT. Company car forces sale of this rare specimen, £895. Tel: 0424 420368. (58008

MG-B ROADSTER 1972. Overdrive, radio, headrests, servo brakes, underseal, new tyres. Beautiful condition, £975. Welwyn Garden City 24668. (58013

1935 ROLLS-ROYCE 20/25 Barker owner-driver sunshine saloon. Mechanics and upholstery good. Body and regulator need attention. Offers around £1,500. 061-485 2627 evenings (58015

ROLLS SILVER CLOUD I, Black with beige interior. 104,000 miles. New tyres, fine condition throughout. £2,200. Phone Ilkeston 5503. (58012

MG-B GT JULY '67. £485. Overdrive, wires, excellent coachwork and mechanics. Redditch 68516 (58014

COOPER S MARK III Standard. 45,000 miles. Taxed. MoT. £800. 061-624 4429 day; Glossop 5663 evenings/weekends (58017

LHD PORSCHE 914 2.0-litre. Aug. 1973. Yellow with Blaupunkt stereo/cassette. 16,000 miles and in exceptional condition. Max economy high-speed motoring—never less than 30 m.p.g. cruising at 80-90 m.p.h. Ring Stamford 4501/3112, 6-8 p.m. Flight Lieutenant Pook. (58016

1949 MG TC. Very good original condition, taxed and MoTd. Drive away—£975. Also 1939 Speed 25 Alvis four-door Cross and Ellis Tourer, needs restoration. Interesting past and registration No. £1,500. Phone: Otham 543 or write 1, Runwood Court, Langley, Nr. Maidstone. (58005

MERCEDES 250CE Coupe, 1971. Lady owner, 35,000 miles. Automatic. Radio. HRW. Tinted glass, etc. Beautiful condition. £2,750. Exchange considered. Solihull 3245. (58000

SUNBEAM-TALBOT Mk. II 1951. Excellent condition bodily and mechanically. 88,000 miles from new. Service history. Also rusty but fast 1957 Mk. III—both long MoT. £400 o.n.o. the pair or will separate Buckland, Godalming 5131 or 6584. (58002

FIAT 124 SPECIAL T, K reg. 27,000 m. White, MoT Aug. Radio, new tyres, immac. condition. £670. Ruislip 32511. (58004

AC 1951 2-LITRE, 4-seater open tourer, only 47 built, one lady owner over 20 years, offers around £500 or exchange Mini, cash adjustment. 01-462 4083 (evenings). (58006

JAGUAR XK150 Drophead. Excellent condition, new hood, wire wheels, high compression head. £895. Tel: 01-941 0798. (58007

JAGUAR MK. 7 1954. Two owners (one for last 20 years) 62,000 miles genuine. Extensive bodywork repairs and resprayed original grey. Very good condition. Garaged. 2 new spare tyres, MoT. Collector's car. £750. Tel: 0424 420368. (58008

DUTTON TYPE B. Unregisetered but running. Almost finished, most parts new, including o/d, full harness belts, loom alternator, tyres, full weather equipment and many more new parts. Swap for something around £600 WHY? or sell. Phone: East Goscote 3834 (STD 053368) after 6.30 p.m. (57976

ALFA ROMEO GTC 1600 L Reg. White drophead 2+2, five-speed box, renewed hood, carpets, paint. Rare car in excellent mechanical condition. £870. 01-828 6555 (office) Waters. (58003

MASERATI 350GT 1961. Vignale DHC. White, black hood and interior, wire wheels, recent engine rebuild, a good sound example. £990. Miles, The Paddock, Abbotts Ann, Andover. (0264 71 312). (58102

1968 MORGAN 4/4 2 seater. Wires, spots, bonnet strap. Very good tyres. Reconditioned Stage 2 engine, recent new gearbox, carburettors, dynamo, starter. Phone: Albury (Herts) 522 (evenings). (58095

LANCIA 2000LX Saloon, March 1971. 35,000 miles Maroon with ivory upholstery. Horizontally opposed flat four gives quiet, exciting and economical performance. A well-cherished and comfortable carriage equipped to tow a caravan. First offer over £900. Horsham 61728 (office); Newdigate 224 (home). (58094

SPITFIRE 1965. Red, hard and soft tops. MoT. Smart, lively and economical. £225. Staines 51107 evenings. (58093

RILEY GAMECOCK 1932, 9 h.p., 2-seater, complete rebuild, £1,200. Phone: Sunbury 88663. (58092

XK120 ROADSTER, 1950. Straight condition unused 5 years, needs repaint and detail (minor). Excellent chance to acquire now rare car at a sensible price. £1,450. Would take Lotus 7 or Elite in p/ex, plus around £1,000. Box 4674. (58111

ASTON MARTIN DB5 Volante. Excellent example of this rare model. Tinted windows, 5 speed. House forces sale of status symbol. Must be sold, hence best offer over £1,400. Burnley 0282 26582. (57983

SPORTS RACING Alfa Romeo, reputed ex Targa Florio car, fast, excellent condition. Alloy wheels, 2 seater, drophead, 1963/4, £295 o.n.o Telephone 01-286 6433 or 289 0838. (54674

FOR SALE—continued

MASERATI 3700 Sebring 1963. M rego. Italian red/tan interior. Wire wheels, good example. £1,150. Miles, The Paddock, Abbotts Ann, Andover (0264 71 312). (58102

ROVER 110 1963. Fitted overdrive, folding sunroof, recent MoT, bar, £195. Tel: Bristol 672654. (58096

RILEY 1½ RMA 1947. Low mileage. Original, engine overhauled. £450 or p/ex. DB4. Tel: 0732 58628. (58097

LINCOLN CONTINENTAL 1964. Real collector car, v.g.c. throughout, long MoT, taxed. Price £1,550 o.n.o. Box No. 4676. (58099

BARRACUDA RHD "K" reg. (1970). 3.5 c.c. 6-cylinder engine giving 23 m.p.g. Very stylish car in metallic blue, black interior. Push button radio. Exceptional condition throughout. 12 months MoT, one private owner from new. Owner emigrating £850 o.n.o. Tel: Hawarden (0244) 531646. (58077

ASTON MARTIN 1955. DB2/4 Mk. I 2.6-litre Vantage. Attractive, sound. Investment £550. Phone: Standish (Lancs.) 421614. (58079

LOTUS EUROPA SPECIAL Nov. 1972. Full JPS specification. Radio/cassette, electric aerial, alloys, tinted glass, new tyres, 25,000 miles, 32 m.p.g. Maintained regardless of expense. Immaculate. House purchase forces sale. View Bath or Oxford. £1,850 o.n.o. Telephone Harwell 411. (58080

SCIMITAR GTE September 1973. "M" registered Highland purple, black interior. Manual overdrive, 25,500 mls., radio/stereo Usual GTE extras. Excellent car. £2,200 o.n.o. Phone daytime Sheffield 22368; evenings Eckington (Derbys) 4494. (58078

JENSEN HEALEY 1973. White. V.g.c. Will consider p/ex. Phone either Walton-on-Thames 09322 22318 or Leeds 0532 684658. (58075

MG-C GT 1968. Blue, overdrive, HRW, wire wheels, radio, oil cooler, excellent condition. £580 o.n.o. Ring: 01-218 4475 (day) or Crowborough 61379 (night). (58074

ALFA ROMEO. Original lady owner selling 1971 GT1300 Junior. Blue/tan interior. Radio/cassette, electric aerial. 26,000 mls. only, 32 m.p.g. Service bills available. Taxed and tested Jan. '76. £1,100 o.n.o. Bourne End (Bucks) 20642, 6—8 p.m. or weekends. (58073

BENTLEY MK. 6 all-aluminium saloon by Freestone & Webb, 1949, 4¼-litre, full-flow engine. £1,150. Tel: Chrishall 539 (near Royston, Herts). (58072

MG-B ROADSTER, 1972. Teal blue. Overdrive, lady owner. £925 Telephone: Shaw (Lancs.) 45309. (58071

1972 TRIUMPH TR6. Immaculate condition. Genuine 1,800 miles. Damson, works hard top/soft top. Overdrive, Radiomobile, taxed until August. £1,300. Steer. Tel: Wedmore 712690 (58069

ULTIMATE MUSTANG. RHD. Convertible. White/black hood. 289 cu. in. with Gurney-Weslake "Indianapolis" conversion Alloy head, 4 barrel Holley, hot camshaft-Konis, automatic, power top/brakes. Shattering performance, used daily. £180 recent bills. £995. Tel: 01-393 4580. (58070

TRIUMPH GT6 Mk. 2, 1969. White/tan interior. One owner. 50,000 miles. Extras include overdrive, HRW, w/w, radio, occasional rear seat—which no longer accommodates large English setter and growing daughter. Good condition, bills require some attention. Year's MoT. £570 o.n.o. for quick sale. Dunsfold 542 (58067

MERCEDES 190 SL LHD. Hard/soft tops, new MoT, nice condition but scruffy front wings. £400 or exchange TR. 01-428 1076; 01-405 3411 Ext. 217. (22704

JAGUAR MK. II 3.4, October 1965. Mechanically good and having done 66,000 miles by present and only owner. Fitted with overdrive, heated rear window, radio. MoT one year, £350. John T. Whiteford, East Nemphlar, Lanark. Telephone 3150. (58064

ELVA COURIER 1961. Nice condition, MoT, etc. About £270. Hook Norton (Oxon) 323. (58089

ALFA ROMEO 2000 Spyder 1972. Low mileage. Yellow, black trim, p/b radio, electric aerial 5-speed gearbox, 120+ m.p.h. 25+ m.p.g. Beautiful, £1,750 o.n.o. East Horsley (Surrey) 3792. (58085

ROLLS-ROYCE Silver Cloud SI Drophead Coupe by H. J. Mulliner, 1959. Superb example of this very rare convertible. Offers around £9,000 please. 01-693 2063. (57987

'73 PORSCHE CARRERA RST, 15,000 miles, one owner, immaculate condition. Black leather seats, etc. Red paintwork, full service history available. AFN maintained. £6,250 o.n.o. Tel: 01-570 6036 evening; 01-568 0792 day. (58084

TRIUMPH GT6, 1972. "L" reg. Emerald, excellent condition. Overdrive, HRW, rear seat, 28,000 miles. Taxed Nov. £995 Grantham (Lincs.) 68130. (58083

FERRARI 365GT 2+2, May 1970. Silver grey black interior. Immaculate. Meticulously maintained and accident-free. Private sale. Tel: North Rode (Cheshire) 419. (58082

TR6. FRENCH BLUE, soft top, tonneau, overdrive, reg. April 1973, 27,000 miles. £12,000 o.n.o. Also Cooper "S" Feb. 1971 in Aqua, sunroof, radio, only 17,000 miles. Immaculate condition. Nearest offer to £975 secures. Phone: Kingsbridge 2089. (58081

DAIMLER DART SP2508. Blue. Body, trim, drive. Engine fair condition. Recent new steering box, Konis, differential. Stainless exhaust, manual. MoT. An investment. Offers. 01-229 9544. (22691

FOR SALE—continued

DINO SPYDER FIAT 2000. L reg. Mechanics rebuilt Ferrari-engined, Pininfarina designed 2+2 convertible. Stored 1 year. Just returned from Fiat (England). Offered at £1,050. Also Trident Venturer 1972. Full specification, white/black interior. Electric windows, wire wheels, radio. Immaculate. Offers: 01-445 0326. (57940

RELIANT SCIMITAR GTE. Registered November 1970. Nevada yellow. 65,000 miles recently passed MoT. No body damage. Good runner. £1,150 o.n.o. Box No. 4670. (58056

1966 JAGUAR "E" TYPE Roadster. Finished in silver grey, metallic. Not to be confused with the usual 9-year-old Jaguar. This extremely low mileage car is being sold with grave misgivings, therefore offers over £1,300 only will be considered and no time-wasters will be entertained. Trust 01-898 4215. (58066

PORSCHE 911T. Lux. 1972. White. 25,000 miles, electric windows, aerial, 8-track/radio, cloth seats, immaculate condition. £2,950 Tel: 01-500 7127, bus.. 01-508 6214. (58065

LANCIA APRILIA 1937. Needs attention. £200 o.n.o. Phone 01-952 0635, Edgware, Middx. (58088

DAIMLER MAJESTIC MAJOR 8063 PG (1963). A magnificent model. Superbly loedok after, very low mileage. Two-tone grey with luxurious interior. Walnut dash (like a flight deck). Armrests, picnic tables, soft green carpeting and upholstery, power steering, power brakes, automatic Holiday luggage disappears into a cavernous boot. Petrol is expensive, but the price is low at £395. Phone: Stockbridge 621 for test drive at Hermit Lodge, Stockbridge, Hampshire. Michael Watts. (58087

MORGAN PLUS 4, Reg. No. 71CYD (1958). Rebuild just completed and finished in Ivory. A beautiful bird which has a history (Engine 2138 c.c.). Fog, spot, radio. Regretably £1,250. Help with finance by introduction Viewing at Hermit Lodge, Stockbridge, Hampshire Telephone: Stockbridge 621, evenings and weekends. Philippa Watts. (58087

1958 MAY MG MAGNETTE. Varitone, dual green/black. No. 2 DNK. One owner for last 14 years. Original log book, MoT '76. Certified mileage since new 40,313. Price expected £350—£400 01-560 0271. (22693

TR4A 1966. White. Overdrive. Rust free body, interesting history. 35 m.p.g £550. Exchange WHY. Hemyock (Devon) 628. (58105

GREAT MOGGY +8, 1973. Low mileage, gorgeous green, all black interior—attractive white dashboard, bonnet strap, luggage carrier, rear bumper; very quick, very economical. £2,150 or any sensible offer. Ring 730 3350. (22692

SUPERCAR: DOLOMITE Sprint, N reg. Magenta/black. Overdrive. Under 5,000 miles, one owner, immaculate. Absolutely as new. Very reluctant sale, only £1,975 o.n.o. A saving of nearly £600 on list price (private sale) Tel: Macclesfield 28659. (58100

BENTLEY CONTINENTAL S2, 2-door by H. J. Mulliner. This car has had one owner from new and is a guaranteed low mileage specimen. Finished in Circassian blue with blue hide upholstery, it has been the subject of considerable restoration over the past 2 years and is now in concours condition. A full documented history is with the car along with original handbook and tools. £4,250. Phone for full details: Coventry (0203) 411712. (58068

1953 STANDARD VANGUARD Phase I. Only 46,000 and two owners from new. Original manuals, logbook. Dark green, metallic coachwork with beige leather interior. Taxed and MoT. Condition commensurate with mileage. £325 Stewart, Dunstable 64916. (57961

1950 MG TD, recently restored and in superb condition. Finished in Signal red. £1,550. 01-647 8309. (57962

ISO GRIFO 1967. Blue. Electric windows and aerial, mag. wheels. 55,000 miles. £1,950 or exchange Aston 4 or 6 + cash. Also Riley 2½ needs head gasket £95. (1951). Day Lancaster 60224, evening Hornet 21455. (57963

240 Z DATSUN 1973. Immaculate example finished in electric blue with black interior. Only 18,000 miles. Fitted with 5-speed gearbox, tinted glass, rear wiper, HRW, electric aerial. Just fully serviced and returning 24 m.p.g. £1,695. Phone: 01-437 3758 or Orpington 35341. (57989

PORSCHE'D VW 356A 1500 engine, gearbox, wheels, etc. Body—fine old '57 Beetle in original condition. (01) 352 4090 (58096

AUSTIN HEALEY 3000 October 1963. Overdrive, wire wheels. Immaculate condition with no rust. Metallic blue, new white hood and tonneau, rebuilt engine, re-trimmed, re-carpeted, new tyres, Sundym screen, luggage rack, Motolita, registration 445 PF. Taxed, MoT until September. £985. Pressman 01-640 5235 day; 01-393 9061 evening. (57964

ROLLS-ROYCE 20, 1933. Weyman fabric saloon. With attention and restoration this will be a very pretty car. Offers telephone Wells 73144. (57965

AUSTIN HEALEY 100/4 (BN1) 1956. Whilst not concours, car is basically very sound, other than failed big end. It has been completely rebuilt. Finished in blue. Offered complete with many spares, incl. complete exhaust system, g/box and o/d, half engine, etc. Car presently in S/W London, but ring evenings Huntingdon 74225 in first case. £350. (57968

FOR SALE—continued

1934 FRAZER NASH TT Replica. Original chassis and Meadows engine, 90% mechanical parts. Excellent basis for rebuild. Offers invited. Box No. 4666. (57966

MG-C BRG. Probably the last one registered (Aug. '76 J), plus over £700 in extras including Downton Stage 2, Minilite magnesium wheels, overdrive, Bermuda hard top, Blue Spot radio stereo cassette, tonneau, luggage rack, etc. undersealed and chassis injection. An investment at £725. 01-890 6515. (57994

BEAUTIFUL! FAST! 44 m.p.g.! Brand new clutch, cylinder head, carburetters! Superb Cinturatos! Leather seats! Only 30 left in country! Will never rust! MoT! £400 spent! Lotus Elite 1959! Yours for £750! 01-940 7182 (office), 01-546 3954 (home) now! (57985

1929 LEA FRANCIS Weymann Sportsmans Coupe. Very original example of this rare, elegant and practical vintage sports car. Extensively overhauled by professionals. 7 Lodge Drive, Hatfield (phone 63278), Herts (57986

GILBERN INVADER Mk. III. Maroon/tan upholstery. New overdrive just fitted, new clutch, new exhaust and tyres. All usual extras. £1,700 o.n.o. All bills available. Morgan considered p/ex. Cash either way. Exmouth 75208 (57984

BULLNOSE MORRIS COWLEY 1924 open 4 seater tourer. Mostly complete but rebuild required with some unused spares plus instruction book. Offers also 1953 Morris Oxford. Rowe, Claydons Farm, Stratford-on-Avon. (57993

LOTUS ELAN +25 130/4. 1972 L registered. Metallic lagoon blue with silverflake roof. Tinted glass, Turnolock radio, HRW. Fastidiously maintained and only 2 owners. Regretfully selling at only £1,795, p/ex possible. Tel: 061-773 2258. (57997

ALFA ROMEO 1750 Saloon 1971. Red. New clutch and flywheel carefully maintained, £795. Shelford (Cambs.) 3021. (57998

ASTON MARTIN DB6, December 1967. Automatic. Selectaride. Tankard gold. Chrome wheels, Motorola and electric aerial. Recently renovated and therefore in excellent condition, with or without registration number 222 TR £1,550 o.n.o. Phone: Wakefield 79014. (57990

MATRA SIMCA BAGHEERA, 14,000 mls. Silver, 30 m.p.g. £2,200. Phone 01-722 4946. (57996

AC ACE 2.6 RUDDSPEED Stage 5 This concours winner is probably the best in the world. Substantial offers are required for this superb sports car. Write for details to Box No. 4672 (58063

1973 LOTUS ELAN +2S 130/5, 17,000 miles. £2,000 Usual extras. Tel: Doncaster 56101. (58086

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BARKER 4-STR., 2½-litre aluminium drophead coupe, with 3-position hood. Recellulosed into pearl grey, rechromed, new hood, carpeting, etc.



2-SEATER ALUMINIUM ROADSTER. Recellulosed China white, rechromed, retrimmed, new hood, screens, tonneau; new interior, finished in blue.

A SUPERB ASTON MARTIN DB5

Chrome wires, 5-speed gearbox. Recellulosed metallic blue, rechromed. Recent clutch, exhausts, brakes. £1,095.

WANTED: Any open Daimler or well-kept Hooper Empress. Also, a 15 hp pre-War saloon.

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1970 **CAPRI 3000** Aubergine/gold coachline. Immaculate, regularly serviced. Stereo, radio. New battery/brake linings. Good tyres, Ford spoiler, 12 months MoT. £850 o.n.o. Tel: 0604 233202 after 6 p.m. (58001

1952 **LEA FRANCIS.** Alloy saloon. Low mileage. Nice original condition. Excellent mechanics. Long MoT. Tel: Macclesfield 24476, Cheshire. (57969

SCIMITAR GTE, July 1972. Unmarked Mexico red, black interior. New Dunlop SPs on chrome alloy wheels, HRW, Radiomobile, etc., etc. Genuine sale sacrifice £1,650 o.n.o. Nottingham 816354 or 284554. (57994

LANCIA 2000 HF COUPE 1972, 25,000 miles. Metallic gold, white upholstery, approx. 135 b.h.p., alloy wheels, p.a.s., radio + electric aerial, HRW, 5 speed g/box, £1,650 (o.n.o. for immediate sale). Ring evenings Huntingdon 74225. (57968

JAGUAR E-TYPE 2+2 V12 1973 in absolutely immaculate condition throughout. Service history available. Fitted with Radiomobile stereo 8. This car still looks and drives like new, £2,195 for quick sale. Part exchange considered. Ring 021-351 1962 evenings. (55204

SAAB 99, July 1972. 1850 c.c. One engineer owner from new. Only 21,000 miles covered. Superbly maintained and full service records supplied. A really excellent vehicle, £1,150 o.n.o. Telephone: 061-928 0275. (58104

ELAN +2 130/5 1973 M. Outstanding throughout, 35+ m.p.g., 20,000. Many extras, £1,795. P/exchange possible. Wheathampstead 2695 (Hertfordshire). (58107

WANTED

ROLLS-ROYCE PHANTOM III wanted to purchase by private collector. Full particulars to Box No. 4671. (58058

PHANTOM OR SILVER GHOST in good condition. Also required: SS, Lagonda or similar. Write with photograph (which will be returned) and all details including price to: Manuel Pestana, Apartado 1526, Vigo, Spain. (58060

WANTED: BUGATTI, Maserati, Alfa. Preference track/road racing, future H/VSCC/BOC events. Permanent home right vehicle. Consider running/rolling gear only. Still available (free) quantity 5/8 in. x 16 TPI vet/vin Austin taps. Also UNF. "Pinfield Lodge", Barntgreen, Birmingham 445/2551. (58061

URGENTLY REQUIRED privately: "Motor Sport", "Veteran and Vintage". Price and details please: Terry Wills, 1 The Paddocks, Thornbury, Bristol. (57717

BOOKS WANTED: "The Power to Fly"; "Silver Ghosts and Silver Dawn"; "Classic Car Profiles Volume 2" (old series). Tel: Woodward, Pembroke 3430. (57907

LOTUS ELAN FHC or Elan +2, '69-'72, in good condition. Private cash buyer. Please advise extras and price. Box No. 4669. (57948

LEFT HAND DRIVE sports car, under £1,200, good condition. Details to M. Bourke, 28 Robin Hill, Standish, Lancashire. (57947

LANCIA ENTHUSIAST wishes to purchase Flaminia Zagato. Full details and price please. All replies answered. Box No. 4669. (58021

COVENTRY CLIMAX FWA engine wanted. Any condition considered. Also De Dion, etc, for Lotus II. Bromsgrove 75552. (57944

TALBOT 105 SPARES or complete car needed. Especially a good chassis. Tanglewood Lodge, Common Rd., Stanmore, Middx. Tel: 01-950 1019. (57991

MORRIS COWLEY saloon wanted, pre 1931 model in good order offered loving home with Morris register member. P. Harris, 15 School Green, Shinfield, Reading, Berks. Tel: Reading 883833 evenings. (57942

WANTED URGENTLY: Set of original 16 in. alloy wire wheels by Dunlop (72-spoke) for C-type Jaguar. Your price paid. Box No. 4677. (57980

"MOTOR SPORTS" pre 1950 to complete collection. Also any interesting motoring books, magazines and paintings. Tel: 01-941 0798. (57986

ANY MORGAN three-wheeler spares. Will collect or pay postage. Bunn, Barns Lane, North Nibley, Dursley, Glos. 45314 (58011

LOTUS 7 S111 wanted. Would prefer rolling chassis or car without engine. Please state price and condition first letter. Photographs will be returned. S. J. Morris, D-3401 Diemarden, Klostergut 1, W. Germany. (57992

WANTED: Riley Brooklands, Sprite, Kestrel, WHY? Roesch Talbot, Bristol 403 also required. Details, photographs and price to Box 4546 (F56921

WIRE WHEELS for Volvo, gearchange for P1800 performance parts, WHY. 051-226 3693. (57700

DESPERATELY REQUIRED: Rear main bearing/clutch housing, MG Magnette BKN engine, also cylinder head Magna L2. Brown, 8 Higham Rd., Padiham. 0282-71629. (57736

AUSTIN 7, MG or similar early sports car required for private car collection. Any condition considered, in pieces or complete. Car will be cherished. Box 4661. (57757

WANTED: 1971 Triumph 2.5 PI Saloon with overdrive. Good condition. Ford, March 3502. (57714

WANTED URGENTLY: 1½-litre Blackburne engine or pistons, conrods, oil pump, etc. Also any information on a 1934 Invicta 4-door tourer. Phone: Flint (035 26) 2298. (56066

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1970 MONTEVERDI 375L, in white. Mileage guaranteed 14,600. Right-hand drive **£5,000**

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1958 ASTON MARTIN DB2/4 Mk. III, in B.R.G. **£1,450**

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1971 LANCIA 1300 Rallye 'S' coupe in carriage grey. Only 16,000 miles **£1,250**

1969 MG-C, in white with black factory hard-top, wire wheels. Low mileage **£595**

Telephone: GISBURN 576

WANTED—continued

TO ENABLE completion of AC Sociable cyclecar would some kind owner of similar allow me to photograph and measure? J. Norman, Bassells Farm, West Grinstead, Sussex. Partridge Green 710622. (57520

SUPER SPORTS Morgan circa 1935, must be pristine. Details, price to: Parris, Littledene, Speldhurst, Kent TN3 0JX. Phone: Langton (0892 86) 2148. (57533

BUGATTI WANTED by enthusiast. Also any Bugatti parts, catalogues, handbooks, Bugantics, etc. Box No. 4655. (57538

MG-C TRIPLE CARB conversion multibranch exhaust, alloy wheels, tuning parts, WHY. 1, Woodland Drive, Clayton-Le-Moors, Accrington. Accrington 31097. (57430

PRE-WAR MOTORING posters. Racing cars and motor-racing of special interest. Top prices paid for suitable material. Exchanges considered. Box No. 4637. (56559

BUGANTICS WANTED. Any of volume eleven or earlier. Some copies available for sale or exchange. Box No. 4636. (56561

WANTED ALVIS T/C 21/100 Drophead Coupe. Send pictures and price with description to: Roy C. Coffee Jr., c/o R. A. Cox, 109 Portland Road, Kingston upon Thames, Surrey. (56639

WANTED URGENTLY: New hood frame assembly for Healey 3000 Mk. 3. 01-940 5707 after 6 p.m. (56640

100% COMPLETE J2. Any condition, required urgently. Gardiner, Cromkill, Ballymena, Co. Antrim, Ballymena 3684. (22193

MAGNIFICENT monsters, rotten wrecks, surplus spares wanted by members worldwide. Details/price please: Vintage Transport Club, 14 Broadway, SW1. Tel: 01-834 9225. (19891

JAGUAR PARTS wanted, all models from about 1960 onwards, all parts of interest: engines, gearboxes, final drives, accessories, body shells, panels, seats, wheels, suspension or WHY? E-type, S-type, late Mk. 2, Mk 10, 420G, XJ6 of particular interest. Also complete cars suitable for wrecking. Also as above. Land Rovers Series 3. All replies answered. Box 234, GPO Brisbane, Queensland, Australia. (53205

LOW DISTINCTIVE registration number urgently wanted. 051-428 1517. Evenings preferred or write P.O. Box 5 Liverpool L25 6JS. (54348

OLD OPEN CAR wanted. Box No. 4580. (20811

XK120/140 for restoration. About £500 (running order preferred) Payer, 7032 Sindelfingen, Uhlandstr 24, W. Germany. (57396

WANTED: VINTAGE Lagonda, Alvis, Delage, or similar sports car. Good condition. 01-828 7449. (21402

WANTED: 1926 ROLL 20 rolling chassis, must be complete. Sensible price. Ring Harrogate 2029. (55653

WANTED: MORGAN Three-wheeler 55. Must be complete in good running order. Any offers will be very welcome. Rudolf Kratzenberg, 506 Steinenbruck, Frielinghausenerstr 41, West Germany. (21818

CHAIN DRIVE CHASSIS of large capacity wanted, cracked or blown up engine considered. Steer, Old Slaughterhouse, Aldeburgh, Suffolk. (56480

MERCEDES WANTED '52 to '60 220 or 300 Coupe or Convertible. No rust outs please. Also need new fenders and trim for '56 to '60 220S/SE Coupe. Send picturns and full description to Box 4641. (57889

WANTED FOR 1910 Hupmobile. Urgently required: rear axle complete, rear spring, radiator cap, brass hub covers, carburettor, gearbox to prop coupling, speedo and fittings to front wheel. Also wanted: SSI, any condition for rebuild. Saloon or tourer. Write or phone: J. Smith, Hill Ford Farm, Coughton, Alcester, Warks. Phone: Alcester 2686. (56920

WANTED FOR DB5: Chrome wire wheels, complete exhaust and manifold, rear bumper. Simdym windscreen. Must be like new. Formby 72483 (Lancs.) (57035

PRE-WAR OPEN SPORTS CAR, original condition. Suitable for VSCC events. Phone Bolton (Lancs.) 53325. (57022

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1972	**BMW 2500,** Auto. P.A.S.	**£2,295**
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1973	**Rover 3.5** coupe..	**£1,995**
1970	**Mercedes 250/8,** Auto. P.A.S.	**£1,695**
1974 (N)	**Datsun 240K GT.** 900 miles only	**£1,895**
1972	**Rover 3.5** coupe 2	**£1,695**
1972	**Audi** coupe, Manual	**£1,595**
1972	**Rover 3500,** Auto. P.A.S. (2)	**£1,495**
1968	**Mercedes 280 SE.** Electric windows	**£1,495**
1972	**Rover 2000,** Auto.	**£1,495**
1973	**Rover 2000,** Manual	**£1,495**
1972 (L)	**Ford Escort RS1600.** Many extras	**£1,495**
1969	**(series) Jaguar 'E' d.h.c.** Exceptional	**£1,295**

WANTED—continued

WANTED: TR3 OR 3A. Must be genuinely excellent throughout. Please, please no rusty horrors. Phone: Bramley 3727 Surrey. (57019

WANTED PRIVATELY: Rolls 20 or 20/25 in reasonable condition. Box No. 4648. (57203

MODEL T FORD 4 seat Tourer. 1920-27. Must be original and concours condition. Good price paid for excellent specimen. Tel: Standeford 790079. (57213

PRE-WAR BENTLEY: 3½ or 4½ saloon in exceptional condition and with history. Preferably aluminium. H. J. Mulliner first choice. Box No. 4650. (57313

FERRARI DINO SPYDER, low mileage, immediate cash. Have a TR6 1971 (K) for exchange. Telephone: S. Smith, Woburn Sands (0908) 582911. (57314

MOTOR BOOKS, Un Siecle de Carrosserie Francaise, L'Art et L'Automobile, Omnia, La Vie Automobile. Any books, etc., on French vintage cars. 44 York Road, Cheam, Surrey. 01-642 7808. (57123

JAGUAR E-TYPE Series 1, 4.2 Roadster, wanted. Must be in mint condition. I repeat, mint condition. Immediate cash available for right car. Please phone or write with full details including price required. Tel: Hertford 54369, or write: Morris, 33 Valeside, Hertford, Herts. (57135

LEA FRANCIS 14 h.p. or 18 h.p. Sports wanted, or possibly 18 h.p. saloon, 1947 onwards. Must be original and A1 condition. Absolutely no dealers. Returning UK Easter. Write giving details and photograph to: P. Varrow, 8025 Unterhaching, Goerdeterstrasse 24, West Germany. (579431

SPITFIRES/SPRIDGETS urgently wanted for cash or part exchange. Boughton (022-775) 223. (22494

BENTLEY OR ROLLS Station Wagon. Good condition essential. Fox & Gibbons, 7 Grafton Street, London, W1X 4HB. (57345

WANTED: ELAN in good condition S4. £800 cash for right car. D/H, SE preferred. Ring: 01-359 3057. (57339

WANTED: TVR 2500/2500 M. Preferably N.W./Lancs. area. Price and full details to Box No. 4662. (57740

WANTED: MG TA, TC, TD, TF or any pre-1939 model either in outstanding condition or suitable for restoration. Price up to about £2,000. Please phone 01-521 0520 day. (57597

WANTED: JOWETT before 1930. Anything considered. Please write to Box 4663. (57691

4.50 x 18 TYRE wanted to get vintage car on the road. Please ring Ancaster (Lincs.) 520. (57685

WANTED: LOTUS ELAN S4 S/E Dronhead coupe, year 1968—1970. Phone: Emsworth (Hants) 5039. (57325

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MASERATI 3500GT, 1960 (LHD). 40,000 m. only. Excellent, but damaged o/s/f. **£485**
(*If enough enquiries for parts would dismantle.*)

BMW 503, 1956, 3½-litre V8 saloon. Rare car. Sound but requires work. LHD **£225**

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"MONGREL". Alias Austin-Healey-Lenham-Ford f.h.c. 1,500 c.c. Twin SUs, wire wheels, plus extras **£225**

HEALEY. Complete body (ex Chassis No. C.1952), Tickford, May 1951 **£75**

SINGER Hunter, 1955. Last of the real o.h.c. Singers. Goes well. Worth preserving **£50**

SPARES

1926 Morris front and rear axles, c/w wheels, 3-stud fixing **£35**
XK140 "C"-Type engine, box **£250**
Few other parts: Axle, bonnet, boot, windows, etc.
Healey 100/4 rear axle c/w drums, k.o. hubs.

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Mornings only.

WANTED—continued

JAGUAR WANTED, 2.4 Saloon. Manual. O/drive, in good condition with MoT. About £175 Northampton 51851. (57935

WANTED SPARES for MG J2, particularly complete engine, propshaft, tonneau cover, etc. Also wanted: PA pistons, 40 Little Tixhall Lane, Great Haywood, Stafford. (57893

URGENTLY REQUIRED: Smiths 8-day clock, for Rolls-Royce, James Young Phantom V and tools. 01-658 1005. Write Box 4621. (56058

BENTLEY SI, consider SCI, cash, no exchange. Grove Cottage, Shelley's Lane, Knockholt, Sevenoaks, Kent. Knockholt 3030. (57713

ADAMS PROBE 16 or 2001 required by collector. Also Nova or other advanced designs. Tel: 01-580 3826 (day), 01-636 7299 (evenings), Harting 282 (weekends). (58114

INVICTA 'S' TYPE 4½-litre required. Tel: 01-580 3826 (day), 01-636 7299 (evenings), Harting 282 (weekends). (58114

RANGE ROVER + £1,000 for my Silver Cloud I, 1957. P.a.s. Sand over table. History. Tel: 01-727 4571. (58113

WANTED URGENTLY — cash waiting Aston Martin DB4, DB5 or DB6 (Shootbrake preferred). Must be in mint cond. Would cons. left hand drive. Please send details and photograph is possible. Box No. 4675. (58103

MISCELLANEOUS

GASKETS for following: Vintage and PVT, Bamga, Wolseley Hornet, Erskine, Humber, Singer, Fiat, Clyno, SS 1½, Jaguar, Standard. Please give No. or drawing if possible. SAE. Overseas enquiries welcomed. 56 Jessica Avenue, Verwood, Dorset, UK. (58026

BENTLEY 3½, 1935, complete except for engine. Park Ward all aluminium coachwork. Suitable for spares or restoration. £575. Also breaking Bentley Mark VI. Telephone Great Bardfield (Essex) 604 (day) and 669 (evenings). (57995

STEYR-DAIMLER-PUCH owners anywhere interested in forming Register/Club contact: Beresford, "Primrose Cottage", Ewhurst, Surrey. (Ewhurst 668). (58024

1930 MORRIS COWLEY car manual. Offers: Ewhurst 668. (58024

1953 JAGUAR 3.4. Engine, gearbox, overdrive—complete working unit in good condition with carbs, dynamo, starter, etc. Sensible offers. Harvington 385. (58010

LANCIA ZAGATO SPARES. 1300, 1972, dismantling, most parts, including rear body shell. Also Jaguar E-type 2+2 rear door, engine, suspensions, diff, chrome wires. 078137 3764 (Staffs.). (58025

MISCELLANEOUS—continued

SPARES AVAILABLE from crashed E-type, BMW 2002 Tii, BMW 3.0 Si, Jensen interceptor, MG-B GT. Also new heated/tinted interceptor tailgate glass. Carriage anywhere arranged. Phone Southport (0704) 40047 day; 78254 night. (57879

WANTED: 5 19 in. wall-base wheels (fitting 57 mm. splined hubs) taking 19 x 3.50 covers; alternatively rims only. Watford 22634 evenings/weekends. (57845

PAIR BULLNOSE Morris headlamps. MG J2 rolling chassis. Riley Monaco, rough but restorable. Velocette LE motorcycle. Phone 0782 561715. (57853

SPRING JAGUAR DAY, National Motor Museum, Beaulieu, Sunday May 18th. All Jaguar and SS owners welcome to this informal gathering, which incorporates the Mk. VII/VIII/IX Register Rally. Organised by Area Nine of the Jaguar Drivers' Club. Norfolk Hotel, Harrington Road, London SW7. (57905

ROLLS-ROYCE 700 x 21 wheels, 6 off, in good order, 4 early P1, 2 late P1 or early PII. Phone: Kempsford (028581) 453 or 242. (57894

HANDBOOKS: Austin 7 1936 £4; De Dion model CR £5, Jaguar "E" model incorporating cigarette lighter £5. "Boa-constrictor" horn (not snakes head) £50. Brooklands/Donington programmes £4 each. PI Rolls Watford clock, winder cog damaged £20. XK120 manual £4. Automobile Year 1962 £4. St. Christopher silver medal with Edwardian sports car on reverse £4. "Old Things", 6 Kirkgate, Knaresboro. Tel: 5994/5998 (57679

CARBURETTERS: Assorted SU types for enthusiasts covering vehicles from 1935 to 1946. Also comprehensive stocks of current SU, Zenith, CD, and Weber carburetters and spares. Enquire: Special Components Ltd., 60 Leslie Park Road, Croydon, Surrey. 01-654 8977. (57677

XK120 GRILLE £50. No offers. XK150 rear bumper, new, £20. XK140 bonnet badge, £5. 021-745 3576. (57755

MOTOR SPORT: 25 copies 1947-49. 1950-1965 less 3 copies. Competition Car, 10 copies. £55 Buyer collects. "The Shiralee", Yattendon Rd., Horley. Tel: 3135. (57752

JAGUAR SPARES: Following new, unused —Dunlop RS5 6.70 x 15 tyres £12 each. Pair E-type S2 rear bumpers £16. Main silencer £10. Mk. 7 M/8 water pump £5. Mk. 7/8/9 various chrome and hoses. Mk. V valves £1 each. XK120 early decoke set £3.50. Mk. 2 overdrive unit £20. 01-858 4638. (57726

VOLVO B18 GEARBOX, low mileage, tyres, engine parts. 051-226 3693. (57700

MOTOR SPORT 1961/'74 complete, good condition. Also 43 copies 1956/60. Offers: Atkinson, 12 Whitechapel Road, Cleckheaton, West Yorkshire. (57696

NEW BORRANI wire wheels, 15 in. x 8 in. rims. £18 each. Phone 01-351 1900. (57682

PAIR ASTON MARTIN Ulster front mudguards, pair International/Le Mans rear mudguards. Offers: Watford 22634 evenings/weekend. (57596

AUSTIN TEN Drivers' Club. 10-28 h.p. Austins 1931-1939 AGM at Bromley Court Hotel, Bromley, Kent, 15th March, 2 p.m. (57670

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WELDING OF CAST IRON, aluminium, stainless, copper, brass, etc. Repairs to cylinder heads, blocks and castings of all types, plus full machining facilities for inserting valve seats to any vintage head. Ralph Allen Eng., Brundall, Norwich. Tel: (0603) 713769. (22660

BROOKLANDS AEROSCREENS—precision engineered, highest quality. Only £7.50 + 50p P&P. BCL Associates, 18 Rosehill Road, London, SW18. (57716

FIVE WHEELS with hubcaps from 1966 Daimler Majestic. Two new tyres, rest good. £30. Wantage 2317. (57144

LOTUS ELITE front and rear bumpers in metal as original. For details: Fibreglass Services, Chichester 86265. (54745

VINTAGE CAR TYRES. Six Dunlop 700 x 23 tyres, screw on spoked wheels, £50. Tel: Leicester 675333. (57142

MOTOR SPORT, 153 copies '56-70. Good condition. Best offer secures. Many similar. Cowes 6150 evenings. (57212

BENTLEY 4½-LITRE S/C prize-winning 1/12 scale model. Fabulous detail includes opening bonnet with working straps, engine with ignition leads; body detail includes soft tonneau cover, instruments, replica coconut mats, even licence holder. Model has glass case and varnished plinth with brass plaques. Photo for genuine enquiry. £60 o.n.o. Stiell, Orotava, W. Byfleet, Surrey. Byfleet 41568. (57339

ROYAL FLYING CORPS heavy cast car badge, 9 in. span for sale. Offers. Graham, 21 Compton Street, Eastbourne, Sussex. (57333

DAVID BLACK TRANSPORT for car transportation anywhere. Express service. Tel: Newington (Kent) 842726. (57414

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MISCELLANEOUS—continued

JAGUAR E-TYPE Roadster seats, new, black, £40 the pair; also complete set new door seal rubbers, £15. Telephone Great Bardfield (Essex) 604. (56881

BENTLEY 3-LITRE BEZEL switch/ammeter and clock for sale or exchange for Phantom 1 speedo. Telephone Great Bardfield (Essex) 604. (56881

UNF BOLTS and sets, (most plated Hi hex head) ¼ in. & 5/16 in. dia. ½ in.—2 in. long. 100 assorted £2.50p p.pd. Nuts: 75p per 100 extra. BSF with nuts. 3/16 in. —⅜ in. dia. ½ in.—2½ in. long. 200 assorted. £4.50p p.d. Mixed UNF/UNC/BSF bolts, nuts, washers, pins, s-tap screws, etc. ⅛ in.—⅜ in. dia. ¼ in.—3 in. long. 7 lbs. (900—1,000 pieces). £3.50p p.pd. E. A. Clare, 25A Lenton Road, Nottingham. (56924

1924 27 RILEY 10.8, 11.9, SV spares: Recon. eng. 11.9 dismantled. Crank rods 10.8. Crankcase, gearbox 10.8 (fair). Block 10.8. 2 heads, one Recardo, 3 manifolds, 1 carb, steering col. ex-Redwinger (no wheel). Complete rear axle diff. ex-Redwinger (10.8 or 11.9). Radiator, good, 11.9. Gearbox 10.8 (Redwinger). Time covers, 3 rear drums, lamps, wheel nuts, etc. Tel: Mr. Shenratt, Bollington 74503. (57423

AUSTIN 7 early thirties. Tidy and running. Mr. I. Rosander, Vallvagen. 8, 29200 Karlshamn, Sweden. (57558

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MG TC. Set of five 15 in. wheels with Dunlop racing tyres, high compression competition big valve head. Also competition lightweight inlet exhaust manifold. Spare T/C chassis. To exchange for Standard components including front wings. Tel: Brailsford 565. (57526

LOTUS ELEVEN: Pair front discs, caliper mounting brackets and calipers (complete). All brand new. £75 lot, might split. 021-745 3576. (57443

STATIONARY ENGINE Collectors monthly magazine offers adverts, spares, articles, histories, etc. Large SAE details, Lodge Wood Farm, Hawkeridge, Westbury, Wilts. (57444

NEGATIVES OF BUS and Coach based vehicles required. Details to Mervyn C. Askew, 72 Church Road, Willington, Bedford. Tel: Cardington 409. (57438

JOWETT CAR CLUB: Magazine, advice, meetings. For details write to the Secretary, A. A. R. Pluckrose, M.S., The Briars, Castledon Rd., Downham, Billericay, Essex. (57577

ROLLOVER BAR, Ford Escort, new FIA full cage, Alcy bar £30. Collect Liverpool. John Walsby. 051-709 8423. (57600

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I AM SELLING some of my spares for the following pre and post-war cars: Alfa Romeo, MGs, L and K1, Talbot 110, 75, Jaguar SS1, two and half litre, XK, D-type. These include some complete cars for restoration, also chassis, engines, steering wheels, bodies and most parts. Exchange welcome. Telephone: Guildford 66128. (22141

MISCELLANEOUS—continued

EARLY FLYING MACHINES and historic road vehicles are on view 10-5 every day at the Shuttleworth Collection, Old Warden Aerodrome just off the A1 near Biggleswade, Beds. Next flying day April 27th. (56603

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MG MAGNETTE ZA 1955. One owner, genuine 58,000 miles, MoT, taxed Sept. Belts, flashers fitted, £295. Southampton 774206 or 69097. (56643

ALL TR OWNERS are invited to take advantage of the TR Register. Many, many spares available for all models, local and national meetings, newsletters, technical advice, you name it. Costs only £3 yearly. US $10. Can 1,250 members worldwide be wrong? Find out from Terry Simpson, 44 Tresdale Parc, Connor Downs, Hayle, Cornwall. (56642

VINTAGE HEAVY roadworks compressor unit (2 tons wt.). Used with airhammers, etc. Powered by mid-1920s Morris Commercial engine. Broom Wade compressor (1945). Not much restoration needed. £100. Wantage 2317. (56641

"MOTOR SPORT" June 1964 to June 1974 (2 missing). Also January to June 1963. Offers. R. B. Sharpe, "Woodcote", Bedford Rd., Northill, Beds., SG189AH, or telephone evenings Northill 339. (56638

MOTOR SPORT 1958 to 1974 inclusive (5 copies missing). Offers: Lincoln 50960 evenings (56917

MAGAZINES, books, handbooks, manuals, 1899—1974. SAE for list. Autojumble, Craft Farm, Norwood Green, Halifax 0274 670593. (53184

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MISCELLANEOUS—continued

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SS/JAGUAR SPARES: SS100 2½ engine (ex-FUM 855), gearboxes, etc. P100 headlamp glasses, new altos, QKs (SS100). Tanglewood Lodge, Common Rd., Stanmore, Middx. 01-950 1019. (57991

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MASERATI CLUB for owners and enthusiasts of the marque—details from The Treasurer, Miles, The Paddock, Abbotts Ann, Andover SP11 7NT. (58091

LOTUS ELEVEN—front and rear alloy body sections. Poor condition. £60. Grays Thurrock 5013. (58090

PRIVATE COLLECTOR of several very distinctive/low registration numbers all on living vehicles wishes to dispose of same at aproximately £750 each—please state your personal requirements. No dealers please. Box No. 4673. (58062

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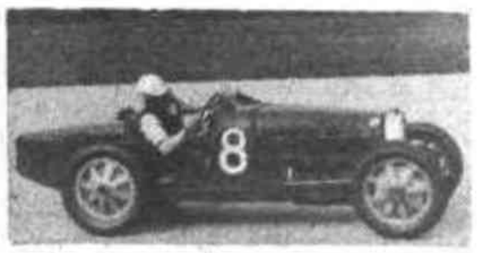
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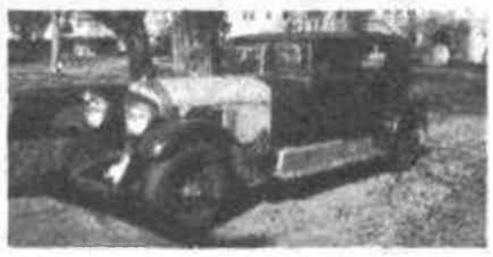
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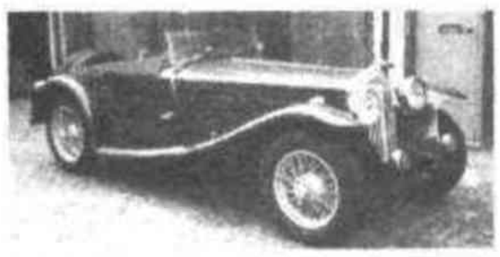
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1936 AC 16/80 competition 2-seater, a one-owner car restored to mint condition.



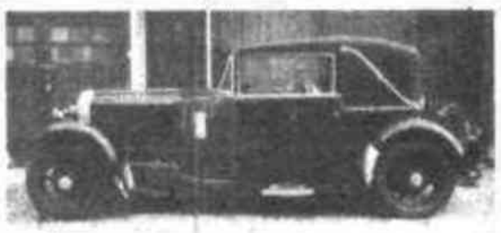
"NANNETTE" well known 1925 Brooklands car built and raced by Felix Scriven.



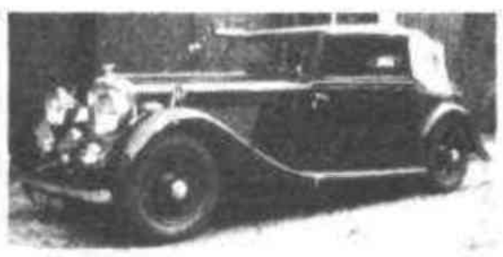
1927 ROLLS-ROYCE 20 sedanca cabriolet by Barker, recently restored to a good standard.



1925 BENTLEY 3-litre speed model, 2-seater with attractive coachwork by Corsica.



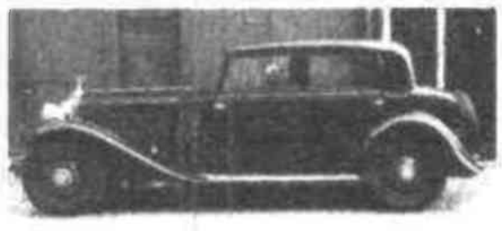
1930 ROLLS-ROYCE 20/25 drophead coupe by Harrington, full coachwork restoration, excellent chassis.



1936 BENTLEY 4¼-litre drophead coupe by Park Ward finished in maroon with black leather interior, recent restoration.



1927 VAUXHALL OE 30/98 Velox 4-seater tourer, 2,000 miles since major mechanical overhaul. Zeiss headlamps available.



1933 ROLLS-ROYCE 20/25 sports saloon by Hooper, full history, exceptionally attractive small Rolls.

1928 BENTLEY 4½-litre with dickey.
1924 AC 12 horse-power "Empire" 2-seater, restored.
1953 BENTLEY "R"-type saloon, synchromesh 78,000 miles.
1936 BENTLEY 4¼-litre sports saloon by Park Ward.

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I must apologise to those who have already read my current ad. in "Thoroughbred & Classic Car", but the important news to tell you this month is that I shall be part-sponsoring a small collection of sports/racing cars in Vintage, Historic & Post-Historic Racing events during 1975. At this time, I'm not exactly sure which vehicles we'll be fielding, but certainly the actual **Le Mans-winning Aston Martin DBR1** will be one for the **JCB** Championship, with an **Alfa Romeo Tipo 33** for Group 4 Post Historic (this car rarely seen in the UK), a **Cooper-Bristol** for Prescott, etc., and something for the 'Classic Car Championship". All these are owned and will be driven by **Christopher Stewart**, but maybe I'll also put something like my own **Frazer Nash Targa Florio** in for fun (if not sold by then!), or my **Ginetta G10** (found at last). So watch for 'NOSTALGIA' stickers at meetings featuring such races — the first one will probably be the Jaguar Drivers' Club fixture at Silverstone on March 22nd. Please come over and chat, I shall only be watching — not racing! (I did, however, once win the 1965 A40 Northolt By-Pass Grand Prix de Ruislip in an MG-A Twin Cam.) Just look for a jacket ostentatiously festooned with 'Cobra' badges, in an XK Jaguar sporting a super-distinctive registration number; and wish us luck!

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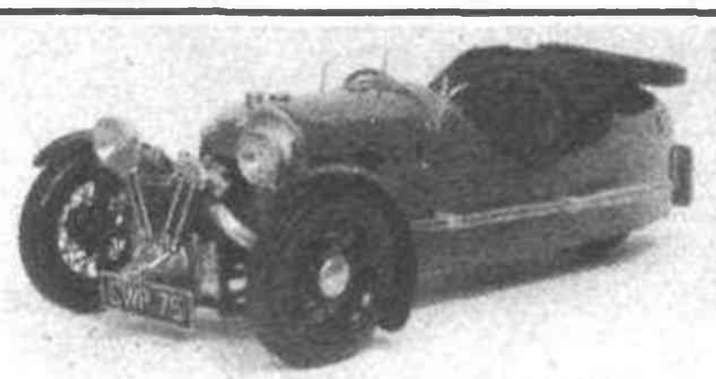
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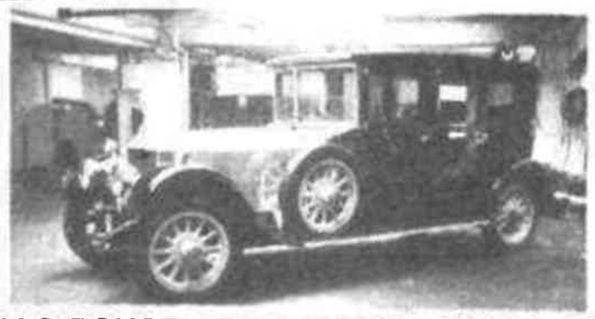


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1929 W. O. BENTLEY 4½ 4-seater open touring car with 2-door 30's Vanden Plas coachwork, very sound and extremely original trim, with hood and side-curtains; body finished in racing green with silver wheels, fold-flat screen, etc. Mechanically very good and extremely potent. A nice usable example realistically priced.

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ROLLS-ROYCE 1962 Silver Cloud II standard 4-door sports saloon. This two-owner specimen, with a recorded mileage of only 51,000, is superbly finished in deep burgundy with virtually unmarked beige trim and carpeting, fitted with all the usual refinements including individual front seating, electric windows and aerial. The very last of the series and probably the nicest example currently available.



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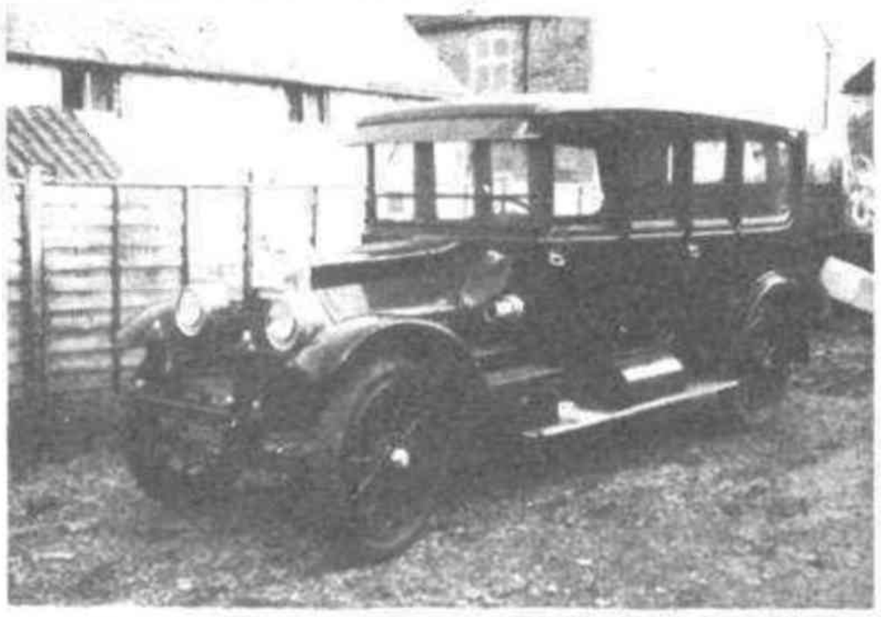
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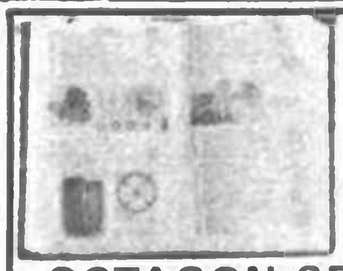
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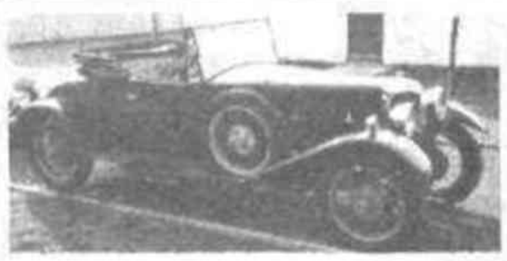
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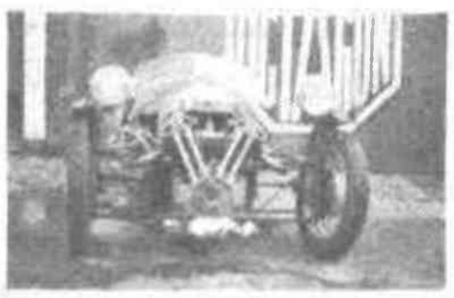
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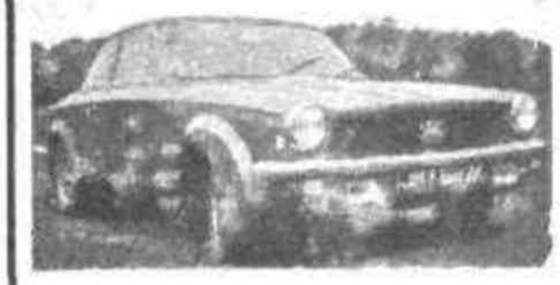
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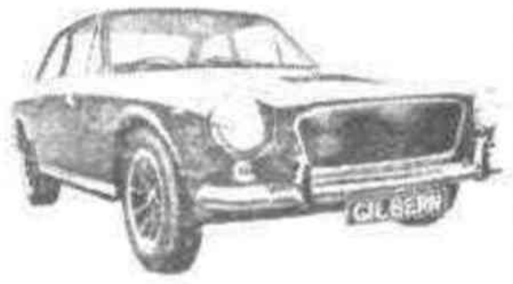
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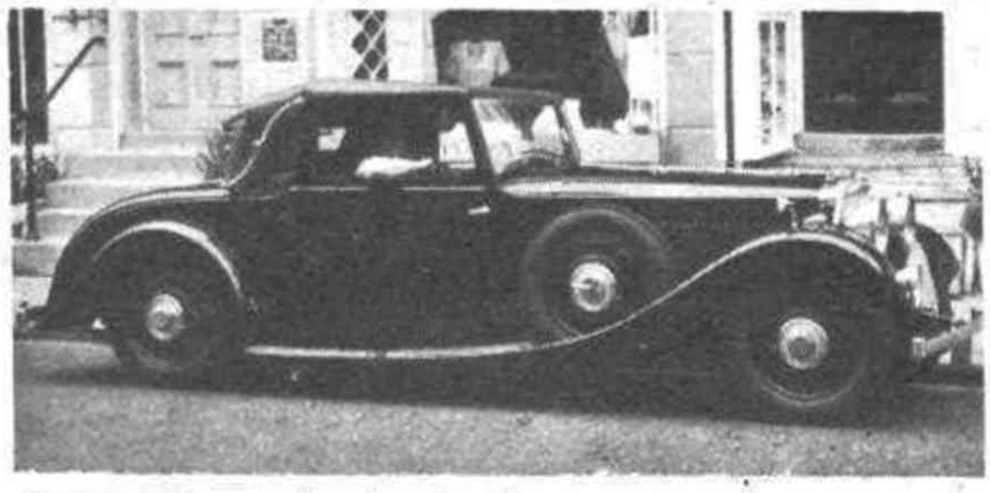
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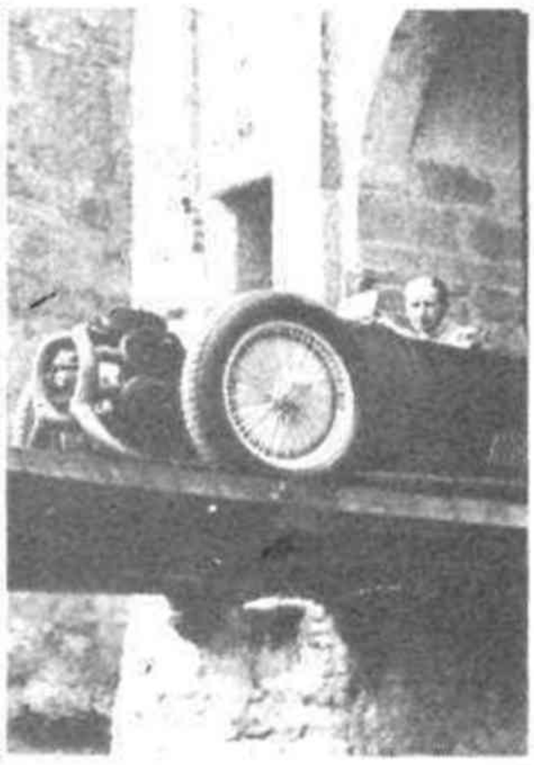
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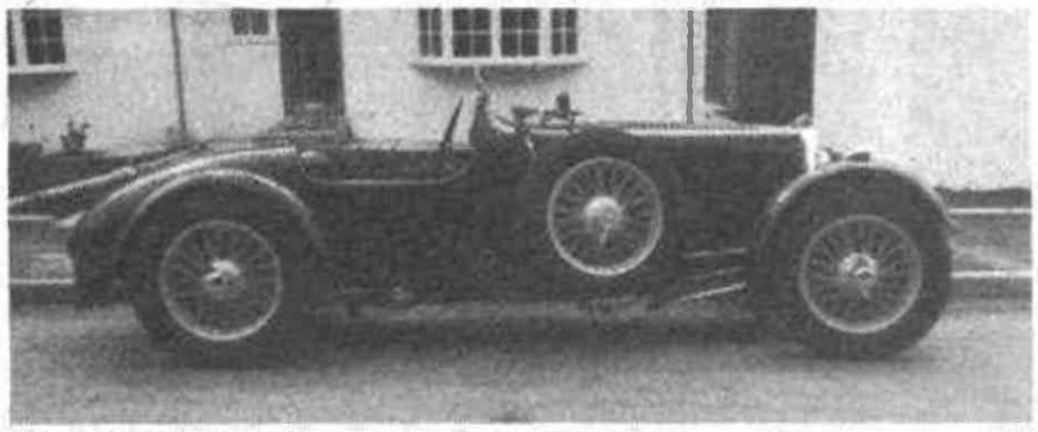
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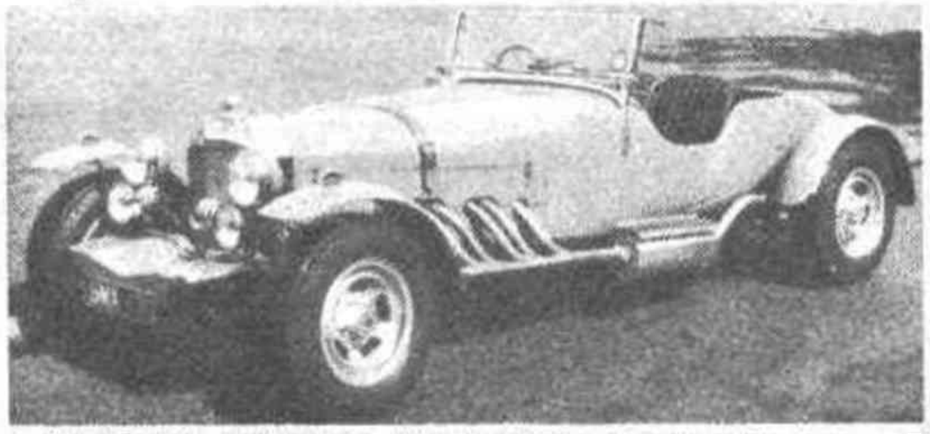
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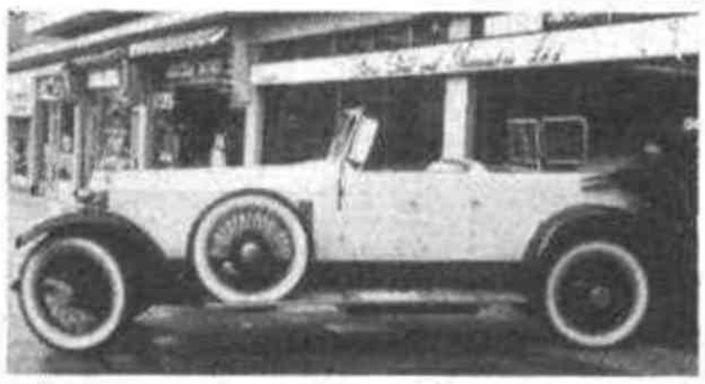
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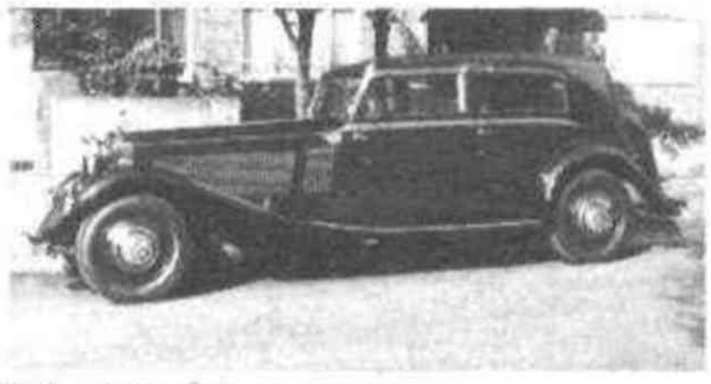


1965 ROLLS-ROYCE Silver Cloud III two-door saloon by H. J. Mulliner/Park Ward. Coachwork in white with black hide interior and black carpets. Red lambswool over rugs, stereo. Three owners, 77,000 miles.

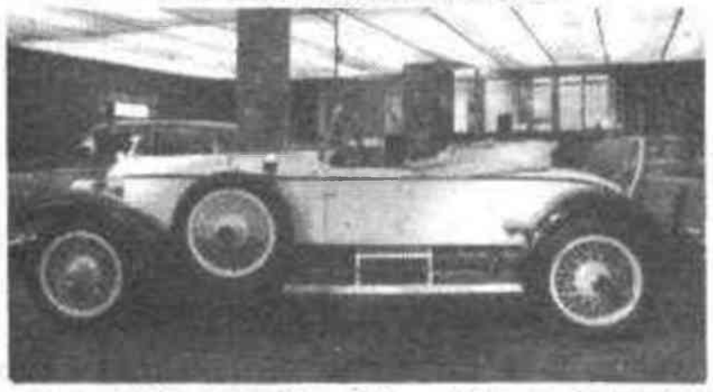
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1923 ROLLS-ROYCE Silver Ghost open tourer by Hooper. Restored to *concours* condition. Coachwork in Old English white with black wings, black folding canopy, and red hide. Equipped with Auster rear screen.



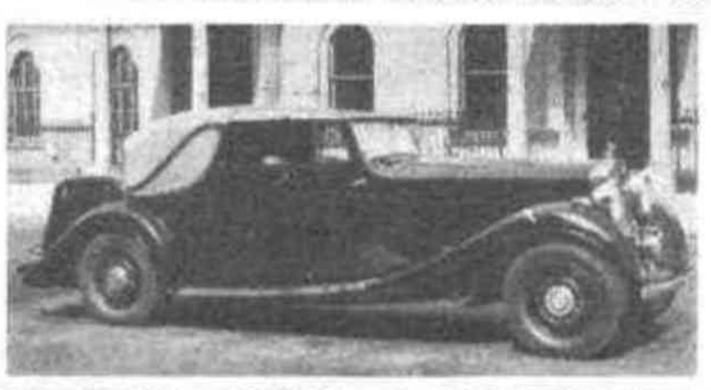
1934 ROLLS-ROYCE Phantom II touring limousine by James Young. Burgundy with black wings and gold coachlines, black leather to the front with beige 'West of England' cloth to the rear seating, and beige carpeting. Sideways-facing occasional seats and wind-up division. 76,000 miles from new.



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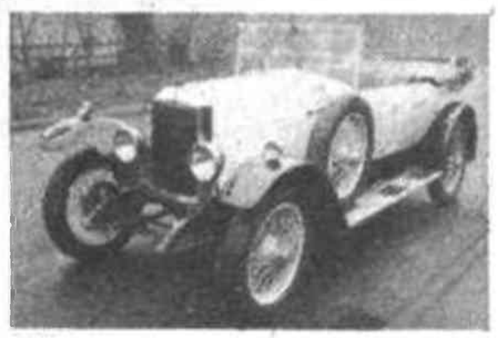
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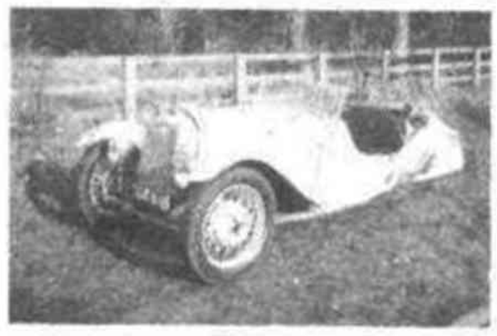
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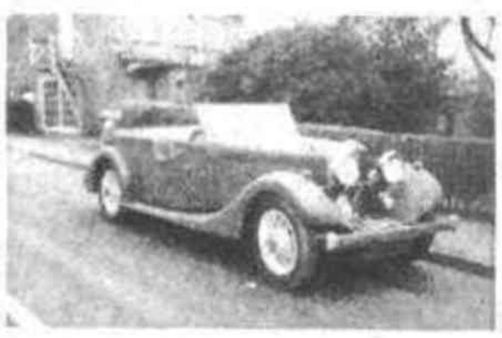
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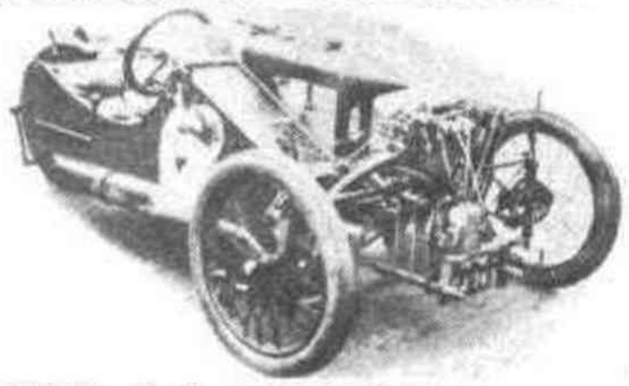
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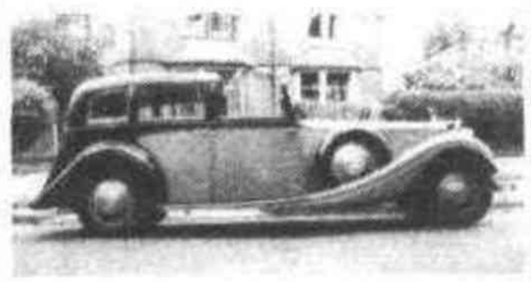
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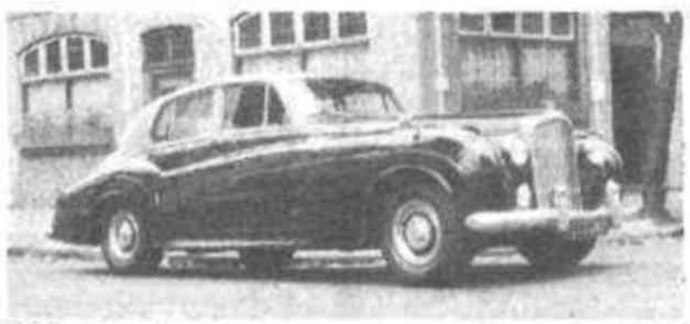
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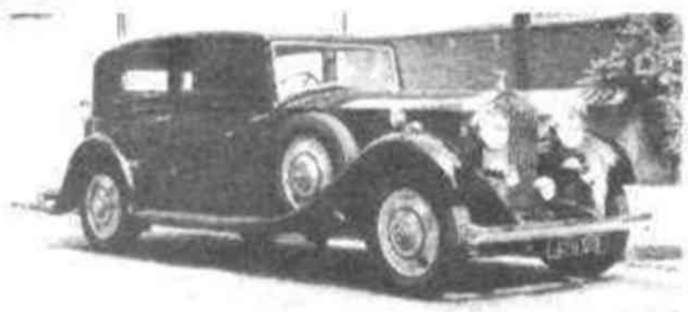
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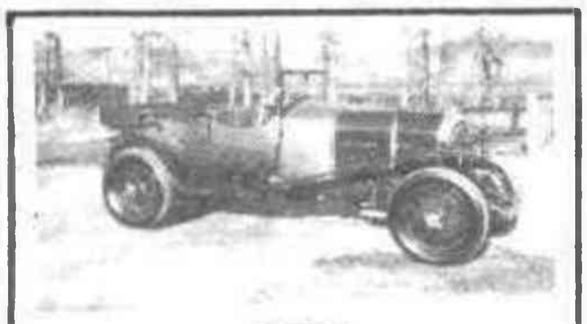
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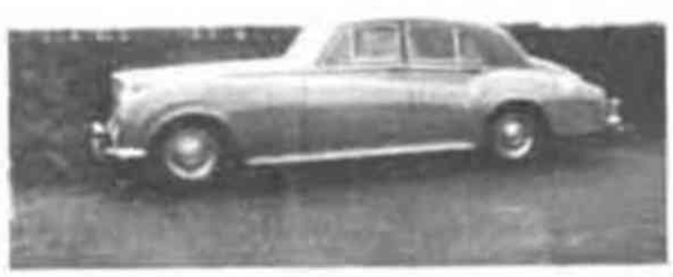
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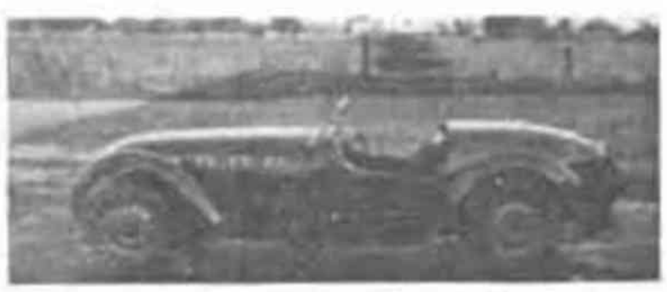
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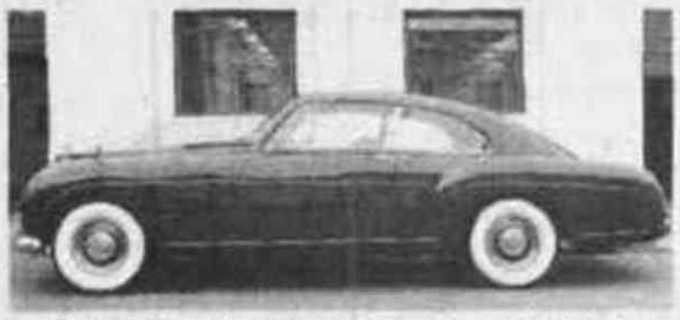
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ROLLS-ROYCE SILVER WRAITH
touring saloon by H. J. Mulliner
1949 Now black over shell grey with mid-tan interior.



BENTLEY CONTINENTAL S.3
by Mulliner - Park Ward
1963 Ivory with powered top and blue interior.



BENTLEY R-TYPE "LIGHTWEIGHT"
by H. J. Mulliner
1954 Regency red with grey hide, synchromesh gears.



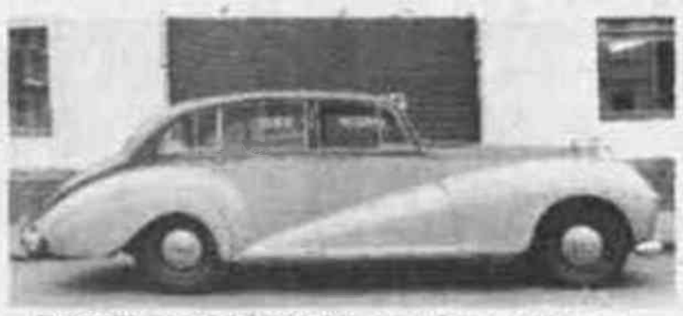
BENTLEY CONTINENTAL S.2 V8
by Mulliner - Park Ward
1961 Mist green, with powered top and cream interior, low mileage, one owner.



BENTLEY CONTINENTAL R-TYPE
by H. J. Mulliner
1954 Silver, blue interior (*illustrated*).
1954 Silver, red interior, or
1955 Black, tan interior,
all with synchromesh gears.



BENTLEY 3½-litre by Hooper
1934 Silver and blue, with blue interior and many special features.



BENTLEY MARK VI by James Young
1952 Sand over sable with light tan interior



BENTLEY R-TYPE DROPHEAD COUPE
by Park Ward
1954 As shown save for the more attractive upswept wing line. Prepared to show standards in silver.



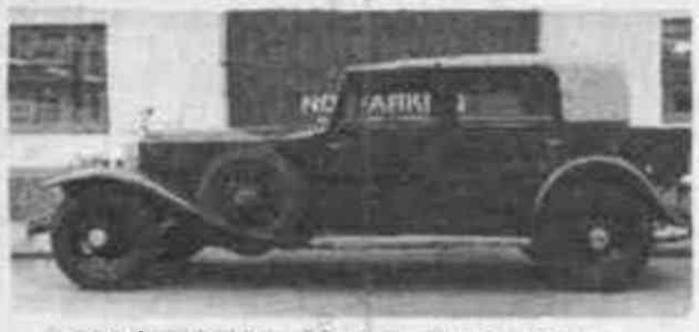
ROLLS-ROYCE 20/25 SPORTSMAN'S SALOON by H. J. Mulliner
1936 and beautifully kept.



ROLLS-ROYCE SILVER CLOUDS
1957 With P.A.S. Sage over smoke green.
1958 (*illustrated*) Silver over blue.
1961 S.C.II V8. Black over silver.
1962 S.C. II V8. Indigo over shell.
1964 S.C.III V8. Sand over sable.



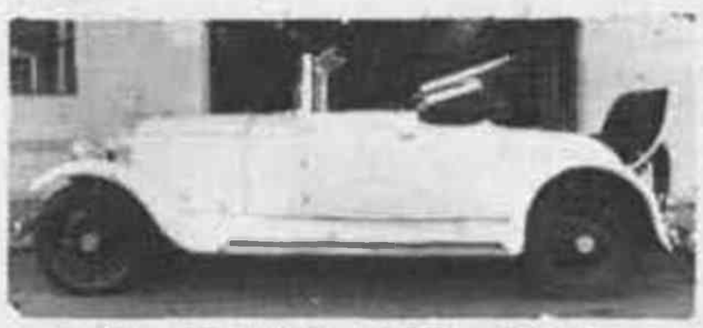
ROLLS-ROYCE 25/30
1936 Owner-driver saloon with cocktail set and one occasional seat. Hooper body.



ROLLS-ROYCE 20 H.P. by Weymann
1928 Black with maroon interior.



BENTLEY S-TYPE by James Young
1958 One of only three originals. Sable with cream interior, powered steering.



ROLLS-ROYCE 20 H.P. COUPE
by Maddox
1929 Ivory white, blue interior.

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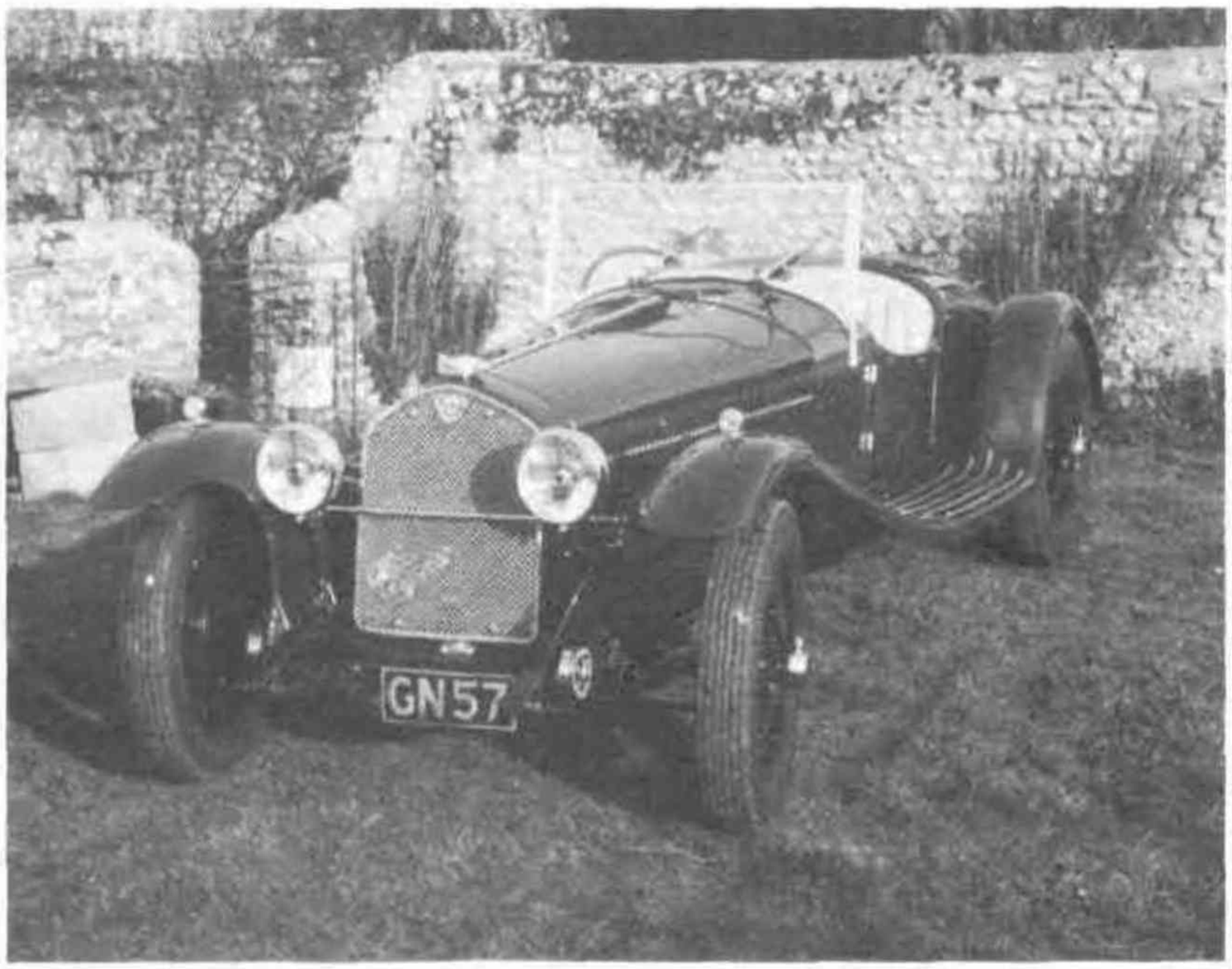
Alfa Romeo 1750 Supercharged

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It is painted dark blue and is trimmed in biscuit leather. The two-seater body was fitted by Roger Cook. Its condition is good enough to satisfy the perfectionist and, considering the vast cost of the rebuild, we think the car modestly priced.

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